ENVIRONMENTAL ASSESSMENT REPORT

St Peters Lutheran College

Proposed Ministerial Designation

John Gaskell
planning consultants

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01 INTRODUCTION

1.1 INTRODUCTION

This Environmental Assessment Report ('EAR') has been prepared by John Gaskell Planning Consultants ('JGPC') on behalf of St Peters Lutheran College ('College'). In accordance with Chapter 2, Part 5 of the *Planning Act 2016* ('PA'), the College seeks to designate land located at 345 Indooroopilly Road, and 28, 30, 36, 38, 40, 48, 60, 64, 88 Harts Road, Indooroopilly QLD 4068 and described as Lot 5 on RP215593, Lots 49, 50, 53, 54, 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1, and 2 on RP61078, Lots 1 and 2 on RP61566, and 370 on SL6328 (hereafter referred to as the 'subject land'). The College seeks to designate the subject land for:

- educational facilities (Schedule 5, Section 13, Part 2, Item 6 of the *Planning Regulation 2017* ['PR']); and
- facilities at which an education and care service under the Education and Care services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the PR).

The St Peters Lutheran College student population will stay at or about the student population at 2020 (being approximately 2050 students). The projects set out in the Ministerial designation are designed to:

- improve onsite parking, circulation and access arrangements (increasing formal car parking spaces from 340 spaces to 428 spaces);
- upgrade existing facilities, including boarding facilities, specialist learning and sports facilities (including new buildings ranging from one to four storeys in height); and
- consolidate precincts across the campus.

The proposed Ministerial designation has not been designed to cater for an increased population, with the anticipated student population at 2020 being less than in the past. The Ministerial designation is proposed in order to facilitate the efficient allocation of resources and enable the timely supply of the community infrastructure, whilst also affirming the existing use of the subject land. The proposed Ministerial designation has been designed to provide modern, up to date facilities to enable Australian Curriculum to be delivered whilst also meeting College needs.

This EAR has been prepared in accordance with Chapter 7 of the Minister's Guidelines and Rules ('MGR') and includes the following sections:

- Section 2, describes the subject land and its surrounds;
- Section 3, provides a detailed description of the proposed infrastructure;
- Section 4, sets out the State, regional and local planning context for the proposed infrastructure;
- Section 5, provides a comprehensive assessment of the potential environmental, social and economic impacts of the proposed infrastructure;
- Section 6, provides a summary of the previous development approvals over the subject land;
- Section 7, sets out the consultation strategy for the proposed infrastructure; and
- Section 8, the conclusion.

This EAR is accompanied by drawings prepared by Burling Brown Architects, and includes the following specialist reports:

- Traffic Assessment prepared by SLR Consulting;
- Heritage Impact Statement prepared by Vault;
- Engineering Services Report prepared by Bligh Tanner;
- Site Based Stormwater Management Strategy prepared by Bligh Tanner.

02 SITE CONTEXT AND DESCRIPTION

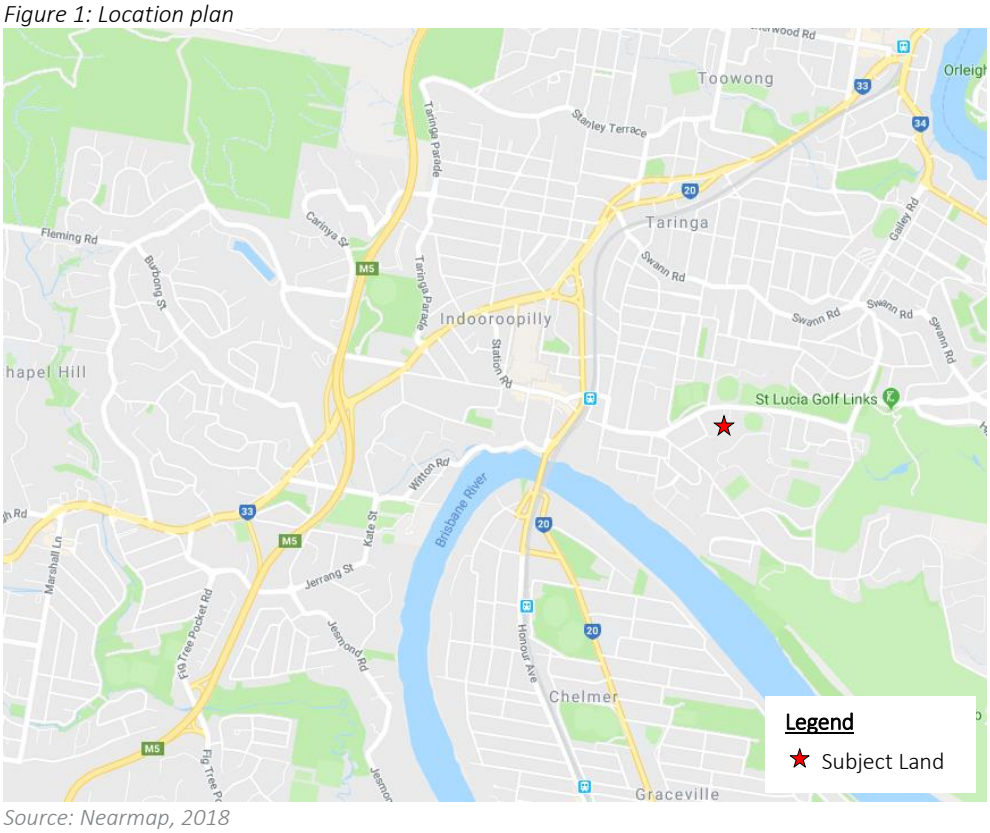
2.1 SITE CONTEXT

The College currently operates over a significant land holding in Indooroopilly within the local government area of Brisbane. Indooroopilly is located approximately 7 kilometres south west of Brisbane's Central Business District ('CBD'), and is surrounded by the suburbs of St Lucia, Taringa, Chapel Hill, and Fig Tree Pocket. The Brisbane River is also located along the southern boundary of Indooroopilly.

Indooroopilly, including the subject lands general locality, is characterised by a mix of residential (including both dwelling houses and multiple dwellings) and non-residential uses. The suburb is highly accessible by both public transport (train and bus services) and private vehicle. The Western Freeway and Moggill Road dissect the suburb and provide convenient access into the CBD.

Refer to Figure 1 for a Location plan.

Figure 1: Location plan



Source: Nearmap, 2018

2.2 SITE LOCATION, DESCRIPTION AND EXISTING USE

The College is a well-established (circa 1945) independent co-educational day and boarding school providing an education from prep to grade 12 and boarding from grade 6. The College also provides Outside School Hours Care. At present the College provides an education to approximately 1,986 students and employs approximately 289 (full time equivalent) persons.

The College is located on land at 345 Indooroopilly Road, and 28, 30, 36, 38, 40, 48, 60, 64, 88 Harts Road, Indooroopilly QLD 4068 and described as Lot 5 on RP215593, Lots 49, 50, 53, 54, 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1, and 2 on RP61078, Lots 1 and 2 on RP61566, and 370 on SL6328. The subject land comprises an area of approximately 21 hectares and has frontage to:

- Lambert Road for approximately 313 metres at the northern site boundary;
- Harts Road for approximately 342 metres at the south western site boundary; and
- Lohe Street for approximately 20 metres and Indooroopilly Road for approximately 89 metres at part of the eastern site boundary.

Vehicular access to the subject land is currently gained from all roads; one crossover at Lambert Road, three crossovers at Harts Road (one being emergency vehicle access only), one crossover at Lohe Street, and one crossover at Indooroopilly Road.

Built form is located across most of the subject land, albeit the south eastern, south western, and northern frontages of the subject land that comprise the College ovals/outdoor sport and recreation areas. Vegetation is located throughout the subject land between buildings, whilst a more heavily vegetated area is located within the north western portion of the subject land. Buildings on the subject land range in height and extend to a maximum of four storeys. Car parking and vehicular manoeuvring areas are located across the subject land, with an internal drop off and pick up area accessible from Lambert Road (junior school), and kerbside drop off and pick up areas along the frontages of the subject land (predominantly Harts Road and Lambert Road).

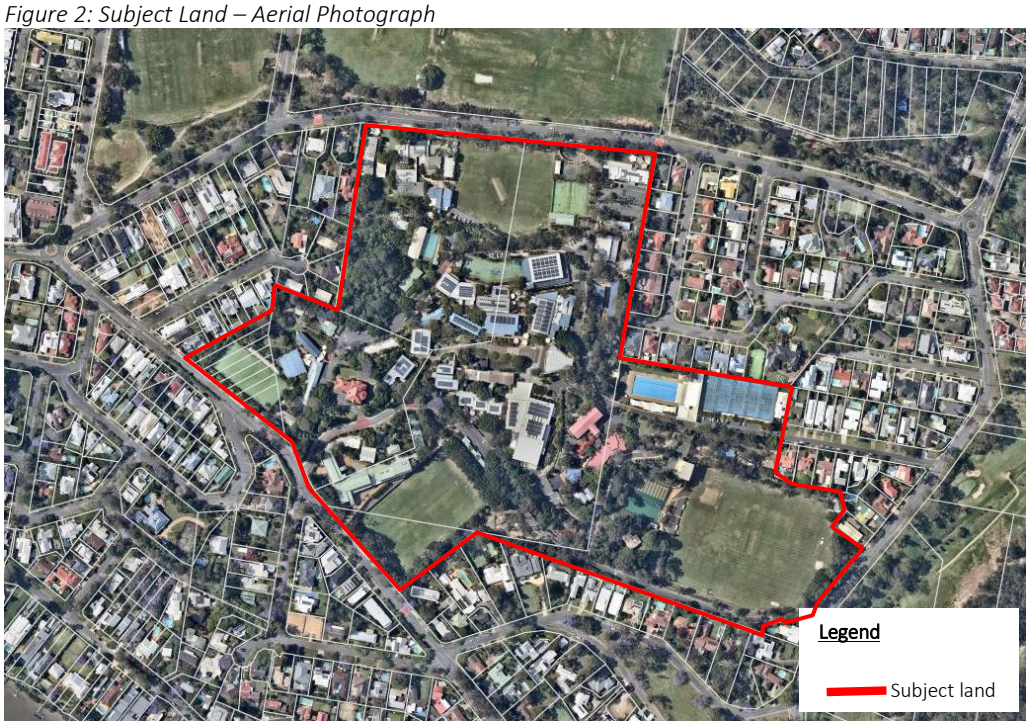
Importantly, built form on the subject land includes accommodation for students (that being, the boarding house) and a number of dwelling houses that provide accommodation for persons associated with the College.

Part of the subject land, the central portion, is identified as a State heritage place, 'Chapel of St Peters Lutheran College, Indooroopilly - 602816'. This part of the subject land includes the College Chapel that was constructed in 1968, paved forecourt and 'tree lined' plaza. It is also noted a separate part of the subject land is also identified as a Local heritage place, 'Residence Ross Roy (former)'.

The levels of the subject land vary across the site. Generally, the subject land reaches its highest point at approximately RL40 metres AHD within the south western portion of the subject land, reducing across the site to approximately RL10 metres AHD at the Lambert Road and Indooroopilly Road frontages.

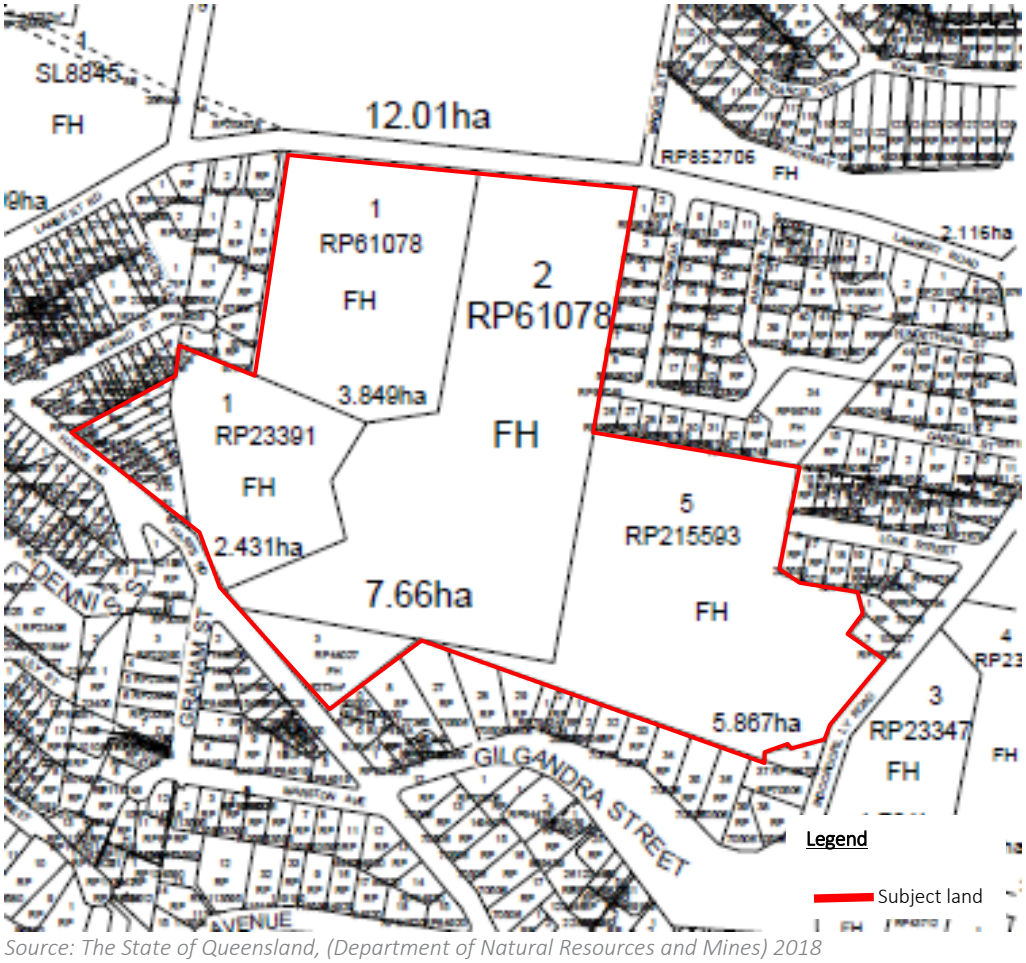
An aerial photo and Cadastre Smartmap of the subject land are provided at Figures 2 and 3 below.

Figure 2: Subject Land – Aerial Photograph



Source: Nearmap 2018 (Image date 3 November 2018)

Figure 3: Cadastre Smartmap



Source: The State of Queensland, (Department of Natural Resources and Mines) 2018

2.2.1 Landowner

The subject land is owned by the Lutheran Church of Australia, Queensland District.

2.3 EXISTING USES ON ADJOINING SITES

As illustrated at Figure 2 and as discussed above, the subject land has frontage to Lambert Road, Harts Road, Lohe Street, and Indooroopilly Road. All other boundaries adjoin residential development, whilst Indooroopilly State High School is located on the opposite frontage to Lambert Road.

The wider surrounding locality comprises a range of uses, including residential, community use / outdoor sport and recreation and commercial development. At locations closer to Indooroopilly railway station, higher intensity residential development is proceeding between approximately five to ten storeys

03 INFRASTRUCTURE PROPOSAL

3.1 TYPE OF INFRASTRUCTURE

Ministerial designation is proposed to facilitate the efficient allocation of resources and enable the timely supply of the community infrastructure. It is proposed to designate the subject land for:

- educational facilities (Schedule 5, Part 2, Item 6 of the PR); and
- facilities at which an education and care service under the Education and Care services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the PR).

It is the College's intention that the subject land will continue to be utilised for educational facilities for students from prep to grade 12 (boarding from grade 6) and will continue to provide boarding and outside school hours care.

3.2 NATURE, SCALE AND INTENSITY OF INFRASTRUCTURE AND EACH USE PROPOSED

The proposed Ministerial designation is for the designation of all the subject land for the infrastructure mentioned at Section 3.1 above.

The proposed Ministerial designation will also involve a number of separate projects across the subject land scheduled to be completed by the start of the 2021 school year and beyond. The separate projects are summarised below, and further details are provided on the architectural drawings prepared by Burling Brown Architects at Appendix A1.

Development that is to be undertaken by the start of the 2021 school year generally comprises Projects 1 to 3 illustrated on the accompanying Master Plan. The timing for all other projects illustrated on the accompanying Master Plan will depend on availability of funding, however it is envisaged projects 4 to 9, 16, 19 and 20 will be carried out within the next 6 to 10 years. These projects (i.e. Projects 1 to 9, 16, 19 and 20) are therefore the primary focus of the proposed Ministerial designation.

Importantly, the proposed Ministerial designation has been designed to provide modern, up to date facilities to enable Australian Curriculum to be delivered whilst also meeting College needs. This includes improving onsite car parking provision (and reducing potential pedestrian and vehicular conflicts) and consolidating the junior school within the north western portion of the subject land and providing distinct 'precincts' across the campus. The proposed Ministerial designation has

not been designed to cater for an increased population, with the anticipated student population at 2020 being less than in the past.

3.2.1 Projects Proposed for Completion by 2021

Project 1

Project 1, 'IT Relocated to Existing Laundry' will involve relocation of the IT facilities to the 'RE' building. Relocation of the IT facilities will enable demolition of an existing building (adjacent to the 'TE' building) to facilitate construction of Project 2.

Project 1 will not change the overall height or area of the 'RE' building.

Project 2

Project 2, 'Lutheran House Redevelopment – Innovation Centre' is located within a central part of the subject land adjacent to the State heritage boundary (the north western extent of the boundary). The proposed building is located a significant distance from all site boundaries, separated from the boundaries by existing buildings, vehicular access and vegetation.

Project 2 will involve demolition of two existing two storey buildings, and construction of a single four storey building. The proposed new building will essentially replace general learning areas currently located within those buildings proposed to be demolished and additional teaching / learning spaces.

The indicative layout of the proposed building is illustrated on the accompanying Master Plan prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage.

Project 3

Project 3, 'Academic Court', is located within a central part of the subject land within the State heritage boundary. At present, this area of the subject land comprises hard landscaping, soft landscaping, lunch/'picnic tables'. Very little cover from the varying elements of the weather is currently provided, and consequently this area of the subject land is underutilised by students (particularly in summer). Project 3 will include reinstatement of the concrete shell of the original forecourt reflection pool, or a facsimile structure, in its original location, and peripheral plantings along both edges of the forecourt.

Further details of Project 3 are provided on the accompanying drawings prepared by Burling Brown Architects at Appendix A1.

3.2.2 Projects Proposed for Completion within 6 to 10 Years

Project 4

Project 4, 'Residential Precinct', will involve the construction of townhouses/row houses within the eastern portion of the subject land adjacent to the existing tennis courts and Mayer Oval. The proposed townhouses/row houses will continue to provide accommodation for persons associated with the College and will comprise a maximum height of two storeys.

Importantly, existing dwelling houses across the subject land will be demolished, resulting in no net increase in dwelling houses on site.

Indicative plans of the Project 4 are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage.

Project 5

Project 5, 'Junior School Redevelopment – Relocation of Years 5/6 to Consolidate Junior School', will involve relocating students in Years 5 and 6 from the south western portion to the north western portion of the subject land. This will include demolition of four existing buildings/structures, construction of a two storey building, and landscape works for improved outdoor learning / play space. The building will comprise an area of approximately 1,391m² and is likely to include general learning areas, specialist classrooms, covered outdoor learning areas, toilets, withdrawal rooms and outdoor breakout space.

The proposed building is setback an appropriate distance from all site boundaries, setback approximately 40 metres at its nearest point to the western site boundary. Existing landscaping along the western site boundary adjacent to the proposed building, and established vegetation west / south west in immediate proximity to the proposed building (that being, vegetation included on State government mapping) will be maintained.

Indicative plans of the Project 5 are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage.

Project 6

Project 6, 'Hart Road Pick Up / Drop Off', will involve construction of a new pick up and drop off area adjacent to the Harts Road frontage to the subject land, within the south western portion of the subject land. Project 6 will involve:

- widening Harts Road along the frontage of the subject land such that vehicles can park along the road without obstructing through traffic or parking over the footpath; and

- widening the existing footpath within this area to 4 metres (where appropriate and not constrained by grade changes) to accommodate pedestrian demand in this area.

Project 6 has been designed to benefit the efficiency of drop of / pick up during school peak times (improve current observed issues).

Options for the above works are outlined within the Traffic Assessment prepared by SLR Consulting. The final layout will be documented at the detailed design stage.

Project 7

Project 7, 'Junior School Pick Up / Drop Off, Maintenance Area with Courts Over', is located within the north eastern portion of the subject land and will involve:

- demolition of two existing outdoor sports courts and adjacent building;
- redeveloping the current junior school pick up / drop off area to provide a greater area (including a longer circulation area) and increased car parking spaces. The area will continue to be accessed via the existing crossover from Lambert Road and will provide 26 angled parking spaces in addition to approximately 6 parallel pick up / drop off spaces; and
- construction of a building comprising ground floor undercroft car parking with three outdoor sports courts and maintenance and sports storage above. Storage will comprise an area of approximately 731m² across two levels.

The proposed building is setback an appropriate distance from all site boundaries, separated from the boundaries by existing buildings, car parking and vehicle manoeuvring areas, and open space. Established vegetation along the frontage of the Lambert Road frontage of the subject land will be maintained.

Indicative plans of the Project 7 are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage. Further details are also provided in the accompanying Traffic Assessment prepared by SLR Consulting provided at Appendix A2.

Project 8

Project 8, 'New Car Park and Bus Drop Off Area', is located within the central southern portion of the subject land. Project 8 will involve amending the existing bus drop off area, constructing improved facilities and an increased number of formal car parking spaces. A total of 91 car parking spaces will be provided at Project 8.

The existing building located over this part of the subject land will be demolished to enable construction of the car park.

The proposed car park and bus drop off area is appropriately setback from all site boundaries, separated from the nearest site boundary by existing an internal road, vegetation and open space. Established vegetation along the southern site boundary will be maintained.

Indicative plans of the Project 8 are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage. Further details are also provided in the accompanying Traffic Assessment prepared by SLR Consulting provided at Appendix A2.

Project 16

Project 16, 'New Sports Hall', is located within the south eastern portion of the subject land and will involve construction of a building comprising approximately

15 metres in height (at its highest point). The height of the proposed building is dictated by the proposed use (that being a sporting facility) with:

- level 1 accommodating the proposed car park and comprising 3 metres in height from floor to floor (1 Storey);

- level 2 accommodating the sports courts etc and comprising 9 metres in height from floor to underside of roof structure (3 storeys); and

- the roof comprising 3 metres in height (minimum) from underside of roof structure to top of roof (1 Storey).

The proposed building will include ground floor car parking (approximately 150 spaces) accessed via the existing internal road and will comprise a sports hall featuring retractable seating, courts with central playing area, student learning areas and amenities. The building will comprise an area of approximately 12,568m² (including the car parking area).

The proposed building is setback an appropriate distance from all site boundaries, separated from the nearest site boundary by an existing internal road, and vegetation. Project 16 will also include additional planting adjacent to the proposed building, in particular the southern façade.

Indicative plans of the Project 16 are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage.

Projects 19 and 20

Projects 19 and 20, 'Proposed Boarding House Boys and Girls', will involve consolidating boarding facilities within the south western portion of the subject land (an area currently occupied by outdoor sports courts). Projects 19 and 20 will involve the construction of two four storey buildings comprising an area of approximately 6,017m² and including amenities, common areas and student and staff accommodation.

The proposed buildings are setback an appropriate distance from all site boundaries, setback from the nearest site boundaries by approximately 10 metres. Landscaping will be maintained along the site boundaries adjacent to the proposed buildings.

Indicative plans of the Projects 19 and 20 are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage.

An existing building will also be demolished to enable construction of Project 20.

The height and setback of each proposed building is discussed further at Section 5 of this report. Furthermore, the above projects may not be carried out in sequential order and will be carried out based on College need and funding.

3.2.3 Car Parking and Vehicle Manoeuvring

As previously discussed, the proposed Ministerial designation has been designed to improve onsite car parking arrangements and reduce potential pedestrian and vehicular conflicts. At present, a total of 340 formal car parking spaces are provided across the subject land. The proposed Ministerial designation will involve internal alterations to enable a total of 428 formal car parking spaces, and to improve the distribution of car parking spaces across the subject land to assist with minimising the need for vehicles to circulate across the internal road network in order to find a parking space (hence reducing potential pedestrian/vehicle conflict). Some of the additional car parking areas are mentioned above, with further details provided on the accompanying drawings prepared by Burling Brown Architects at Appendix A1.

The proposed Ministerial designation will also include removal of some internal roads to assist with reducing 'rat running' through the subject land.

3.3 INTENDED OUTCOMES OF PROPOSED USES

The intended outcomes are as follows:

- designate the subject land for:
  - » educational facilities; and
  - » facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated;
- undertake the proposed development as outlined in this report, and accompanying drawings (including improving onsite car parking provision);
- generally, maintain the existing student and staff population with allowances made for normal increases and decreases in population at schools. The College population is expected to increase by approximately 64 students and approximately 2 staff (full time equivalent) between 2018 and 2020. This will result in a total population of approximately 2050 students and 291 staff (full time equivalent).

Further comments on the College population are provided at Section 3.4 below.

3.4 REQUIREMENTS OF SECTION 36(1) OF THE ACT

The proposed Ministerial designation meets Section 36(1)(b) of the Act.

The Ministerial designation is proposed in order to facilitate the efficient allocation of resources and enable the timely supply of the community infrastructure, whilst also affirming the existing use of the subject land. There is an ongoing need for the College to provide independent education, continuing a long tradition of providing educational services in Brisbane.

In 2007 the 'Prep Year' was introduced and in the following year the starting age at grade 1 was raised across Queensland schools. This resulted in reduced student

cohorts across the State, including at St Peters Lutheran College. These reduced cohorts are set to exit the secondary school system at the end of 2019. From 2020, secondary schools across Queensland will return back to full cohorts for all six grades (grades 7 to 12). The proposed Ministerial designation will assist the College to accommodate the full cohorts for all six grades.

However, as previously discussed, the proposed Ministerial designation has been designed to provide modern, up to date facilities to enable Australian Curriculum to be delivered whilst also meeting College needs. This includes improving onsite car parking provision (and reducing potential pedestrian and vehicular conflicts) and consolidating the junior school within the north western portion of the subject land and providing distinct 'precincts' across the campus. The master plan also includes improved specialist learning, sporting and extracurricular spaces that support the College's vision to provide the highest quality of education to its students. The proposed Ministerial designation has not been designed to cater for an increased population. The student population at the College, in the past, has been in excess of that anticipated at 2020.

04 PLANNING CONTEXT

4.1 PLANNING ACT 2016

As previously discussed, the College seeks to designate the subject land for:

- educational facilities (Schedule 5, Part 2, Item 6 of the PR); and
- facilities at which an education and care service under the Education and Care services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the PR).

Chapter 2, Part 5, Section 36 of the PA (amongst other matters) sets out the criteria for the designation of premises for the development of infrastructure. The following table provides comments specific to the proposed Ministerial designation against the 'criteria for making or amending designations'.

Criteria	Response
(1) To make a designation, a designator must be satisfied that— (a)the infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure; or (b)there is or will be a need for the efficient and timely supply of the infrastructure.	Refer to Section 3.4 above.
(2) To make or amend a designation, if the designator is the Minister, the Minister must also be satisfied that adequate environmental assessment, including adequate consultation, has been carried out in relation to the development that is the subject of the designation or amendment.	This EAR has been prepared to provide an environmental assessment of the proposed designation and is available during consultation. Consultation will be carried out for 20 business days as required by the DSDMIP, and the EAR will be amended and finalised following consultation.
(3) The Minister may, in guidelines prescribed by regulation, set out the process for the environmental assessment and consultation.	This EAR is prepared, and consultation will be carried out in accordance with Chapter 7 of the MGR.
(4) The Minister is taken to be satisfied of the matters in subsection (2) if the process in the	Refer to above comments.

Criteria	Response
guidelines is followed.	
(5) However, the Minister may be satisfied of the matters in another way.	No comment required.
(6) Sections 10 and 11 apply to the making or amendment of the guidelines as if the guidelines were a State planning policy.	No comment required.
(7) To make or amend a designation, a designator must have regard to—	
(a) all planning instruments that relate to the premises; and	Planning instruments relevant to the subject land are discussed within the following sections of this report.
(b) any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and	There are no known other assessment benchmarks.
(c) if the premises are in a State development area under the State Development Act—any approved development scheme for the premises under that Act; and	The subject land is not located in a State Development Area.
(ca) if the premises are in a priority development area under the Economic Development Act 2012 —any development scheme for the priority development area under that Act; and	The subject land is not located in a Priority Development Area.
(d) any properly made submissions made as part of the consultation carried out under section 37; and	Properly made submissions will be considered as part of the amended and final EAR.
(e) the written submissions of any local government.	Submissions from the local government will be considered as part of the amended and final EAR.

4.1.1 Effect of the Designation if Made

Chapter 3, Part 1, Section 44 of the PA defines categories of development. With relevance to the designation of land for infrastructure, this section of the PA states:

'(b)development in relation to infrastructure under a designation is—

(i) to the extent the development is building work under the Building Act—the category of development stated for the building work under a regulation; or

(ii) otherwise—accepted development'.

Accordingly, if designated, development on the subject land under the designation is accepted development, and no further development approvals are required under the PA.

4.2 STATE INTERESTS

4.2.1 State Planning Policy

The State Planning Policy ('SPP') clearly identifies the State's interests in land use planning and development. The SPP sits above regional plans and local government planning schemes in the hierarchy of Queensland's planning instruments, as set out in section 8(4)(a) of the PA.

The following table identifies the State interests contained in the SPP and their applicability to the proposed Ministerial designation of the subject land:

State Planning Policy	Applicability
Planning for Liveable Communities and Housing	
Housing supply and diversity	N/A
Liveable Communities	N/A
Planning for economic growth	
Agriculture	N/A
Development and construction	N/A
Mining and extractive resources	N/A
Tourism	N/A
Planning for the environment and heritage	
Biodiversity	Refer to comments below
Coastal environment	N/A
Cultural heritage	Refer to comments below
Water quality	Refer to comments below
Planning for safety and resilience to hazards	
Emissions and hazardous activities	N/A

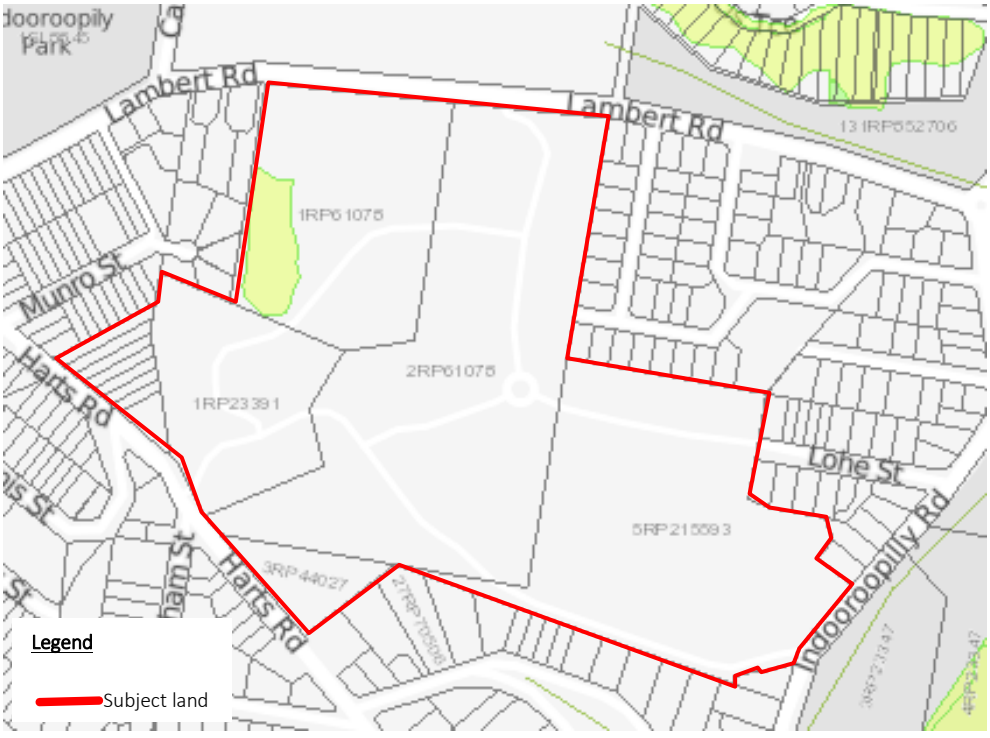
State Planning Policy	Applicability
Natural hazards, risk and resilience	Refer to comments below
Planning for infrastructure	
Energy and water supply	N/A
Infrastructure integration	N/A
Transport infrastructure	Refer to comments below
Strategic airports and aviation facilities	Refer to comments below.
Strategic ports	N/A

Biodiversity

The SPP interactive mapping system identifies part of the subject land as Matters of State Environmental Significance ('MSES') – essential habitat (Refer to Figure 4). The proposed Ministerial designation will not involve removal of vegetation within this area of the subject land.

Accordingly, the proposed development is not expected to adversely impact on this State interest.

Figure 4: SPP Mapping – Biodiversity



Source: SPP Interactive Mapping

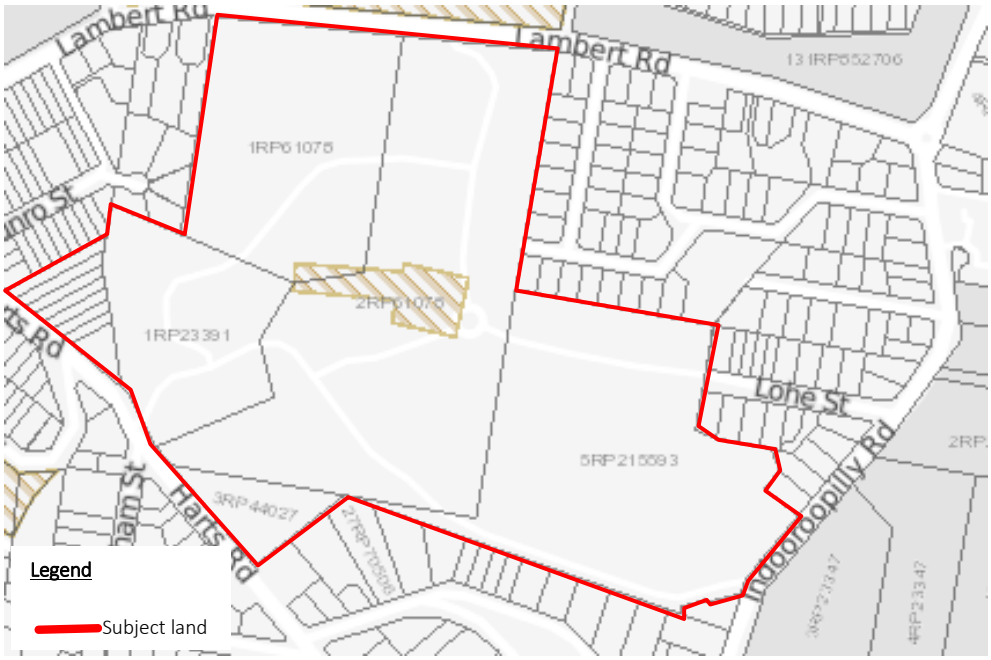
Cultural Heritage

As previously discussed, part of the subject land, the central portion, is identified as a State heritage place, 'Chapel of St Peters Lutheran College, Indooroopilly -

602816' (Refer to Figure 5). This part of the subject land includes the College Chapel that was constructed in 1968, paved forecourt and 'tree lined' plaza.

The proposed Ministerial designation will involve landscape works (building work) within the State heritage boundary. The proposed works have been designed to improve amenity for users of the subject land, whilst respectful of the State heritage significance of this part of the subject land. A Heritage Impact Assessment has been prepared by Vault and is provided at Appendix A3. This assessment confirms the proposed Ministerial designation will not adversely impact on the State heritage significance of the subject land.

Figure 6: SPP Mapping - State Heritage



Source: SPP Interactive Mapping

It is also noted the Brisbane City Plan 2014 ('City Plan') Heritage overlay identifies:

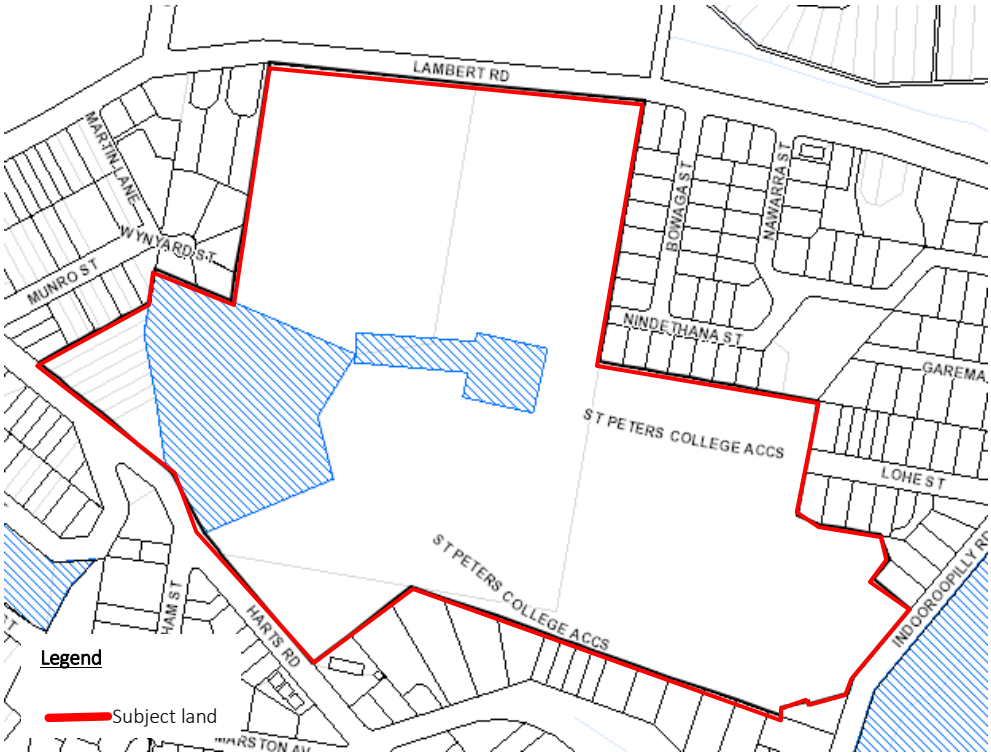
- the above-mentioned State heritage place as a Local heritage place;
- a separate part of the subject land is also identified as a Local heritage place, 'Residence Ross Roy (former)' (Refer to Figure 6); and
- lots adjoining the above heritage places in the Area adjoining heritage sub-category (Refer to Figure 7).

The proposed Ministerial designation will only involve minimal works to the 'Ross Roy' building. A future building is proposed to the north of the 'Ross Roy' building and will be connected by an internal passage/walkway. This will enable the building to be extended whilst minimising the extent of works on the 'Ross Roy' building and will maintain significant views to the building. The minimal works to the 'Ross Roy' building will therefore involve creating an opening at the rear façade to enable the new building to be connected via a passage/walkway.

Furthermore, the proposed Ministerial designation will involve works (new buildings, car parking etc) on land included in the Area adjoining sub-category. The

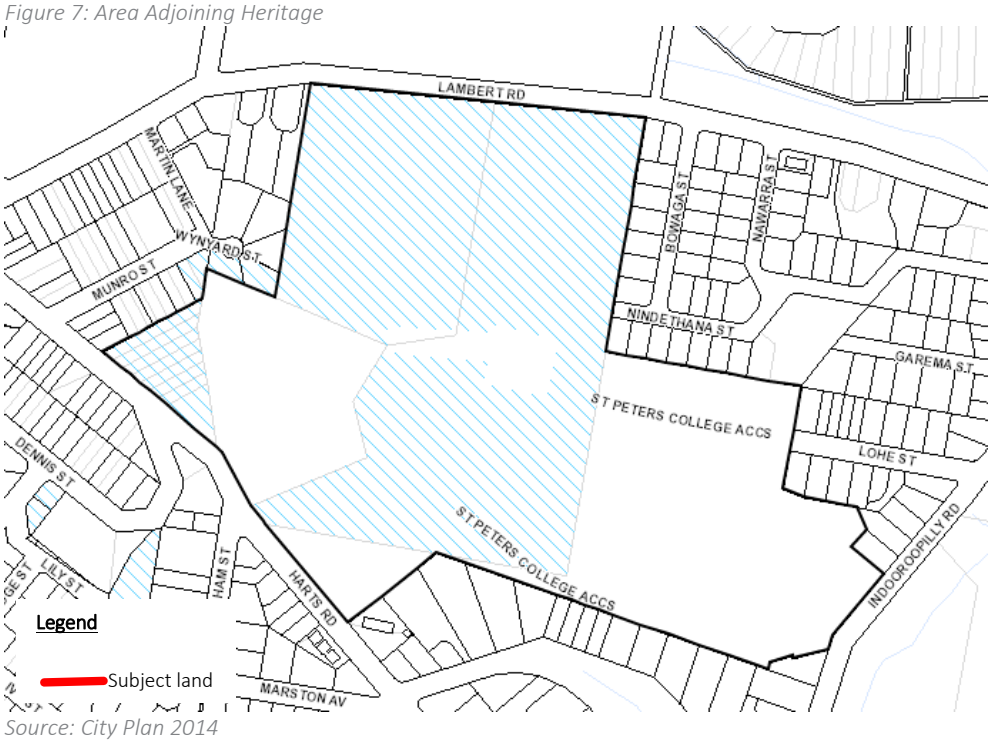
proposed Ministerial designation has been designed to ensure works do not detract from the heritage significance of the place. As previously discussed, a Heritage Impact Assessment has been prepared by Vault and is provided at Appendix A3. This assessment confirms the proposed Ministerial designation will not adversely impact on the Local heritage significance of the subject land.

Figure 6: Local Heritage Place



Source: City Plan 2014

Figure 7: Area Adjoining Heritage

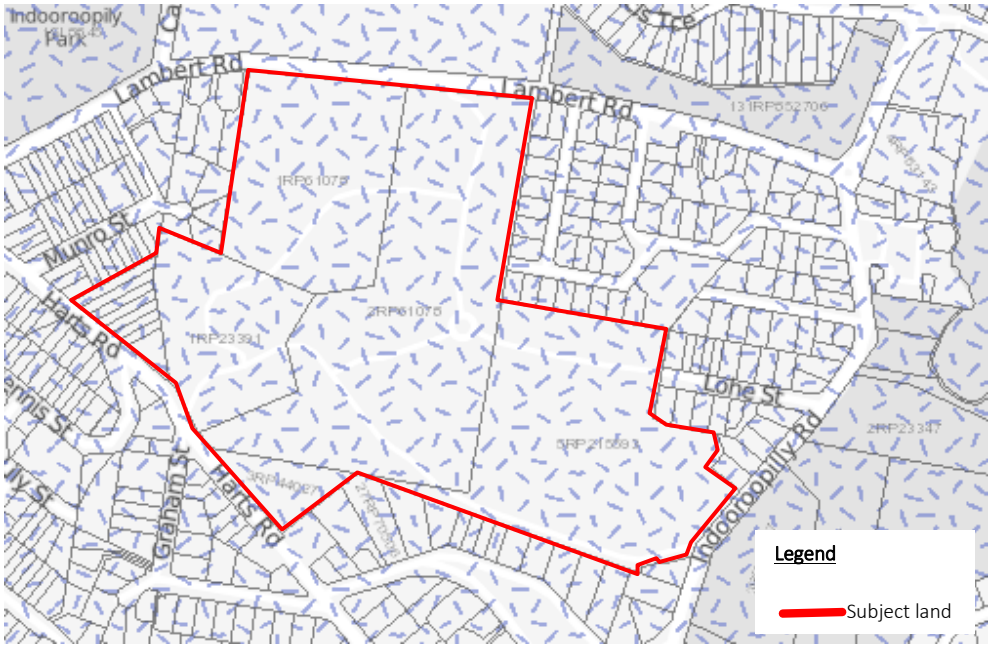


Source: City Plan 2014

Water Quality

The SPP interactive mapping identifies the subject land within the Water resource catchments (Refer to Figure 8). A Stormwater Management Strategy has been prepared by Bligh Tanner and is provided at Appendix A4. This report demonstrates appropriate measures can be employed to ensure the proposed Ministerial designation will achieve the relevant stormwater quality measures.

Figure 8: SPP Mapping – Water Quality



Source: SPP Interactive Mapping

Natural Hazards, Risks and Resilience

The SPP interactive mapping identifies the subject land is in a Flood hazard area (Local government flood mapping).

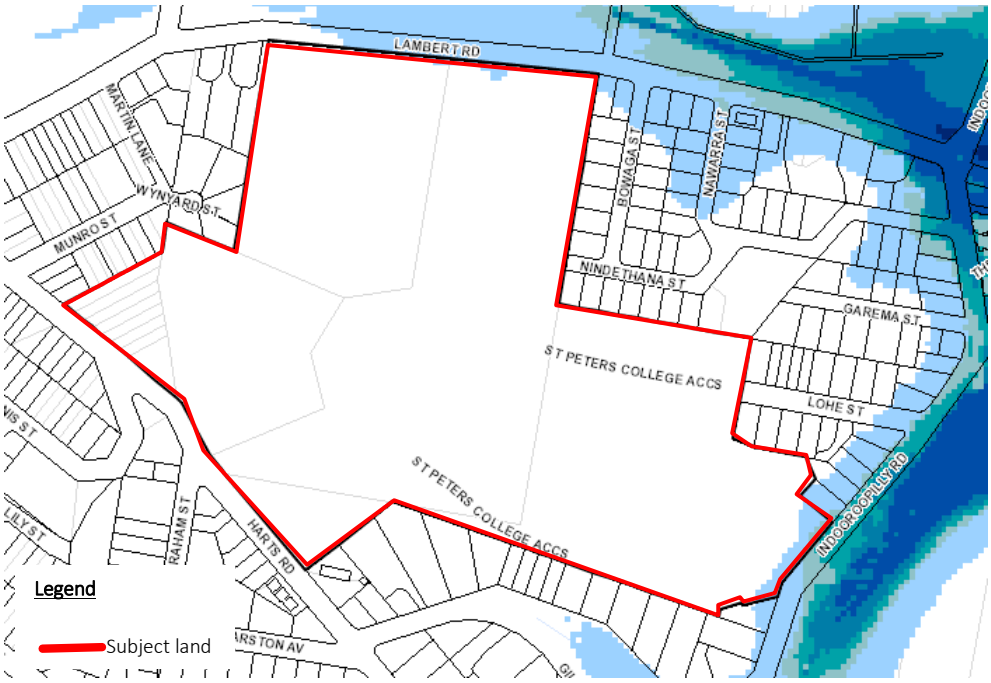
City Plan's Flood overlay only identifies a very small part of the subject land in the:

- Brisbane River flood planning area 3, 4 and 5 sub-categories (Refer to Figure 9);
- Creek/waterway flood planning area 1, 3, 4 and 5 sub-categories (Refer to Figure 10); and
- Overland flow flood planning area sub-category (Refer to Figure 11).

The proposed Ministerial designation will not involve built form within the areas of the subject land included in the above overlays. Furthermore, whilst some vehicular access points to the subject land are included in the above overlays, other vehicular access points are provided to the subject land that are not included on the Flood overlay.

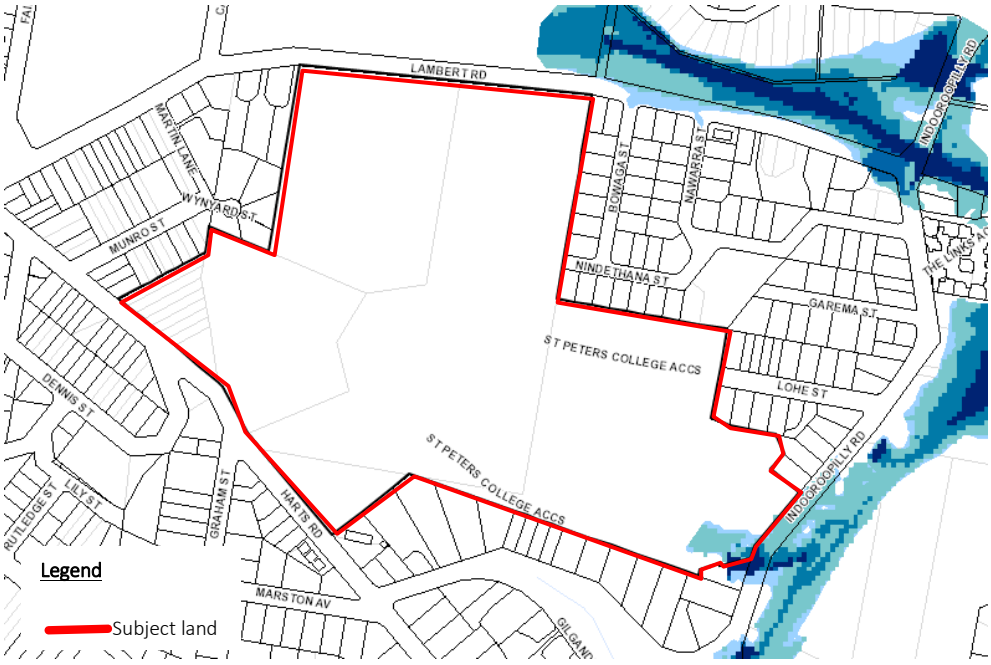
Accordingly, the proposed Ministerial designation is will not adversely impact on risks associated with natural hazards.

Figure 9: Brisbane River Flood Planning Areas



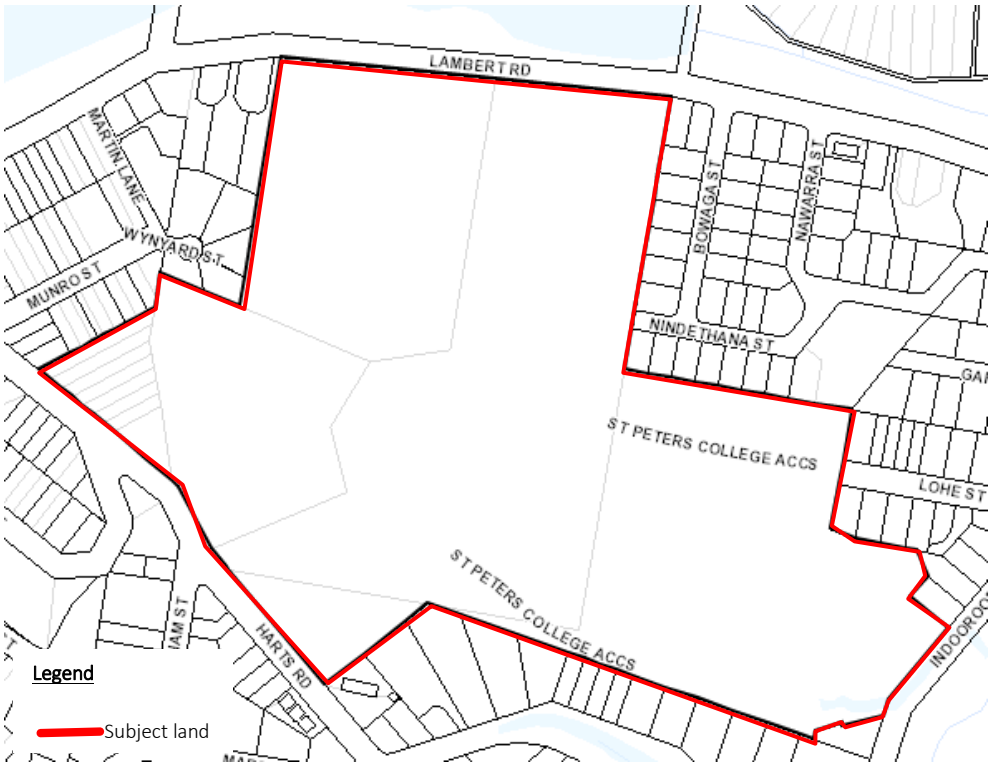
Source: City Plan 2014

Figure 10: Creek/Waterway Flood Planning Area



Source: City Plan 2014

Figure 11: Overland Flow Flood Planning Area

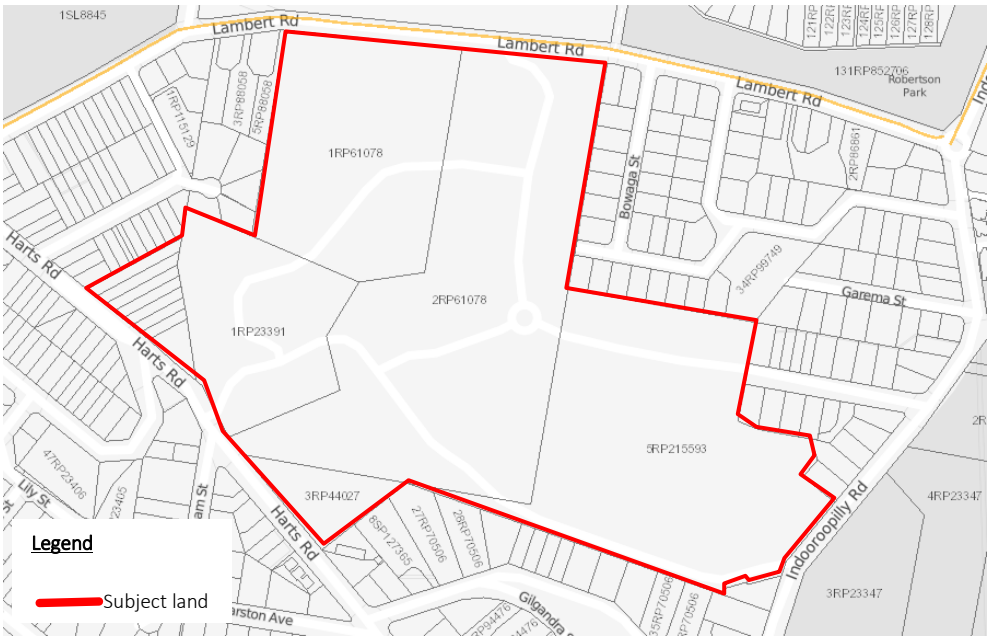


Source: City Plan 2014

Transport Infrastructure

The SPP interactive mapping identifies Lambert Road as an active transport corridor (Refer to Figure 12). To improve current operational issues with the Lambert Road/College access intersection, the proposed Ministerial designation will involve converting this intersection to accommodate left in and left out movements only (by way of signage and line marking). Such proposed works are not anticipated to adversely impact on the active transport corridor. Furthermore, the is not anticipated to significantly increase vehicular traffic along this network. Accordingly, the proposed Ministerial designation will not impact on the provision / maintenance of the active transport corridor.

Figure 12: SPP Mapping – Active Transport Corridor



Source: SPP Interactive Mapping

Strategic Airports and Aviation Facilities

The SPP interactive mapping identifies the subject land is included in the Wildlife hazard buffer zone of the Strategic airports and aviation facilities layer. As previously discussed, the subject land will continue to operate for educational facilities, an activity that currently does not and will continue to not attract wildlife or increase wildlife hazards. Furthermore, the proposed Ministerial designation does not involve a use listed at the tables of assessment in City Plan for the Airport environs overlay for development in the Bird and bat strike zone sub-category of the Airport environs overlay.

4.2.2 State Development Assessment Provisions

A review of the State government's Development Assessment ('DA') Mapping System has been undertaken. The DA Mapping System identifies the following State government DA Mapping layers apply to the subject land:

- SEQ Regional Land Use Categories – Urban footprint;
- Queensland Heritage – Queensland heritage place;
- Water Resources – Water resource planning area boundaries; and
- Native vegetation clearing – Regulated vegetation management map (Category B), and Essential habitat.

The mapping search is undertaken to establish what aspects of the proposed development may trigger referral (under Schedule 10 of the *Planning Regulation 2017* [PR]) to a referral agency (as a concurrence or advice agency) for their assessment against the relevant assessment benchmarks (which may include the

State Development Assessment Provision) during the 'normal' development application process.

Schedule 10 of the PR states referral agencies and their jurisdictions and includes triggers that (amongst other matters) relate to certain thresholds. A review of Schedule 10 of the PR has been undertaken which confirmed that under the 'normal' development assessment process, development on the subject land may require referral to the DSDMIP as the State Assessment and Referral Agency ('SARA') for Queensland heritage place matters. As previously discussed, a Heritage Impact Assessment has been prepared by Vault and is provided at Appendix A3. This assessment demonstrates the proposed development will not adversely impact on the subject land's heritage significance.

A copy of the results of the DA Interactive Mapping search and SPP Mapping search is provided at Appendix A5.

4.3 REGIONAL PLAN

The South East Queensland Regional Plan 2017 ('SEQ Regional Plan') provides a framework for managing growth over the next 25 years and sets a vision for the next 50 years. This includes defining a desired future settlement pattern that aims to use land more efficiently whilst also protecting community values. The SEQ Regional Plan provides a regional growth pattern that designates land into three regional land use classifications; those being, Urban Footprint, Rural Living Area, and Regional Landscape and Rural Production Area.

The SEQ Regional Plan includes the subject land in the Urban Footprint, an area identified to meet the region's urban growth needs to 2041 and seeks to accommodate a range of urban uses, including but not limited to, housing, industry, business, community facilities and urban open space.

The scope of works proposed as part of this proposed Ministerial designation will provide additional infrastructure to support the College's current and future student and staff population. When considering the nature of the proposed development and the subject lands location within the Urban Footprint the intended use of the subject land accords with and promotes the outcomes, strategies and overall vision of the SEQ Regional Plan.

4.4 STATE DEVELOPMENT AREAS

The subject land is not identified as a State Development Area.

4.5 LOCAL PLANNING SCHEME

The Brisbane City Plan 2014 ('City Plan') commenced on 30 June 2014 and is the applicable planning scheme for the subject land. Whilst the intended designation will result in development being accepted development (and therefore not requiring assessment against the City Plan), regard has been given to its relevant provisions.

4.5.1 City Plan Provisions

The following table provides a summary of the key City Plan provisions applicable to the subject land.

City Plan Provisions	
Zone / Zone Precinct	Community facilities zone, Education purposes zone precinct
Neighbourhood Plan	Toowong – Indooroopilly district neighbourhood plan
Overlays	• Airport environs overlay (Procedure for air navigation surfaces, BBS zone – Distance from airport 3-8km); • Bicycle network overlay; • Biodiversity areas overlay (General ecological significance sub-category); • Bushfire overlay (High hazard area sub-category, Medium hazard area sub-category, High hazard buffer area sub-category, Medium hazard buffer area sub-category); • Critical infrastructure and movement network overlay (Critical infrastructure and movement planning area sub-category); • Flood overlay (Brisbane River flood planning area 3, 4 and 5 sub-categories, and Creek/waterway flood planning area 1, 3, 4 and 5 sub-categories, Overland flow flood planning area sub-category); • Heritage overlay (Local heritage place sub-category, State heritage place sub-category, and area adjoining heritage sub-category); • Potential and actual acid sulfate soils overlay (Potential and actual acid sulfate soils sub-category, Land above 5m AHD and below 20m AHD sub-category); • Road hierarchy overlay; and • Streetscape hierarchy overlay.

A copy of the City Plan mapping relevant to the subject land is provided at Appendix A6. Relevant City Plan provisions have been referenced in Section 5 of this report in the environmental assessment of the proposed infrastructure designation.

05 ENVIRONMENTAL ASSESSMENT

5.1 PURPOSE

This section of the EAR provides an assessment of the proposed Ministerial designation to identify:

- anticipated impacts on the surrounding infrastructure network; and
- all environmental, social and economic impacts (both positive and negative) and identifies how potential negative impacts will be mitigated.

This assessment is accompanied by specialist reports included within the appendices to this report.

5.2 ANTICIPATED IMPACTS ON SURROUNDING INFASTRUCTURE NETWORK

5.2.1 Infrastructure

Water

Existing and Proposed Context

Existing water pipelines are located at Lambert Road, Indooroopilly Road, Lohe Street and Harts Road. The proposed Ministerial designation will continue to utilise existing connections.

The proposed Ministerial designation will not result in a sizable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network. Furthermore, a Service Advice Notice ('SAN') from Queensland Urban Utilities ('QUU') has revealed that the existing water supply network has sufficient capacity to service the proposed Ministerial designation. Further, as previously highlighted, the College population has previously been in excess of the envisaged population at 2020.

Refer to the accompanying Engineering Services Report prepared by Bligh Tanner and provided at Appendix A7.

Actions

No further actions are considered to be required, however, prior to works commencing on site, the adequacy, capability and location of existing infrastructure (water) to service the proposed development will be confirmed. If

reasonably required, the infrastructure will be upgraded to cater for the proposed development.

The proposed development will be connected to all relevant infrastructure.

Sewer

Existing and Proposed Context

Existing sewer pipelines are located at Lambert Road, Indooroopilly Road and Harts Road. This network extends into the subject land at the north western, south eastern and south western portions of the subject land. The proposed Ministerial designation will continue to utilise the existing connections.

Again, the proposed Ministerial designation will not result in a considerable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network. Furthermore, a Service Advice Notice ('SAN') from Queensland Urban Utilities ('QUU') has revealed that the existing sewer network has sufficient capacity to service the proposed Ministerial designation. Further, as previously highlighted, the College population has previously been in excess of the envisaged population at 2020.

Refer to the accompanying Engineering Services Report prepared by Bligh Tanner and provided at Appendix A7.

Actions

No further actions are considered to be required, however, prior to works commencing on site, the adequacy, capability and location of existing infrastructure (sewer) to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development.

The proposed development will be connected to all relevant infrastructure.

Stormwater

Existing and Proposed Context

Existing stormwater networks are in proximity to the subject land and extend into the subject land within the southern, south western, south eastern, north western and north eastern portions of the subject land. The proposed Ministerial designation will continue to utilise the existing connections.

Again, the proposed Ministerial Designation will not result in a considerable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network.

Refer to the accompanying Site Based Stormwater Management Strategy and Engineering Services Report prepared by Bligh Tanner and provided at Appendix A4 and Appendix A7 respectively.

Actions

No further actions are considered to be required.

Electricity

Existing and Proposed Context

Existing electrical infrastructure is in proximity to the subject land within the surrounding road network and includes two cables (less than 33kV) that extend from Harts Road (at two separate locations) through the subject land to a central location within the subject land. The proposed Ministerial designation will continue to utilise the existing connections.

Again, the proposed Ministerial Designation will not result in a considerable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network. Further, as previously highlighted, the College population has previously been in excess of the envisaged population at 2020.

Refer to the accompanying Engineering Services Report prepared by Bligh Tanner and provided at Appendix A7.

Actions

No further actions are considered to be required, however, prior to works commencing on site, the adequacy, capability and location of existing infrastructure (electricity) to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development.

In addition, prior to works commencing, the service provider will be consulted where works are in proximity to the infrastructure to ensure the relevant requirements are met.

The proposed development will be connected to all relevant infrastructure.

Telecommunications and National Broadband Network

Existing and Proposed Context

The subject land is currently serviced by Australia's Academic and Research Network (AARNet) fibre optic. The AARNet asset traverses the eastern portion of the subject land (generally from the centre of the site). The subject land is also currently serviced by telecommunications. The proposed Ministerial designation will continue to utilise the existing connections.

Again, the proposed Ministerial Designation will not result in a considerable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network.

Actions

No further actions are considered to be required, however, prior to works commencing on site, the adequacy, capability and location of existing infrastructure (telecommunications) to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development.

In addition, prior to works commencing, the service provider will be consulted where works are in proximity to the infrastructure to ensure the relevant requirements are met.

The proposed development will be connected to all relevant infrastructure.

Gas

Existing and Proposed Context

Existing gas networks are in proximity to the subject land within the surrounding road network.

Again, the proposed Ministerial Designation will not result in a considerable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network.

Actions

No further actions are considered to be required, however, prior to works commencing on site, the adequacy, capability and location of existing infrastructure (gas) to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development.

The proposed development will be connected to all relevant infrastructure.

5.2.2 Traffic and Transport

Site Access and Traffic

Existing and Proposed Context

Vehicular access to the subject land is currently gained via:

- Lambert Road, within the south eastern portion of the subject land. This crossover provides one of the primary vehicular accesses into the subject land;
- Harts Road, at three separate locations. The central crossover provides one of the primary vehicular accesses to the subject land, whilst the other crossovers provide maintenance and emergency vehicle access;
- Lohe Street, a secondary vehicular access point to the subject land;

- Indooroopilly Road, one of the primary vehicular accesses to the subject land (including bus access to the campus).

The proposed Ministerial designation will maintain all existing crossovers to the subject land, albeit the proposed Ministerial designation will amend the existing crossover at Lambert Road to enable left in / left out movements only (by way of signage and line markings). The proposed amendment to movements at this crossover has been designed to improve College traffic management arrangements (including safer ingress and egress and managing traffic at peak times) and will occur at the time Project 7 is constructed.

A number of opportunities for pedestrian access to the subject land are currently provided at all frontages to the subject land. The proposed Ministerial designation will maintain all existing pedestrian access.

Several pick-up and drop-off facilities are located both within the subject land and along adjoining roads. An existing drop off and pick up facility is located within the north western portion of the subject land and is accessible from Lambert Road (for the junior school). Most of the pick up and drop off activity is accommodated in the kerbside lanes along the site frontages; predominately Harts Road and Lambert Road. The proposed Ministerial designation has been designed to improve existing facilities. As previously discussed, the proposed Ministerial designation will involve extending the current drop off and pick up facility accessed from Lambert Road (for the junior school) and will involve constructing a new drop off and pick up facility at the Harts Road frontage to the subject land. Details of these facilities are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1 or within the accompanying Traffic Assessment prepared by SLR Consulting provided at Appendix A2.

Again, the proposed Ministerial Designation will not result in a considerable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network. Further discussion on site access and traffic is provided within the accompanying Traffic Assessment prepared by SLR Consulting provided at Appendix A2.

Actions

As discussed, the proposed Ministerial designation will include:

- construction of a new drop off and pick up area within the north western portion of the subject land accessed from Lambert Road (for the junior school). This will also involve alterations to the existing access arrangements at Lambert Road to provide left in and left out movements only (to improve current issues); and

- construction of a new drop off and pick up area adjacent to the Harts Road frontage to the subject land.

No further actions are considered to be required.

Car Parking

Existing and Proposed Context

Car parking is currently dispersed across the subject land along internal roads or in isolated 'dead end' catchments. In total, 340 formal car parking spaces are currently provided on site.

As previously discussed, the proposed Ministerial designation has been designed to improve onsite car parking arrangements and reduce potential pedestrian and vehicular conflicts. The proposed Ministerial designation will involve internal alterations to enable a total of 428 formal car parking spaces (that being, an additional 88 spaces), and to improve the distribution of car parking spaces across the subject land to assist with minimising the need for vehicles to circulate across the internal road network in order to find a parking space (hence reducing potential pedestrian/vehicle conflict).

Car parking will include (but is not limited to) approximately 150 spaces within the proposed Sports Hall (Project 16), approximately 91 spaces at Project 8, and approximately 26 spaces at Project 7. Importantly, car parking provision on site has been designed to exceed the minimum car parking rates set out in Brisbane City Plan 2014, and by the Department of Transport and Main Roads by 45 and 50 spaces respectively. The accompanying Traffic Assessment prepared by SLR Consulting at Appendix A2 identifies the proposed provision of 428 formal spaces is sufficient to accommodate peak parking demands without overflow onto the external road network. Further details of car parking provision are provided on the accompanying drawings prepared by Burling Brown Architects at Appendix A1.

It is also noted the proposed Ministerial designation will also improve existing bus parking facilities on site (as part of Project 8).

Actions

As discussed above, the proposed Ministerial designation will involve alterations to existing car parking provision to provide a total of 428 formal car parking spaces within the subject land.

No further actions are considered to be required.

Transport

Existing and Proposed Context

The subject land is located in close proximity to public transport facilities (including Indooroopilly Train Station located approximately 850 metres from the subject land), currently caters for private and inter campus bus services on site and provides end of trip facilities (for active transport users).

As previously discussed, the proposed Ministerial designation will improve onsite facilities for private and inter campus bus services and improved drop off and pick up facilities. Additional bicycle parking spaces will also be provided for the anticipated increase in student population.

Again, the proposed Ministerial Designation will not result in a considerable increase to the College population and largely involves enhancing existing facilities to meet current standards. Accordingly, the proposed Ministerial designation is not anticipated to place significantly more demand on the existing network.

Actions

Bicycle parking will be provided at a rate of one space per five students, in accordance with the future student growth the school.

No further actions are considered to be required.

5.3 ASSESSMENT OF ALL ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

5.3.1 Soils and Geology

Erosion Risk

Existing and Proposed Context

Construction activities will be carried out in accordance with an Erosion and Sediment Control Plan that will be developed using relevant guidelines. The Erosion and Sediment Control Plan will be implemented to acceptably minimise the nature of any adverse impacts during the construction phase.

Post construction, the proposed Ministerial designation will not result in land without some form of treatment / cover ground covers, trees etc).

Actions

Prior to work commencing on the subject land an Erosion and Sediment Control Plan will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept onsite throughout construction of the development.

Acid Sulfate Soils

Existing and Proposed Context

Part of the subject land is identified on the City Plan Potential and actual acid sulfate soils overlay as Potential and actual acid sulfate soils, Land above 5m AHD and below 20m AHD.

The proposed Ministerial designation will involve some earthworks, albeit they are not anticipated in involve the disturbance of land equal to or less than 5m AHD. Accordingly, the proposed Ministerial designation is not anticipated to result in the disturbance of acid sulfate soils.

Actions

No further actions are considered to be required.

Contaminated Land

Existing and Proposed Context

Lot 2 on RP61078 is listed on the Environmental Management Register ('EMR') but is not listed on the Contaminated Land Register. The EMR result identifies Lot 2 on RP61078 has been subject to a notifiable activity or hazardous contaminant, being petroleum product or oil storage.

The petroleum product or oil storage is located underground adjacent to part of the eastern site boundary and in proximity to the existing maintenance facility. The proposed Ministerial designation will not involve works within this part of the subject land.

All other lots are not listed on the Environmental Management Register or the Contaminated Land Register, and the proposed Ministerial designation does not involve notifiable activities.

The search results are provided at Appendix A8.

Actions

No further actions are considered to be required.

5.3.2 Natural Resources

Existing and Proposed Context

The subject land is not included on the Stage government's State Planning Policy Interactive Mapping System ('SPP Interactive Mapping System') as:

- Agriculture (Important agricultural areas, Agricultural land classification – class A and B, or Stock route network); or
- Mining and Extractive Resources (Key Resource area – resource /processing area, separation area, transport route, transport route separation area).

Accordingly, the proposed Ministerial Designation will not result in adverse impacts on natural resources associated with these State government mapping layers.

Actions

No further actions are considered to be required.

5.3.3 Natural Hazards

Flood

Existing and Proposed Context

The SPP interactive mapping identifies the subject land is in a Flood hazard area (Local government flood mapping). City Plan's Flood overlay only identifies a very small part of the subject land in the:

- Brisbane River flood planning area 3, 4 and 5 sub-categories (Refer to Figure 9);
- Creek/waterway flood planning area 1, 3, 4 and 5 sub-categories (Refer to Figure 10); and
- Overland flow flood planning area sub-category (Refer to Figure 11).

The proposed Ministerial designation will not involve built form within the areas of the subject land included in the above overlays. Furthermore, whilst some vehicular access points to the subject land are included in the above overlays, other vehicular access points are provided to the subject land that are not included on the Flood overlay.

Accordingly, the proposed Ministerial designation is will not adversely impact on risks associated with natural hazards.

Actions

No further actions are considered to be required.

Bushfire

Existing and Proposed Context

The SPP interactive mapping does not identify the subject land as a bushfire prone area. Whilst a small part of the subject land (being part of the north western portion) is included on the City Plan Bushfire hazard overlay, this part of the subject land is either:

- vegetated (including vegetation included on State government mapping). The proposed Ministerial designation will not remove this existing vegetation; or
- contains existing built form, and vehicle parking and manoeuvring areas. The proposed Ministerial designation will involve some alterations within this area of the subject land.

Furthermore, the subject land is located within an urban area, does not contain vegetation that connects to a wider corridor, and largely is located outside the area included in the City Plan Bushfire hazard overlay.

Accordingly, the proposed Ministerial designation will not adversely impact on risks associate with bushfire.

Actions

No further actions are considered to be required.

Landslide

The subject land is not included on the City Plan Landslide overlay as Landslide susceptibility area.

Actions

No further actions are considered to be required.

Coastal Hazard

Existing and Proposed Context

The subject land is not included on the City Plan Coastal hazard overlay as a Coastal management district, Erosion prone area, or Storm tide inundation area.

Actions

No further actions are considered to be required.

5.3.4 Water Quality

Existing and Proposed Context

As previously discussed, the SPP interactive mapping identifies the subject land within the Water resource catchments. A Stormwater Management Strategy has been prepared by Bligh Tanner and is provided at Appendix A4. This report demonstrates the proposed Ministerial designation will achieve the stormwater quality measures in accordance with the relevant requirements.

Actions

Stormwater Management for each stage of the proposed Ministerial designation is to be designed consistent with recommendations within the Stormwater Management Strategy prepared by Bligh Tanner in accordance with State Planning Policy and Brisbane City Plan 2014 requirements.

No further actions are considered to be required.

5.3.5 Flora and Fauna

Environment Protection and Biodiversity Conservation Act 1999

Existing and Proposed Context

An *Environmental Protection and Biodiversity Conservation Act 1999* ('EPBC Act') Protected Matters Report has been obtained for the subject land (refer to Appendix A9). This report identifies:

- 1 Wetland of National Importance is located 10 to 20 kilometres upstream;
- 2 Listed Threatened Ecological Community may occur within the area;
- 56 Listed Threatened Species are either likely to occur, are known to occur, or may occur within the area;
- 34 Listed Migratory Species are either likely to occur, are known to occur, or may occur within the area;

- 39 Listed Marine Species are either likely to occur, are known to occur, or may occur within the area;

- 1 Whale or other Cetaceans are either likely to occur, are known to occur, or may occur within the area (It is noted the subject land does not contain species within this category, and is not located within close proximity to a habitat where this species is present); and

- 46 Invasive Species are either likely to occur, are known to occur, or may occur within the area.

The proposed Ministerial designation is not located in proximity to or of a scale where an adverse impact is expected at the Ramsar site or to marine species. Whilst the proposed Ministerial designation will involve some removal of vegetation, the extent of clearing is minimal and generally within existing developed areas of the subject land. As previously discussed, the proposed Ministerial designation will not involve the removal of vegetation within the north western portion of the subject land, mapped of SPP interactive mapping as a MSES. Therefore, the proposed Ministerial designation is unlikely to impact on any species protected by the EPBC Act.

Actions

No further actions are considered to be required.

Vegetation Management Act 1999

Existing and Proposed Context

As previously discussed, the SPP interactive mapping system identifies part of the subject land as MSES – essential habitat (Refer to Figure 4), and the DA interactive mapping identifies this part of the subject land as Native vegetation clearing – Regulated vegetation management map (Category B). The proposed Ministerial designation has been designed to avoid significant and/or adverse impacts on matters of environmental significance and maintain ecological processes and connectivity (where possible). The proposed Ministerial designation will not involve removal of vegetation within the above mapped areas of the subject land.

Actions

No further actions are considered to be required.

Nature Conservation Act 1992

Existing and Proposed Context

The State government's Protected Plants Flora Survey Trigger Map identifies the subject land is located within the 'High risk' area for protected plants (refer to Appendix A10). Notwithstanding, the subject land is located within an established urban area and there are no known Endangered, Vulnerable or Near Threatened ('EVNT') plants on the subject land. The proposed Ministerial designation is not anticipated to have any impacts upon any EVNT.

Actions

While no further actions are considered to be required at this stage, if Endangered, Vulnerable or Near Threatened plants are identified prior to clearing of any vegetation, a protected plant clearing permit will be obtained in accordance with the *Nature Conservation Act 1992*.

Protected and Vulnerable Areas

Existing and Proposed Context

The subject land is not located within or containing Fisheries, Fish habitat areas, Wetlands or Waterways. Development on the subject land will not involve Aquaculture, Removal, destruction or damage of a marine plant or Waterway barrier works. Therefore, the proposed Ministerial designation will not adversely impact on protected and vulnerable areas.

Actions

No further actions are considered to be required.

Koala Conservation

Existing and Proposed Context

The subject land is not identified as a Koala assessable development area or a Priority koala assessable development area.

Actions

No further actions are considered to be required.

Invasive Species

Existing and Proposed Context

As previously discussed, the EPBA Act Protected Matters Report has been obtained for the subject land (refer to Appendix A9). This report identifies 46 invasive species are either likely to occur, are known to occur, or may occur within the area.

Actions

Prior to work commencing on the subject land an inspection will be undertaken to confirm if there is any presence of invasive species on site. Should invasive species be discovered, appropriate actions will be undertaken to remove the invasive species in accordance with relevant legislation.

5.3.6 Cultural Heritage and Native Title

National or Queensland Heritage Place

Existing and Proposed Context

As previously discussed, part of the subject land, the central portion, is identified as a State heritage place, 'Chapel of St Peters Lutheran College, Indooroopilly - 602816' (Refer to Figure 5). This part of the subject land includes the College Chapel that was constructed in 1968, paved forecourt and 'tree lined' plaza.

The proposed Ministerial designation will involve landscape works (building work) within the State heritage boundary. The proposed works have been designed to improve amenity for users of the subject land, whilst respectful of the State heritage significance of this part of the subject land. A Heritage Impact Assessment has been prepared by Vault and is provided at Appendix A3. This assessment confirms the proposed Ministerial designation will not adversely impact on the State heritage significance of the subject land.

Actions

Work on the Queensland heritage place is to be carried out consistent with the Heritage Impact Assessment prepared by Vault. No further actions are considered to be required.

Queensland Estate, Aboriginal and Torres Strait Islander Cultural Heritage

Existing and Proposed Context

A search of the Aboriginal and Torres Strait Islander Cultural Heritage database was undertaken. The subject land is not listed on the database.

Actions

No further actions are considered to be required.

Local Heritage Place

Existing and Proposed Context

As previously discussed, the City Plan Heritage overlay identifies:

- the above-mentioned State heritage place as a Local heritage place;
- a separate part of the subject land is also identified as a Local heritage place, 'Residence Ross Roy (former)'; and
- lots adjoining the above heritage places in the Area adjoining heritage sub-category.

The proposed Ministerial designation will only involve minimal works to the 'Ross Roy' building. A future building is proposed to the north of the 'Ross Roy' building and will be connected by an internal passage/walkway. This will enable the building to be extended whilst minimising the extent of works on the 'Ross Roy'

building and will maintain significant views to the building. Furthermore, the proposed Ministerial designation will involve works (new buildings, car parking etc) on land included in the Area adjoining sub-category. The proposed Ministerial designation has been designed to ensure works do not detract from the heritage significance of the place. As previously discussed, a Heritage Impact Assessment has been prepared by Vault and is provided at Appendix A3. This assessment confirms the proposed Ministerial designation will not adversely impact on the Local heritage significance of the subject land.

Actions

Future development impacting the cultural heritage significance of the local heritage buildings and areas, will be supported by a heritage impact assessment.

Native Title

Existing and Proposed Context

A search of the Register of Native Title Claims, and National Native Title Register was undertaken. The search results do not identify the subject land within any native title applications, determinations or decisions.

Actions

No further actions are considered to be required.

5.3.7 Health, Safety, Amenity and Social Impacts

Socio-economic Profile

Existing and Proposed Context

The College currently provides positive socio economic impacts and will continue to do so under the proposed Ministerial designation. The proposed Ministerial designation will provide:

- ongoing long term educational and associated employment opportunities (employment opportunities during both construction and operation);
- modern, up to date facilities to enable Australian Curriculum to be delivered whilst also meeting College needs; and
- significant investment and associated benefits to the economy.

Actions

No further actions are considered to be required.

Construction Management

Existing and Proposed Context

Construction activities will be undertaken in accordance with a Construction Management Plan that will address (where applicable):

- public safety, amenity and site security. During staged development works, the construction works will be identified and defined;

- construction hours. Works will be carried out in accordance with the minimum default noise standards stated in the *Environmental Protection Act 1994* ('EP Act') unless otherwise granted through permits etc. The EP Act states building work must not make audible noise:

  » before 6.30 am and after 6.30 pm on a business day or Saturday; or

  » on any other day, at any time;

- noise control (refer to above comment);

- dust management. Dust control will be implemented in accordance with relevant Australian Standards and *Workplace Health and Safety Act 2011* and regulations;

- stormwater and sediment control. Works will be carried out in accordance with a site specific erosion and sediment control plan;

- light. External lighting will be provided in accordance with the relevant Australian Standards;

- waste management. Waste generated from development works will be handled and disposed of in accordance with the requirements of the EP Act; and

- traffic management (including details of construction access and parking).

Actions

Prior to work commencing on the subject land a Construction Management Plan will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept onsite throughout construction of the development.

Operational Impacts

Traffic

Existing and Proposed Context

Refer to Section 5.2.2 above and the accompanying Traffic Assessment prepared by SLR Consulting provided at Appendix A2 of this report.

Importantly, the proposed Ministerial Designation will not result in a considerable increase to the College population and will not alter the existing operation of the College and largely involves enhancing existing facilities to meet current standards. The proposed Ministerial designation has also been designed to improve onsite car parking arrangements, drop off and pick up facilities and reduce potential pedestrian and vehicular conflicts. It is proposed to better segment the subject land through the closure of Rainforest Drive to the south of Stolz Oval and College Drive between the Rainforest Drive intersection and the existing internal bus stop,

although these areas are to remain trafficable by service and emergency vehicles through the implementation of transitional pavement treatments and bollards.

Accordingly, the proposed Ministerial designation is not expected to substantially increase traffic generation or car parking demand.

Actions

As discussed, the proposed Ministerial designation will include:

- construction of a new drop off and pick up area within the north western portion of the subject land accessed from Lambert Road (for the junior school). This will also involve alterations to the existing access arrangements at Lambert Road to provide left in and left out movements only (to improve current issues);

- construction of a new drop off and pick up area adjacent to the Harts Road frontage to the subject land;

- provision for a total 428 formal car parking spaces; and

- installation of tactile pavement along the internal road adjacent to the southern edge of Stolz Oval. Bollards will be inserted at each end of this segment of internal road.

No further actions are considered to be required.

Air quality

Existing and Proposed Context

The proposed Ministerial designation, consistent with the existing operation on the subject land, is not expected to generate emissions, gasses, or negative air quality impacts.

Actions

No further actions are considered to be required.

Noise

Existing and Proposed Context

The proposed Ministerial designation will not change existing hours of operation and will generally maintain existing operations (including vehicular access and manoeuvring areas). New buildings are located an appropriate distance from adjoining land occupied by residential uses, and activities associated with the buildings are primarily carried out internally. Proposed outdoor play / learning areas are generally located within the same vicinity as existing. Furthermore, the proposed Ministerial designation will continue to operate consistent with conditions included within relevant development approvals where applicable.

Actions

No further actions are considered to be required.

Light

Existing and Proposed Context

As per standard operations, the College currently operates with both internal and external lighting. The proposed Ministerial designation will not alter existing operations, except for those parts of the subject land occupied by new buildings. Lighting to be installed is yet to be detailed. Notwithstanding, all lighting (in particular, the external lighting) will be in accordance with the relevant Australian Standards and will be positioned / shielded so as not to shine directly into neighbouring properties.

Actions

External lighting will be installed in accordance with the relevant Australian Standards and will be positioned / screened so as not to shine directly into neighbouring properties.

Safety and Security

Existing and Proposed Context

Existing safety and security measures are employed at the subject land. Buildings are locked and alarmed and the alarms are monitored by an external security company. Grounds are patrolled at intervals during the evenings and College holidays and gates are locked by cleaning staff each night and checked by security patrols. The proposed Ministerial designation will not change the existing arrangements.

Actions

No further actions are considered to be required.

Visual Amenity

Existing and Proposed Context

All proposed built form on the subject land comprises an appropriate height, scale and boundary setback.

Project 1

Project 1, 'IT Relocated to Existing Laundry' will not change the height, scale or bulk of the existing 'RE' building. Accordingly, the proposed Ministerial designation will not change the visual amenity of the existing building.

Accordingly, Project 1 will not adversely impact on visual amenity.

Project 2

The height and scale of the proposed new building in Project 2, 'Lutheran House Redevelopment – Innovation Centre', is consistent with existing built form on the subject land. Importantly, the proposed building is located on a relatively central part of the subject land. The proposed building is:

- setback approximately 90 metres (at the closest point) from the nearest common boundary to land included in a residential zone (the western site boundary). Existing buildings, vehicle manoeuvring areas, and established vegetation separate the proposed building from the western site boundary; and

- setback greater distance to all other site boundaries, and is separated from these boundaries by existing buildings, vehicle manoeuvring areas (including car parking), ovals, and landscaping.

Accordingly, the proposed building will not be directly visible from adjoining properties or site boundaries. Furthermore, the height and setback of the proposed building complies with the relevant acceptable outcomes of the applicable City Plan codes.

Accordingly, Project 2 will not adversely impact on visual amenity.

Project 3

Project 3, 'Academic Court', is located within a central part of the subject land, does not involve the construction of a new building, and is not visible from adjoining properties or site boundaries.

Accordingly, Project 3 will not adversely impact on visual amenity.

Project 4

The height and scale of the proposed new buildings in Project 4, 'Residential Precinct', is consistent with existing built form on the subject land, and existing dwelling houses located on land adjoining the eastern site boundary (and along Lohe Street). The closest proposed building in Project 4 to the nearest common boundary to land included in a residential zone (the eastern site boundary) is setback approximately 13 metres from the eastern site boundary. Existing buildings, an oval, tennis courts, landscaping and vehicle manoeuvring areas (including car parking) separate the proposed new buildings in Project 4 from all other site boundaries whereby the buildings will not be directly visible.

Importantly, the proposed new buildings in Project 4 will not exceed 2 storeys in height, with the height and site boundary setbacks complying with the relevant acceptable outcomes of the applicable City Plan codes.

Accordingly, Project 4 will not adversely impact on visual amenity.

Project 5

The height and scale of the proposed new building in Project 5, 'Junior School Redevelopment – Relocation of Years 5/6 to Consolidate Junior School', is

consistent with existing built form on the subject land and generally consistent with dwelling houses located on land adjoining the western site boundary. The proposed building is setback:

- approximately 40 metres (at the closest point) from the nearest common boundary to land included in a residential zone (the western site boundary) and is separated from this boundary by existing established vegetation. It is also noted the visual amenity of this part of the subject land will be improved through demolition of some existing structures located adjacent to the eastern site boundary, and provision of additional vegetation; and

- a greater distance from all other site boundaries, and is separated from these boundaries by existing buildings, vehicle manoeuvring areas (including car parking), ovals, and landscaping.

Accordingly, the proposed building will not be directly visible from adjoining properties or site boundaries. Furthermore, the height and setback of the proposed building complies with the relevant acceptable outcomes of the applicable City Plan codes.

Accordingly, Project 5 will not adversely impact on visual amenity.

Project 6

Project 6 will involve the construction of a roof (comprising a single storey) to provide shelter to students from varying weather elements. The height and scale of the structure is considered appropriate in the context of its location and purpose.

Project 7

The height and scale of the proposed new building in Project 7, 'Junior School Pick Up / Drop Off, Maintenance Area with Courts Over', is consistent with existing built form on the subject land. The proposed new building is setback:

- approximately 65 metres (at the closest point) from the nearest common boundary to land included in a residential zone (the eastern site boundary) and is separated from this boundary by existing buildings, vehicle manoeuvring areas (including car parking), and landscaping;

- approximately 20 metres from the northern site boundary, being the site frontage to Lambert Road. Project 7 will maintain the existing treatment at the entry to the subject land (e.g. entry walls / signage) and established vegetation along the site frontage. Additional landscaping will be provided where appropriate;

- a greater distance from the western and southern site boundaries, and is separated from these boundaries by existing buildings, vehicle manoeuvring areas (including car parking), ovals, and landscaping.

Furthermore, the height and setback of the proposed building complies with the relevant acceptable outcomes of the applicable City Plan codes.

Accordingly, Project 7 will not adversely impact on visual amenity.

Project 8

Project 8 'New Car Park and Bus Drop Off Area', is located within the central southern portion of the subject land, and will not involve the construction of new buildings. Furthermore, Project 8 will be separated from the nearest site boundary by an existing internal road and established vegetation, and is located at significantly higher elevation than residential zoned land adjoining the southern site boundary (whereby minimising direct view).

Accordingly, Project 8 will not adversely impact on visual amenity.

Project 16

Project 16, 'New Sports Hall', will involve the construction of a building comprising a maximum height of approximately 15 metres. The height of the proposed building is dictated by the proposed use (that being a sporting facility) with:

- level 1 accommodating the proposed car park and comprising 3 metres in height from floor to floor (1 Storey);
- level 2 accommodating the sports courts etc and comprising 9 metres in height from floor to underside of roof structure (3 storeys); and
- the roof comprising 3 metres in height (minimum) from underside of roof structure to top of roof (1 Storey).

The proposed height is consistent with existing buildings on the subject land. The proposed building will also be setback approximately 30 metres from the southern site boundary (the nearest common boundary with land in a residential zone), whereby meeting (significantly in excess of the minimum requirement) the relevant acceptable outcomes of the applicable City Plan codes. Furthermore, the proposed new building:

- will be separated from the southern site boundary by an existing internal road, and established vegetation;
- be screened by additional vegetation, in particular vegetation planted adjacent to the southern facade of the building; and
- is located at a relatively higher elevation land adjoining the southern site boundary.

Accordingly, Project 16 will not adversely impact on visual amenity.

Project 19 and 20

The height and scale of the proposed new buildings in Projects 19 and 20 'Proposed Boarding House Boys and Girls', is consistent with the existing built form on the subject land.

The proposed new building at Project 19:

- comprises three to four storeys. The proposed new building steps down in height to transition to the common boundary to land included in a residential zone (the western site boundary);

- is setback approximately 10 metres at the nearest point to the western site boundary (that being more than half the height of the building and therefore consistent with the City Plan requirements); and

- is setback approximately 10 metres from the nearest site frontage.

Furthermore, the building is screened at the western and southern elevations by existing and additional (where required) vegetation.

The proposed new building at Project 20:

- comprises four storeys;

- is setback approximately 40 metres at the nearest point to the common boundary to land included in the residential zone (the western site boundary). The building constructed at Project 19 is located between the western site boundary and the proposed new building at Project 20; and

- is setback approximately 10 metres from the nearest site frontage.

Again, the building will be screened at the southern elevation by existing and additional (where required) vegetation.

Importantly, the height and setback of the proposed new buildings at Projects 19 and 20 meet the relevant acceptable outcomes of the applicable City Plan code. Indicative plans of the Projects 19 and 20 are provided within the accompanying drawings prepared by Burling Brown Architects at Appendix A1. Final plans will be prepared at the detail design stage.

Accordingly, the proposed Ministerial designation will not adversely impact on visual amenity.

Actions

Vegetation will be retained and/or provided along the part of the site boundaries immediately adjacent to proposed buildings.

No further actions are considered to be required.

5.4 SUMMARY OF ACTIONS

The above assessment has identified the following actions are to be carried out:

- prior to works commencing on site, the adequacy, capability and location of existing infrastructure to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development.

- the proposed development will be connected to all relevant infrastructure.

- Stormwater Management for each stage of the proposed Ministerial designation is to be designed consistent with recommendations within the Stormwater Management Strategy prepared by Bligh Tanner in accordance with State Planning Policy and Brisbane City Plan 2014 requirements.

- a new drop off and pick up area will be constructed within the north western portion of the subject land accessed from Lambert Road (for the junior school) at Project 7. This will also involve alterations to the existing access arrangements at Lambert Road to provide left in and left out movements only (to improve current issues).

- a new drop off and pick up area will be constructed adjacent to the Harts Road frontage to the subject land at Project 6.

- a total of 428 formal car parking spaces will be provided on site over the life of the Ministerial designation. Car parking provision will be provided over stages and will not decrease at any one point below the current provision of 340 formal car parking spaces.

- installation of tactile pavement along the internal road adjacent to the southern edge of Stolz Oval. Bollards will be inserted at each end of this segment of internal road.

- provision of bicycle parking at a rate of one space per five students, in accordance with the future student growth of the school.

- prior to work commencing on the subject land an Erosion and Sediment Control Plan will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept onsite throughout construction of the development.

- if Endangered, Vulnerable or Near Threatened plants are identified prior to clearing of any vegetation, a protected plant clearing permit will be obtained in accordance with the Nature Conservation Act 1992.

- prior to work commencing on the subject land an inspection will be undertaken to confirm if there is any presence of invasive species on site. Should invasive species be discovered, appropriate actions will be undertaken to remove the invasive species in accordance with relevant legislation.

- work on the Queensland heritage place is to be carried out consistent with the Heritage Impact Assessment prepared by Vault.

- future development impacting the cultural heritage significance of the local heritage buildings and areas, will be supported by a heritage impact assessment.

- prior to work commencing on the subject land a Construction Management Plan will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept onsite throughout construction of the development.

- external lighting will be installed in accordance with the relevant Australian Standards and will be positioned / screened so as not to shine directly into neighbouring properties.

- vegetation will be retained and/or provided along the part of the site boundaries immediately adjacent to proposed buildings.

06 EXISTING DEVELOPMENT APPROVALS

6.1 SUMMARY OF EXISTING DEVELOPMENT APPROVALS

A review of all available development approvals granted over the subject land has been carried out to understand if there are any ongoing operational obligations that may conflict with the proposed Ministerial designation.

The table provided at Appendix A11 provides a summary of the development approvals[1] identified on the Standard Planning and Development Certificate ('Certificate') provided by Council for land occupied by the College. The Certificate does not include approved plans and does not include development approvals granted prior to 1979. It is therefore difficult to understand which buildings the development approvals relate to. Notwithstanding, a review of the development approvals has identified there are no ongoing operational obligations that conflict with the proposed Ministerial designation.

Furthermore, the College does not have a record of development approvals granted prior to 1979 and is not aware of any ongoing operational obligations from these earlier development approvals.

[1] For a material change of use or building works assessable against the relevant planning scheme in effect at the time of the development approval, or operational works approvals identified in the Standard Planning and Development Certificate.

07 CONSULTATION

7.1 AFFECTED PARTIES AND STAKEHOLDERS

Affected parties and stakeholders with a potential interest in the proposed Ministerial designation include:

- Department of State Development, Manufacturing, Infrastructure and Planning;
- Department of Education;
- Brisbane City Council;
- College community, including:
  - parents and guardians of current students;
  - Parents and Friends Association;
  - St Peters Old Scholar Association;
- Neighbours, including:
  - directly affected landowners / residents; and
- Local elected representatives, including:
  - Cr Julian Simmonds, Walter Taylor Ward;
  - Michael Berkman MP, member for Maiwar; and
- Native Title Parties.

7.2 COMMUNITY CONSULTATION STRATEGY

The following table identifies the consultation activities to be carried out carried out as part of the community engagement process for the proposed Ministerial designation.

Activity	Description	Affected Parties / Stakeholders
Brief local elected representatives	• A College representative to meet with Cr Julian Simmonds. • College representative to meet with Michael Berkman MP.	Elected representatives
Notice	• Issue notice to launch the consultation period. • Notice will outline: » proposed Ministerial designation » land to which the proposed designation applies » type of infrastructure for which the land is proposed to be designated » how the EAR can be viewed or accessed » how to make a submission to the Minister within the 20 business day consultation period » the day by when submissions may be made to the Minister » details about opportunities to meet with representatives from the College to discuss the Ministerial designation » contact details for representatives of the College	Adjoining landowners Department of Education and Training Brisbane City Council Native Title Parties
Publish Public Notice	• Publish public notice in Westside News. • Public notice will address requirements of Schedule 4, Section 7 of Minister's Guidelines and Rules, outlining: » the proposed Ministerial designation » the land to which the proposed designation applies » type of infrastructure for which the land is proposed to be designated » how the environmental assessment report can be viewed or accessed » how to make a submission about the proposed Ministerial designation » the day by when submissions may be made to the Minister.	All Broader community
Signage	• Place notices on the subject land (at the Lambert Road, Indooroopilly Road, and	All

Activity	Description	Affected Parties / Stakeholders
	Harts Road frontages) • The notices will: » give a brief overview of the proposed Ministerial designation; » include a proposed site plan; » how to make a submission about the proposed Ministerial designation.	Broader community
Discuss infrastructure requirements with Brisbane City Council	• A request was made to Brisbane City Council ('Council') to meet prior to lodgement of the Environmental Assessment Report. Council advised that they would review the Ministerial designation during the formal consultation period (rather than meet prior to lodgement).	Local government
Distribute article to College newsletters	• Distribute article about the Ministerial designation the College community via newsletter.	College community
Consultation Summary	• Prepare Community Consultation Summary and include in the final EAR. The final EAR will include a section that will summarise input from engagement process, and how this input has been considered.	All

08 CONCLUSION

8.1 CONCLUSION

This EAR has been prepared by JGPC on behalf of St Peters Lutheran College. In accordance with Chapter 2, Part 5 of the PA, the College seeks to designate land located at 345 Indooroopilly Road, and 28, 30, 36, 38, 40, 48, 60, 64, 88 Harts Road, Indooroopilly QLD 4068 and described as Lot 5 on RP215593, Lots 49, 50, 53, 54, 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1, and 2 on RP61078, Lots 1 and 2 on RP61566, and 370 on SL6328. The College seeks to designate the subject land for:

- educational facilities (Schedule 5, Section 13, Part 2, Item 6 of the PR); and
- facilities at which an education and care service under the Education and Care services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the PR).

This EAR has been prepared in accordance with Chapter 7 of the MGR and will be updated and finalised following consultation and notice from the Minister.

The intended outcomes are as follows:

- designate the subject land for:
  - » educational facilities; and
  - » facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated;
- undertake the proposed development as outlined in this report, and accompanying drawings (including improving onsite car parking provision);
- generally, maintain the existing student and staff population with allowances made for normal increases and decreases in population at schools. The College population is expected to increase by approximately 64 students and approximately 2 staff (full time equivalent) between 2018 and 2020.

Importantly, the above increase in population at the College is not a direct result of the proposed Ministerial designation or the proposed works. The College population results from the introduction of the prep year in 2007 and grade 7 to secondary schools in 2015 across Queensland.

A1 ARCHITECTURAL DRAWINGS



LEGEND

- NEW BUILDINGS
- EXISTING BUILDINGS RENOVATED
- EXISTING BUILDINGS
- ROADS
- PATHS
- P PARKING
- TAB TURN-AROUND BAY
- # NUMBER OF STOREYS

PROPOSED

(IN NO PARTICULAR ORDER)

1. I.T. RELOCATED TO EXISTING LAUNDRY
2. LUTHER HOUSE REDEVELOPMENT - INNOVATION CENTRE
3. ACADEMIC COURT
4. RESIDENTIAL PRECINCT
5. JUNIOR SCHOOL DEVELOPMENT - RELOCATION OF YEARS 5 / 6 TO CONSOLIDATE JUNIOR SCHOOL
6. HARTS ROAD PICK UP / DROP OFF
7. JUNIOR SCHOOL PICK UP / DROP OFF, MAINTENANCE AREA WITH COURTS OVER
8. NEW CAR PARK AND BUS DROP OFF AREA
9. NEW EXECUTIVE BUILDING
10. NEW JUNIOR HIGH ADMINISTRATION
11. JUNIOR COURTYARD REDEVELOPMENT
12. LIBRARY EXTENSION
13. NEW LEARN TO SWIM POOL
14. REDEVELOPMENT OF MAINTENANCE MANAGEMENT AREA / SHEDS
15. JUNIOR SCHOOL LIBRARY EXTENSION
16. NEW SPORT HALL
17. INFILL EXTENSION TO THE EXISTING P & F BUILDING
18. OVAL EXPANSION
19. PROPOSED BOARDING HOUSE - BOYS
20. PROPOSED BOARDING HOUSE - GIRLS

EXISTING BUILDINGS

- BC. BOARDING HOUSE - CAMERON
- BE. BOARDING HOUSE - EDINBURGH CASTLE
- BF. BOARDING HOUSE - FINGER
- BH. BOARDING HOUSE - HERSE
- BL. BOARDING HOUSE - LUDKE
- BM. BOARDING HOUSE - MUTZE
- BP. BOARDING HOUSE - BUCK PALACE
- BS. BOARDING HOUSE - SHILLING
- BT. BOARDING HOUSE - TAJ
- CH. CHAPEL
- DE. CHANDLER BUILDING DESIGN EDUCATION
- DO. DOHLER BUILDING
- FT. UNDERGROUND FUEL TANKS
- GY. GYMNASIUM / HEALTH & WELLBEING CENTRE
- HC. HEALTH CENTRE
- KE. KELLY HOUSE BUSINESS CENTRE
- LI. KARL LANGER LIBRARY
- LO. LOHE HOUSE
- LPA. 25m POOL AMENITIES
- LPB. LOWER PRIMARY BELFIELD HALL
- LPD. LOWER PRIMARY DEMOUNTABLES
- LPG. LOWER PRIMARY GIFTED & TALENTED LEARNING SUPPORT
- LPL. LOWER PRIMARY LOWER BUILDING
- LPR. LOWER PRIMARY RESOURCE CENTRE
- LPS LOWER PRIMARY RECEPTION / STAFFROOM
- LPU LOWER PRIMARY UPPER BUILDING
- LPW. LOWER PRIMARY WENDY ROEHRS CENTRE
- LU. LUTHER HOUSE
- MA. MAYER OVAL AMENITIES
- MAN. MAINTENANCE AREA
- PAC. PERFORMING ARTS CENTRE
- PF. P & F CENTRE
- PC. PREP CENTRE
- RE. REFECTORY / KITCHEN / TUCKSHOP
  STAFF DINING ROOM / LAUNDRY
  UNIFORM SHOP / SPORTING HIRE
  LOST PROPERTY / MEWS
- RH. RESIDENT HOUSING
- RR. ROSS ROY COLLEGE RECEPTION & ENROLMENTS
- SN. SCHNEIDER HOUSE / SPORTS HOUSE
- SC. SCIENCE BUILDING
- TE. ZILLMANN TECHNOLOGY CENTRE
- TH. THEILE HOUSE SENIOR STUDY CENTRE
- JHK. JUNIOR HIGH K BLOCK
- JHM. JUNIOR HIGH M BLOCK
- JHN. JUNIOR HIGH N BLOCK
- UPO/JHO JUNIOR HIGH O BLOCK & UPPER PRIMARY RECEPTION
- JHR. JUNIOR HIGH R BLOCK
- UPW/JHW UPPER PRIMARY W BLOCK & JUNIOR HIGH WOODROW BLOCK

ST PETERS LUTHERAN COLLEGE

MASTER PLAN

LOCATION: 66_HART ROAD_INDOOROOPILLY_QLD_4068.

MASTERPLAN

MASTER PLAN SCALE 1:1000@A1

0 10 20 30 40 60 80m

N

NOTE :
The base framework of the master plan has been generated via the use of aerial photographs (so detailed accuracy is limited)

MP-01

MASTERPLAN

JOB: SPL00

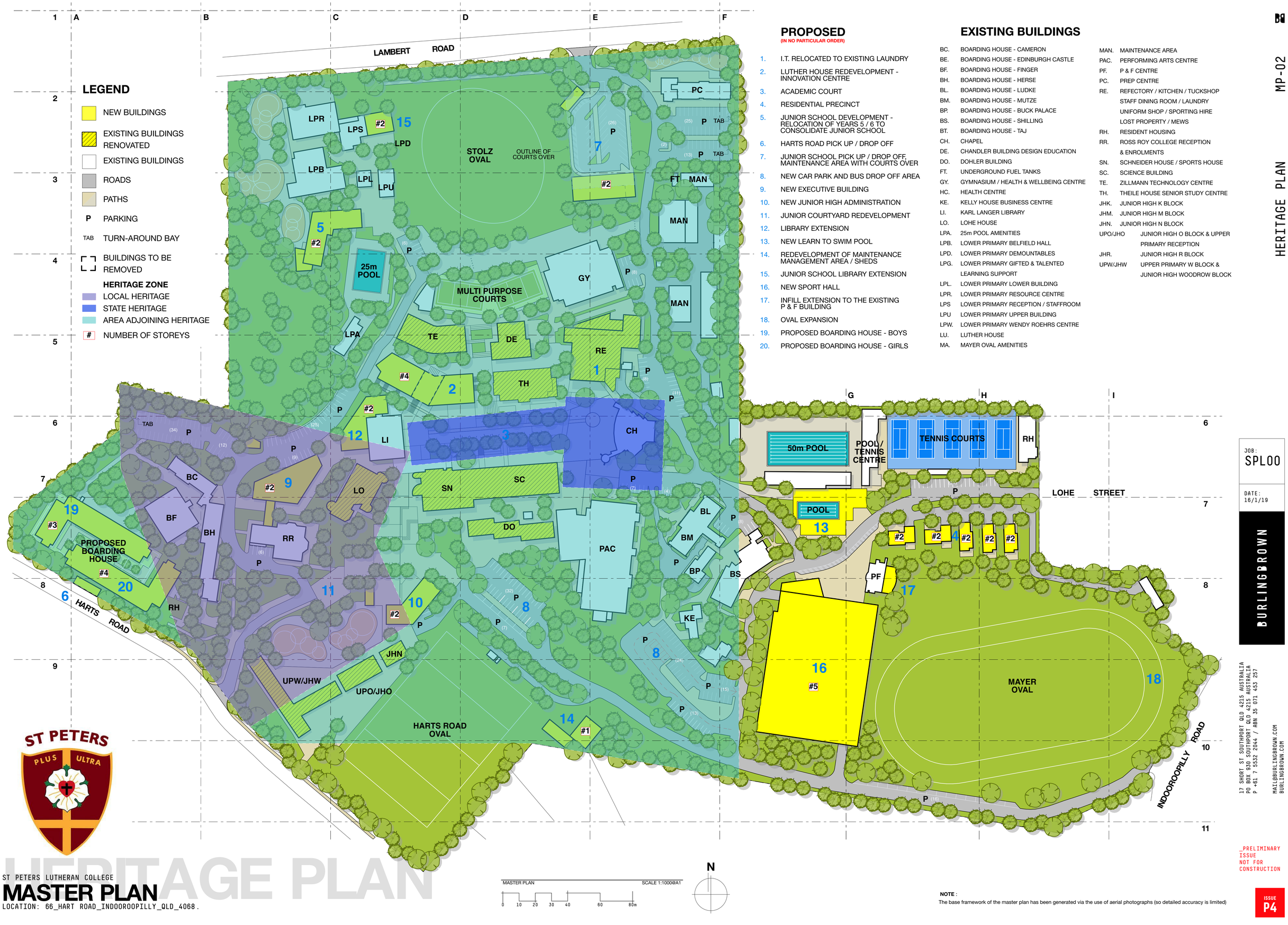
DATE: 12/2/19

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_PRELIMINARY
ISSUE
NOT FOR CONSTRUCTION

ISSUE P6



LEGEND

- NEW BUILDINGS
- EXISTING BUILDINGS RENOVATED
- EXISTING BUILDINGS
- ROADS
- PATHS
- P PARKING
- TAB TURN-AROUND BAY
- BUILDINGS TO BE REMOVED

HERITAGE ZONE

- LOCAL HERITAGE
- STATE HERITAGE
- AREA ADJOINING HERITAGE
- # NUMBER OF STOREYS

PROPOSED

(IN NO PARTICULAR ORDER)

1. I.T. RELOCATED TO EXISTING LAUNDRY
2. LUTHER HOUSE REDEVELOPMENT - INNOVATION CENTRE
3. ACADEMIC COURT
4. RESIDENTIAL PRECINCT
5. JUNIOR SCHOOL DEVELOPMENT - RELOCATION OF YEARS 5 / 6 TO CONSOLIDATE JUNIOR SCHOOL
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10. NEW JUNIOR HIGH ADMINISTRATION
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12. LIBRARY EXTENSION
13. NEW LEARN TO SWIM POOL
14. REDEVELOPMENT OF MAINTENANCE MANAGEMENT AREA / SHEDS
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17. INFILL EXTENSION TO THE EXISTING P & F BUILDING
18. OVAL EXPANSION
19. PROPOSED BOARDING HOUSE - BOYS
20. PROPOSED BOARDING HOUSE - GIRLS

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BF.	BOARDING HOUSE - FINGER
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BL.	BOARDING HOUSE - LUDKE
BM.	BOARDING HOUSE - MUTZE
BP.	BOARDING HOUSE - BUCK PALACE
BS.	BOARDING HOUSE - SHILLING
BT.	BOARDING HOUSE - TAJ
CH.	CHAPEL
DE.	CHANDLER BUILDING DESIGN EDUCATION
DO.	DOHLER BUILDING
FT.	UNDERGROUND FUEL TANKS
GY.	GYMNASIUM / HEALTH & WELLBEING CENTRE
HC.	HEALTH CENTRE
KE.	KELLY HOUSE BUSINESS CENTRE
LI.	KARL LANGER LIBRARY
LO.	LOHE HOUSE
LPA.	25m POOL AMENITIES
LPB.	LOWER PRIMARY BELFIELD HALL
LPD.	LOWER PRIMARY DEMOUNTABLES
LPG.	LOWER PRIMARY GIFTED & TALENTED LEARNING SUPPORT
LPL.	LOWER PRIMARY LOWER BUILDING
LPR.	LOWER PRIMARY RESOURCE CENTRE
LPS	LOWER PRIMARY RECEPTION / STAFFROOM
LPU	LOWER PRIMARY UPPER BUILDING
LPW.	LOWER PRIMARY WENDY ROEHRS CENTRE
LU.	LUTHER HOUSE
MA.	MAYER OVAL AMENITIES
MAN.	MAINTENANCE AREA
PAC.	PERFORMING ARTS CENTRE
PF.	P & F CENTRE
PC.	PREP CENTRE
RE.	REFECTORY / KITCHEN / TUCKSHOP
	STAFF DINING ROOM / LAUNDRY
	UNIFORM SHOP / SPORTING HIRE
	LOST PROPERTY / MEWS
RH.	RESIDENT HOUSING
RR.	ROSS ROY COLLEGE RECEPTION & ENROLMENTS
SN.	SCHNEIDER HOUSE / SPORTS HOUSE
SC.	SCIENCE BUILDING
TE.	ZILLMANN TECHNOLOGY CENTRE
TH.	THEILE HOUSE SENIOR STUDY CENTRE
JHK.	JUNIOR HIGH K BLOCK
JHM.	JUNIOR HIGH M BLOCK
JHN.	JUNIOR HIGH N BLOCK
UPO/JHO	JUNIOR HIGH O BLOCK & UPPER PRIMARY RECEPTION
JHR.	JUNIOR HIGH R BLOCK
UPW/JHW	UPPER PRIMARY W BLOCK & JUNIOR HIGH WOODROW BLOCK

ST PETERS LUTHERAN COLLEGE

MASTER PLAN

LOCATION: 66_HART ROAD_INDOOROOPILLY_QLD_4068.

HERITAGE PLAN

MASTER PLAN SCALE 1:1000@A1

0 10 20 30 40 60 80m

N

NOTE :
The base framework of the master plan has been generated via the use of aerial photographs (so detailed accuracy is limited)

MP-02

HERITAGE PLAN

JOB: SPL00

DATE: 16/1/19

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ISSUE P4



PROPOSED

(IN NO PARTICULAR ORDER)

1. I.T. RELOCATED TO EXISTING LAUNDRY
2. LUTHER HOUSE REDEVELOPMENT - INNOVATION CENTRE
3. ACADEMIC COURT
4. RESIDENTIAL PRECINCT
5. JUNIOR SCHOOL DEVELOPMENT - RELOCATION OF YEARS 5 / 6 TO CONSOLIDATE JUNIOR SCHOOL
6. HARTS ROAD PICK UP / DROP OFF
7. JUNIOR SCHOOL PICK UP / DROP OFF, MAINTENANCE AREA WITH COURTS OVER
8. NEW CAR PARK AND BUS DROP OFF AREA
9. NEW EXECUTIVE BUILDING
10. NEW JUNIOR HIGH ADMINISTRATION
11. JUNIOR COURTYARD REDEVELOPMENT
12. LIBRARY EXTENSION
13. NEW LEARN TO SWIM POOL
14. REDEVELOPMENT OF MAINTENANCE MANAGEMENT AREA / SHEDS
15. JUNIOR SCHOOL LIBRARY EXTENSION
16. NEW SPORT HALL
17. INFILL EXTENSION TO THE EXISTING P & F BUILDING
18. OVAL EXPANSION
19. PROPOSED BOARDING HOUSE - BOYS
20. PROPOSED BOARDING HOUSE - GIRLS

EXISTING BUILDINGS

BC.	BOARDING HOUSE - CAMERON
BE.	BOARDING HOUSE - EDINBURGH CASTLE
BF.	BOARDING HOUSE - FINGER
BH.	BOARDING HOUSE - HERSE
BL.	BOARDING HOUSE - LUDKE
BM.	BOARDING HOUSE - MUTZE
BP.	BOARDING HOUSE - BUCK PALACE
BS.	BOARDING HOUSE - SHILLING
BT.	BOARDING HOUSE - TAJ
CH.	CHAPEL
DE.	CHANDLER BUILDING DESIGN EDUCATION
DO.	DOHLER BUILDING
FT.	UNDERGROUND FUEL TANKS
GY.	GYMNASIUM / HEALTH & WELLBEING CENTRE
HC.	HEALTH CENTRE
KE.	KELLY HOUSE BUSINESS CENTRE
LI.	KARL LANGER LIBRARY
LO.	LOHE HOUSE
LPA.	25m POOL AMENITIES
LPB.	LOWER PRIMARY BELFIELD HALL
LPD.	LOWER PRIMARY DEMOUNTABLES
LPG.	LOWER PRIMARY GIFTED & TALENTED LEARNING SUPPORT
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	STAFF DINING ROOM / LAUNDRY
	UNIFORM SHOP / SPORTING HIRE
	LOST PROPERTY / MEWS
RH.	RESIDENT HOUSING
RR.	ROSS ROY COLLEGE RECEPTION & ENROLMENTS
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SC.	SCIENCE BUILDING
TE.	ZILLMANN TECHNOLOGY CENTRE
TH.	THEILE HOUSE SENIOR STUDY CENTRE
JHK.	JUNIOR HIGH K BLOCK
JHM.	JUNIOR HIGH M BLOCK
JHN.	JUNIOR HIGH N BLOCK
UPO/JHO	JUNIOR HIGH O BLOCK & UPPER PRIMARY RECEPTION
JHR.	JUNIOR HIGH R BLOCK
UPW/JHW	UPPER PRIMARY W BLOCK & JUNIOR HIGH WOODROW BLOCK

ST PETERS LUTHERAN COLLEGE

MASTER PLAN

LOCATION: 66_HART ROAD_INDOOROOPILLY_QLD_4068.

BUILDING AREAS

MASTER PLAN SCALE 1:1000@A1

0 10 20 30 40 60 80m

N

NOTE :
The base framework of the master plan has been generated via the use of aerial photographs (so detailed accuracy is limited)

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BUILDING AREAS

JOB: SPL00

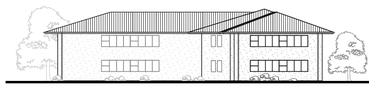
DATE: 16/1/19

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ISSUE P4



SOUTH ELEVATION



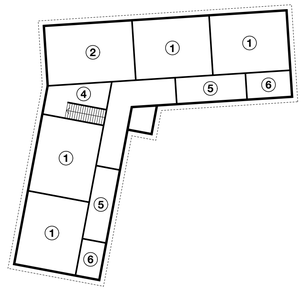
EAST ELEVATION

LEGEND

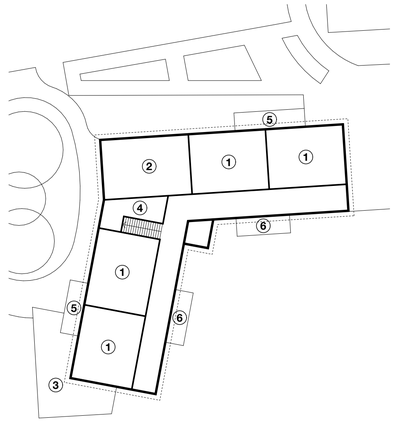
① General Learning Area (GLA)
② Specialist Classroom - Steam / Science
③ Covered Outdoor Learning Area
④ Toilets
⑤ Withdrawal
⑥ Outdoor Breakout Space

DESCRIPTION

Junior school composed of specialist classrooms, outdoor and indoor learning spaces, and general amenities.



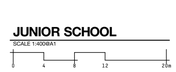
UPPER GROUND FLOOR PLAN - 608 sqm approx.



GROUND FLOOR PLAN - 783 sqm approx.

5 JUNIOR SCHOOL

SCALE 1:400@A1

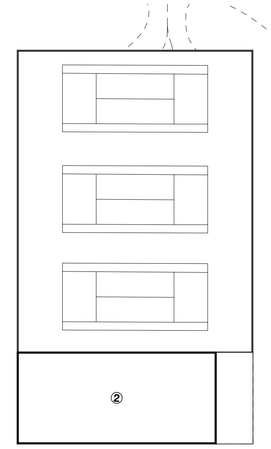


LEGEND

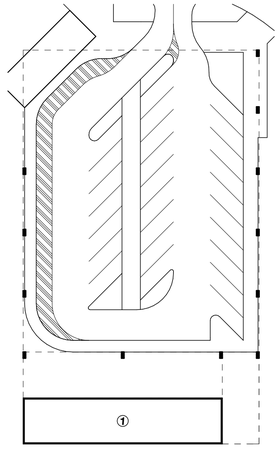
① maintenance storage
② sports storage

DESCRIPTION

Pick up / drop off area for the Junior School, and two storage sheds servicing three courts overhead.



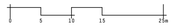
FIRST FLOOR PLAN - 487 sqm approx.

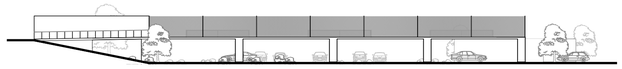


GROUND FLOOR PLAN - 244 sqm approx.

7 JUNIOR SCHOOL PICK UP / DROP OFF, MAINTENANCE AREA, COURTS

SCALE 1:500@A1





EAST ELEVATION

SOUTH SECTION

LEGEND

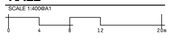
① Foyer
② Storage
③ Amenities
④ Grandstand
⑤ Function / FLA
⑥ Carpark
⑦ Kitchen / Hospitality
⑧ Weights
⑨ General Learning Area (GLA)
⑩ Flexible Learning Area (FLA)
⑪ Staff Amenities
⑫ PE Offices / Reception
⑬ Viewing deck

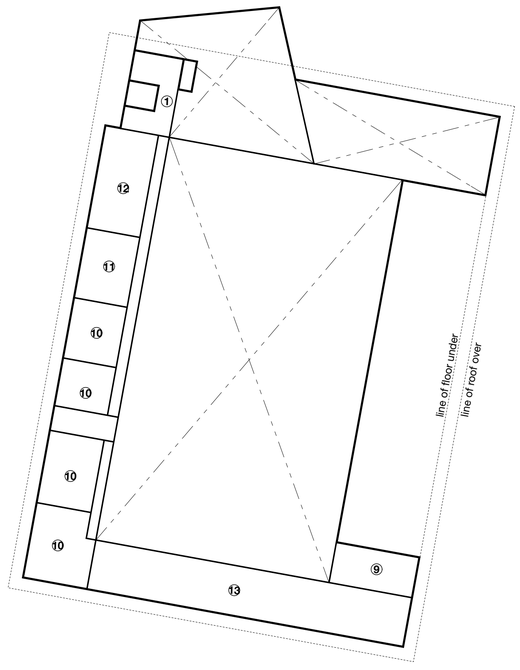
DESCRIPTION

Proposed sports hall featuring retractable seating, courts with central playing area, student learning areas and amenities.

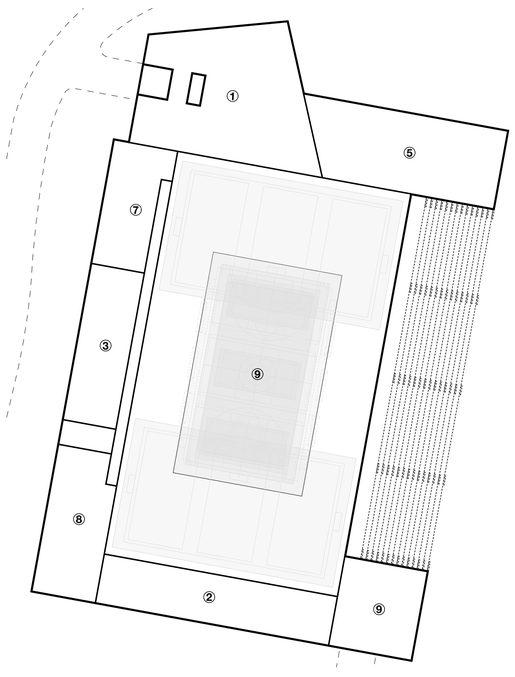
16 PROPOSED SPORTS HALL

SCALE 1:400@A1

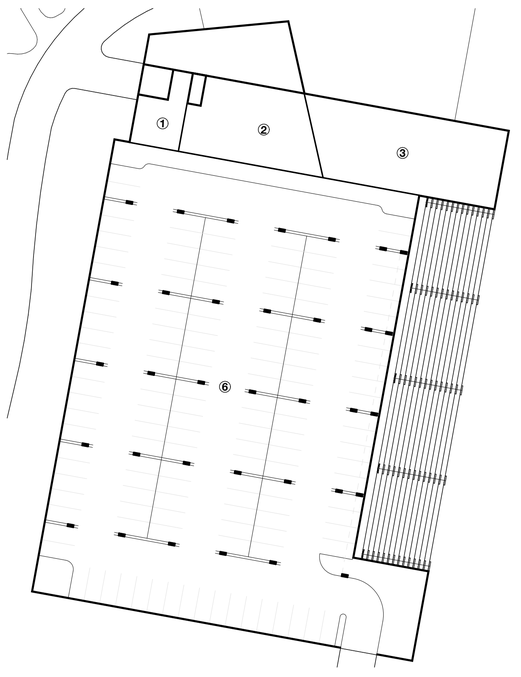




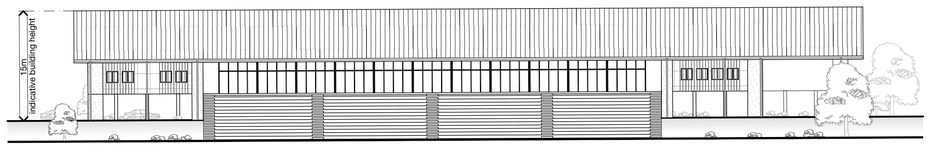
LEVEL 2 - MEZZANINE PLAN - 2133 sqm approx.



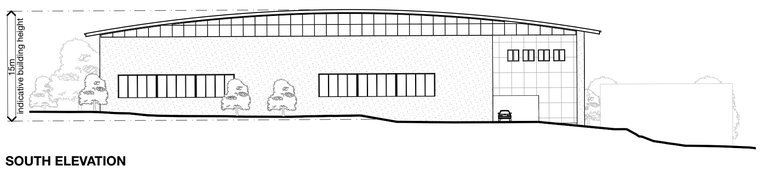
LEVEL 1 - AUDITORIUM PLAN - 4696 sqm approx.



LEVEL 0 - CARPARK - 5737 sqm approx.



EAST ELEVATION



SOUTH ELEVATION

NOTE :
Elevation / Streetscapes and ground levels have been generated via the use of aerial photographs and Nearmaps (As such, detailed accuracy is limited)

ST PETERS LUTHERAN COLLEGE

MASTER PLAN

LOCATION: 66_HART ROAD_INDOOROOPILLY_QLD_4068.

MAJOR CAPITAL WORKS - BUILDINGS (1)

N

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CONSTRUCTION

SK-19

MAJOR CAPITAL WORKS - BUILDINGS (1)

JOB: SPL00

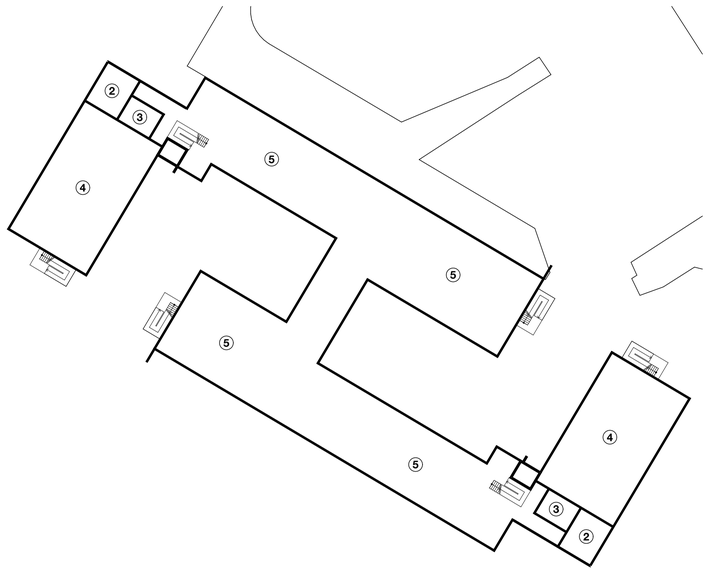
DATE: 25/1/19

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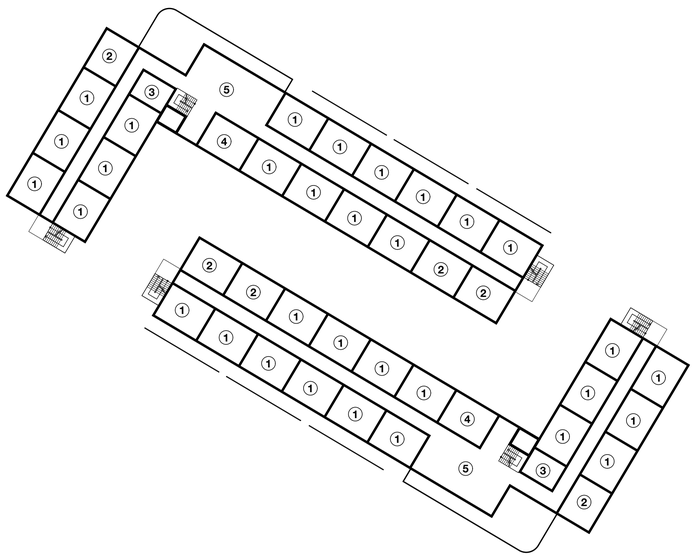
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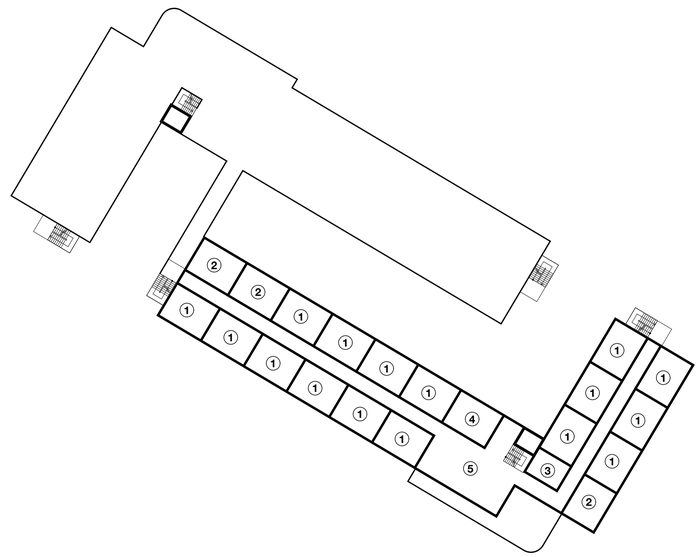
ISSUE P4



GROUND FLOOR PLAN - 1864sqm approx.



UPPER FLOOR PLAN - LEVEL 1, LEVEL 2 - 1023sqm approx.



UPPER FLOOR PLAN - LEVEL 3 - 2107sqm approx.

DESCRIPTION

Four storey girls boarding house and boys boarding house including amenities, common areas and staff accomodation.

LEGEND

① Student Accomodation
② Amenities
③ Storage
④ Staff Accomodation
⑤ Lounge

19 / 20

PROPOSED BOARDING HOUSE

SCALE 1:400@A1



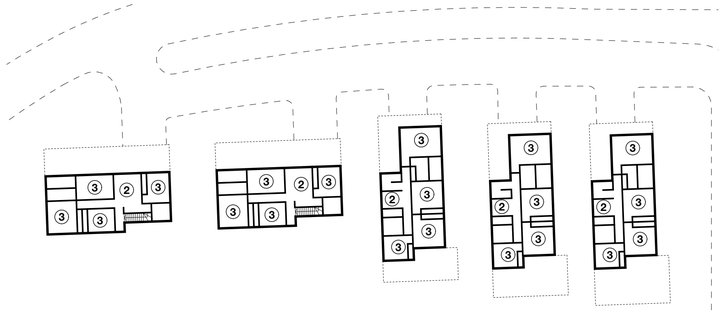
SOUTH STREETSCAPE



NORTH ELEVATION



GROUND FLOOR PLAN



UPPER FLOOR PLAN

LEGEND

① Garage
② Living
③ Bedroom

DESCRIPTION

Three and four bedroom townhouses to accomodate on-site staff and their families.

4

PROPOSED RESIDENTIAL DEVELOPMENT

SCALE 1:400@A1

ST PETERS LUTHERAN COLLEGE

MASTER PLAN

LOCATION: 66_HART ROAD_INDOOROOPILLY_QLD_4068.

NOTE :
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MAJOR CAPITAL WORKS - BUILDINGS (2)

SK-20

JOB: SPL00

DATE: 8/1/19

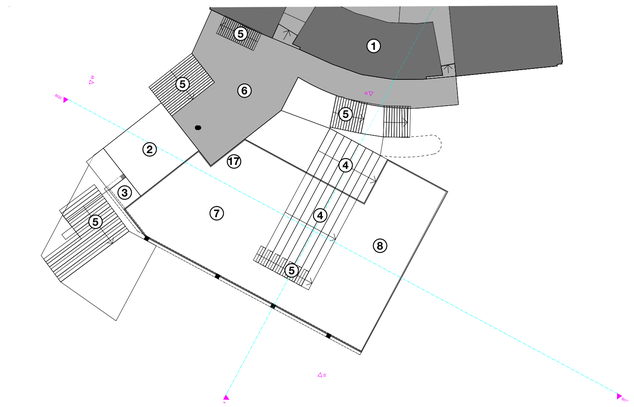
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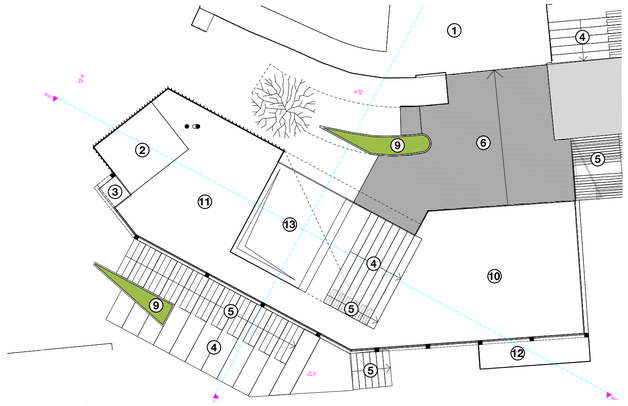
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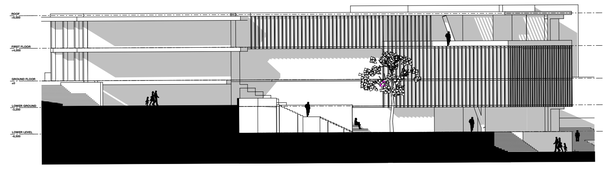
ISSUE P3



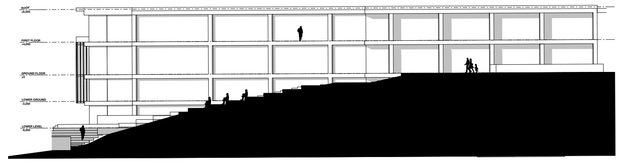
LOWER LEVEL FLOOR PLAN - 540sqm approx.



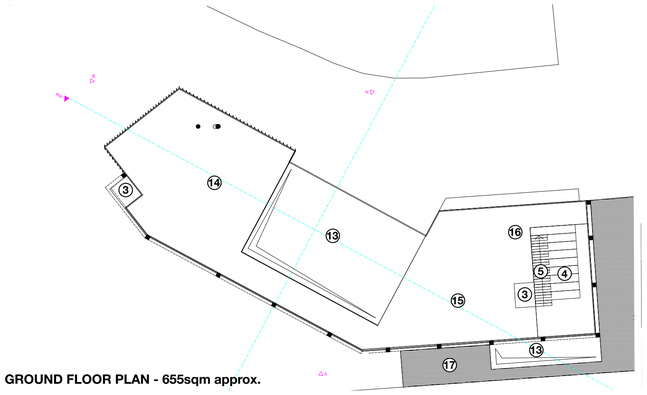
LOWER GROUND FLOOR PLAN - 790sqm approx.



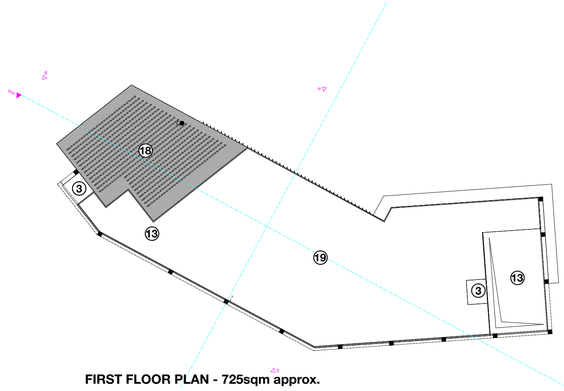
NORTH ELEVATION



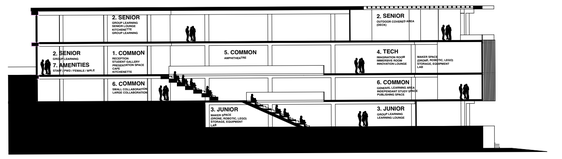
SOUTH ELEVATION



GROUND FLOOR PLAN - 655sqm approx.



FIRST FLOOR PLAN - 725sqm approx.



SECTION AA

INNOVATION CENTRE

MASTER PLAN SCALE 1:400@A1

0 4 8 12 16 24 32m

2

DESCRIPTION

Four storey Innovation Centre for Junior and Senior, including technology area, amphitheatre, Junior floor, Senior Floor, reception, flexible learning spaces and amenities.

LEGEND

1. Existing building (Zillman)
2. Existing generator
3. Lift
4. Tiers seating
5. Stairs
6. Plaza
7. Junior
   (Group learning, learning lounge)
8. Junior
   (Maker space, lab, storage)
9. Landscape
10. Small & large collaboration
11. General learning space, independant study area, publishing space
12. Patio (Light)
13. Void
14. Technology space
    (Imagination room, immersive room, maker space, innovation lounge)
15. Reception, student gallery, presentation, cafe, kitchenette
16. Amenities
    (Staff, PWD, female, male)
17. Entry
18. Deck
19. Senior
    (Group learning, senior lounge, kitchenette)

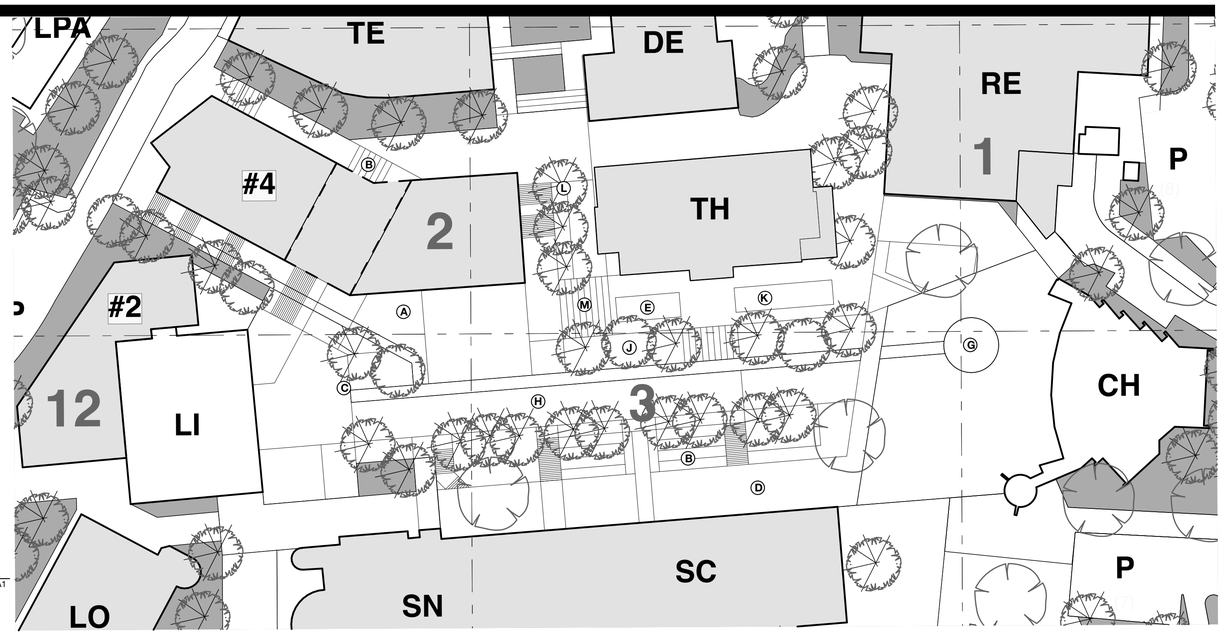
3

DESCRIPTION

Formal courtyard and surroundings of proposed Innovation Centre

LEGEND

A. Outdoor gallery
B. Amphitheatre
C. Soap box
D. Stage
E. Game area
F. Outdoor seating/ learning area
G. Reinstated reflection area
H. Academic court
J. Avenue planting
K. Feature seating
L. New palm avenue planting
M. Vines covered arbours



ACADEMIC COURT

MASTER PLAN SCALE 1:500@A1

0 5 10 15 20 30 40m

ST PETERS LUTHERAN COLLEGE

MASTER PLAN

LOCATION: 66_HART ROAD_INDOOROOPILLY_QLD_4068.

MAJOR CAPITAL WORKS - BUILDINGS (3)

N

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ISSUE P1

SK-21

MAJOR CAPITAL WORKS - BUILDINGS (3)

JOB: SPL00

DATE: 25/1/19

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A2 TRAFFIC ASSESSMENT

INDOOROOPILLY ST PETERS COLLEGE MASTERPLAN

Ministerial Designation
Traffic and Transport Assessment

Prepared for:

St Peters Lutheran College
66 Harts Rd
Indooroopilly QLD 4068

SLR Ref: 620.12879-R01
Version No: -v1.0
January 2019

PREPARED BY

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with St Peters Lutheran College (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROLAPPENDICES

Reference	Date	Prepared	Checked	Authorised
620.12879-R01-v1.0	18 January 2019	Matthew Creighton / Benjamin Park	Kris Stone	Kris Stone

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1.2 Scope 5

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2.3 Road Network Planning 8

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1 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by John Gaskell Planning Consultants on behalf of St Peters Lutheran College (St Peters) provide traffic and transport advice as part of the update of the St Peters masterplan in preparation for an application to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP). SLR understand that this application will seek to designate the land required for infrastructure provision.

1.1 Planning Context

In accordance with Chapter 2, Part 5 of the Planning Act 2016 (ss'PA'), St Peter's Lutheran College seeks to designate land located at 345 Indooroopilly Road, and 28, 30, 36, 38, 40, 48, 60, 64, 88 Harts Road, Indooroopilly QLD 4068 and described as Lot 5 on RP215593, Lots 49, 50, 53, 54, 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1, and 2 on RP61078, Lots 1 and 2 on RP61566, and 370 on SL6328 (the Subject Site). The College seeks to designate the subject land for:

- Educational facilities (Schedule 5, Part 2, Item 6 of the Planning Regulation 2017); and
- Facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the Planning Regulation 2017).

This report forms part of the Environmental Assessment Report that has been prepared in accordance with Chapter 7 of the Minister's Guidelines and Rules.

1.2 Scope

The Environmental Assessment Report prepared as part of the infrastructure designation proposal requires support by a Traffic Impact Assessment (TIA). The purpose of the TIA is to identify the existing arrangements for the College and the proposed post-development arrangements (i.e. vehicular access, pick-up and drop-off locations, car parking, servicing, public and active transport). All potential impacts of the proposed development will be considered as a part of the assessment, impacts on the external road network will be addressed based on the proposed student population increase.

The infrastructure designation process does not strictly refer to an assessment framework in the same way that a typical traffic assessment would be prepared in accordance with, and instead involves a standalone assessment tailored specifically for the proposed development. In lieu of a standard assessment framework, SLR has considered the equivalent state government and local government assessment criteria (including those in other jurisdictions) and design thresholds when preparing the assessment.

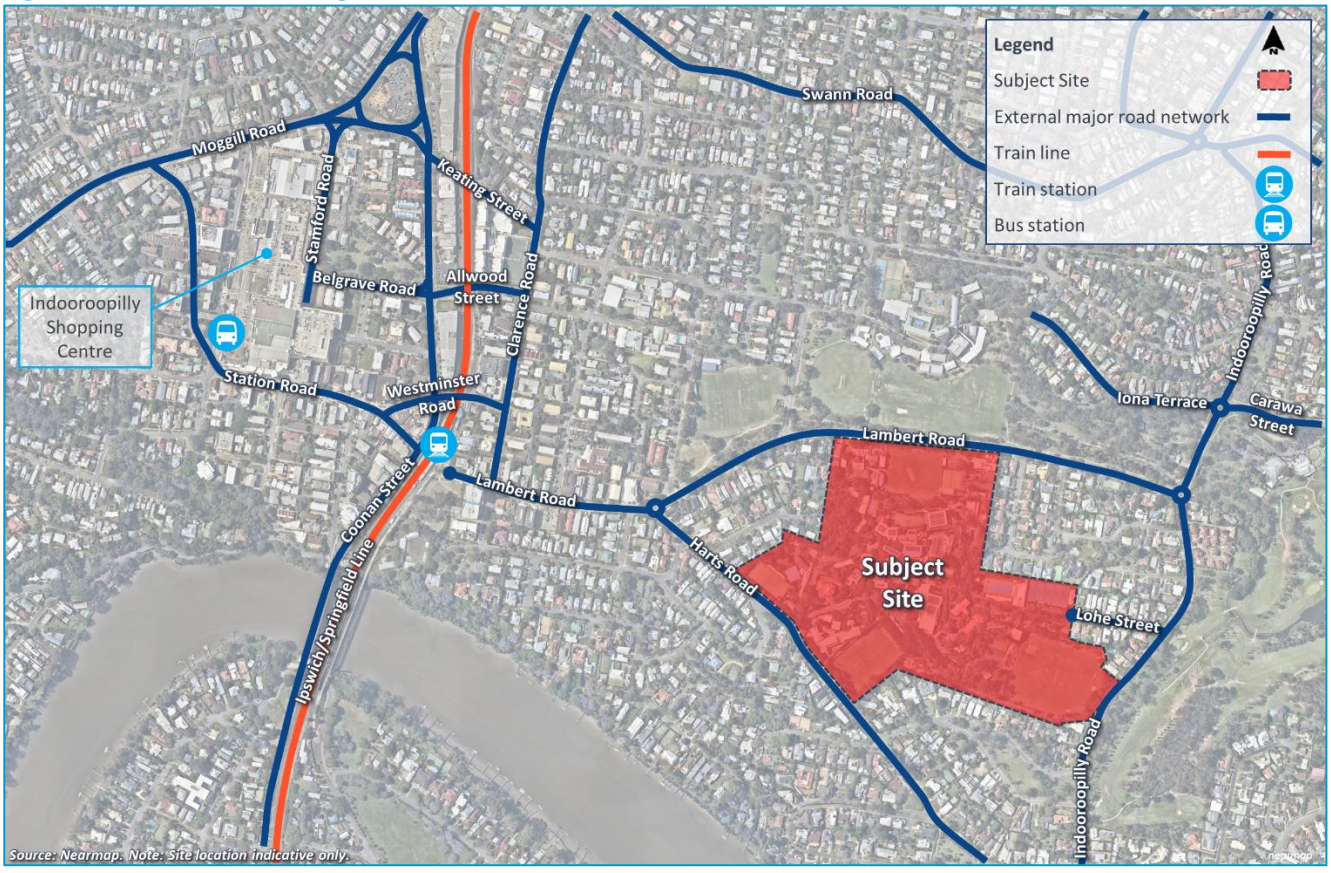
It is understood that this application does not seek to significantly increase the student and/or staff population of the College, but rather aims to reconfigure the internal and frontage movement and access infrastructure in order to resolve the existing traffic and transport issues within and adjacent to the Subject Site. The proposed Ministerial designation has been designed to provide modern, up to date facilities to enable Australian Curriculum to be delivered whilst also meeting College needs.

2 Subject Site

2.1 Site Context

The site is St Peters' Indooroopilly Campus located at 66 Harts Road, Indooroopilly within jurisdiction of the Brisbane City Council (BCC) and has a real description as per Section 1.1 of this report. The subject site has additional frontages on Lambert Road to the north as well as Lohe Street and Indooroopilly Road to the east and accommodates 1,986 students in addition to approximately 380 full-time equivalent staff. The location of the subject site within the regional context is shown in Figure 1 below.

Figure 1 Site Location: Regional Context



Given the size of the subject site, a number of transport and access facilities are located both within the campus itself and along the various road frontages. A summary of the existing internal and nearby transport facilities is shown on Figure 2 overleaf.

Figure 2 Internal & External Transport Facilities



2.2 Surrounding Road Network

Details of the key roads surrounding the subject site are provided in Table 1 below. The existing forms of the surrounding roads are largely in accordance with the road hierarchy and relevant design standards.

Table 1 Key Surrounding Roads

Road Name	Classification	Authority	Existing Form	Posted Speed
Lambert Road	Suburban road	BCC	Two lane, bi-directional, urban cross section (kerb and channel)	60 km/h (with school zone)
Harts Road	Neighbourhood road	BCC	Two lane, bi-directional, urban cross section	60 km/h (with school zone)
Indooroopilly Road	Neighbourhood road	BCC	Two lane, bi-directional, partly urban partly rural (swales) cross section	60 km/h
Lohe Street	Neighbourhood road	BCC	Two lane, unmarked, bi-directional, urban cross section	50 km/h

Source: Brisbane City Council Interactive Mapping

2.3 Road Network Planning

Both the BCC *Local Government Infrastructure Plan* and *Plans for Trunk Infrastructure* mapping as well as the Department of State Development, Manufacturing, Infrastructure and Planning's (DSDMIP) *DA mapping system* have been reviewed to identify the location and nature of any planned trunk works within the immediate vicinity of the subject site. The review of this material suggests that there are no planned trunk transport infrastructure project of either Council or state significance within the surrounding area.

3 Existing Conditions

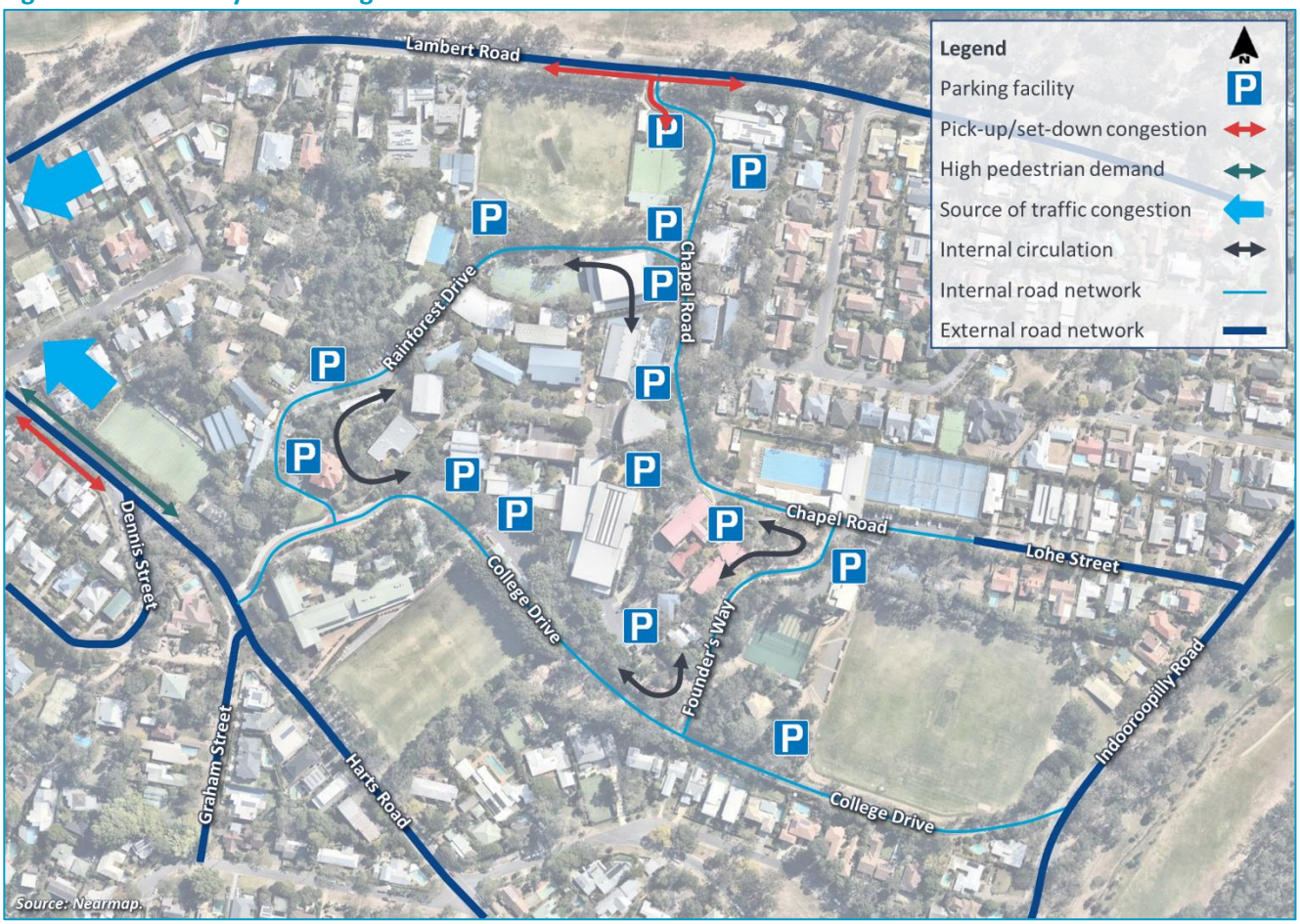
SLR has previously been commissioned to perform an existing conditions assessment relative to the traffic and transport operational constraints currently experienced by the school during peak-periods. A copy of this report has been provided at Appendix B.

During these initial works, a site inspection was conducted on the afternoon peak on 6th February 2018 to observe user behaviours, traffic issues and the utilisation/performance of existing transport arrangements. A summary of the observations and outcomes of this site visit are summarised within the attached technical memorandum, although the key findings and conclusions include the following:

- The Lambert Road access is particularly constrained due to the proximity of the kiss 'n' ride facility, the limited of capacity of which causes queues to extend back onto the access road and Lambert Road. Vehicles turning right into the Lambert Road access also cause an obstruction to through traffic, therefore exacerbating existing network capacity issues and local traffic congestion.
- Given the constraints within the wider road network surrounding the subject site, new or upgraded site access intersections are generally unlikely to have a significant impact on existing traffic issues without the creation of additional network capacity or a reduction in travel demand.
- Most of the existing internal and external as well as formal and informal parking facilities are currently operating at or near capacity during peak periods, which is further exacerbated in the morning peak with the overlap of demand generated by janitorial and teaching staff.
- The dispersed nature of the existing parking capacity was also observed to encourage circulation throughout the school campus, therefore resulting in unnecessary trips being made on the internal road network. This, combined with demand exceeding supply, means that a significant proportion of vehicles park in unsafe user behaviours such as parking on footpaths.
- Users of the on-street pick-up/set-down facilities display little regard for traffic regulations, with parents often waiting for extended periods (well over the two-minute time limit) or occupying no standing or loading zones. This therefore adversely impacts the efficiency of these facilities and results in congestion as the capacity of the on-street facilities is exceeded as well as the safety of the frontage roads as motorists were observed to complete risky turning manoeuvres upon entering and exiting the area as well as parking in areas that compromise sight distance.

A summary of the existing conditions as observed during the inspection and as listed above is shown in Figure 3 overleaf.

Figure 3 Summary of Existing Conditions



4 Proposed Masterplan

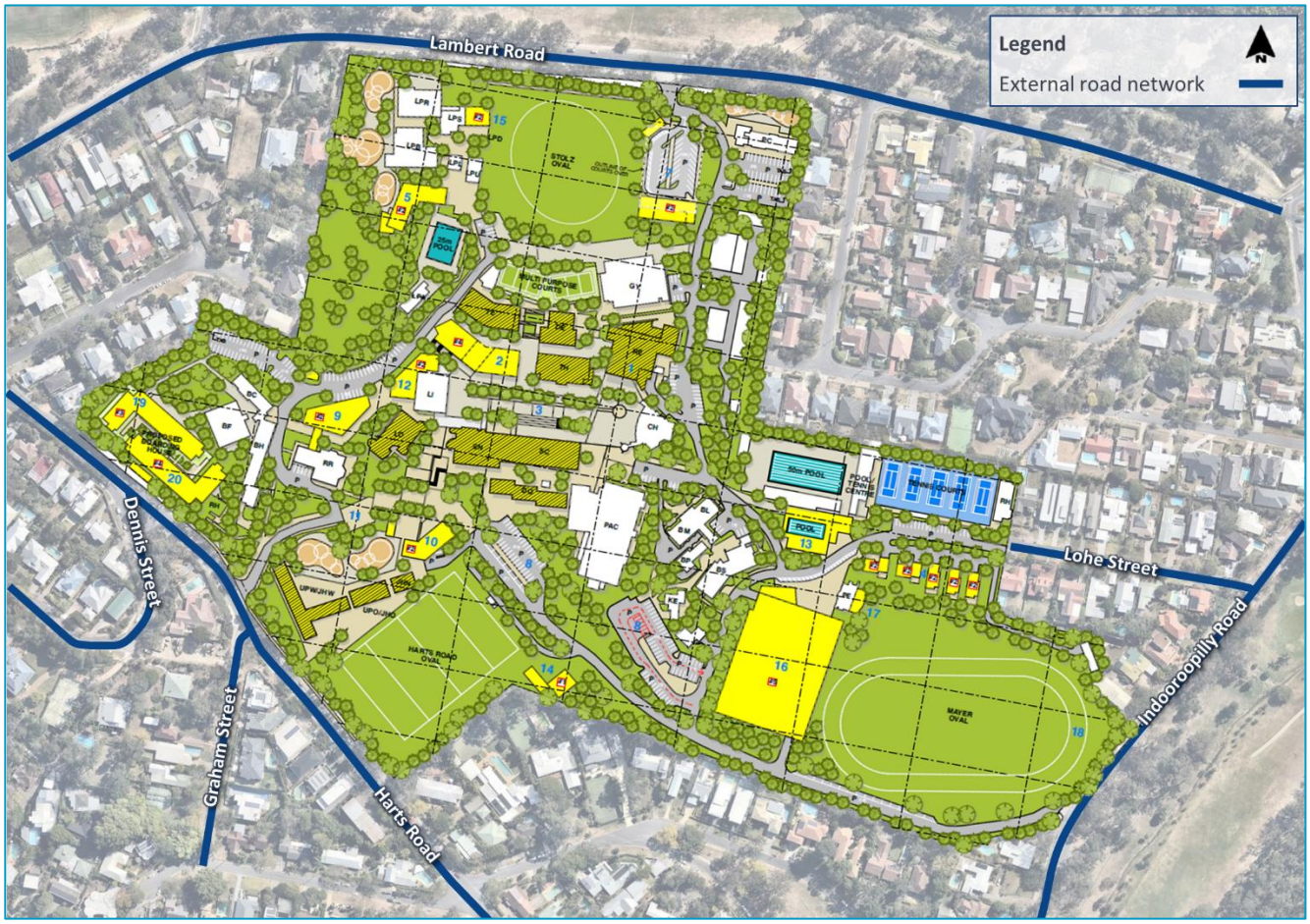
The proposed St Peter's Masterplan seeks to reconfigure a number of internal school facilities by renovating or reconstructing existing buildings at new locations in order to modernise the campus and provide an overall improved experience for students and staff of the school. A copy of the detailed masterplan concept, prepared by Burlingbrown Architects, has been included at Appendix A.

In considering the proposed changes to the traffic and transport arrangements, it is worth noting that the masterplan does not propose to materially increase site yield or student/staff population, but rather seeks to improve the operation of the existing transport infrastructure associated with the subject site.

The maximum population envisaged as a part of this masterplan is forecast to reach 2050 students by 2020 (marginally higher than the 1986 existing students), however this is still less than the highest student population of 2115 enrolments in previous years. Staff numbers are also not anticipated to change significantly compared to existing operations, with 380 full-time equivalent (FTE) staff proposed as a part of college operations.

The masterplan in the context of the local area is shown in Figure 4 below, with a summary of the proposed site alterations as specified within the Burlingbrown masterplan documentation (numbered in blue) included within Table 2.

Figure 4 Masterplan: Local Context



Source: Nearmap, 2018. BurlingBrown

Table 2 Summary of Masterplan Changes

Item Reference	Item Description
1	IT relocated to existing laundry
2	Luther House redevelopment - Innovation Centre
3	Academic Court
4	Residential precinct
5	Junior School development - relocation of Years 5/6 to consolidate Junior School
6	Harts Road pick-up/drop-off
7	Junior School pick-up/drop-off and maintenance area with courts over
8	New carpark and bus drop-off area
9	New executive building
10	New Junior High administration
11	Junior courtyard redevelopment
12	Library extension
13	New learn-to-swim pool
14	Redevelopment of maintenance management area and sheds
15	Junior School library extension
16	New sport hall
17	Infill extension to the existing P&F building
18	Mayer Oval expansion
19	Proposed boys' boarding house
20	Proposed girls' boarding house

Source: BurlingBrown

Of relevance to this assessment, the following additional alterations and additions are proposed to the college campus as part of the abovementioned works that impact internal and external vehicle circulation and transport-related facilities:

- Expansion and reconfiguration of the kiss 'n' ride facility and associated carpark
- Indentation of Harts Road loading area
- Formalisation of internal car parking, including the provision of a new under croft parking facility as part of the proposed sports hall.

5 Site Design

5.1 Vehicular Access

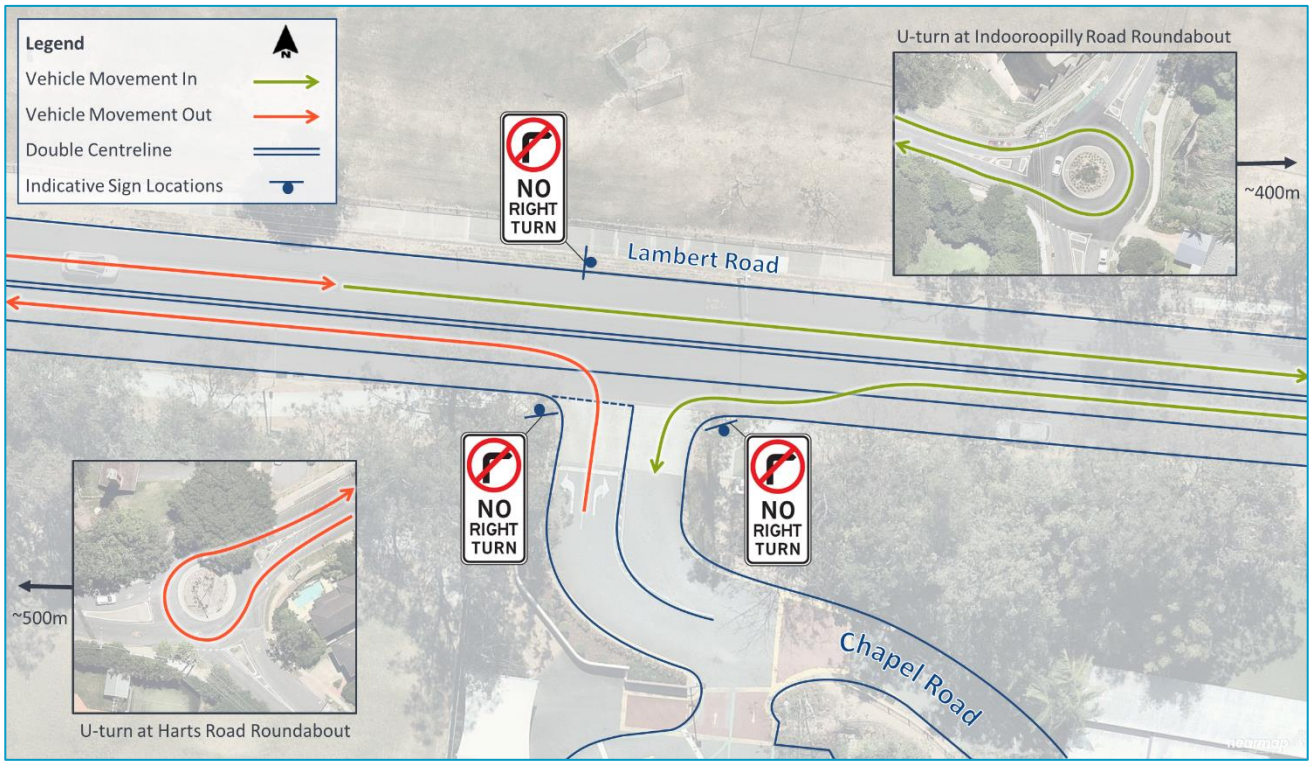
The proposed masterplan does not seek to significantly alter the access arrangements for the school campus such that all existing vehicular access points will be maintained, and no new accesses introduced.

Given that most congestion and traffic issues along the frontage roads were observed to be caused by existing, wider network capacity constraints, it is considered that an upgrade to any or all of the school access intersections would likely have only a minimal positive impact on traffic conditions as mentioned previously. The masterplan therefore proposes minimal alterations to most of the vehicular access points under the assumption that traffic demand will not change significantly.

However, a number of operational issues with the Lambert Road access intersection were observed during the site inspection, which is considered to be caused by a combination of geometric & operational constraints along the site frontage at this location and low capacity of the internal kiss 'n' ride facility.

In order to reduce school-generated congestion along Lambert Road, it is therefore proposed to convert this intersection to accommodate left-in and left-out movements only, which would eliminate the right-turning vehicles obstructing through traffic on Lambert Road. Existing right turn movements would then be accommodated by the roundabouts to the east and west of the access, at which point vehicles may safely complete a U-turn to travel in their desired direction. Figure 5 illustrates an indicative recommended access treatment for the Lambert Road driveway, which is subject to further design refinement.

Figure 5 Lambert Road Access – Restricted Movement Configuration



Source: Nearmap, 2018.

5.2 Pedestrian & Cycle Access

It was noted during the site inspection that the peripheral footpath network surrounding the school sees significant demand during morning and afternoon peak periods, particularly the area to the northwest of the Harts Road access, given the proximity of the school to the Indooroopilly train station and shopping centre. This consequently results in students walking on unsealed areas of the verge, which can present safety risks whilst also impacting on neighbouring residents. As part of the Harts Road pick-up/set-down zone upgrade works discussed in Section 5.6, it is therefore proposed to widen the footpath in this location to 3.5-4m in accordance with the pathway widths specified within DTMR's *Plans for Safe Transport Infrastructure at Schools*, which would cater for any potential increase in pedestrian demands. It is noted that civil constraints in this area may limit the constructability of a full 4m wide pathway along Harts Street caused by significant grade separation. As a result, the widened footpath should be provided only where reasonable appropriate, subject to detailed design and civil constructability assessment.

Both existing and proposed college campus designs incorporate provision for various bicycle end of trip facilities in the form of bicycle racks and lockers/showers. It is considered that these facilities are of adequate quality to service a higher demand of bicycle trips to and from the school, however it was identified in the existing conditions assessment that mode-share of trips generated by the school is heavily weighted by private car travel and public transport (in the form of heavy rail travel). Additional recommendations to promote travel via active transport methods have been provided in Section 7.

5.3 Internal Movement Network

Minimal changes are also proposed to the existing internal road network beyond those required to accommodate future additional parking facilities and buildings. However, it is proposed to better segment the site through the closure of Rainforest Drive to the south of Stolz Oval and College Drive between the Rainforest Drive intersection and the existing internal bus stop, although these areas are to remain trafficable by service and emergency vehicles through the implementation of transitional pavement treatments.

This would therefore serve to discourage unnecessary through traffic and prevent public vehicles from completely circulating the inner campus, therefore minimising internal traffic volumes and enhancing pedestrian safety and connectivity. This would also promote the use of the internal road network (and associated parking facilities) by school staff and service vehicles only, with a new desire line created for public vehicles through the east of the campus adjacent to the proposed sports hall and PAC parking facilities.

5.4 Car Parking

The most substantial traffic and transport related changes proposed as part of the updated masterplan relate to the provision of internal parking, as it was noted as part of the site inspection that the existing formalised parking supply does not provided sufficient capacity with which to accommodate peak demands. It is therefore proposed to significantly increase parking capacity through the provision of new and expanded parking facilities, thus increasing parking supply from approximately 340 spaces to 428 spaces, which exceeds the standards specified by both the Department of Transport and Main Roads (DTMR) as well as BCC as shown in Table 3 below.

Table 3 Minimum Parking Requirements

Yield	Authority	Minimum Parking Rates	Spaces Required	Spaces Proposed
2,050 students 380 full-time equivalent staff	BCC	Staff: 1/staff member Visitor: 0.1/staff member	418	428 formalised spaces
	DTMR	Long-term: 0.7/staff member Short-term: 1/15 students Prep: 1/8-10 students Pick-up/Drop-off: 20% of short-term supply	413	

Source: DTMR Planning for safe transport infrastructure at schools

The distribution of parking across the subject site is also to be improved through the construction of a number of larger parking facilities, which would serve to better centralise parking across the campus and minimise the need for vehicles to circulate across the internal road network in order to find a parking space. This would therefore result in enhanced wayfinding as well as reducing the prevalence of vehicles parking along the internal roads and footpaths, thus improving vehicular and pedestrian circulation and safety. The provision of turnaround bays at the several dead-end parking areas located within the campus would also assist in further enhancing circulation and facilitating the safe ingress and egress of vehicles throughout the subject site.

This is exemplified in the proposed construction of a sport hall facility incorporating ~120 parking spaces adjacent to the Mayer Oval to the southeast of the campus, which would serve as the focal point for traffic demand on the eastern side of the campus as well as during sports events. Further capacity for special events (demand for which cannot be currently accommodated by the existing parking supply) would also be provided through the provision of a new expanded parking facility to the south of the Performing Arts Centre (PAC) in close proximity to the proposed sports hall. Given the observed and anticipated vehicle occupancies at such special events, the combined capacity of these facilities should therefore be more than sufficient to accommodate any surge in parking demand associated with most sporting or musical/award events.

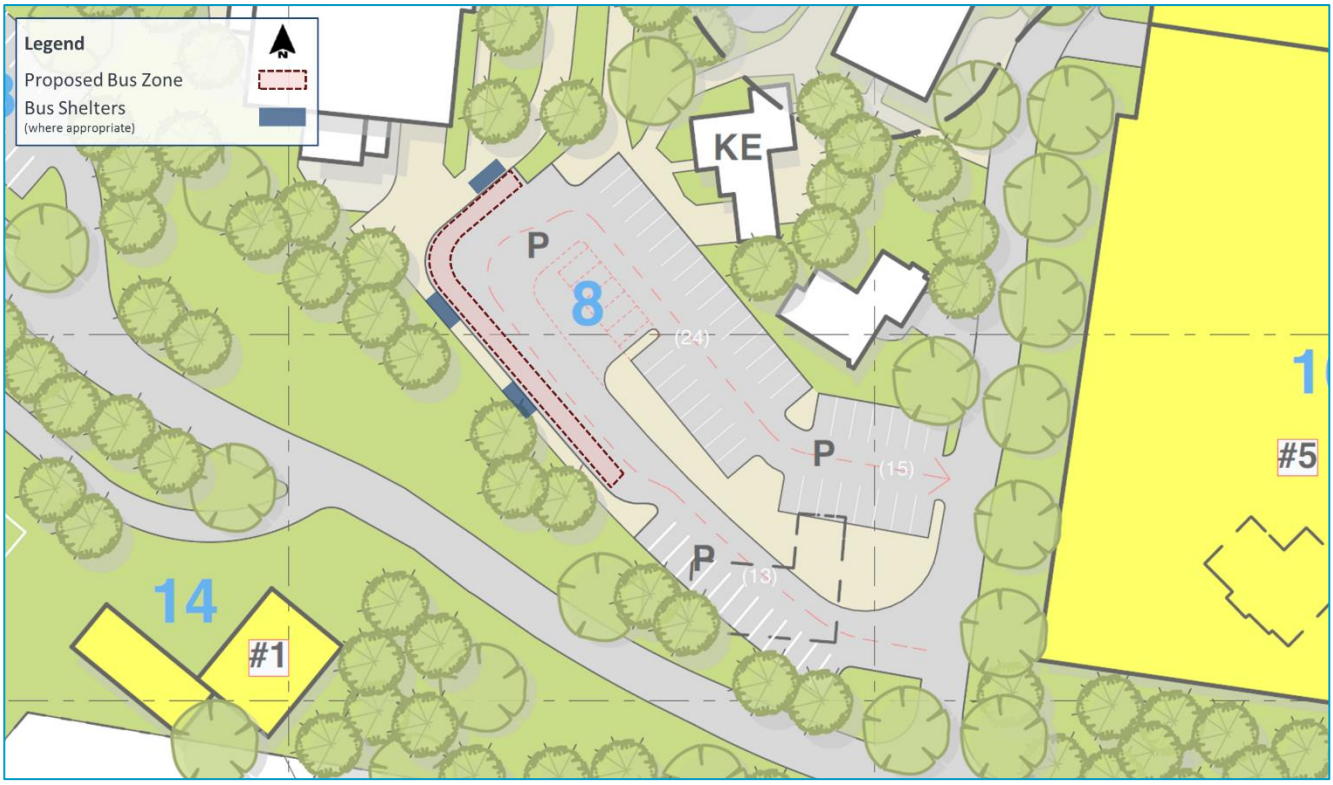
Should any additional overflow parking be required during special events, additional demand may be accommodated through the use of on-street parking on the internal road network, therefore reducing the likelihood of vehicles parking on the external road network and any implications this may have on traffic conditions. In accommodating on-street parking, the width of the internal roads is considered sufficient to cater for one-way traffic in the presence of parked vehicles.

The additional parking supply provided as part of the masterplan is also designed such that it is provided in areas that do not encourage the increased use of private vehicles to travel to and from the campus, but rather is located to maximise convenience for those actually requiring the use of the parking facilities. An example of this is the location of the bulk of new parking capacity adjacent to the PAC and proposed sports hall which, while not necessarily being of increased convenience for staff and students, is designed to accommodate peak parking demands caused by special events such as awards nights and sporting events. This therefore encourages everyday commuters (such as staff and students) to travel via alternative transport modes whilst acknowledging the occasional requirement for enlarged parking capacity.

5.5 Public Transport/Private Bus Facilities

No significant changes are proposed to the existing public transport infrastructure along the site frontages as this is beyond the scope of the masterplan, however the masterplan does propose the relocation of the existing internal bus stop to the new carpark adjacent to the PAC and the proposed sports hall. As shown in the swept path assessment attached within Appendix B, this location improves the accessibility of the internal bus stop for coaches and thus allows vehicles to enter and exit the campus via the Lambert Road access. The relocated bus stop has also been designed to accommodate multiple coaches simultaneously, illustrated in Figure 6 below.

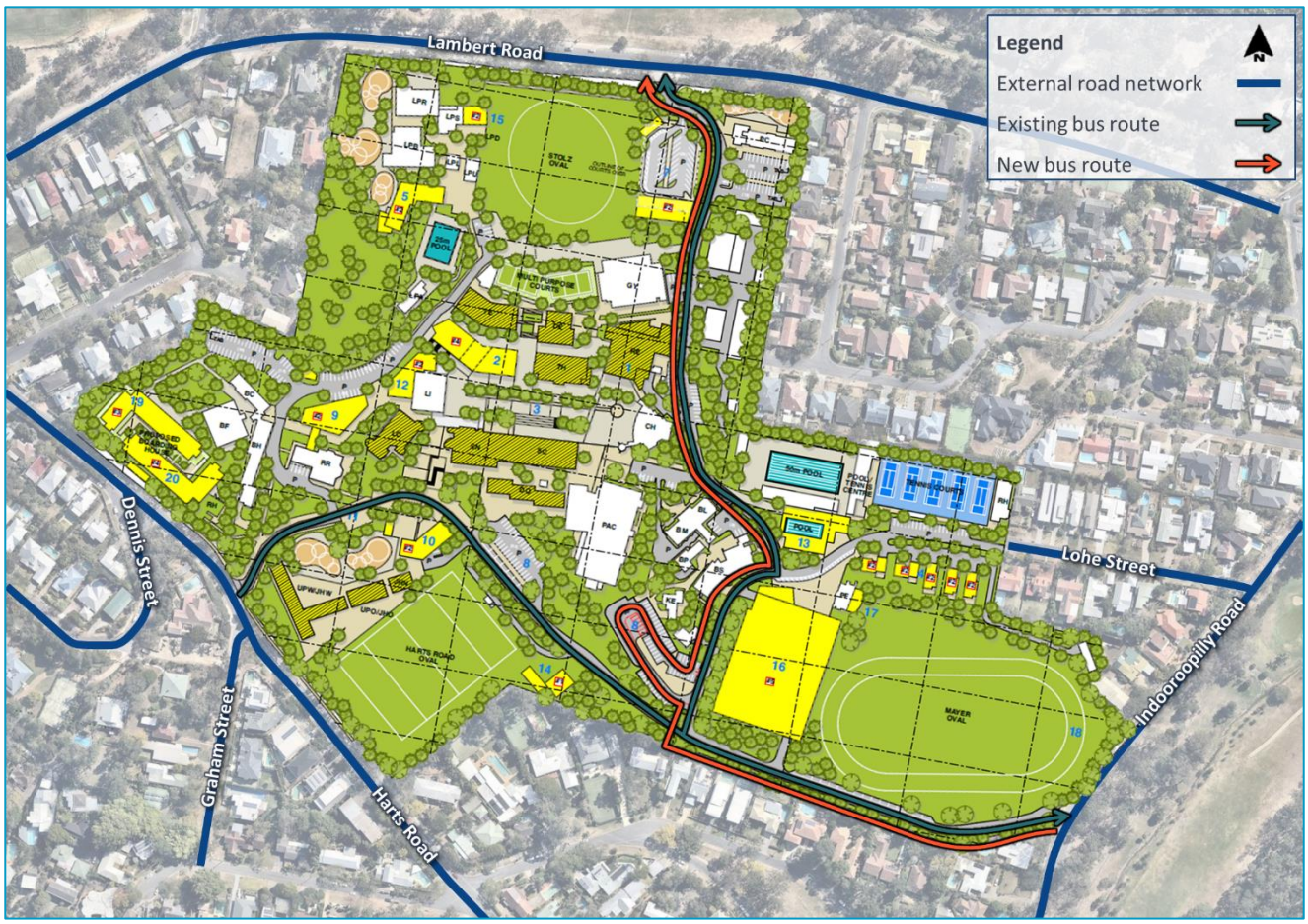
Figure 6 New Internal Bus Facility



Source: Nearmap, 2018. BurlingBrown

As a result of the internal movement network changes and relocation of the bus set-down area, access arrangements for buses will be slightly different to existing operation. Buses currently access the site via the Harts Road / College Drive school access intersection, and exit either via access on Indooroopilly Road or Lambert Road. Considering internal circulation restrictions imposed by the proposed masterplan, buses will now enter via Indooroopilly Road in order to access the relocated bus set-down / pick-up zone before exiting via access on Lambert Road, as illustrated in Figure 7. Whilst not significantly impacting on day-to-date operations, it is possible that the reduced turning movements at the Lambert Road / College Road access intersection will provide marginal benefit to the surrounding road network performance.

Figure 7 Revised Internal Bus Access Arrangement



Source: Nearmap, 2018. BurlingBrown

Externally, the school is currently serviced by separate bus stops located along the northern and southern site frontages (Lambert Road and Harts Road respectively). The Lambert Road bus bay is currently provided as a separated bus / parking lane parallel to the through traffic lane, meaning that parked vehicles do not obstruct through traffic.

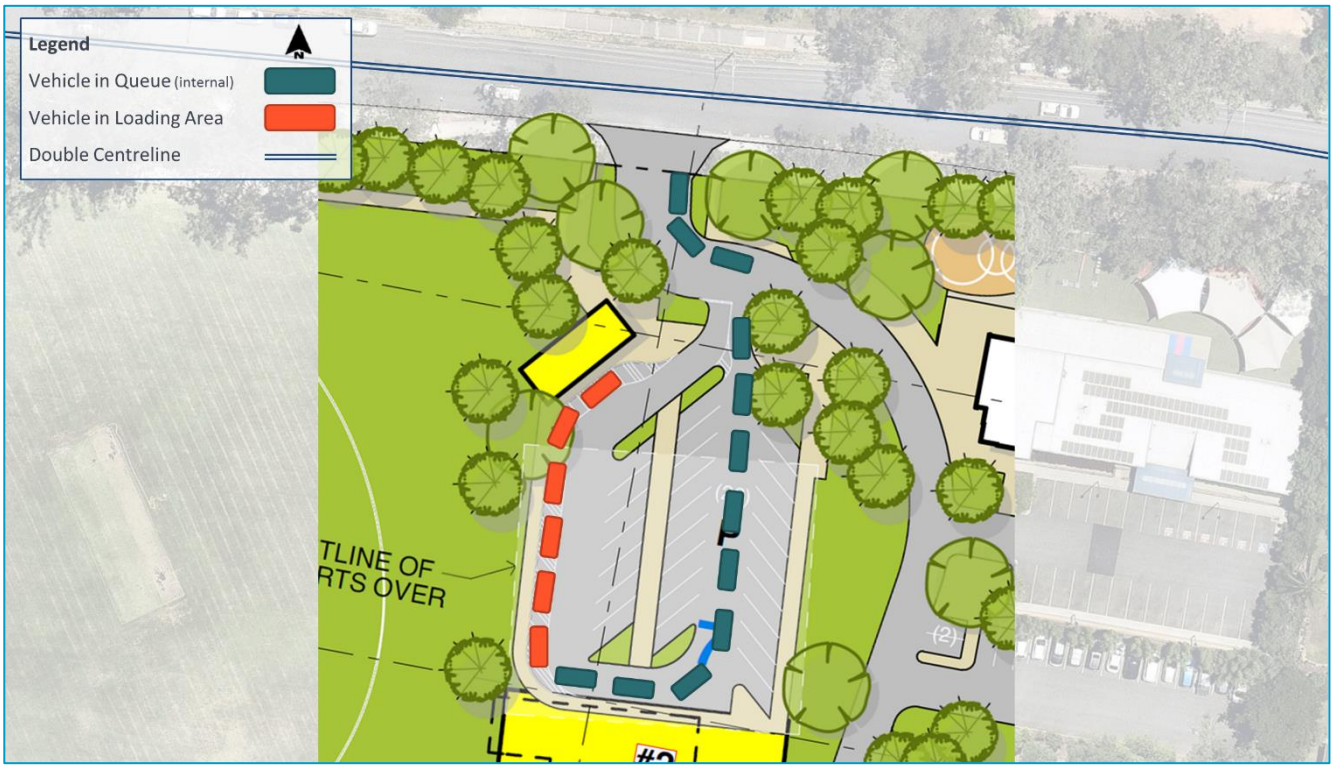
Previous investigations have identified that the on-street bus bay on Harts Street however, is located mostly within the trafficable lane, and parked buses obstruct the flow of traffic in the eastbound direction. Section 5.6 overleaf provides recommendations to provide an indented bus / set-down area to minimise the impact on eastbound traffic. In addition to these changes, it is recommended that a new bus shelter be provided in accordance with Appendix 5B of the DTMR *Public Transport Infrastructure Manual*. As these bus stops service both students and the general public, a stop incorporating tactile ground surface indicators (TGSI) are recommended, however without understanding bus patronage at this location, no preference for shelter provision / type has been included.

5.6 Pick-up/Set-down Facilities

5.6.1 Lambert Road

Given the issues observed with the existing kiss 'n' ride facility during peak periods, it is proposed to significantly expand the facility as part of the masterplan. This facility would be designed generally in accordance with examples provided in DTMR's *Planning for Safe Transport Infrastructure at Schools* and provide a total of 26 angled parking spaces in addition to approximately six parallel pick-up/drop-off spaces, totalling a capacity of 31 vehicles within the proposed facility. The enlarged facility, illustrated in Figure 8, would also provide a longer circulation road, therefore increasing queue storage and minimising the likelihood of queues extending back onto Chapel Road or Lambert Road. Table 4 summarises the increased parking capacity within the expanded proposed as a part of the masterplan.

Figure 8 Lambert Road Kiss 'n' Ride Queueing



Source: Nearmap, 2018. BurlingBrown

Table 4 Lambert Road Kiss 'n' Ride Capacity

Location	Existing Capacity	Proposed Capacity
Parking Spaces	0	26
Loading Zone / Set-down	5	6
Internal Queues	3	12
Total	**8**	**43 (35 new)**

Historical observations have identified that queues originating from the Lambert Road kiss 'n' ride facility have extended along Lambert Road to the west by approximately 110m (approximately 18 vehicles). Conservatively assuming that approximately half of these vehicles would be queueing to enter the subject site, the 9 vehicles queueing along the external road network (in addition to the original kiss 'n' ride capacity of 8 vehicles) could realistically be wholly contained within the internal parking facilities, in addition to further demand. This larger capacity design, in conjunction with the turning-movement restrictions at the Lambert Road access driveway has the potential to significantly improve the congestion issues along this fronting road and also allow further internal parking demand for parents that typically stay on-site longer than others.

5.6.2 Harts Road

The issues observed at the Harts Road pick-up/set-down facility are also proposed to be resolved by widening Harts Road along the school frontage such that vehicles can park along the road without obstructing through traffic or parking over the footpath. As part of these works, the existing footpath would be widened to 3.5-4m (where appropriate and not constrained by grade changes) to accommodate the high pedestrian demand in this area in accordance with DTMR's *Planning for Safe Transport Infrastructure at Schools*. The indentation of the kerbside pick-up/set-down facility would also have the added benefit of also indenting the adjacent bus stop, therefore allowing buses to stop without impact through traffic flow.

Figure 9 and 10 illustrate to potential design options for the upgraded kerbside pick-up/set-down facility along the south-western site boundary. SLR has prepared two concept solutions which adopt slightly different lane configurations such that the ultimate upgrade solution is not limited during the detailed design phase. Both concept options provide similar functionality and is anticipated to improve upon existing operations. High-level inclusions of each option have been provided below:

- At-grade solution (Figure 9):
    - Minor localised widening of road pavement to indent on-street parking and bus zone
    - Dedicated parking lane will improve through-capacity of eastbound traffic lane
    - Grade difference between school and pathway will require stairs and ramps to accommodate pedestrian access
- Grade-separated solution (Figure 10)
    - Grade separated drop-off zone provided internally to school property
    - Will allow student collection/drop-off to be managed internally by staff
    - Consisting of one (1) traffic lane and one (1) parking lane)
    - Will potentially require amendments to property boundaries
    - Significant civil works associated with this option

The upgrade solution ultimately delivered as a part of the College Masterplan will be subject to detailed design and constructability constraints in addition potential for impact on school facilities. Both upgrade solutions are only proposed to alter the formation of the north-eastern verge of Harts Road, along the St Peter's site frontage. The changes are not anticipated to significantly alter the function or operation of Harts Road, however have been reconfigured to benefit the efficiency of loading / unloading during school peak times.

Figure 9 Concept At-Grade Upgrade Solution – Harts Road Passenger Loading & Bus Stop



Source: Nearmap, 2018

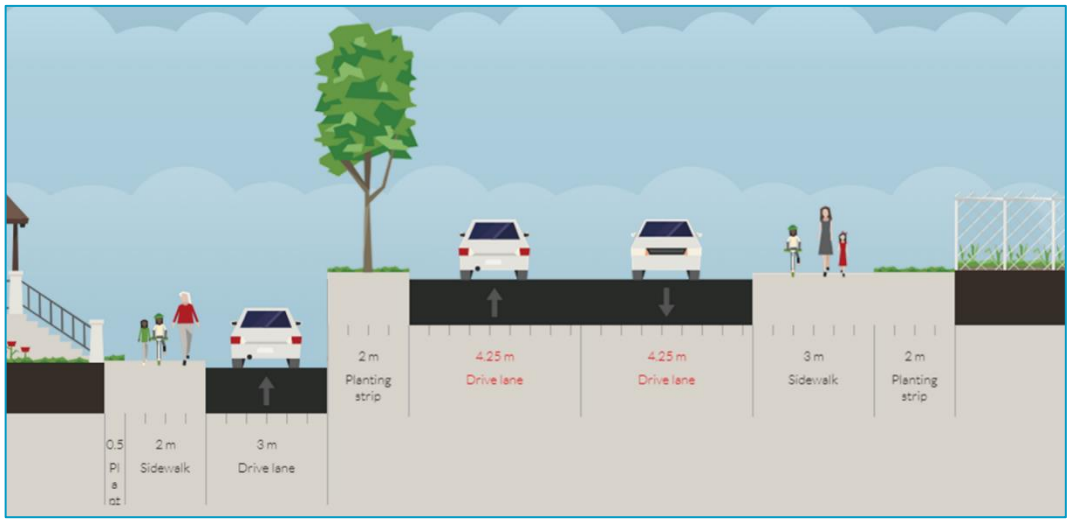
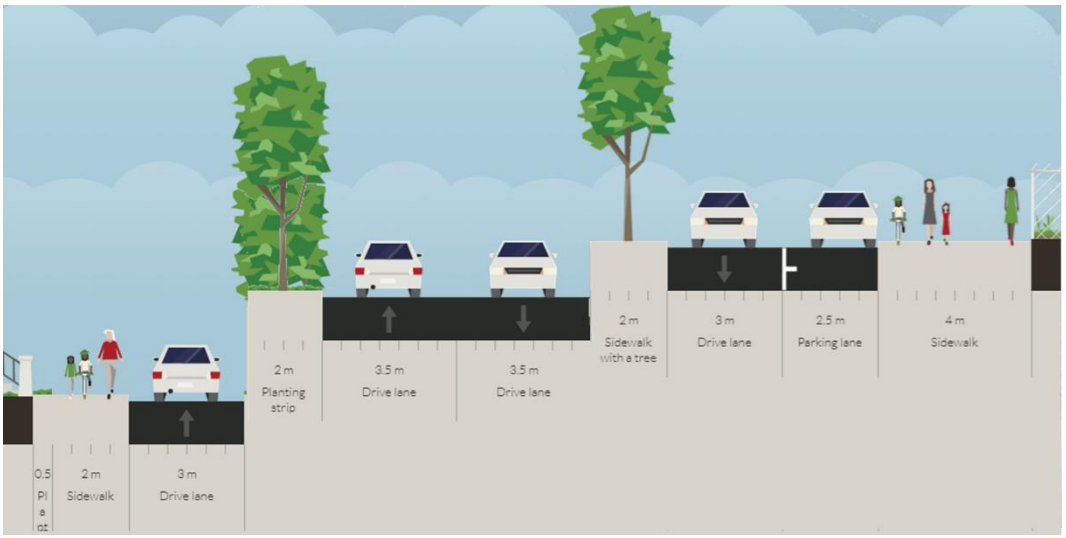
Figure 10 Concept Grade Separated Upgrade Solution – Harts Road Passenger Loading & Bus Stop



Source: Nearmap, 2018

It is recommended that all pick-up/set-down facilities be managed (i.e. by a designated staff member with appropriate training and PPE) to maintain efficient operation and vehicle circulation through the facilities given the lack of compliance with parking regulations and excessive dwell times observed at the existing pick-up/set-down zones. Figure 11 overleaf illustrate a graphical representation of the existing and proposed cross-sections along the Harts Road pick-up/set-down facility respectively, with the school frontage featuring on the right-hand side of the figure.

Figure 11 Harts Road Cross Sections

Upgrade Option	Concept Road Cross Section
Existing Configuration 21m Reserve	
At-grade solution 22.75m Reserve	
Grade-separated option 26m Reserve	

Source: Streetmix, 2018

6 Traffic Impact

Based on prior communication with the school it is understood that the proposed masterplan as described herein is not expected to directly increase the school population, but rather any increase is likely to be caused by external changes to the school structure as part of the Queensland-wide relocation of Year 7 students to high school. After this process is complete, it is anticipated that the student population will increase from the current 1,978 students to 2,050 students by 2020, representing a net increase of 72 students or approximately 3.6%. The effect of this growth on traffic generated by the school is shown in Table 5 below.

Table 5 Existing & Future School Traffic Generation

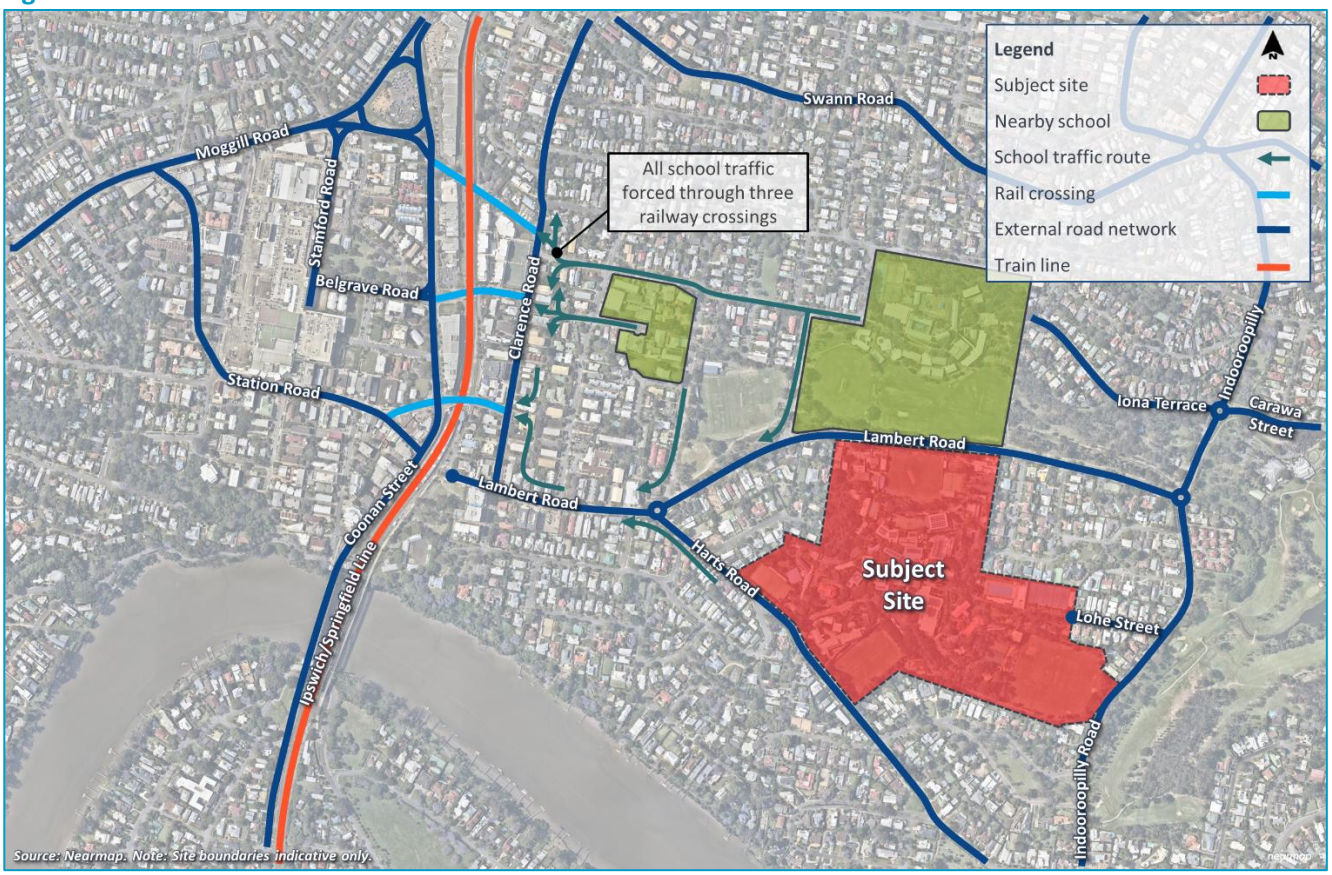
Year	Student Population	Peak Traffic Generation Rate	Peak Traffic Demand
2018	1,978	0.4 vph per student	791 vph
2020	2,050		820 vph

The above calculation suggests that the growth in the student population by 2020 is expected to generate an additional 29 trips on the local road network, which is unlikely to have a material impact on traffic conditions. SLR has also been advised that the predicted 2020 population is below the peak historical population of 2,150 students, which indicates that even under a future development scenario the school itself is unlikely to cause a significant worsening of traffic conditions in comparison to those observed currently and in the past.

It is also worth reiterating that this increase is expected to occur regardless of the implementation of the proposed masterplan, and therefore the masterplan as described herein is unlikely to have any impact on the operational performance of the surrounding transport infrastructure. On the contrary, given the improvements proposed to key congestion points along the school frontages, it is likely that the masterplan will serve to improve traffic conditions along the frontage roads.

Despite the abovementioned St Peters-related considerations it is acknowledged that the surrounding road network does experience substantial congestion in peak periods, particularly in the afternoon. However, this is considered to be caused by a culmination of external factors including the number of nearby schools generating traffic at the same time and network capacity constraints rather than solely due to the operation of the subject site as shown in Figure 13. It is therefore beyond the scope of this masterplan to address the existing congestion issues experienced on the external road network.

Figure 12 External Network Constraints



Despite this, some improvements are expected through the indentation of the Harts Road pick-up/set-down facility, which would significantly improve the flow of through traffic and therefore minimise congestion along the Harts Road corridor. It is also expected that the conversion of the Lambert Road access intersection to a left-in/left-out intersection, in addition to the capacity enhancements proposed for the kiss 'n' ride facility, would eliminate two key sources of congestion along Lambert Road and hence lead to an improvement in traffic conditions. However, it is worth noting that the conversion of the Lambert Road access intersection is likely to increase the volume of vehicles completing U-turns at the Harts Road and Indooroopilly Road roundabouts, although the effect of this on the operational performance of the two roundabouts is expected to be marginal.

7 Operational Recommendations

7.1 Promote Active Mode Share

SLR conducted travel mode-share surveys as a part of the existing conditions assessment in February 2018 (detailed results provided in Appendix B), which identified a very low proportion of bicycle trips to and from the school during typical commute. Figure 14 illustrates this low bicycle mode-share currently experienced, with Figure 15 identifying the breakdown of typical travel commute length, indicating that close to 40% of the surveyed student population live within a 5km catchment of the school (roughly 20minute travel time at a moderate pace).

Figure 13 Surveyed Student Mode-share

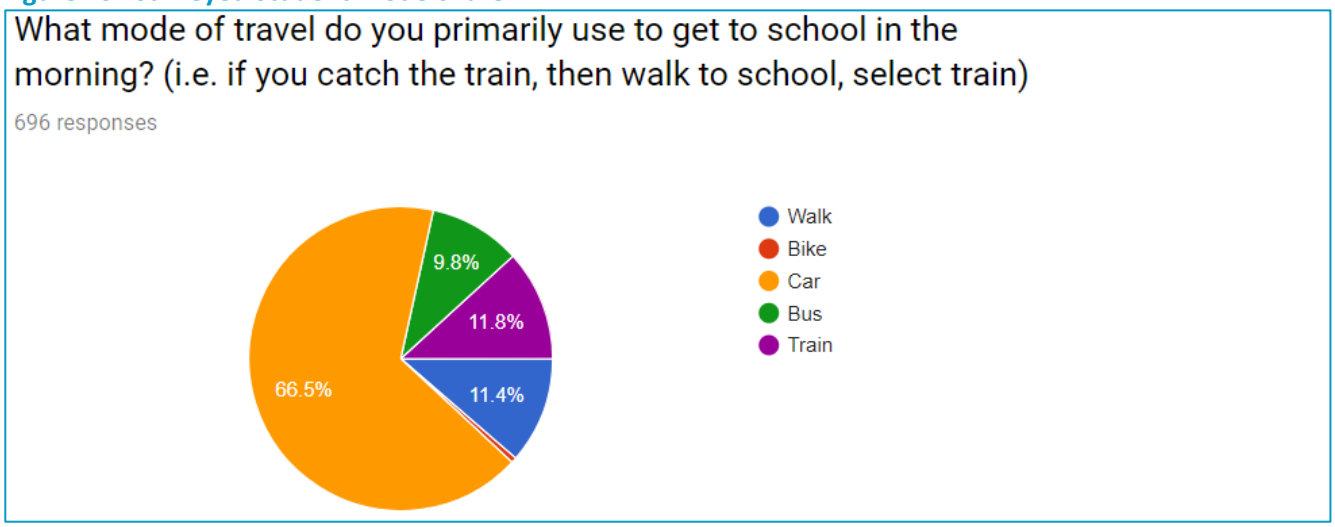
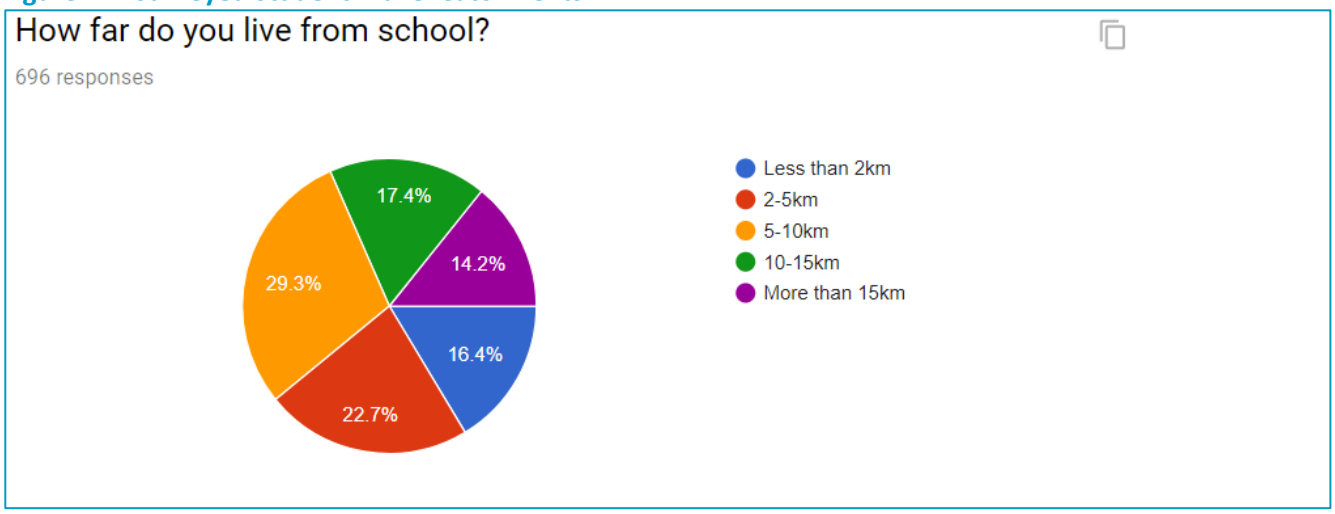


Figure 14 Surveyed Student Travel Catchments



As discussed in Section 5.2 of this report, the school currently includes a number of bicycle parking locations and EOT facilities that currently cater for students travelling via bicycle, which is to be retained as a part of the masterplan. In order to promote the increased use of cycle travel to commute to and from school, more cycle-focused activities could potentially be implemented within the physical education curriculum, or even through the start-up of extra-curricular cycle clubs with potential incentives. It is envisaged that the greater engagement of students cycling through curriculum-based activities would promote the use of bicycles for other uses (i.e. commute or recreational). All potential cycle related improvements should include significant investment regarding the safe use of bicycles particularly when promoted as an external travel solution.

Further to the above, DTMR has identified within *Planning for Safe Transport Infrastructure* that the provision of higher quality best practice active transport facilities will encourage more uses and priority should be given to this infrastructure where relevant, even recommending to exceed minimum requirements where possible to further promote higher travel. Infrastructure guidelines in this realm are currently based on preliminary investigations conducted by DTMR, and standard requirements for all schools in QLD may not strictly apply to St Peter's based on a number of factors.

Whilst not covered in this masterplan application, additional internal bicycle infrastructure may be investigated if cycle commute rates are increased as a result of school cycle programs, which would result in a further reduction of car trips made to and from the site.

7.2 Kiss 'N' Ride Operation

As recommended within Section 5.6 of this report, stronger enforcement of time restrictions in pick-up / set-down areas would be strongly suggested in order to reduce the build-up of queues onto the external road network. Excessive vehicle dwell behaviour currently contributes to significant queueing along Harts Road which leads to the blocking of intersections and turning restrictions along the external road network. Whilst solutions identified in this report will increase vehicle capacity at all Kiss 'n' Ride facilities and limit effect on the operation of the external road network, it is recommended to provide staff management at these pick-up / set-down facilities during peak periods, providing enforcement to current signed restrictions and prevent excessive vehicle dwelling, particularly on Harts Road. Staff could also communicate with parents within vehicles to ensure the swift collection of students through the use of a megaphone 'notification-style' system that has seen positive effect at other Brisbane-based schools.

As a parallel solution, the college could recommend that parents arriving early could potentially park internally at the new central parking facilities proximate to the PAC / Sports Centre while waiting for students to arrive, rather than occupying capacity within the kiss 'n' ride facilities for extended periods of time.

8 Summary

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by John Gaskell Planning Consultants on behalf of St Peters Lutheran College (St Peters) provide traffic and transport advice as part of the update of the St Peters masterplan in preparation for an application to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP).

The proposed St Peter's Masterplan seeks to reconfigure a number of internal school facilities by renovating or reconstructing existing buildings at new locations in order to modernise the campus and provide an overall improved experience for students and staff of the school. A copy of the detailed masterplan concept, prepared by Burlingbrown Architects, has been included at Appendix A.

Of relevance to this assessment, the following additional alterations and additions are proposed to the college campus as part of the abovementioned works that impact internal and external vehicle circulation and transport-related facilities:

- Expansion and reconfiguration of the Lambert Road kiss 'n' ride facility and associated carpark to provide greater vehicle capacity during peak periods.
- Indentation of Harts Road loading area and provision of separated a set-down / pick-up lane and bus zone to provide improved vehicle efficiency for both school related trips and background traffic.
- Formalisation of internal car parking, including the provision of a new under croft parking facility as part of the proposed sports hall, providing a carparking supply in excess of those recommended by numerous governing bodies.
- Reconfiguration of the internal bus zone providing greater capacity for vehicles and an improved circulation strategy.

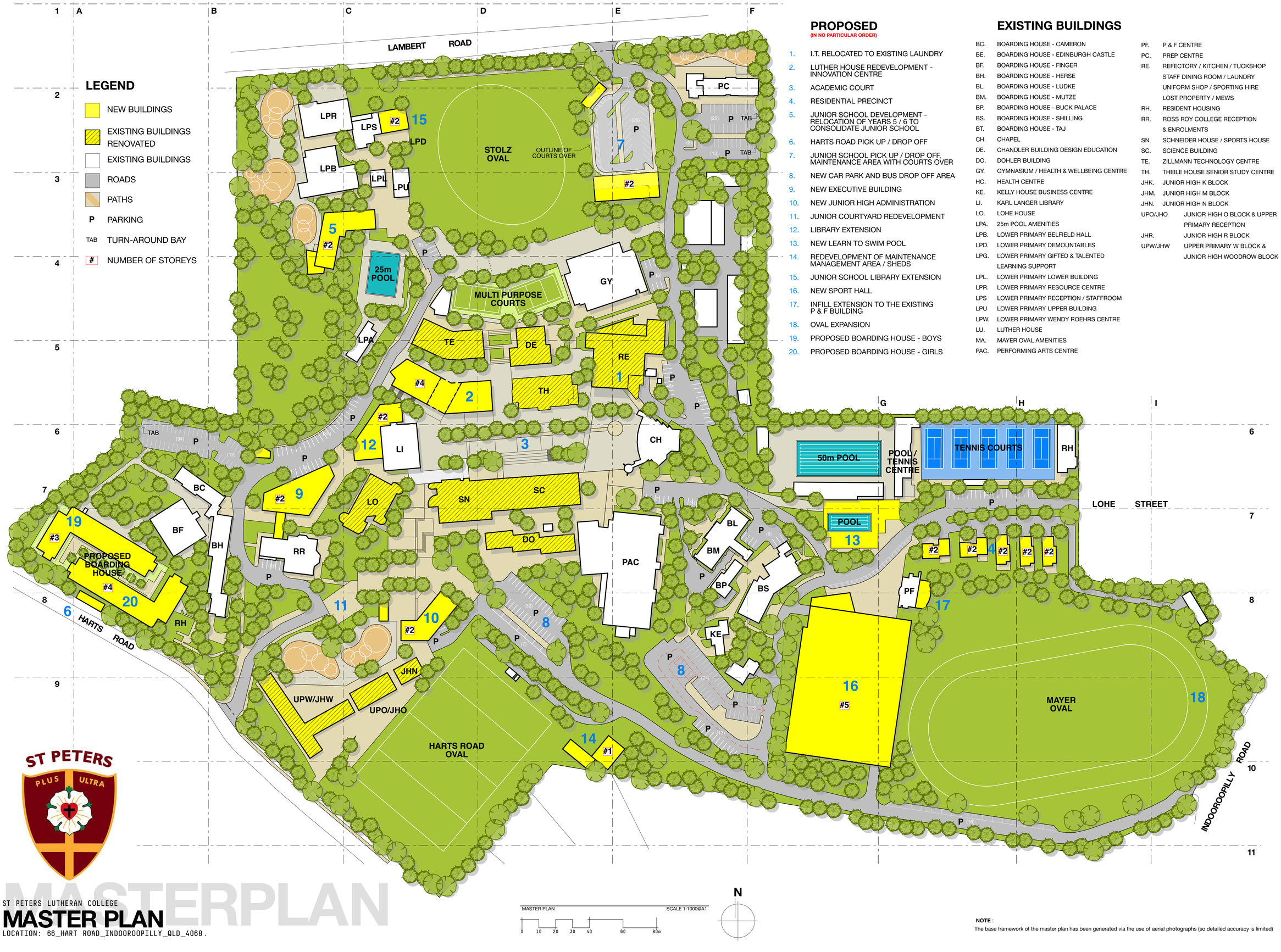
SLR has previously been commissioned to perform an existing conditions assessment relative to the traffic and transport operational constraints currently experienced by the school during peak-periods. A copy of this report has been provided at Appendix B.

It is accepted and observed that there are several key operational constraints (internally and externally) that contribute to a congested local network during school peak periods. The proposed masterplan does not seek to significantly increase the student capacity or employment within the college and as a result, is not expected to generate any significant traffic demand increases. Given the improvements proposed to key congestion points along the school frontages and internal facilities, it is likely that the masterplan will serve to improve traffic conditions along the frontage roads. As a result, the proposed masterplan provides infrastructure that is considered above and beyond what is required to cater for the marginal yield increases included within the changes to the college campus.

APPENDIX A

Masterplan Concept Plan

Prepared by Burlingbrown Architects – 9 January, 2019



LEGEND

- NEW BUILDINGS
- EXISTING BUILDINGS RENOVATED
- EXISTING BUILDINGS
- ROADS
- PATHS
- P PARKING
- TAB TURN-AROUND BAY
- # NUMBER OF STOREYS

PROPOSED

(IN NO PARTICULAR ORDER)

1. I.T. RELOCATED TO EXISTING LAUNDRY
2. LUTHER HOUSE REDEVELOPMENT - INNOVATION CENTRE
3. ACADEMIC COURT
4. RESIDENTIAL PRECINCT
5. JUNIOR SCHOOL DEVELOPMENT - RELOCATION OF YEARS 5 / 6 TO CONSOLIDATE JUNIOR SCHOOL
6. HARTS ROAD PICK UP / DROP OFF
7. JUNIOR SCHOOL PICK UP / DROP OFF, MAINTENANCE AREA WITH COURTS OVER
8. NEW CAR PARK AND BUS DROP OFF AREA
9. NEW EXECUTIVE BUILDING
10. NEW JUNIOR HIGH ADMINISTRATION
11. JUNIOR COURTYARD REDEVELOPMENT
12. LIBRARY EXTENSION
13. NEW LEARN TO SWIM POOL
14. REDEVELOPMENT OF MAINTENANCE MANAGEMENT AREA / SHEDS
15. JUNIOR SCHOOL LIBRARY EXTENSION
16. NEW SPORT HALL
17. INFILL EXTENSION TO THE EXISTING P & F BUILDING
18. OVAL EXPANSION
19. PROPOSED BOARDING HOUSE - BOYS
20. PROPOSED BOARDING HOUSE - GIRLS

EXISTING BUILDINGS

BC.	BOARDING HOUSE - CAMERON
BE.	BOARDING HOUSE - EDINBURGH CASTLE
BF.	BOARDING HOUSE - FINGER
BH.	BOARDING HOUSE - HERSE
BL.	BOARDING HOUSE - LUDKE
BM.	BOARDING HOUSE - MUTZE
BP.	BOARDING HOUSE - BUCK PALACE
BS.	BOARDING HOUSE - SHILLING
BT.	BOARDING HOUSE - TAJ
CH.	CHAPEL
DE.	CHANDLER BUILDING DESIGN EDUCATION
DO.	DOHLER BUILDING
GY.	GYMNASIUM / HEALTH & WELLBEING CENTRE
HC.	HEALTH CENTRE
KE.	KELLY HOUSE BUSINESS CENTRE
LI.	KARL LANGER LIBRARY
LO.	LOHE HOUSE
LPA.	25m POOL AMENITIES
LPB.	LOWER PRIMARY BELFIELD HALL
LPD.	LOWER PRIMARY DEMOUNTABLES
LPG.	LOWER PRIMARY GIFTED & TALENTED LEARNING SUPPORT
LPL.	LOWER PRIMARY LOWER BUILDING
LPR.	LOWER PRIMARY RESOURCE CENTRE
LPS	LOWER PRIMARY RECEPTION / STAFFROOM
LPU	LOWER PRIMARY UPPER BUILDING
LPW.	LOWER PRIMARY WENDY ROEHRS CENTRE
LU.	LUTHER HOUSE
MA.	MAYER OVAL AMENITIES
PAC.	PERFORMING ARTS CENTRE
PF.	P & F CENTRE
PC.	PREP CENTRE
RE.	REFECTORY / KITCHEN / TUCKSHOP
	STAFF DINING ROOM / LAUNDRY
	UNIFORM SHOP / SPORTING HIRE
	LOST PROPERTY / MEWS
RH.	RESIDENT HOUSING
RR.	ROSS ROY COLLEGE RECEPTION & ENROLMENTS
SN.	SCHNEIDER HOUSE / SPORTS HOUSE
SC.	SCIENCE BUILDING
TE.	ZILLMANN TECHNOLOGY CENTRE
TH.	THEILE HOUSE SENIOR STUDY CENTRE
JHK.	JUNIOR HIGH K BLOCK
JHM.	JUNIOR HIGH M BLOCK
JHN.	JUNIOR HIGH N BLOCK
UPO/JHO	JUNIOR HIGH O BLOCK & UPPER PRIMARY RECEPTION
JHR.	JUNIOR HIGH R BLOCK
UPW/JHW	UPPER PRIMARY W BLOCK & JUNIOR HIGH WOODROW BLOCK

ST PETERS LUTHERAN COLLEGE

MASTER PLAN

LOCATION: 66_HART ROAD_INDOOROOPILLY_QLD_4068.

MASTERPLAN

MASTER PLAN SCALE 1:1000@A1

0 10 20 30 40 60 80m

N

NOTE :
The base framework of the master plan has been generated via the use of aerial photographs (so detailed accuracy is limited)

MP-01

MASTERPLAN

JOB: SPL00

DATE: 9/1/19

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_PRELIMINARY
ISSUE
NOT FOR
CONSTRUCTION

ISSUE P3

APPENDIX B

Existing Conditions Assessment

Prepared by SLR Consulting – 22 February, 2018

Memorandum

To:	Nathan Quartermaine	**At:**	Burling Brown Architects
From:	Kris Stone | Matthew Creighton	**At:**	SLR Consulting Australia Pty Ltd
Date:	23 February 2018	**Ref:**	620.12314
Subject:	Indooroopilly St Peters College Masterplan Existing Conditions - Traffic and Transport Review		

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1 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Burling Brown Architects on behalf of St Peters Lutheran College (St Peters) to undertake a review of the existing traffic, transport and car parking situation including the identification of issues, constraints and opportunities.

The review also details a comparison of the St Peters transport facilities to those required or recommend by industry design and planning guidelines. This benchmarking of St Peters was completed so as to understand at a high level how the vehicle facilities at St Peters compare to other current industry 'standards'.

The findings of this Phase 1 review will inform and assist the development of future engineering and planning solutions that address existing issues and also accommodate the proposed growth anticipated as part of the St Peters Masterplan over the medium-to-long term.

2 Scope

The agreed SLR project methodology can be summarised as occurring in two distinct phases:

- **Phase 1** – Understand current situation traffic and car parking issues, constraints, and opportunities to improve the utilisation of existing facilities whilst also evaluating/comparing the current arrangements (infrastructure and management) with respect to industry guidance and best practice
- **Phase 2** – Develop future solutions to address issues identified in phase 1 or by the school/architect in progressing the future development strategy.

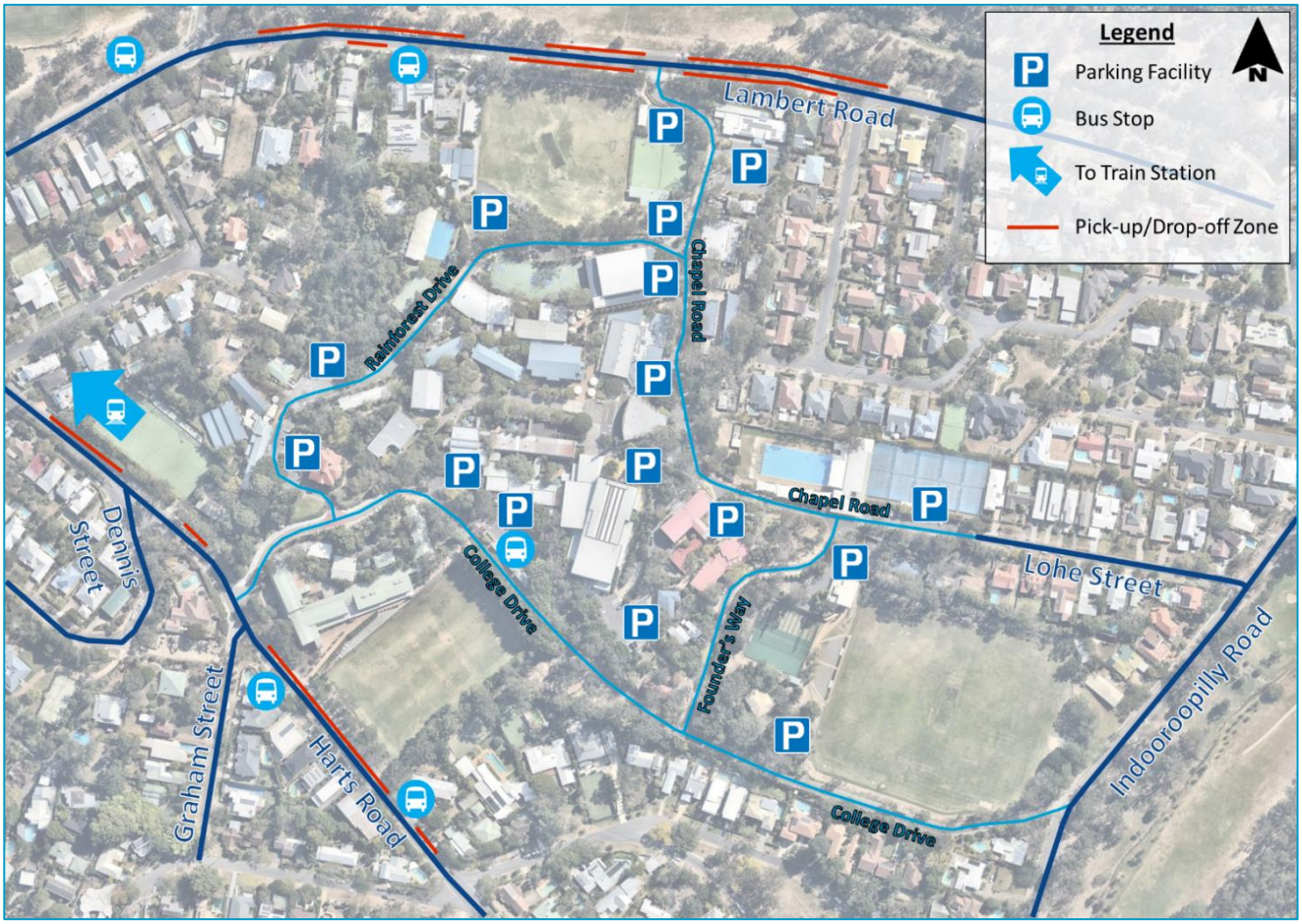
This advice relates to Phase 1 only.

3 Site Context

The site is St Peters' Indooroopilly campus, located at 66 Harts Road, Indooroopilly. The site is formally described as Lot 1 on RP23391, Lots 1 and 2 on RP61078, and Lot 5 on RP215593. The campus accommodates a large population comprising of 1,978 students, approximately 380 full-time equivalent staff and an additional 200 part-time staff.

Figure 1 summarises the existing transport facilities that are discussed throughout Sections 3.1-3.4.

Figure 1 Transport Facilities – Internal and External



3.1 Management Strategies

Representatives of St Peters confirmed that there are no officially documented or published transport management strategies relating to:

- Travel behaviour change
- Desirable parent use of existing facilities
- Staff parking arrangements.

3.2 Access

Vehicular access to/from the site is achieved via four separate locations summarised below and in Figure 2:

1. Harts Road – Primary or main street access that also accommodates bus entry movements
2. Lambert Road – Access to junior school and Kiss and Drop-off facility
3. Lohe Street – Access via residential street to sporting facilities
4. Indooroopilly Road – Lower order access route.

Figure 2 Site Access Locations (Vehicular) to/from External Road Network



3.3 Car Parking

St Peters car parking is scattered throughout the campus with no single large or consolidated facility. Parking is located along the internal roads or in isolated 'dead-end' catchments. Additionally, there are a variety of unsealed areas where parking is possible.

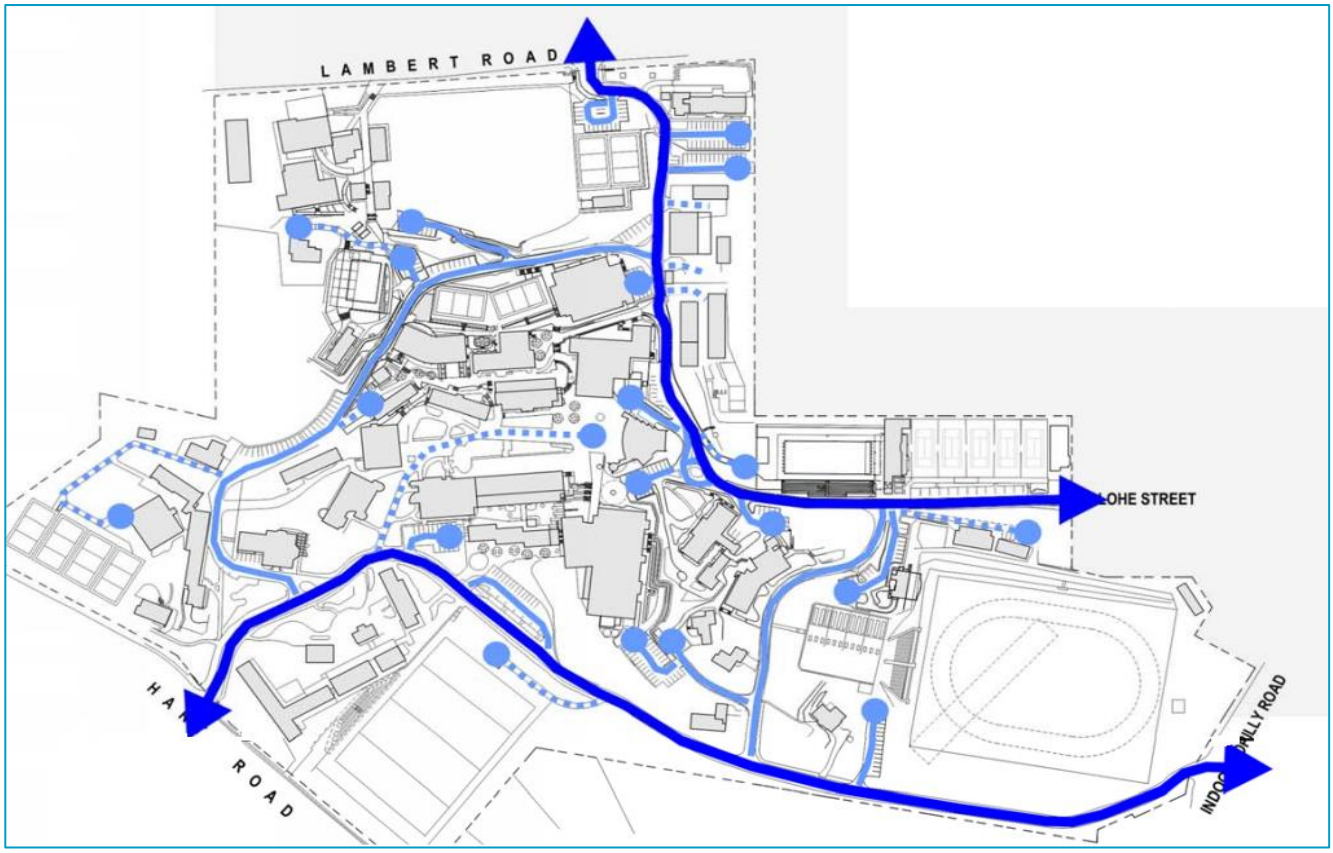
There are approximately 340 car parking spaces that have been 'formalised' throughout the site. These spaces are line-marked and easily identifiable as parking spaces and their use does not conflict with either traffic or pedestrian movements.

Site observations confirm an approximate additional 100 spaces are possible along the internal roads without parking restriction. Whilst it is possible for users to park in the road and maintain at least one-way traffic movement, the majority of users instead chose to park partially on the kerb, thereby impacting on pedestrian facilities.

School representatives advise that students are not permitted to park on the site and hence, all observed parking demands are assumed to be generated by staff.

Students are allowed to park throughout the surrounding public streets, and whilst direct observations haven't been made, SLR understands that local residents have made complaints in the past.

Figure 3 Existing Car Park and Internal Circulation Layout



3.4 Pick-up and Drop-off Facilities

St Peters has several pick-up and drop-off facilities located both within the campus and also along fronting streets and roads. The internal Kiss and Go facility used by parents of children attending the junior school is accessible by Lambert Road. This facility is limited in its size and capacity and can only accommodate in the order of 4-6 vehicles. The majority of the pick-up and set-down task is accommodated in the kerbside lanes along the site frontages; predominately Harts Road and Lambert Road.

3.5 Public Transport and Private Buses

The site is generally well serviced by public transport with proximate bus and rail services. There are public bus stops on Harts Road and Lambert Road and the Indooroopilly train station is located approximately 850m or a 10 minute walk from the main Harts Road access.

There is an internal bus pick-up and set-down facility located on College Drive near the Harts Road access. Only chartered and inter-campus buses use this facility and it does not accommodate public bus services.

3.6 Active Travel

Bicycle end-of-trip facilities are limited and the fronting roads and streets do not include line-marked or signed cycle lanes. School representatives have indicated that bicycle racks are generally underutilised by students.

External footpaths and those throughout the campus are generally narrow with paved surfaces typically being in the order of 1.2-1.5m wide before considering narrowing associated with car parking and/or landscaping.

4 Existing Conditions Assessment and Recommendations

The existing conditions assessment and findings are based on the following:

- A site inspection conducted during the afternoon peak period on 6th February between 1:30 and 3:30 and 13th February between 7:30 and 9:00 and 2:45-3:15. Site observations were made of user behaviours, traffic congestions, and utilisation of the current transport system/arrangements
- A meeting with St Peters representatives to ascertain additional background information and opinions regarding existing issues, constraints, and possible solutions.

4.1 Access

Operational performance at the four site access/egress intersections was observed as being congested, particularly during the afternoon peak period. The profile and duration of the congestion was shorter than expected and the nature of capacity limitations at the access intersections was principally related to demands travelling along the fronting roads, not necessary movements entering/exiting the site.

Broader network congestion arises given the co-location of St Peters with Indooroopilly State High School in addition to the road network being constrained by the following:

- Ipswich Rail Line limiting east-west traffic routes
- St Lucia and Indooroopilly golf courses limiting western traffic routes
- Brisbane River and bridge crossing limiting southern traffic routes.

Accordingly, there is minimal opportunity for the existing congestion at access intersections to be addressed through the provision of new or upgraded site access intersections. Only the creation of new capacity across the broader network or reduction in travel demand would address the current network congestion that affects the school.

The sole exception to the above finding is the Lambert Road access/egress intersection which services the Kiss and Go facility used by parents of junior school children. Significant congestion and delays were observed here that result from queueing originating from the St Peters' Kiss and Go facility. The queues extend to Lambert Road and block traffic travelling along Lambert Road in both directions. This is discussed later herein in Section 4.3.

New or significantly upgraded site access intersections are not seen as being necessary to accommodate the existing travel or those projected under a masterplan scenario. Congestion constraints arise because of traffic demands travelling along the fronting roads and within the surrounding area.

4.2 On-site Parking

An audit of the on-site car parking was conducted during the 6th February site inspection. The audit identified that there was approximately 440 total possible car spaces available throughout the site:

- 340 'formal' line-marked parking spaces
- 100 'informal' permitted on-street spaces.

Figure 4 overleaf summarises the findings of the audit including a snapshot of the car parking occupancy that was observed between 1:30 and 2:00 PM.

Figure 4 Observed Car Park Occupancy

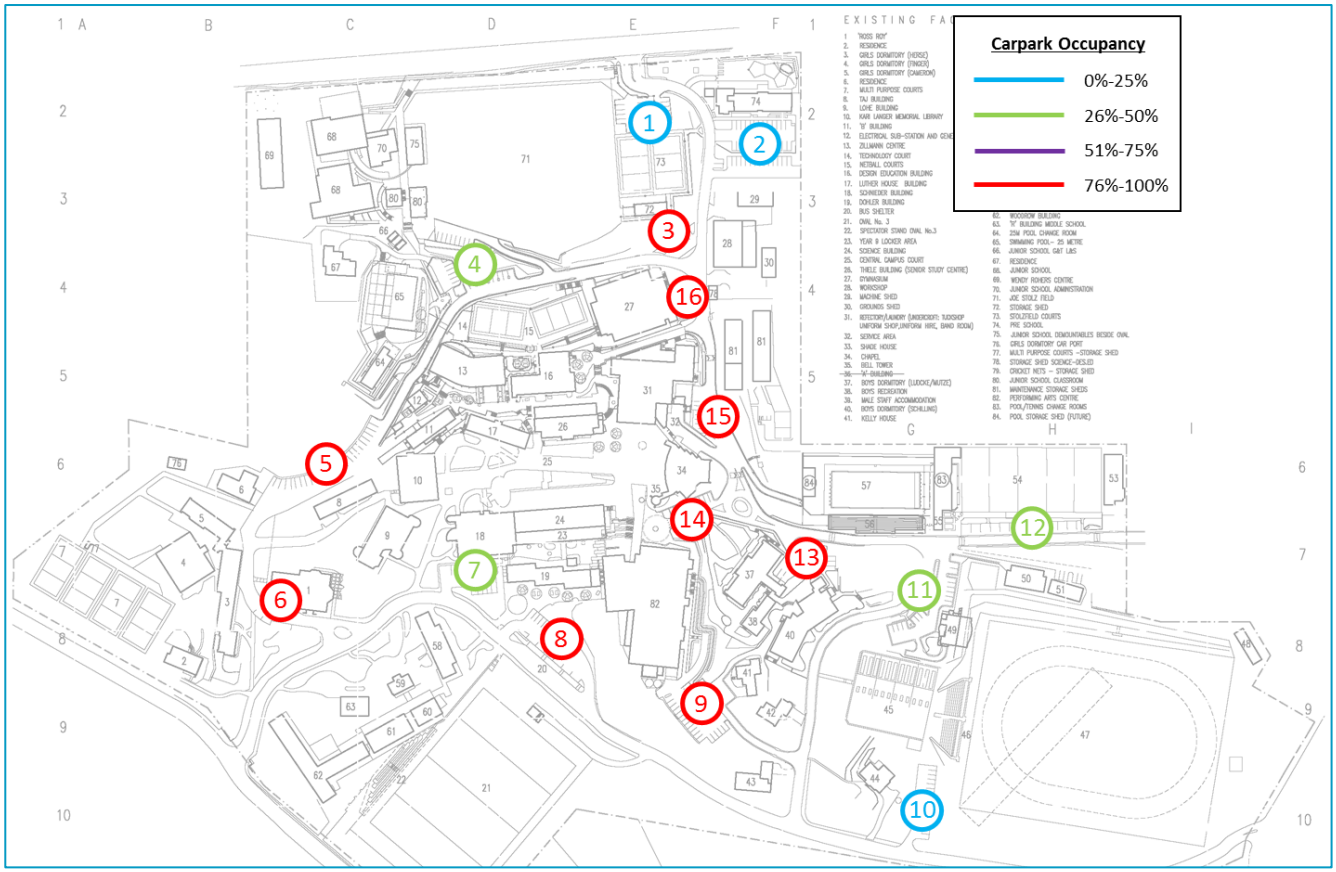


Figure 4 illustrates that the majority of the 16 formal parking areas are operating at or near capacity (i.e. 76-100% full), noting that locations 10-12 associated with the nearby sporting facilities were not operating at the time of the inspection. Evidence suggests that these parking supplies are also full or near-full later in the afternoon or during sporting events. Furthermore, parking areas 1-2 associated with the junior school were also not operating at the time of the whole-of-site audit but they were observed as being full or near-full between 2:45 and 3:15.

The parking that is possible on-street throughout the site was also observed as being on average 76-100% occupied between 1:30 and 2:00.

Beyond the observations made on the afternoon of 6th February, St Peters representatives indicate that parking is also highly constrained during the early morning when there is an overlap between janitorial staff, who are active on site until 7:30-8:00, and teaching/administration staff who begin arriving from 7:00. SLR also understands that staff arrive earlier than required (or desired) just to attain a parking space.

It was clear during the site observations that the highly dispersed nature of car parking throughout the campus (Figure 3) doesn't allow efficient searching for free spaces and likely results in unnecessary trips being made throughout the campus road network.

The combination of constrained car parking, inefficient search patterns, and a lack of management plans/strategies results in user behaviours like that shown in Figure 5, whereby vehicles are parked obstructing footpaths and across no-standing zones.

Figure 5 Observations of Cars Parking on Footpaths



A travel survey was undertaken for this Phase 1 study and the results were made available 22 February. A preliminary summary of the results is provided attached. One key finding of the survey is that 20% of senior school students reported that they drove themselves to school. Past student experience at the school indicates that this may increase to 30% of year 12 students.

On the basis of this mode share result, it is possible to estimate that the student parking demand is in the order of 60-90 cars based on the driving age cohort being 300 students. The student parking demand could realistically double within the next few years as the older age cohort gets to grade 11 and are of driving age.

Student car parking demands are accommodated throughout the surrounding streets. Whilst this parking is possible at present, it is always possible that Council could implement parking restrictions including time-based bans and/or resident permits should they receive enough resident complaints. If this was to eventuate, the student parking demand could prove problematic.

These car parking findings confirm a highly constrained supply that is operating at or near capacity throughout the campus. The limited availability of convenient parking spaces is resulting in users having to modify their arrival patters and/or parking in an undesirable manner that affects the safety and amenity of internal pedestrian movement.

Furthermore, the external provision for student car parking is a notable risk in that it is impacting on local residents and could be banned by Council.

4.3 Pick-up and Set-Down Facilities

The kerbside facilities along Harts Road and Lambert Road are well utilised. Site observations indicated that parents often waited for extended periods before their child saw them or was ready for collection. The length of the kerbside facility is somewhat fixed given the limited width in fronting roads (Figure 6). Improvements could be possible; however, the scale of upgrading works is likely outside of the scope of St Peters' infrastructure commitment.

Whilst additional infrastructure might not be possible, the use and efficiency of the existing system could be improved via the adoption and communication of a management system to optimise pick-up behaviours.

Figure 6 Constrained Width in Harts Road Limiting Extension or Pick-up /Set-down Facilities

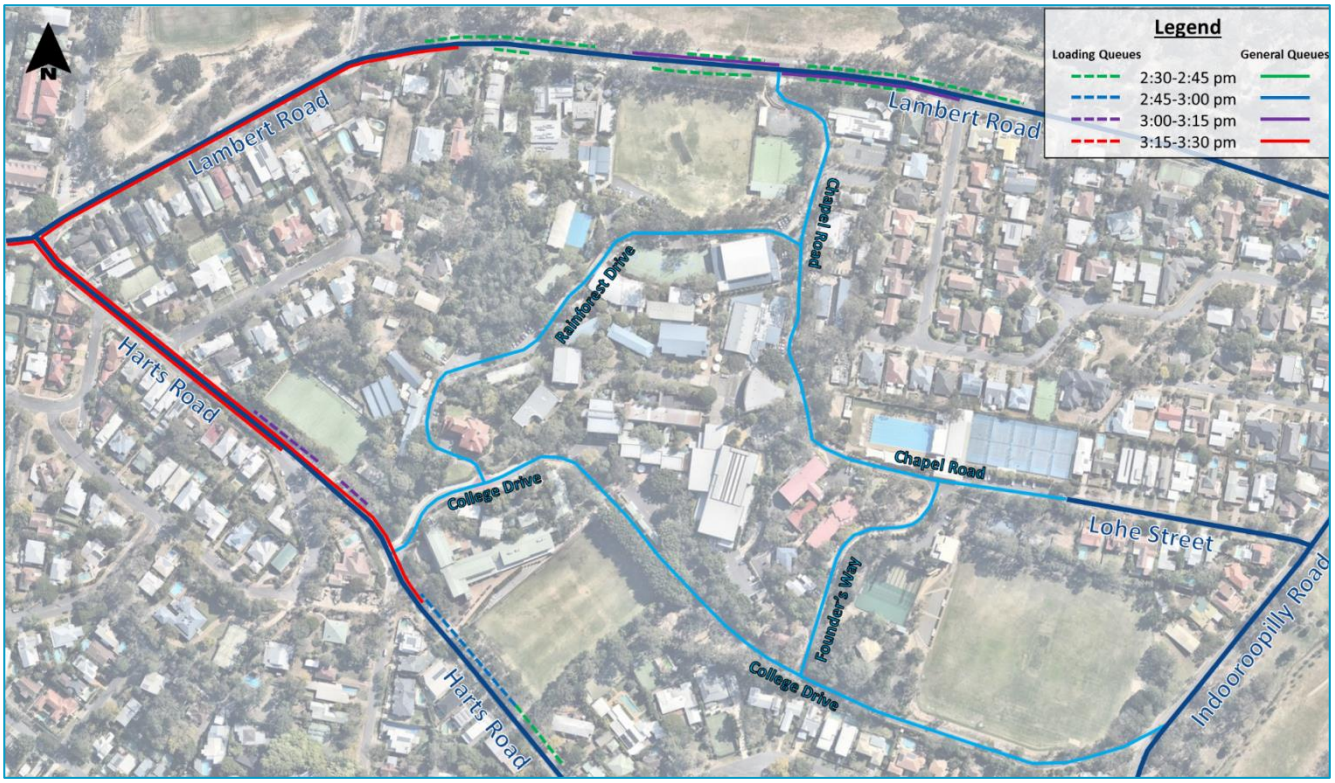


Site observations confirmed a general lack of regard to the traffic regulations with a notable number of motorists stopping in no standing and loading zones, and stopping for significantly longer than the two-minute limit signed for the pedestrian loading zones. The low turn-over efficiency of the kerbside loading area results in extensive queueing along Harts Road. Additionally, the inefficient use also was seen to have implications relating to road safety:

- Motorists completing risky turn manoeuvres or blocking traffic in order to enter/exit the area
- Motorists parking in areas that compromise sight distance.

The Harts Road and Lambert Road loading zones began filling from approximately 2:30 pm with capacity being reached at/around 3:00 pm. Once the loading areas filled, motorists begun parking partially on the kerb and in cases where they didn't; other motorists were forced to drive on the wrong side of the road in order to pass.

Figure 7 Extent of Most Prevalent Vehicles Queues



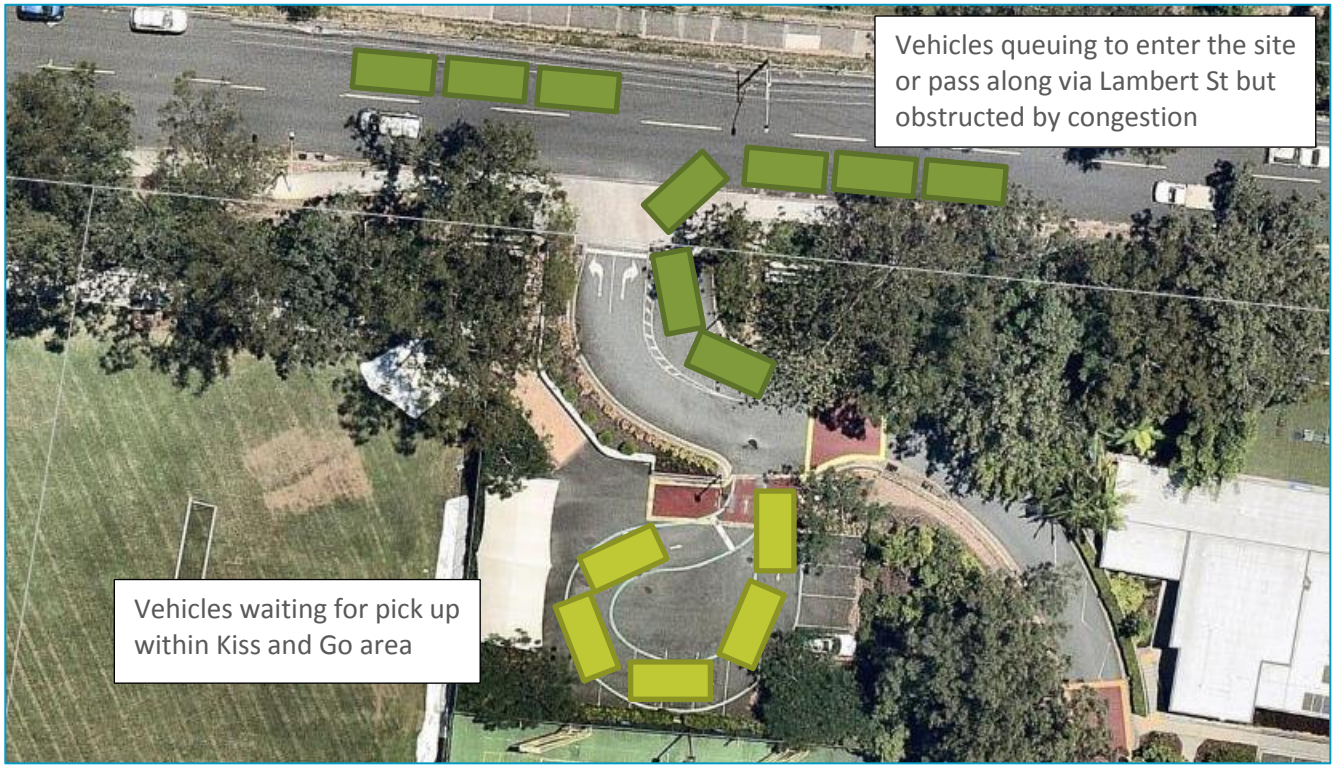
Queues extended along Harts Road, and by 3:17 pm they had lengthened beyond the College Drive intersection to just short of the Lambert Road roundabout with Harts Road 9approximately 250 m). It was also noted during this period that vehicles were also queueing down Graham Street attempting to turn right into the southeast loading zone, or alternately collecting students along the residential streets in the area.

From 3:23 pm the efficiency of the loading zones had increased, which allowed queues to dissipate relatively quickly. It was observed, however, that the southern-most section of the southeast loading zone on Harts Road was underutilised several minutes into the peak collection period, which was likely due to vehicles not 'shuffling' down the queue to increase storage capacity for more vehicles at the rear of the loading zone.

As students were collected from 3:00 pm onwards traffic queues extended from the Kiss and Go facility onto Lambert Road in both the eastbound and westbound directions, at one point almost reaching the pedestrian crossing approximately 110 m to the west at 3:05 pm.

The queueing results from the small scale and poor efficiency of the pick-up/set-down area. During the site observations, it was seen that at least 3-4 school staff were required to manage the facility with one standing in the main circulating road directing traffic. Numerous parents were seen to be told to 'go around' if they arrived at the front of the service area and their child was not ready. Beyond the congestion created by the external queuing, the situation is also unsafe as many motorists travelling on Lambert Street were seen to speed off in anger after clearing the area. Additionally, having school staff stand in traffic and direct traffic, without PPE or likely training is considered a risk that would be best avoided.

Figure 8 Lambert Road Kiss and Go Facility



The following recommendations are made with respect to pick-up and set-down facilities:

- **Develop, communicate and actively manage traffic management strategies that improve efficiency of existing facilities**

- **Increase the size of the existing Kiss and Go facility**
- **Investigate frontage works that would formalise and extend full width kerbside lane for pedestrian pick-up/set-down between College Drive and the northern extent of the St Peters frontage.**

4.4 Pedestrians

A significant pedestrian demand was observed travelling along both Harts Road and Lambert Road. Most notably, students walking north along Harts Road were seen to take up the entire verge including parts that were not paved. There is evidence that demands exceed the available narrow footpath with grass and retaining areas being worn.

Figure 9 Worn Verge Adjacent Harts Road Paved Footpath



Lambert Road also saw significant pedestrian and cycle traffic from Indooroopilly State High School (ISHS) from 3:00 pm onwards, which led to more regular use of the signalised pedestrian crossing. The signal phasing at this location then caused further disruption to traffic flows along Lambert Street as traffic stopped at a red signal every 45 seconds. The pedestrian flow increased significantly with St Peters students departing from 3:10 pm onwards.

Concurrently a large number of students also started exiting the school at Harts Road, and split into different directions as listed below with approximate distributions to each destination:

- Northwest along Harts Road towards the shopping centre and train station (40%)
- Southeast loading zone (30%)
- Northwest loading zone (20%)
- Dennis Street (7%)
- Graham Street (3%)

The peak demand and vulnerability of pedestrians travelling along the roads fronting St Peters on both Harts Road and Lambert Road require wider footpath facilities. Whilst some segments of these roads should be delivered by Council, there are significant lengths that may be addressed by the School as part of some future Masterplan.

5 Benchmarking

A review of published school design guidance and local government acceptable solutions for car parking was completed such that the existing St Peters facilities could be benchmarked against other sites and/or currently accepted/recommended arrangements. Table 1 summarises the resultant parking rate that is currently available at St Peters.

Table 1 Parking and Pick-up/Set-Down Facilities – Existing St Peters Provision

Variable	Students	Staff		Pick-up / Set-down
Population	1,978 students	380 full-time equivalent staff; 200 part-time staff.		1,978 students (total) 374 (Kindergarten – Grade 4)
Number of on-site Parking Spaces	0 spaces	409 spaces ** assumes all existing possible on-street spaces are retained*	309 ** assumes existing possible on-street spaces are excluded*	31 spaces (Kiss and Go = 5 and Prep = 26 spaces
Resultant Rate	**0 spaces per student**	**0.85 spaces per staff** ** assumes that part-time staff are equivalent to 0.5 FTE*	**0.64 spaces per staff** ** assumes that part-time staff are equivalent to 0.5 FTE*	**0.016 spaces per student (total)** **0.08 spaces per student (P-4)** **0.35 spaces per student (prep)**

Table 2 summarises the comparable parking and pick-up/set-down provision rates that are documented in local government planning schemes and also published by the State.

Table 2 Parking and Pick-up/Set-Down Facilities –Local and State Government Guidance/Requirements

Authority / Source	Guideline	Specified Parking Rates
Department of Transport and Main Roads (DTMR)	Planning for Safe Transport Infrastructure at Schools	Staff: 0.7/staff member Visitors: 1/15 students Prep: 1/8-10 students Pick-up/Drop-off: 20% of visitor supply
Brisbane City Council	Transport, Access, Parking & Servicing PSP	Staff: 1/staff member Visitors: 0.1/staff member
Logan City Council	Planning Scheme - Part 9	Staff: 1/staff member Students: 1/15 Year 12 students Visitors: 1/10 students
Gold Coast City Council	City Plan - Table 9.4.13-3	Staff: 1/staff member Prep: 1/5 students Students: 1/10 Year 12 students
Redlands City Council	PSP Schedule 1 - Access and Parking	Staff: 1/staff member Students: 1/10 students > 17 years old

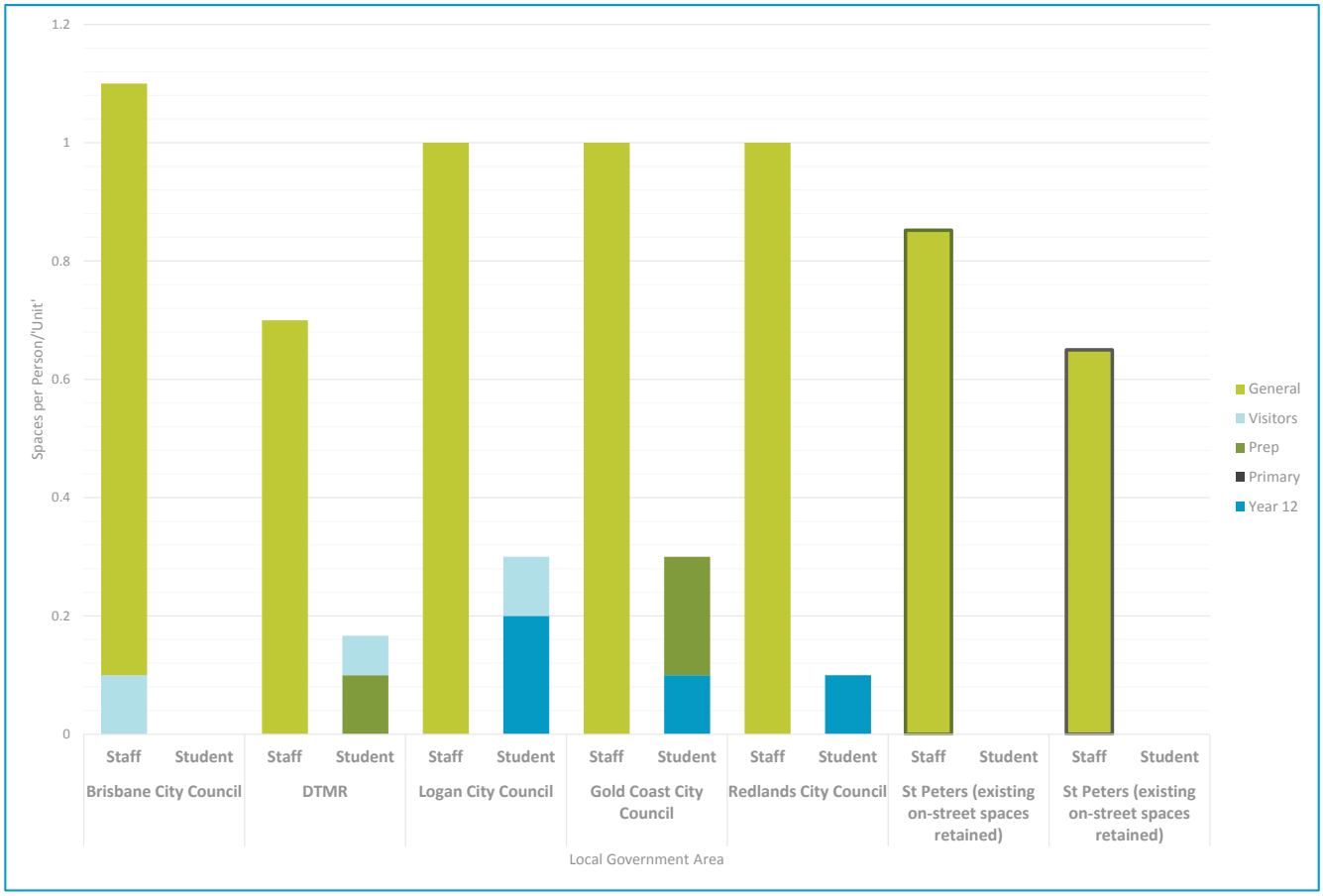
Table 3 summarises the St Peters parking supply that would relate for each of the various local and state government guidance rates.

Table 3 Parking and Pick-up/Set-Down Facilities –Local and State Government Guidance/Requirements

Authority / Source	Staff	Student Parking	Visitor Parking	Pick-up/Set-down	Total
Department of Transport and Main Roads (DTMR)	266	9 (Prep)	132	26	**433**
Brisbane City Council	380	0	38	0	**418**
Logan City Council	380	20 (year 12)	198	0	**598**
Gold Coast City Council	380	44 (prep and year 12)	0	0	**424**
Redlands City Council	380	30 (>17 years old)	0	0	**410**

From a comparison of Table 1, 2 and 3, it is clear that the St Peters total site parking provision is comparable to the totals that eventuate in accordance with local and state government advice; however, the dedicated provision for visitors, students and pick-up/set-down facilities is lacking. A comparison of these rates alongside the parking provision at St Peters is provided in Figure 10.

Figure 10 School Parking Requirement Comparison – Government Agencies / St Peters



Whilst the comparison illustrated in Figure 10 identifies that St Peters adopts a similar parking rate **per staff** member compared to parking requirements of state & local government agencies, the parking supply at St Peters does not include an additional parking requirement per student, found in nearly all planning scheme requirements with the exception of Brisbane City Council, which adopts a parking rate of 1.1 space per staff member, significantly higher than the 0.65-0.85 rate provided at St Peters (lower and upper rate dependent on inclusion of not of existing 100 on-street parking spaces located throughout the campus).

Benchmarking of St Peters facilities to those known at other recently completed schools was also conducted, Table 4.

Table 4 Parking Facilities - Benchmarking with Recently Completed State Schools

School	Students	Staff	Total Parking Spaces
Pimpama State Secondary College	360	36	161
Burpengary State Secondary College	485	56	240
Pallara State School	328	43	179
Bellmere State School	334	40	177
Deebing Heights State School	107	15	178
Griffin State School	306	35	184

The Table 4 results and rates indicate again that St Peters provides significantly fewer spaces per staff and/or student compared to other recently completed schools.

Whilst differences are expected between public and private schools, and between schools in different locations/regions, these benchmarking findings indicate that St Peters does currently offer fewer parking spaces for students and visitors compared to industry guidance and other recently completed schools.

This finding is consistent with that made through site observations which indicated tha t car parking and pick-up/set-down facilities are a constraint that affects efficiency, safety and amenity.

6 Recommendations

The following recommendations are made as part of this Phase 1 review which could be investigated further as part of Phase 2:

6.1 Reduce Demand

The first approach that could be implemented almost immediately would be to reduce the private vehicle demand, hence improving the traffic congestion and constrained car parking situation.

Brisbane City Council has developed a travel demand management initiative that seeks to improve school congestion and child health outcomes as part of an Active School Travel campaign. https://www.brisbane.qld.gov.au/traffic-transport/public-transport/school-transport/active-school-travel-program/new-active-school-travel-schools-2018

A similar management suite could be developed and championed by St Peters that sought to improve sustainable travel outcomes for staff and students:

- Support a shift in travel mode away from private car
- Support a retiming of travel away from peak periods
- Support an increase in walking and cycling trips for staff and students living within 2km of St Peters
- Support an increase in public transport use where convenient routes are available

6.2 Better Utilise Existing Capacity

Management strategies should be developed to better use existing facilities that:

- Promote increased efficiency in the use of internal and external pick-up/set-down facilities:
  - Reduce parent parking dwell time with student areas that are better organised and delineated, and actively managed by staff or volunteers
  - Optimise arrival/departure travel routes to reduce turning conflicts and improve circulation
- Promote increased efficiency and equality for on-site car parking
  - Improve delineation and signage of parking to make more spaces available for visitors
  - Investigate a staff parking permit approach or similar whereby parking isn't available as-of-right
  - Designate staff parking areas in the outer areas for staff who attend the site only in daylight hours
  - Increase monitoring and regulation of parking behaviours throughout the site, particularly those users who park on pedestrian routes that affect safety and amenity

6.3 Investigate New and/or Upgraded Capacity

Engineering solutions should be investigated to address the following primary issues and constraints:

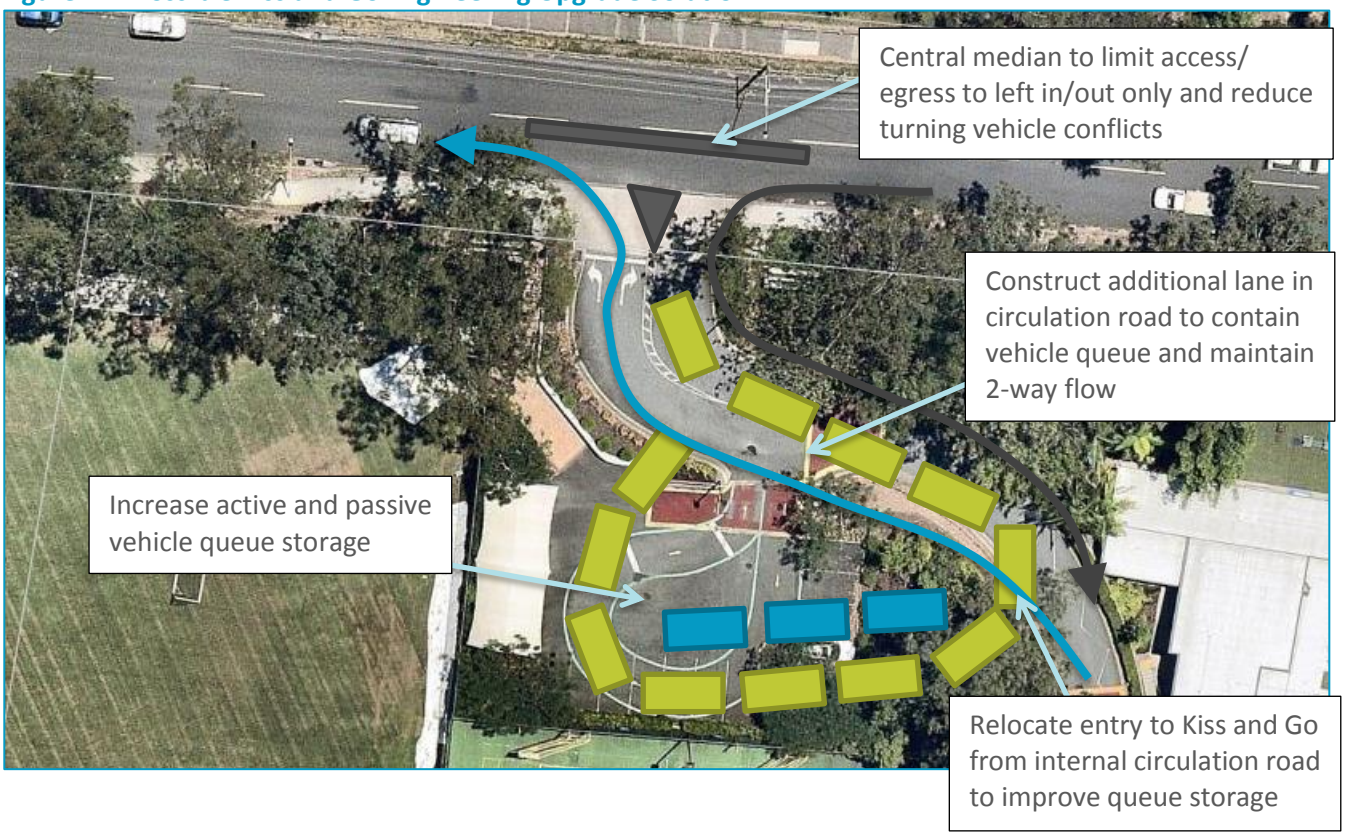
6.3.1 Kiss and Go facility

The existing Kiss and Go facility is too small and is located too close to Lambert Road. The facility generates significant queueing and congestion that affects the operation and safety of the surrounding area even when it is being actively managed by staff.

Engineering solutions that would look to maintain the pick-up/set-down area in the same general locale would be constrained by the terrain and exiting level differences that involve retaining structures.

One possible solution illustrated in Figure 11 would be to increase the offset of the facility entry to Lambert Road whilst also increasing the available internal queue storage.

Figure 11 Possible Kiss and Go Engineering Upgrade Solution



6.3.2 Harts Road Kerbside Pick-up/Set-down

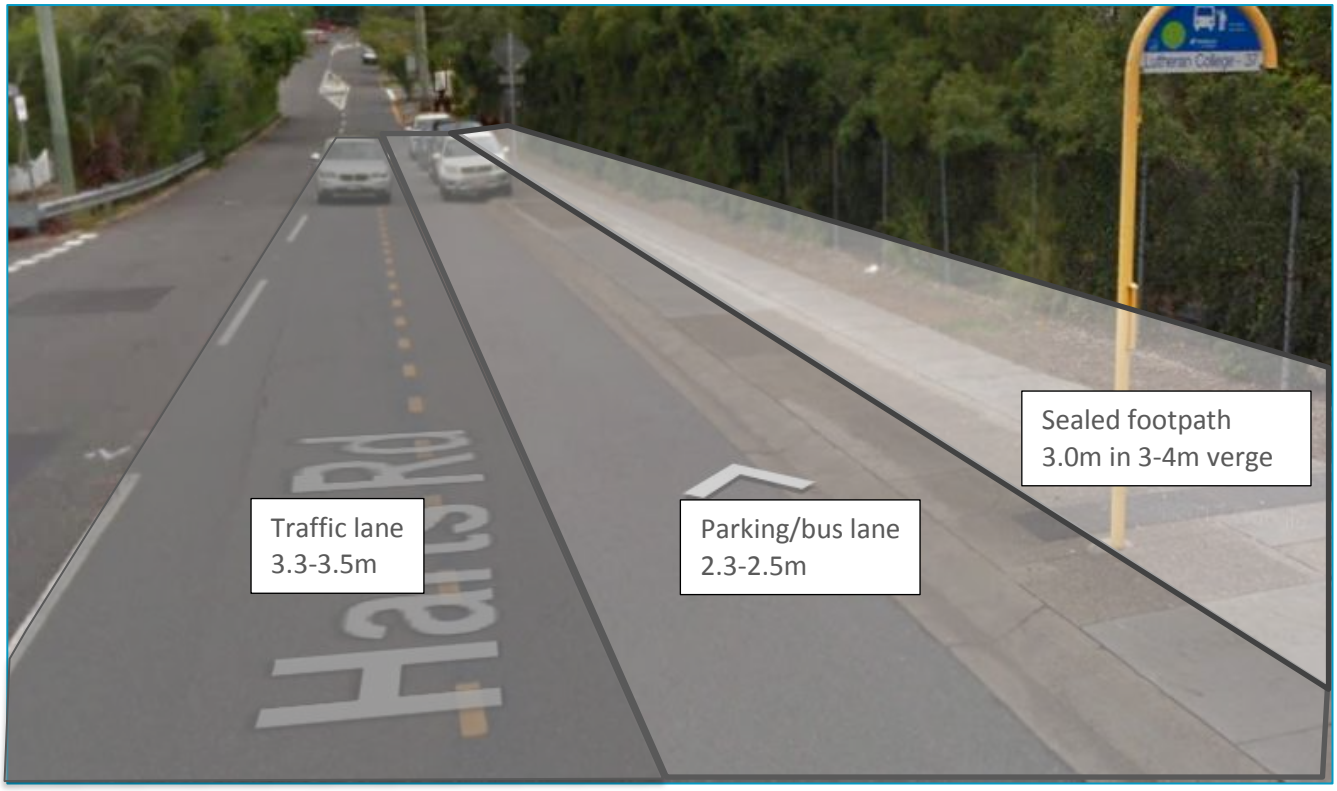
The existing Harts Road kerbside pick-up/set-down facility between College Drive and 26 Harts Road could be improved. The facility generates significant queueing and congestion that affects the operation and safety of the surrounding area. Of particular concerns is the need for motorists to pull off and park partially on the footpath such that other motorists attempting to pass are not required to drive on the wrong side of the road whilst approaching a blind corner on a crest opposite College Drive.

Engineering solutions that would look to improve the vehicle and pedestrian facilities along the road segment will require the resumption of land from the St Peters site, generally comparable to that illustrated overleaf on Figures 12 and 13.

Figure 12 Possible Harts Road Pick-up/Set-down Engineering Upgrade Solution

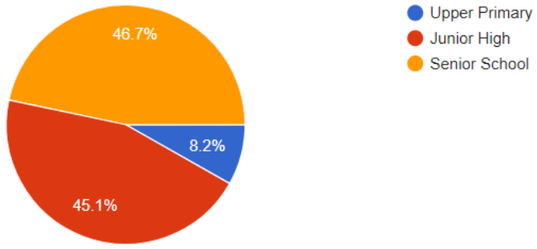
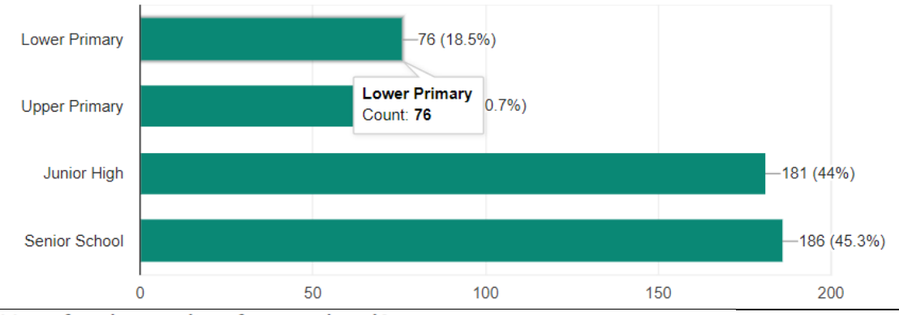
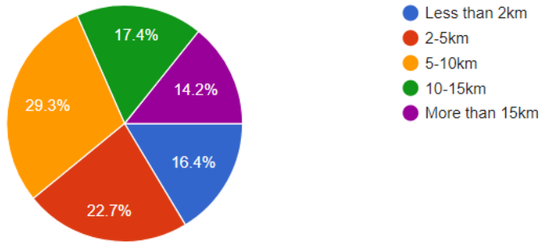
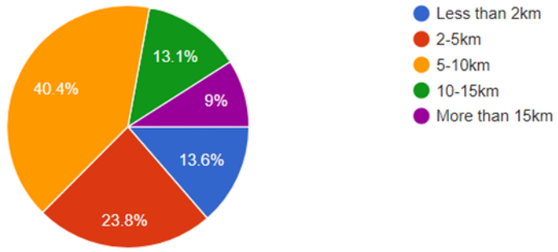
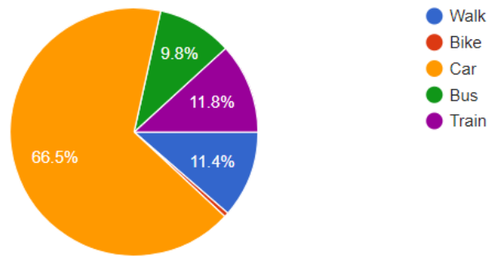
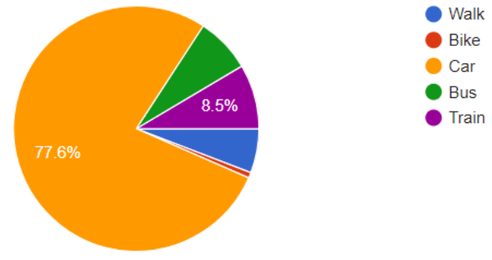


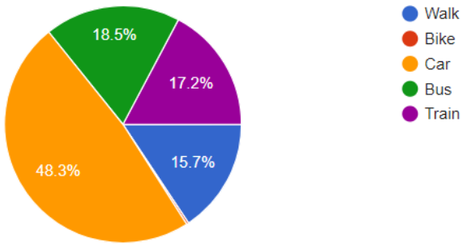
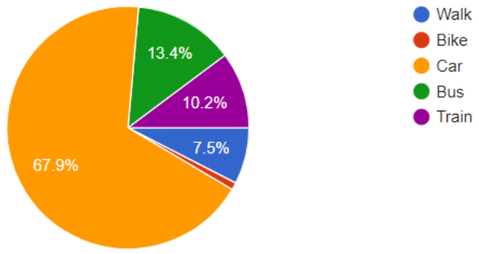
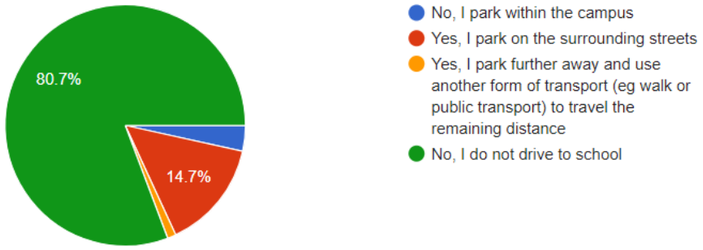
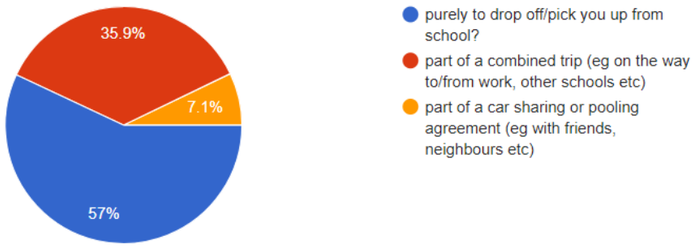
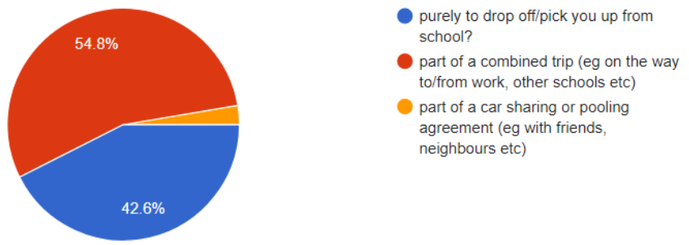
Figure 13 Possible Harts Road Pick-up/Set-down Engineering Upgrade Solution

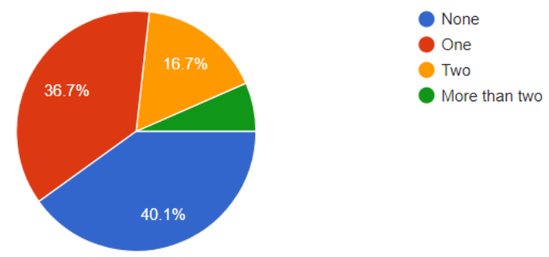
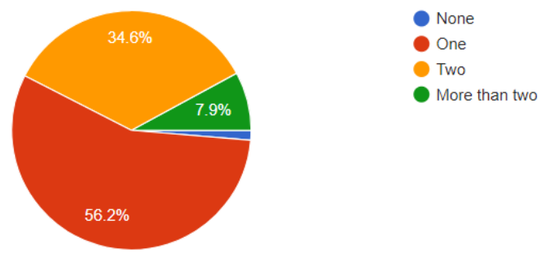
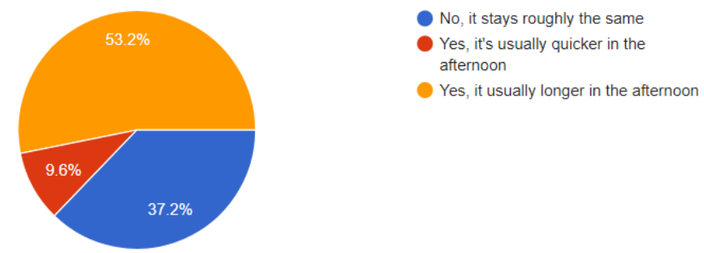
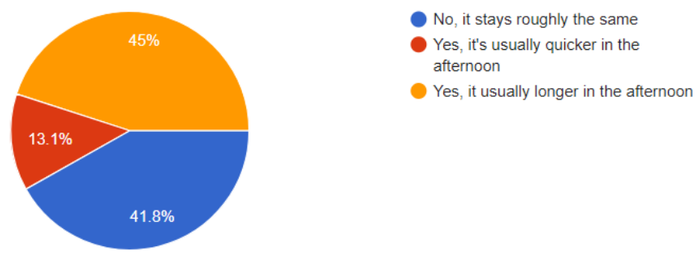
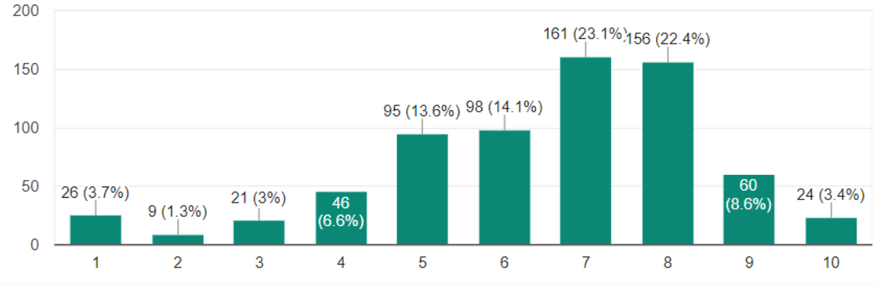
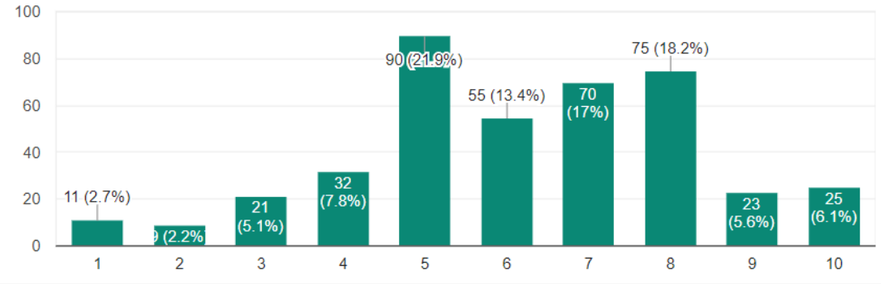


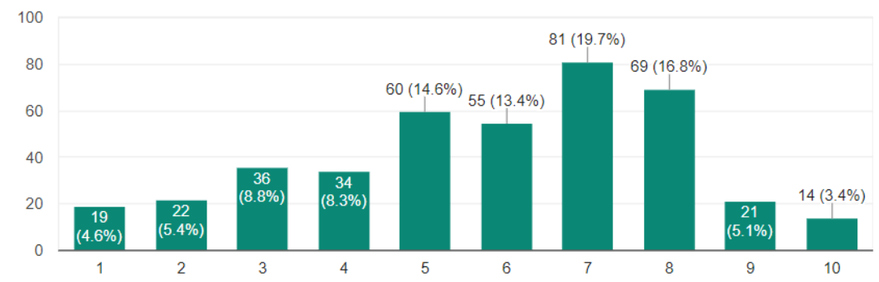
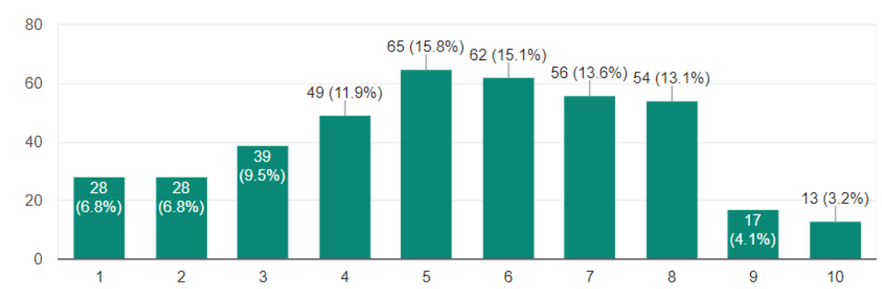
6.3.3 New Car Parking Supply

Whilst reducing and managing the demand for car parking is principally favoured; the creation of new car parking supply within the site should be investigated. In particular, new parking that can be delivered with minimal cost like the formalisation of existing unsealed areas. Parking created in new areas should be designated for specific users and managed/regulated accordingly.

Student Survey	Parent Survey	Comments
Please select your sub-school: 696 responses 	Please select the sub-school(s) of your child(ren): 411 responses 	It would be expected that the primary sub-schools would have a much higher share of car usage than would be the case for more senior sub-schools. This age-cohort would be best targeted for new/upgraded infrastructure, i.e. expanded pick-up/drop-off capacity at the lower and upper primary schools whilst increasing provision for active and public transport at the junior high and senior schools.
How far do you live from school? 696 responses 	How far do you live from school? 411 responses 	A significant proportion (approx. 1 in 7) of families live within easy walking/cycling distance of the school (<2km). This is a significant proportion of the student population that should be targeted to re-mode from vehicle trips to active travel modes.
What mode of travel do you primarily use to get to school in the morning? (i.e. if you catch the train, then walk to school, select train) 696 responses 	What mode of travel do you primarily use to get your child to school in the morning? (i.e. if you catch the train, then walk to school, select train) 411 responses 	Given the significant proportion of families who live within 2km of the school it would be expected that the mode share of pedestrians and cyclists would be much higher. These modes should be promoted by investing in cycling and end-of-trip facilities (e.g. showers and bike storage). An additional comment was made about how school policies, i.e. having to gain permission to cycle to school, and a lack of infrastructure discourages children from cycling. The surrounding hilly terrain would also be a factor. • 202 (62.1%) senior students use a car • 218 (69.4%) junior high students use a car • 46 (79.3%) upper primary students use a car

<table>
<tr>
<td>What mode of travel do you primarily use to get home in the afternoon? (i.e. if you catch the train, then walk to school, select train)
696 responses
 
</td>
<td>What mode of travel do you primarily use to get your child home from school in the afternoon? (i.e. if you catch the train, then walk to school, select train)
411 responses
 
</td>
<td>The increase in public transport usage in the afternoon is likely to be due to the provision of additional school services (by both private operators and Council), therefore increasing the quality of service in the afternoon over that provided in the morning.
• 157 (48.2%) senior students use a car
• 134 (42.7%) junior high students use a car
• 47 (82.5%) of upper primary students use a car.
This behaviour could be built upon to reduce afternoon vehicular travel demand further.</td>
</tr>
<tr>
<td>If you drive yourself to school, do you park outside the campus?
696 responses
 
</td>
<td></td>
<td>14.7% of 696 students (approx. 103 students) park on the surrounding streets. This is likely to cause significant issues on these streets such as congestion and neighbour angst.
• 67 senior school students (20.6%) reported driving themselves out of 326 senior school respondents</td>
</tr>
<tr>
<td>If you travel by car and do not drive yourself, is your trip to school:
588 responses
 
</td>
<td>If you travel by car, is your trip to school:
376 responses
 
</td>
<td>The significant proportion of vehicles which travel to school primarily to pick-up/drop-off a student provides an opportunity to increase public and active transport trips by making these trips a more viable and attractive alternative to cars, as these trips can be well served using alternative transport methods.</td>
</tr>
</table>

If you travel by car, how many other students are in the car with you? 624 responses 	If you travel by car, how many SPLC students are in the car with you? 379 responses 	The number of trips reported with only one child in the car indicates there is significant scope to improve occupancy through carpooling strategies. The discrepancy between the two results (students and parents) indicates that a significant proportion of students have a sibling which attends a different school, as the question in the student survey does not specify SPLC students.
Does your journey time change between morning and afternoon periods? 696 responses 	Does your journey time change between morning and afternoon periods? 411 responses 	Considering that morning traffic is likely to be more evenly distributed over a longer period (say an hour) before school starts, it would be expected that school journey times would be somewhat shorter than the afternoons In comparison, in the afternoons, much of the traffic is generated at the same time, and thus causes increased congestion. The start times of the adjacent schools are also more staggered than the finish times in the afternoon (e.g. ISHS starts at 9 while St Peters starts at 8.10).
On a scale of 1-10 (10 being excellent), how would you rate the quality of public transport services around the school (eg frequency, reliability etc)? 696 responses 	On a scale of 1-10 (10 being excellent), how would you rate the quality of public transport services around the school (eg frequency, reliability etc)? 411 responses 	Given the proportion of respondents that rate public transport favourably (ie 6 or higher) it would be expected that the share of trips on public transport would be higher. It's also interesting to note that the perception of public transport amongst those who are most likely to use it (ie students) is higher than that of parents.

	On a scale of 1-10 (10 being excellent), how would you rate the quality of SPLC transport facilities (eg bus stops, pick-up/drop-off areas)? 411 responses 	The mostly positive rating indicates that St Peters has sufficient infrastructure in place to support increased use of public transport as well as pick-up/drop-off facilities, especially as the student population grows in the future.
	On a scale of 1-10 (10 being excellent), how would you rate the quality of SPLC carparks? 411 responses 	The average rating of St Peters' car parking facilities supports the deficiencies identified in the attached report, and suggests that significant improvements can be made and justified regarding the size and efficiency of car parking infrastructure.

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A3 HERITAGE IMPACT ASSESSMENT



St Peters Lutheran College
60-66 Harts Road, Indooroopilly

Heritage Impact Assessment for
Proposed Master Plan for Queensland/ Local Heritage Place

January 2019

VAULT
connecting yesterday to tomorrow

Heritage Impact Assessment for Master Plan (Rev. B)

St Peters Lutheran College, Indooroopilly

For: St Peters Lutheran College

Document Control:

Revision:	Document description:	Issue Date:	Prepared by:
A	Heritage Impact Assessment for Proposed Master Plan for Queensland / Local Heritage Place – Draft	22 January 2019	Malcolm Elliott
B	Heritage Impact Assessment for Proposed Master Plan for Queensland / Local Heritage Place – Final	25 January 2019	Malcolm Elliott

This Heritage Impact Assessment for Proposed School Master Plan involving a Queensland / Local Heritage Place has been prepared by:

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On behalf of: St Peters Lutheran College (the **Client**).

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Cover image: 2012 aerial photograph of the subject local and Queensland Heritage Place; St Peters Lutheran College, which is situated at 60-66 Harts Road, Indooroopilly. The boundaries of the College site are highlighted and the substantial scale of the campus is readily apparent. (**Source:** BCC Interactive mapping)

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1. Introduction

1.1 Executive Summary

This Heritage Impact Report comprises an assessment of the heritage aspects of a proposed Master Plan prepared for the local and State significant heritage place known as St Peters Lutheran College located at 60-66 Harts Road, Indooroopilly. The Master Plan for the College site forms the basis of a proposed Infrastructure Designation to be sought by St Peters Lutheran College in order to facilitate more streamlined development assessment processes in relation to future works in and around the College campus.

In accordance with Chapter 2, Part 5 of the *Planning Act 2016* , St Peters Lutheran College seeks to designate land located at 345 Indooroopilly Road, and 28, 30, 36, 38, 40, 48, 60, 64, 88 Harts Road, Indooroopilly QLD 4068 and described as Lot 5 on RP215593, Lots 49, 50, 53, 54, 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1, and 2 on RP61078, Lots 1 and 2 on RP61566, and 370 on SL6328. The College seeks to designate the subject land for:

- educational facilities (Schedule 5, Part 2, Item 6 of the *Planning Regulation 2017*); and
- facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the *Planning Regulation 2017*).

This Heritage Impact Assessment Report forms part of the Environmental Assessment Report that has been prepared in accordance with Chapter 7 of the Minister's Guidelines and Rules.

As different portions of the subject site are considered to be culturally significant at either local or State level with corresponding mapping in the *Heritage overlay* within *City Plan 2014* (*State heritage significance* and *Local heritage significance* subcategories respectively), the proposed Master Plan developed to guide the future development and expansion of the College's educational facilities should have regard to the planning assessment processes of both Brisbane City Council and the relevant State agency; the Department of Environment and Science (DES). The proposed suite of future building work envisaged for the College campus in the near future and outlined in the Master Plan document will ultimately be assessed against the relevant provisions of *State code 14: Queensland heritage* and the *Heritage overlay code* within *City Plan 2014*; either collectively or individually as separate components of the same master-planned vision to facilitate the proposed Infrastructure Designation for this local and State significant College site to come forward.

1.2 The Subject Site

The subject site is a large educational facility with the street address of 60-66 Harts Road, Indooroopilly although the College campus also has several other street frontages including Lambert & Indooroopilly Roads and Nindethana & Lohe Streets. The College site has the real property description of Lots 49-50 & 53-55 on Registered Plan 23386, Lots 1 & 2 on Register Plan 61078, Lots 1 & 2 on Register Plan 61566, Lot 1 on Register Plan 23391, Lot 3 on Register Plan 44027, Lot 5 on Register Plan 215593 and Lot 370 on SL 6328; comprising a total site area in excess of 33 hectares (330, 190m^2). It is noted that the *City Plan 2014* zoning for the subject site is CF5 *Community facilities (Education purpose)*, which is considered indicative of the long-term use of this site as a centre for Lutheran education for more than the part seventy (70) years (refer **Figure 2**).

As noted above, the subject site is mapped in the *Heritage overlay* of *City Plan 2014* (see **Figure 1** above) and incorporates a mix of State and locally significant structures. It is further noted that the multiple street frontages on the periphery of the College site effectively serve to make St Peters Lutheran College campus somewhat of an "island" site within an otherwise residential precinct of Indooroopilly.

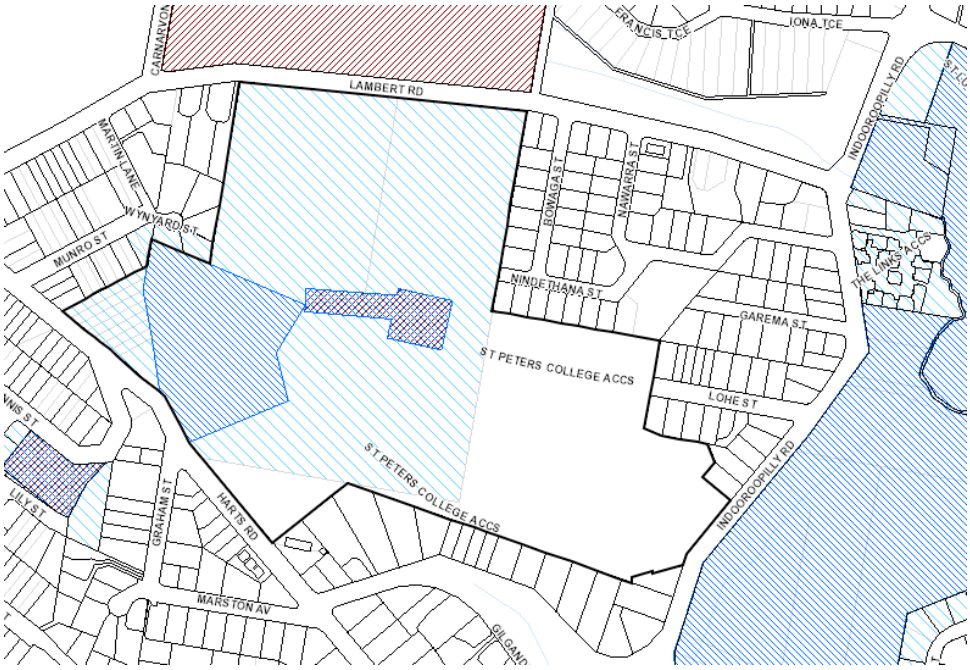


Figure 1: Mapping of the *Heritage overlay* in the Indooroopilly area with the boundaries of the subject site highlighted (image centre). Note the differentiation between the extent of the Local heritage listing (dark blue shading), State heritage listing (maroon hatching) and the adjoining portions of the College site, which are identified is considered to be of local heritage significance (light blue shading). (**Source:** BCC Interactive Mapping)

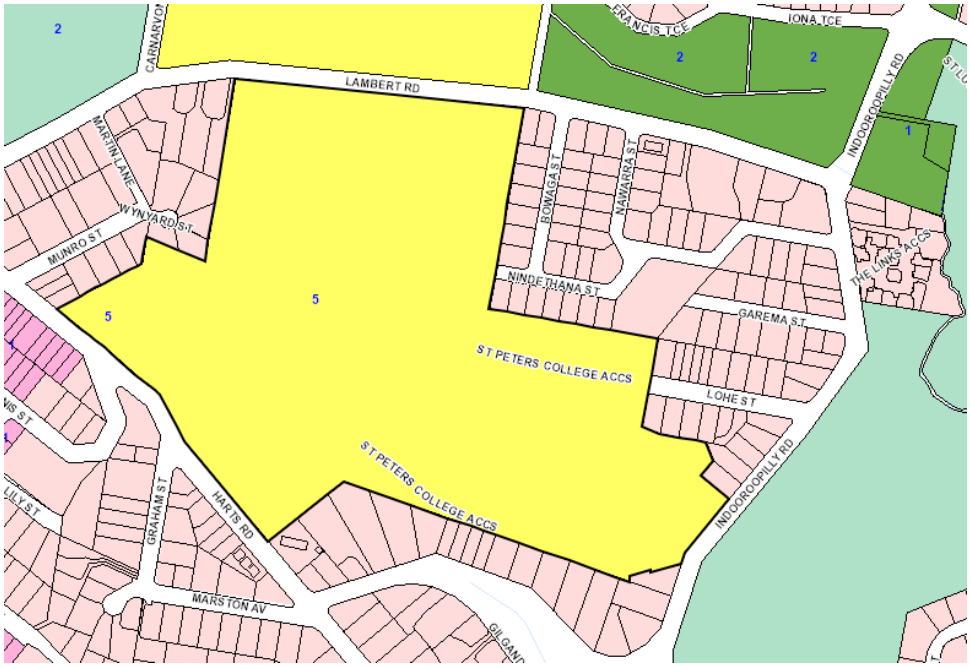


Figure 2: Mapping of land use zoning within the Indooroopilly area with the boundaries of the subject site highlighted (image centre). Note the differentiation in land use zoning that exists between the College campus (CF5 zone – yellow shading) and the surrounding LDR *Low density residential* zone (light pink shading). (**Source:** BCC Interactive Mapping)



Figure 3: An elevated aerial view of the St Peters Lutheran College site with the locally significant former residence, *"Ross Roy"* indicated with a red arrow and the State significant Chapel and its associated forecourt space indicated with yellow arrows. Note the extensive array of educational buildings, sporting facilities and open play spaces for students across the balance of the College campus. (**Source:** Nearmap)

1.3 This Report

This Heritage Impact Report has been commissioned by St Peters Lutheran College (the College) to effectively "road test" the proposed Master Plan for the College site against the various heritage components within the College site in order to ensure that no aspect of the cultural heritage significance attributed to the subject site is adversely impacted or eroded by the scope of future building work and/or its location within the College grounds. The Report has been prepared in accordance with the *Australia ICOMOS Burra Charter, 2013* (the *'Burra Charter'*) and takes into full account the basis of cultural heritage significance for the site outlined in both the local heritage citation and *Queensland Heritage Register* citation for individually significant buildings situated within the College campus.

This Heritage Impact Assessment Report includes the following:

- A brief history of the St Peters Lutheran College at 60-66 Harts Road, Indooroopilly to obtain an understanding of the cultural heritage significance attributed to the locally significant Federation era residence, *"Ross Roy"*, and the State significant, post-WWII Modernist Chapel building situated within the College campus;

- An outline of the proposed suite of new Building Work envisaged for the College campus in the near future and proposed under the current Master Plan prepared by Burling Brown Architects and its consultant team;
- A preliminary assessment of the proposed future Building Work adjacent to either a local heritage place or a *Queensland Heritage Place* outlined in the Master Plan against the relevant provisions of the *Burra Charter, State code 14: Queensland heritage* and the *Heritage overlay code* within *City Plan 2014* (as applicable);
- Analysis of the various components of the Master Plan proposal to demonstrate that the suite of new building work proposed for the College campus does not adversely impact on the fabric or setting of either of the culturally significant buildings situated within the campus; and
- Conclusion

2. Understanding the Heritage Place

2.1 Brief History of St Peters Lutheran College, Indooroopilly

The following brief history of the St Peters Lutheran College has been extracted from the local heritage citation and the associated *Queensland Heritage Register* citation for the subject site, which is reproduced in full at **Appendices 6.1 & 6.2** of this Report:

The area now known as Indooroopilly was surveyed in 1858 and first settled in 1860. The area was subdivided into farms and later into residential allotments. Prior to 1870 there were few houses built in the area but settlement of the district received impetus from the opening of the Brisbane to Ipswich railway in 1875. During the 1880s and 1890s Indooroopilly developed as a fashionable suburb. Many substantial, architect-designed residences were built on large allotments.

"Indoocombe" was a large brick house built in Indooroopilly in c1897. It was originally constructed for tea merchant, Daniel Collings, and his family to a design by prominent Brisbane architect, Claude W. Chambers. From around 1910 the house became the home of the Munro family who renamed it "Ross Roy" and the house and its substantial grounds soon became a centre of high society life. Photographs from this time show the grounds immediately surrounding the house to be landscaped and well maintained while the remainder of the property was native growth with a cleared and grassed understorey. The Munros lived at "Ross Roy" until their deaths. After the finalisation of the Munro estate, "Ross Roy" was sold to the Lutheran Church in December 1944 for £16,000. The villa occupied 16 acres (6.5ha) and was subsequently established as St Peters Lutheran College; opening on 25 February 1945.

Lutheranism is a major branch of Christianity and places a strong emphasis on education. In 1838 the first Lutherans arrived in Australia from Prussia and established communities in South Australia and Moreton Bay. That year a group of German Lutheran and Presbyterian missionaries established Zion Hill (at present day Nundah), a mission for Christianising Aborigines, on the outskirts of Moreton Bay Penal Colony. It was not considered successful and was abandoned in 1848.

In 1857 Lutheran Pastor, Carl Franz Alexander Schirmeister, came to Moreton Bay and established congregations at North Brisbane, South Brisbane, Ipswich, and Toowoomba. He obtained Government grants of land for church use and the first Lutheran church was built in North Brisbane in 1861, followed quickly by similar churches at the other locations. Over the following decades Lutheranism was spread across Queensland. Around 1859 the newly-formed colony of Queensland launched a vigorous immigration policy that continued for over 40 years, which attracted many Germans who formed distinct communities amidst the essentially-British nation. Although only a minority of these Germans were Lutheran, across the state Lutheran congregations grew and some established Lutheran schools.

With the introduction of the State school system at the turn of the century, Queensland Lutheran schools disappeared as the State school system grew. By 1914 there were no operational Lutheran schools remaining in Queensland and a period of low activity of Lutheran education followed during the interwar and World War II (WWII) period; partly due to anti-German sentiment. A gradual resurgence of independent schools began in the last half of the twentieth century with government financial assistance in the late 1960s. This resulted in a Lutheran school boom in Australia between the 1970s and the 1990s and, by 2012, Queensland had 27 Lutheran schools educating over 20,000

students. This resurgence of Lutheran schools in Queensland commenced in 1945 with the establishment of St Peters Lutheran College at Indooroopilly. The Courier Mail described it as 'the first Lutheran secondary school in Queensland'. The school was co-educational and attendance was open to boarders and day school children of all denominations.

On opening day the School received £226/14/8 in donations; ear-marked for the addition of a chapel. A Chapel Fund was established and fundraising activities began. In February 1948 a temporary chapel was dedicated in a former officers' mess building of the Australian Women's Army Service camp. The AWAS camp had occupied part of the Munro estate (see **Figures 13 & 14**) *and the School moved the mess building to the centre of the school campus. In September 1948 the school completed Luther House, a two-storey building of classrooms. The upper storey temporarily housed the chapel until a permanent chapel could be built.*

The 1950s and 1960s was an era of religious vitality in Australia. During this period the nation was in a sustained economic boom, was led by conservative governments, and was experiencing high population growth. The congregations of major religions expanded and church attendance and religious society membership rose with accompanying financial improvement. Suburban churches regularly reported record congregation attendances for major holy days. Membership of the Lutheran church also increased after WWII with the major influx of European migrants. In the early to mid-1960s a number of the major Christian religions altered the way they ministered to their congregation in order to re-establish themselves within the modern world. With increased incomes, increased congregations, and an increasingly modern approach, considerable building programs began. Spacious brick churches were built in a modern style, often replacing smaller timber churches. By 1966 the Chapel Fund had raised $59,995 and borrowed $70,000 for the construction of the chapel. Brisbane-based architect and town planner, Dr Karl Langer, was engaged as architect for the new Chapel.

Dr Karl Langer (1903-1969) was born on 28 July 1903 in Vienna, Austria. He studied at the Vienna Academy of Fine Arts under the directorship of pioneer German modernist designer, Peter Behrens, and in 1928, the year of his graduation, he was employed by Behrens to run his office in Vienna. In 1933 he was awarded a Doctor of Philosophy for his thesis entitled "Origins and Development of Concrete Construction." Dr Langer immigrated to Australia with his wife, Dr Gertrude Langer, in 1939, bringing direct experience of the European Modern Movement to Queensland. He gained temporary employment with architects, Cook and Kerrison, in Brisbane and, from 1940, Dr Langer lectured part time in architecture and architectural design at the University of Queensland; publishing "Sub-Tropical Housing" in 1944. This booklet explored issues related to house design and town planning in a sub-tropical climate and influenced many architects working in the post-WWII era.

In 1944 Dr Langer was employed as an assistant town planner in the Brisbane City Council. From 1945, he was commissioned to work on a range of town planning projects for Darwin, Ingham, Toowoomba, Yeppoon, Kingaroy, Mount Isa, Mackay and for the National Capital Development Commission, Canberra. Concurrently, he completed numerous architectural projects of a wide variety including small, economical domestic work and large commercial and institutional work.
As an architect and town planner, Dr Langer had a pronounced impact upon the built environment of Australia, especially in Queensland, from the 1940s until his death in 1969. Along with numerous cultural pursuits, he was active in the Royal Australian Institute of Architects; firstly as president (1952) of the Queensland division of the Royal Australian Planning Institute; a founder and chairman (1966-68) of the Queensland Association of Landscape Architects; and a member (1963-69) of the

National Trust of Queensland. Important examples of his architectural work include the Langer residence at St Lucia [QHR 600317] (1950); Mackay Sugar Research Station [QHR 602642] (1953); St John's Lutheran Church, Bundaberg (1960); Kingaroy Town Hall and Civic Square (1963); Assembly Hall at Ipswich Girls Grammar [QHR 600565] (1964); Main Roads Department Building, Spring Hill (1966); Lennon's Hotel Broadbeach (1957); and Lennon's Hotel Toowoomba. His body of work is a clearly distinguishable exploration of a sub-tropical modernism that culminates in the Chapel of St Peters Lutheran College, Indooroopilly, his last built work.

Modernism developed in pre-World War I Europe and gained popularity in Australia post-WWII. It was more than a design style and is notable for a rationalising of planning emphasising clarity and simplicity of form and detailing. American and Scandinavian influences were strong in Australia. During the 1950s and 1960s a similar rationalisation occurred within Christian religions in an effort to modernise approaches to religious practice. Churches became brighter and simpler in form and integrated greater decorative treatments. They used new materials and forms while still incorporating many traditional elements and symbols. Design responses included variations on the medieval church with simple massing, a rectangular nave stripped of apses, aisles and chapels, a dramatically lit sanctuary rear wall and simple belltower.

Influenced by the architecture of classical Greece and the modernist ideas of contemporary European architecture, Dr Langer developed a sophisticated hybrid of classical and modern principles of design bridging modern and traditional architecture. Typically, Dr Langer explored the idea of the conjunction of landscape and landmark and his designs often involve a designed landscape incorporating the building. At St Peters, Dr Langer proposed a fan-shaped chapel with a very tall bell tower and a round concrete reflecting pool behind a paved forecourt at the end of a tree lined plaza. The front of the chapel was a crisp, curved colonnade-a stylised temple front-clad in marble. The other walls were yellow face brick with a projecting pattern of crosses on the east wall exterior. Langer's design for the Chapel of St Peters Lutheran College was in a modernist style and typical of his architectural concepts. Langer's exploration of modernism was heavily influenced by context. He studied the local fauna and flora in Queensland and the climate and his work interprets this in a Modernist manner. Dr Langer integrated native planting into his schemes; at St Peters he proposed hedges of lemon scented tea trees for the plaza. He typically exploited passive lighting and ventilation in intelligent and uncomplicated ways; at St Peters his design includes simple methods of passive ventilation and a naturally lit interior. By 1966 when the design of the chapel was nearing completion, Dr Langer had a strong connection with the Lutheran community of Queensland and with St Peters Lutheran College. He had previously designed and had constructed St John's Lutheran Church, Bundaberg (1960) and St John's Lutheran Church, Ipswich (1961).

At St Peters College, he had completed a chaplain's residence (1954), a dormitory block (1954-55), a dining hall block (1966), and a concrete footbridge (1966-67). The dormitory block and a 12 ft (3.66 m) tall sandstone monolith was a memorial to Queensland Lutheran servicemen killed in WWII. The monolith was a gift by Langer to the school and, at the time, was believed to be the largest stone in Brisbane. A cross was carved on one side with servicemen's' names on the other. Langer went on to complete a science block (1967-68) and the entrance fence and gates (1968). The plaza and forecourt connected some of these buildings in a coherent, ordered manner, e.g. the stylised temple-fronted dining hall addressed the plaza and forecourt, referencing classical Greek town centres, which suggests Dr Langer had a masterplan for the site. In lectures for architecture students at the University of Queensland he referenced the design of St Peters Chapel and its context (the forecourt/plaza and surrounding buildings) as an example of applying the European model of a functional town square to the College campus. Importantly, the design was symbolic of the essence

of Lutheran education - an axis with theology (the Chapel) at one end and learning (the Library) at the other.

Tenders for the construction of the chapel were called in February 1967. Local contractor, W.W. Groom's tender of $123,938 (the lowest of nine) was accepted on 6 February 1967. Groom had also won the contracts for other Langer buildings at St Peters. The foundation stone was laid on 17 September 1967 and the Chapel was opened and dedicated 14 June 1968 with Dr M Lohe, President General of the Lutheran Church, as guest speaker (a local street adjacent to the College has since been named after Dr Lohe). Dr Langer and Groom attended and were involved in the ceremony.

Dr Langer died in 1969 and his funeral service was conducted at the chapel. It has been said that Dr Langer considered the Chapel to be his favourite building. He was cremated at Mount Thompson Crematorium, where he had designed the east chapel built in 1962.

At some time, the large sandstone WWII memorial monolith was moved from its earlier position on the northern side of the boys' dormitory to the southern edge of the Chapel forecourt. The Chapel has been the only local Lutheran church in Indooroopilly since 1968 and services for the Lutheran parish are conducted weekly. The Chapel, its forecourt and plaza have acted as the physical and spiritual centre of the campus and continue to do so. The Chapel is regularly used as an auditorium for the College and hosts performances, ceremonies and general assemblies. Larger assemblies and ANZAC day commemorations are also held in the forecourt.

Both of these significant buildings have continued to be used by the St Peters Lutheran College, which has grown to become the largest co-educational Lutheran school in Australia.



Figure 4: Early photograph of *"Indoocombe"* (later *"Ross Roy"*) when it was still being utilized as a prestige residence. (Source: Picture Queensland)



Figure 5: Contemporary photograph of *"Ross Roy"* in the present day as the major administrative centre for the St Peters Lutheran College. (**Source:** St Peters Lutheran College)



Figure 6: Another historical photograph of the front of *"Ross Roy"* (c.1929) and indicating the elaborate detailing of the verandahs and lush landscaped setting of the building. (**Source:** Picture Queensland)

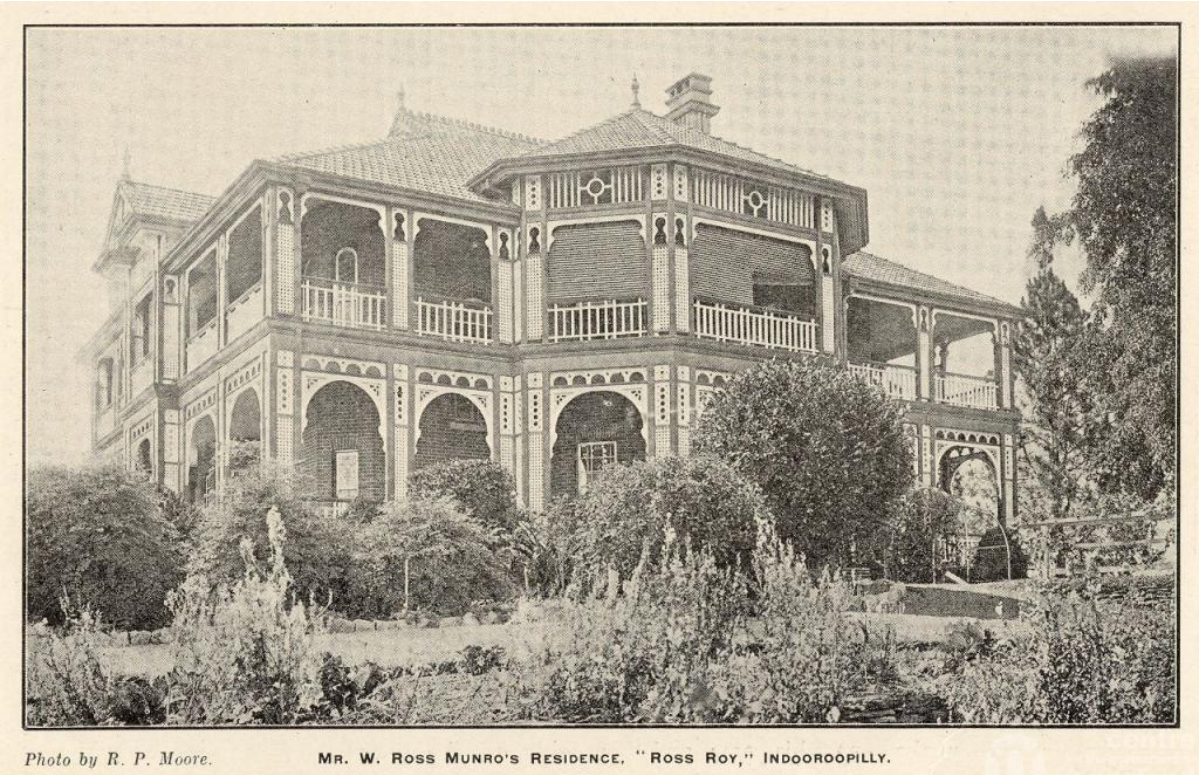


Figure 7: A more distant historical view towards *"Ross Roy"* indicating the substantial landscaping of the approach to the grand residence. (**Source:** Picture Queensland)

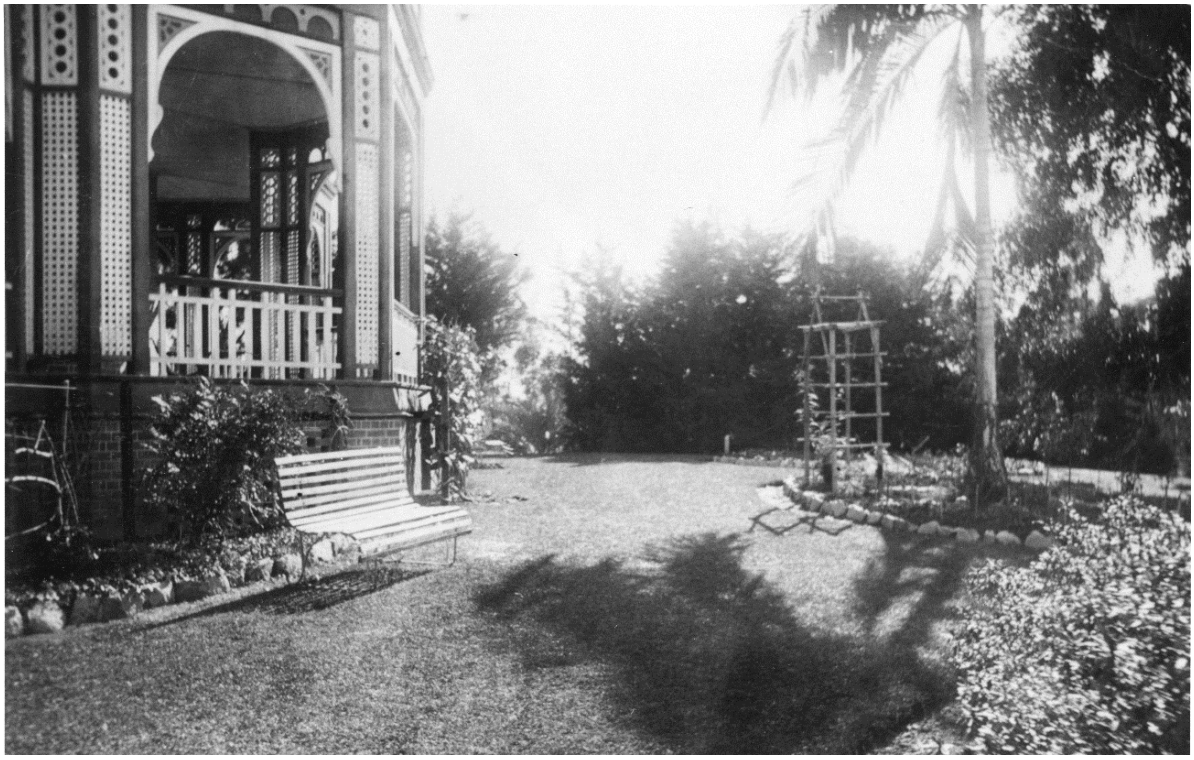


Figure 8: A view down the eastern side of *"Ross Roy"* (c.1922) which again shows that the landscaped setting of the residence encircled the building. (**Source:** Picture Queensland)

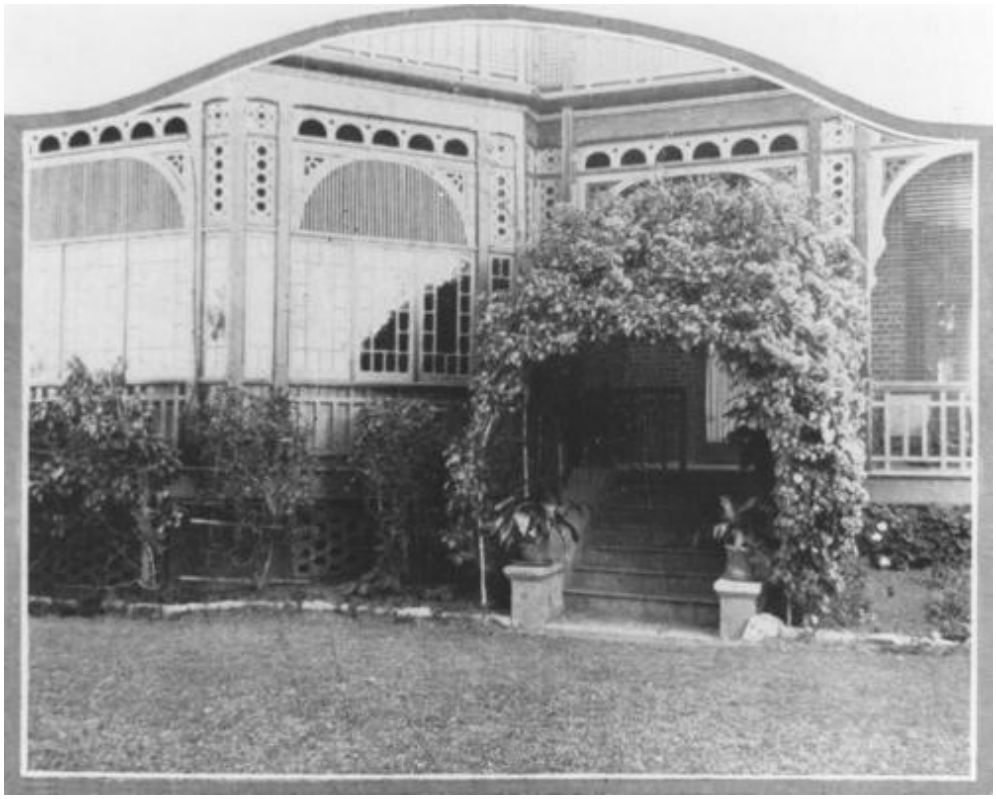


Figure 9: View towards the side porch of *"Ross Roy"* (c.1922) taken from the side garden and showing the consistency of verandah detailing around the periphery of the building. (**Source:** Picture Queensland)



Figure 10: Portion of the elegant Dining Room of *"Ross Roy"* (c.1922) indicating the prestigious nature of this residence. (**Source:** Picture Queensland)



Figure 11: The Drawing Room of *"Ross Roy"* (c.1922), which is elegantly furnished and features a grand piano. (**Source:** Picture Queensland)

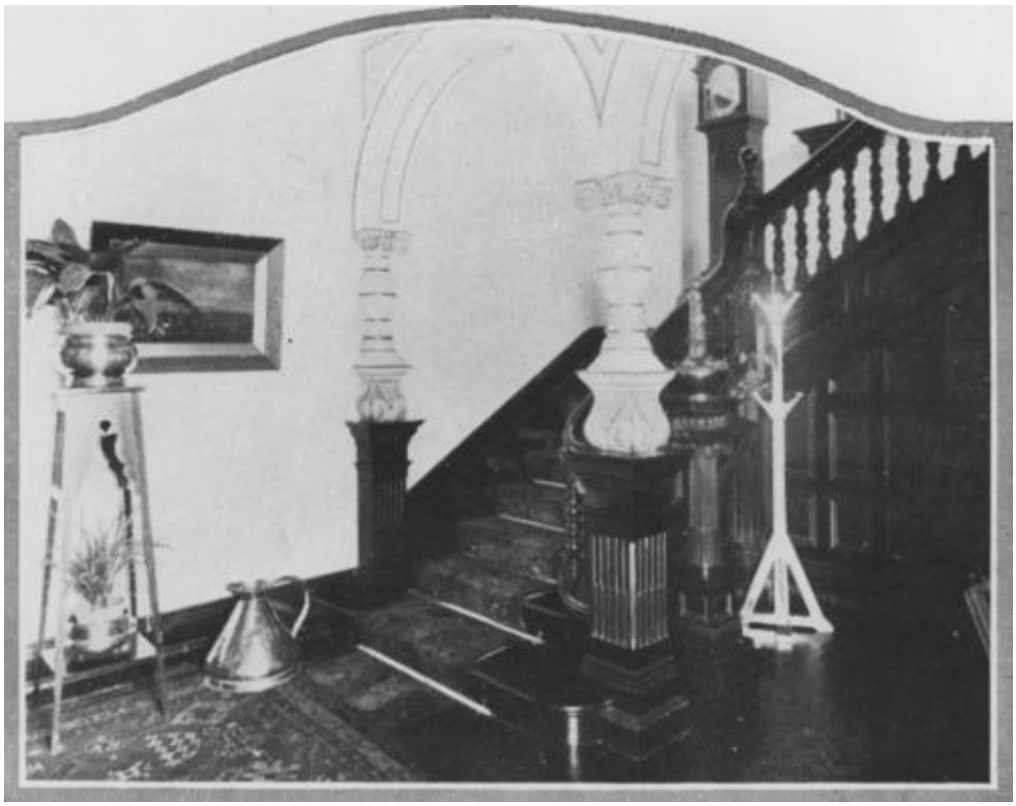


Figure 12: The arched entrance to the grand staircase of *"Ross Roy"* (c.1922). (**Source:** Picture Queensland)



Figure 13: View into the WWII-era Women Signallers' Camp showing the dormitory huts and associated structures that occupied the south-eastern portion of the subject site up until the Munro estate was acquired by the Lutheran Church. (**Source:** Picture Queensland)



Figure 14: 1946 aerial photograph of the Indooroopilly area with the boundaries of the subject site highlighted. The approximate location of the Women Signallers' Camp infrastructure is indicated with the red arrow. (**Source:** BCC Interactive Mapping)

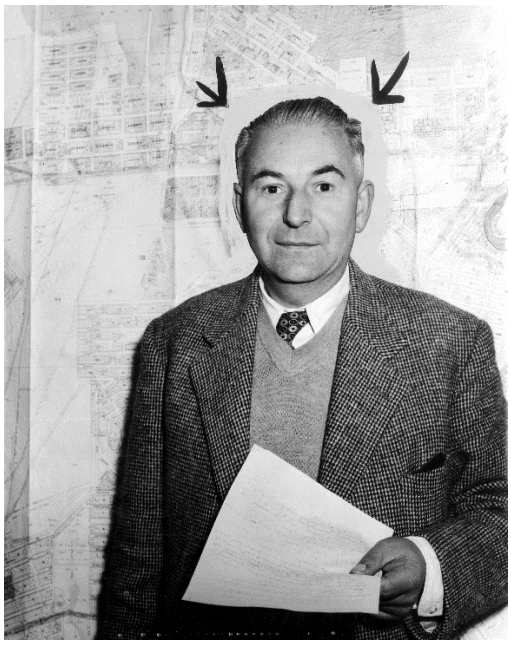


Figure 15: Dr Karl Langer (1903 – 1969) was an Austrian architect who emigrated to Australia during the late-1930s and went on to have a significant influence on the uptake of Modernist design principles in Queensland through a combination of his architectural practice, town planning, integrated landscape design work and academic teaching.
(**Source:** Picture Queensland)



Figure 16: A contemporary photograph of the St Peters Lutheran Chapel, its forecourt space and bell tower taken soon after its completion in 1968. Note the reflection pool in the foreground (at image left), which was subsequently removed.
(**Source:** Richard Stringer)

2.2 Statements of Significance

The local heritage citation for *"Ross Roy"* and the associated entry in the *Queensland Heritage Register* for the St Peters Lutheran Chapel (*QHR* ID: 602816) contain the following Statements of Significance for the grand, Federation era residence and post-WWII Modernist Chapel located within the College campus at 60-66 Harts Road, Indooroopilly:

The place is important in demonstrating the evolution or pattern of Queensland's history.
The Chapel of St Peters Lutheran College, Indooroopilly, constructed in 1968, is important in demonstrating the growth and changing practices of Christian liturgies in Queensland between the 1950s and the 1970s, in particular, of the Lutheran church, a religious denomination of importance in Queensland since 1838. The chapel in its setting is a strong symbolic gesture embodying the essence of Lutheran education with theology (the chapel) visually linked to learning (the library). The chapel is important in demonstrating the strong influence of European modernist architecture in Queensland. As a highly intact modernist church, the chapel is important in representing modernist ecclesiastical architecture in Queensland during a period of significant re-evaluation and modernisation of Christian religions worldwide. (**Criterion A**)

The place demonstrates rare, uncommon or endangered aspects of the City's or local area's cultural heritage: *"Ross Roy"* is a grand architect-designed mansion of the nineteenth century. (**Criterion B**)

The place is important in demonstrating the principal characteristics of a particular class of cultural places.
The Chapel is important in demonstrating the principal characteristics and qualities of a Modernist church in Queensland. Highly intact, the chapel is notable for incorporating a dominant bell tower, large, well-lit nave shaped to focus to the sanctuary, a choir loft, vestry and stark, dramatic meditation chapel. The Chapel is notable for its subtle incorporation of Christian symbolism including the positioning of the Cross floating on a strongly lit curving wall as a symbol of the rising sun and the use of three elements in the design of features like the bell tower, altar and meditation chapel. The place is an exceptional example of the work of architect, Dr Karl Langer, embodying architectural principles he developed and refined over his career. Most notably, it incorporates classical architectural devices including a processional plaza, forecourt and stylised temple front; features characteristic simplified forms and spatial arrangements and a restrained use of good quality materials; and incorporates natural light and ventilation. (**Criterion D**)

The place is important because of its aesthetic significance.
"Ross Roy" is a finely detailed example of a substantial late Victorian villa residence (Local significance).

Notable for its high quality design, materials and construction, the place is important for its aesthetic significance. The monumental bell tower is visible across the College and surrounding suburbs giving the Chapel strong landmark qualities. The forecourt and plaza provide for views to and from the Chapel, especially important for the symbolism in the visual link between the Chapel and the library. The sculptural qualities of the austere Chapel interior - including the seamless curving east wall with floating Cross; use of white plaster finishes complementing timber panelling and pale brickwork; natural lighting from the west facing clear glazing in the bladed side walls and from glazing in the west wall - evoke feelings of awe and reverence. The main Chapel is a dramatic contrast to the cave-like small meditation chapel which evokes sensations of introspection and contemplation (State significance). (**Criterion E**)

The place is important in demonstrating a high degree of creative or technological achievement at a particular period: as the Chapel integrates strong ecclesiastical symbolism into the Modernist architectural idiom in a manner that Langer himself acknowledged as the pinnacle of his architectural work. The Chapel is considered to demonstrate a high degree of creative achievement amongst ecclesiastical buildings of that era (Local significance). (**Criterion F**)

The place has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons:
"Ross Roy" and the St Peters Lutheran Chapel are the initial residence of and the central place of worship for the St Peters Lutheran boarding school established in 1945. (**Criterion G**)

The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.
"Ross Roy" is a fine residence designed by prominent late nineteenth and early twentieth century Brisbane architect, Claude William Chambers (Local significance).

The Chapel, designed by Dr Karl Langer, has a special association with his life and work. It is the culmination of his architectural career and embodies the defining architectural principles he developed and employed. Dr Langer is an architect of importance to Queensland and was one of the earliest architects to promote a local variation of modernist architecture. His work, particularly on climatic design, inspired and influenced contemporary and later architects (State significance). (**Criterion H**)

2.3 Brisbane City Council Heritage Register Database Entries

The combined entry in the Brisbane City Council Heritage Register Database for the locally significant former residence, *"Ross Roy"* and the State significant St Peters Lutheran Chapel is set out below at **Figure 17**. Due to the later State listing applied to the Chapel and falling within the grounds of the College, it was determined that the appending of the existing Database entry for *"Ross Roy"* was appropriate rather than development a stand-alone entry for the Chapel itself.

Heritage Register

Residence 'Ross Roy' (former)

Summary

'Ross Roy' was constructed in 1897 to a design by Claude W. Chambers, as a residence for tea merchant Daniel Collings and family. Passed to the Munros around 1910, it was given its current name and used as the family residence as well as the setting for several charitable functions. The house, with six acres of land, was sold to the United Evangelical Lutheran Church in 1945 and repurposed as a secondary Lutheran school. The Langer chapel, designed by important and influential architect Karl Langer, was built for the school in 1967-8. Both buildings have continued to be used by the St Peter's Lutheran College, which has grown to become the largest co-educational Lutheran school in Australia.

Significance

- **b) It demonstrates rare, uncommon or endangered aspects of the City's or local area's cultural heritage**
  as 'Ross Roy' is a grand architect-designed mansion of the nineteenth century.
- **d) It is important in demonstrating the principal characteristics of a particular class or classes of cultural places**
  as a post-WWII chapel in Queensland, designed in the Modernist style but with distinctive and unique design elements (the Langer Chapel).
- **e) It is important because of its aesthetic significance**
  as 'Ross Roy' is a finely detailed example of a substantial late Victorian villa residence and the Langer Chapel combines Lutheran symbolism with its mid-century Modernist styling.
- **f) It is important in demonstrating a high degree of creative or technological achievement at a particular period**
  as the Chapel integrates strong ecclesiastical symbolism into the Modernist architectural idiom in a manner that Langer himself acknowledged as the pinnacle of his architectural work. The Chapel is considered to demonstrate a high degree of creative achievement amongst ecclesiastical buildings of that era.
- **g) It has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons**
  as the initial residence and the central place of worship of St Peter's Lutheran boarding school established in 1945.
- **h) It has a special association with the life or work of a particular person, group or organisation of importance in the City's or local area's history**
  as 'Ross Roy' is a fine residence designed by prominent late nineteenth and early twentieth century architect Claude William Chambers. The Langer Chapel has a special association with influential Modernist architect Dr Karl Langer

Place details	
Other names:	Indoocombe
Address:	At 60 Harts Road , INDOOROOPILLY, 4068
Categories:	Accommodation - House Accommodation - Mansion Ritual - Worship
Event(s):	Constructed in 1897 - residence Constructed in 1967-1968 - Langer chapel
Period(s):	Federation (1893-1914) Modern (1956-1982)
People involved:	Architect - Claude William Chambers - residence Architect - Karl Langer - chapel Association - United Evangelical Lutheran Church

Figure 17: The combined Database entry for the locally significant *"Ross Roy"* and State significant St Peters Lutheran Chapel (*QHR* ID: 600991) in Brisbane City Council's Heritage Register Database. (**Source:** BCC website)

2.4 Heritage curtilage mapping within the College campus

The entry in the *Queensland Heritage Register* and corresponding mapping of the *Heritage overlay* in *City Plan 2014* (both *Local heritage* and *State heritage* subcategories) identifies specific portions of the St Peters Lutheran College site as being culturally significant while adjoining areas of the college site are also mapped as Heritage Adjoining for the purposes of this *overlay.* Consequently this means that a majority of the new building work proposed across the College site will require some degree of heritage assessment in order to demonstrate that no adverse impacts on the cultural heritage significance of either *"Ross Roy"* or the Chapel is generated by the proposed new work. In order to inform that assessment process, it is necessary to ascertain the exact extent of curtilage mapping for each of the significant elements within the subject site. The following images; **Figures 18 -20** clarify the extent of the respective heritage boundaries (or curtilages) applicable to each heritage place:

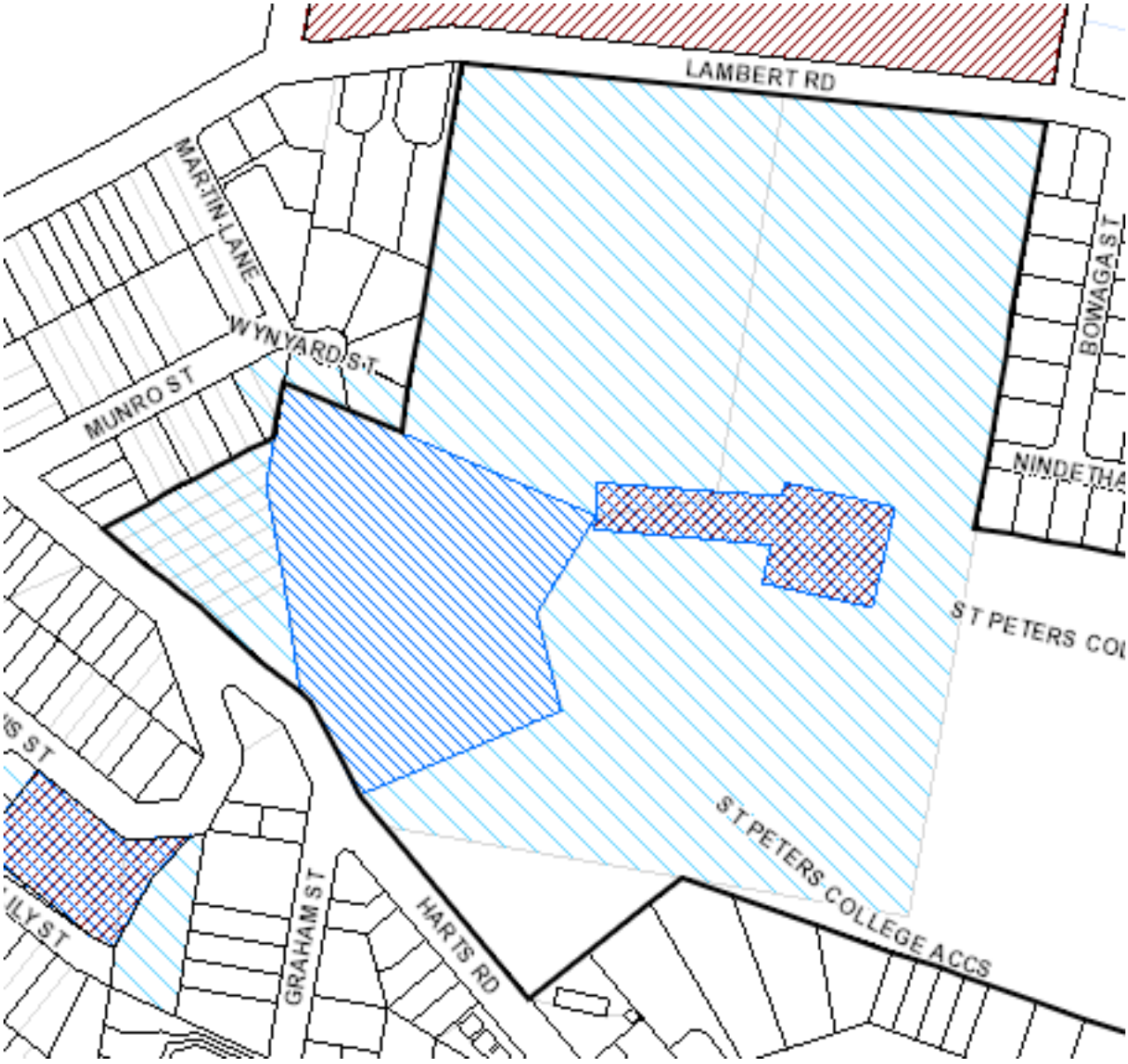


Figure 18: A detailed extract of the current *Heritage overlay mapping* for the St Peters Lutheran College site with the extent of the respective State heritage curtilage (dark blue hatching), Local heritage place curtilage (mid blue shading) and associated Heritage adjoining portions of the College site (light blue shading) indicated. (**Source:** BCC Interactive Mapping)



Figure 19: The current satellite image of the central portion of the St Peters Lutheran College campus showing the location of *"Ross Roy"* (circled – image left), the Chapel (circled – image right and the forecourt / plaza space for same (arrowed). (**Source:** Nearmap)

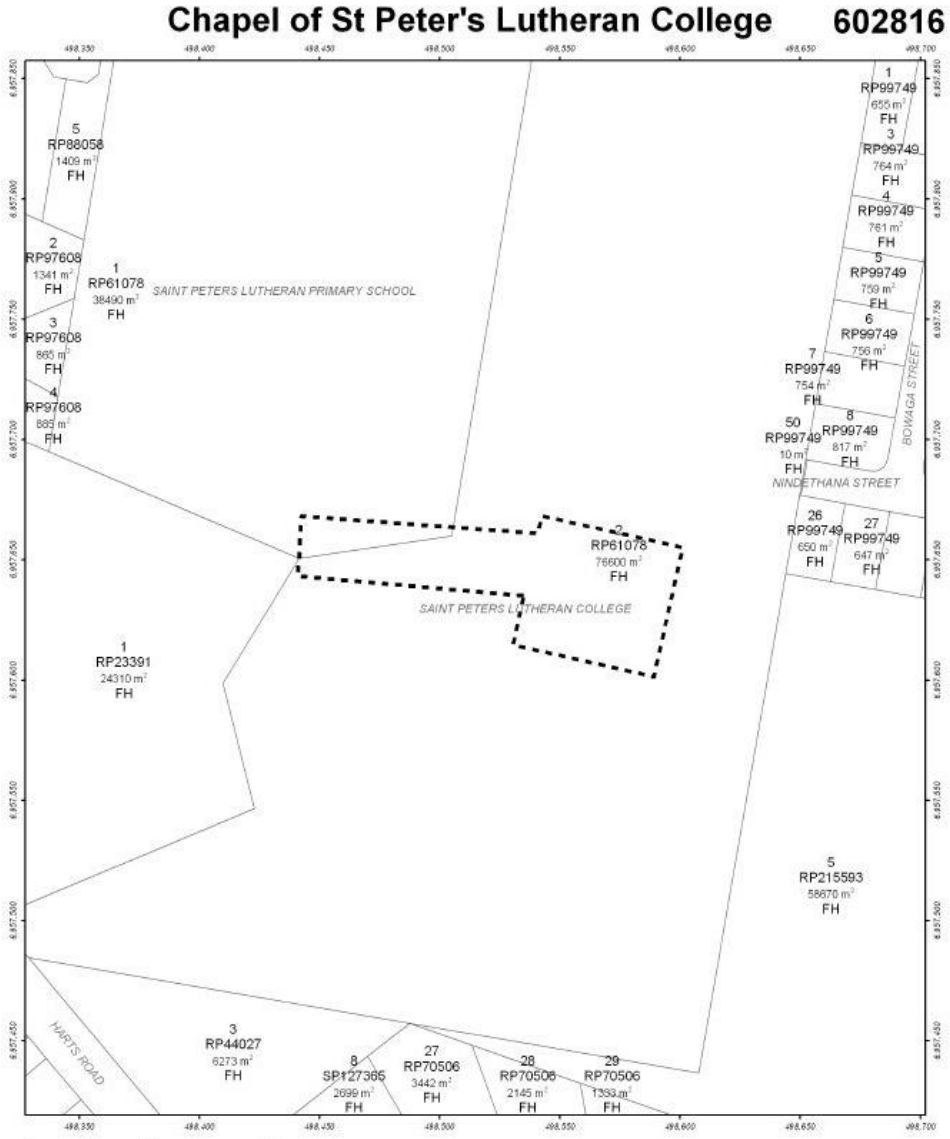


Figure 20: The *QHR* heritage boundary map for the St Peters Lutheran College Chapel, which incorporates not only the building footprint of the Chapel and its immediate surrounds (image right) but also includes the paved forecourt area that extends forwards / westwards from the Chapel towards the College Library (image right). Note that the setout of the Chapel forecourt actually spans across small sections of several constituent lots within the College's landholding. (**Source:** *Queensland Heritage Register*)

2.5 Historical architectural drawings for the St Peters Lutheran Chapel

In order to better inform the design considerations for the Master Plan in the site area surrounding the State significant Chapel building, it was considered prudent to seek to access the original set of Karl Langer architectural drawings for the Chapel. Fortunately there is an inventory of Dr Langer's drawings maintained by the State Library of Queensland and these drawings were requested and subsequently photographed in order to convey the original design intention of the architect. The following images (**Figures 21- 29**) capture the content of that architectural documentation and provide insight into such elements as the guiding geometry for the fan-shaped building footprint of the Chapel and the dimensional set-out for the reflection pond (subsequently removed from the forecourt).

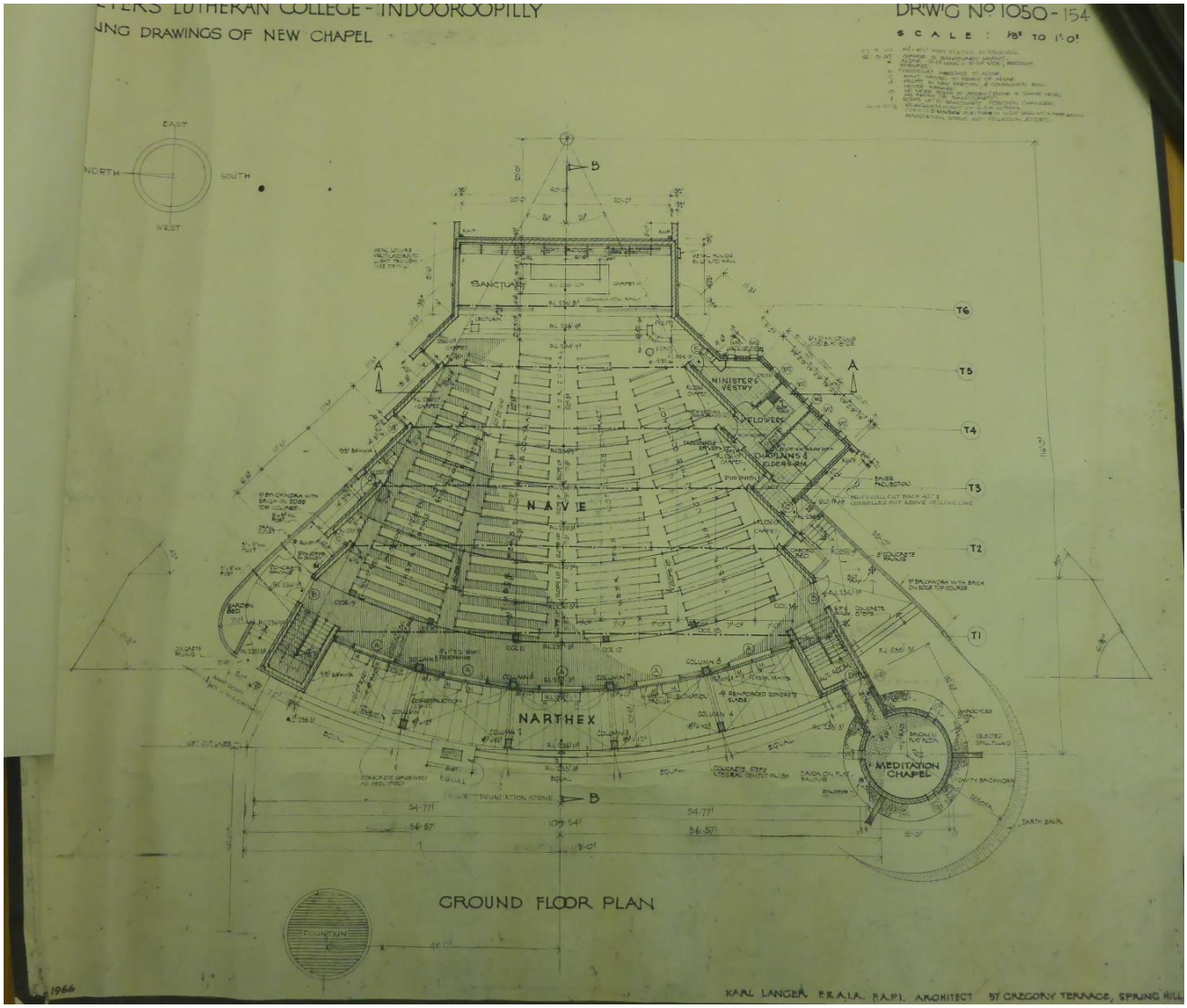


Figure 21: The Ground Floor Plan for the St Peters Lutheran Chapel indicating the unusual fan-shaped configuration of the building, the narthex (or antechamber) on the periphery of the space and the smaller Meditation Chapel (image right) that anchors the sculptural bell tower structure. (**Source:** State Library of Queensland)

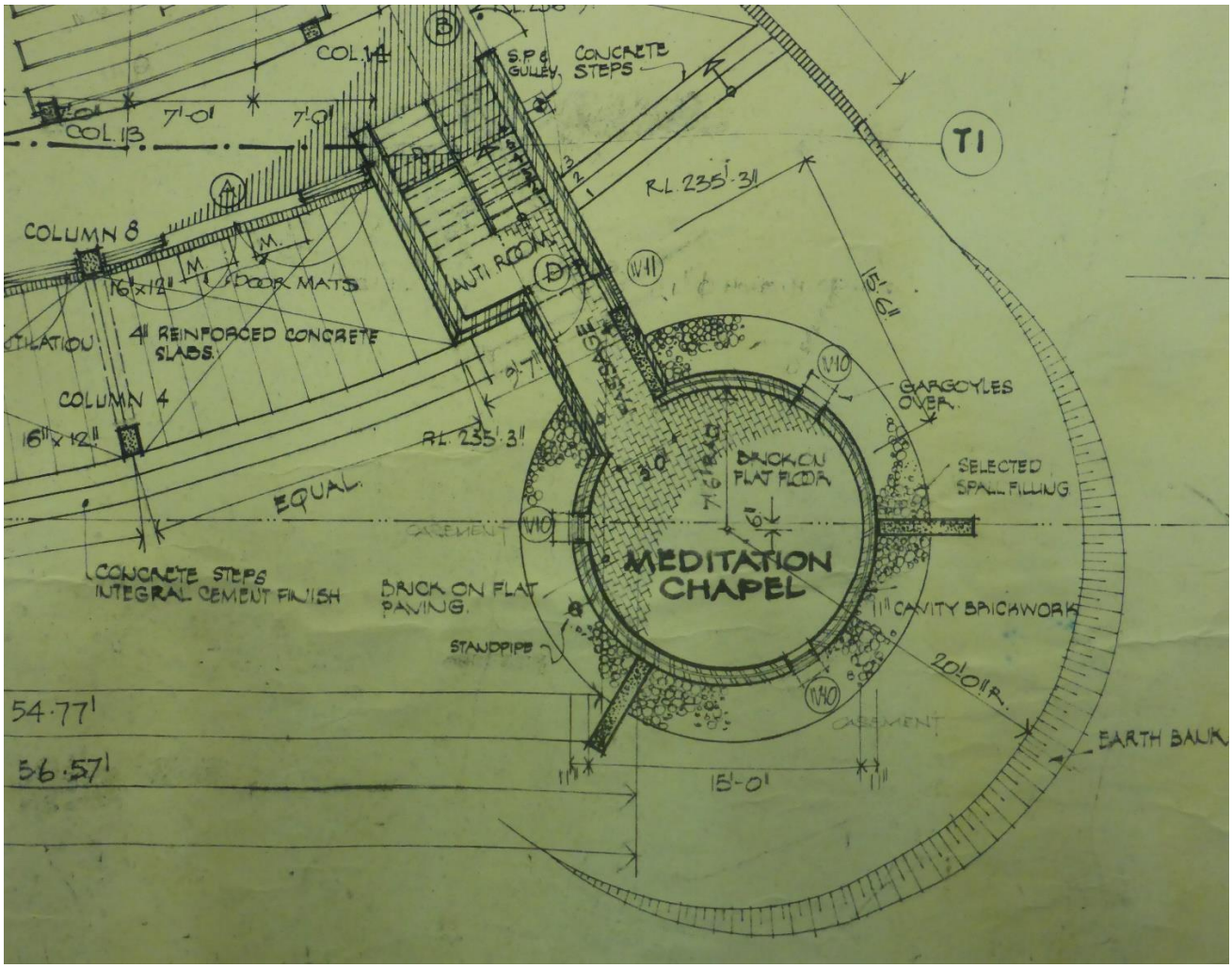


Figure 22: A detailed view of the Ground Floor Plan focused on the Meditation Chapel located adjacent to the plaza / forecourt space to the west of the Chapel. (**Source:** State Library of Queensland)

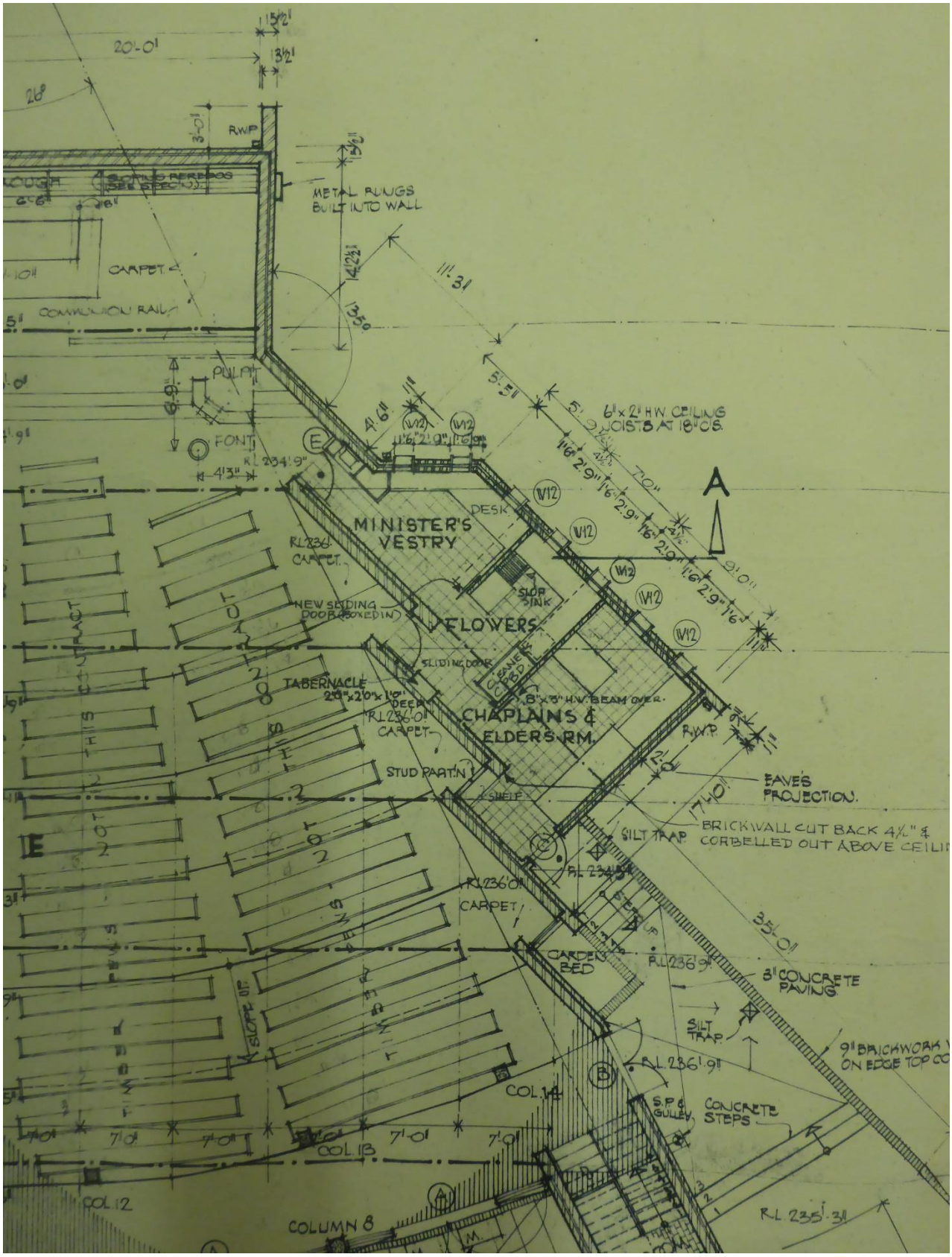


Figure 23: A detailed view of the Ground Floor Plan focused on the southern edge of the Chapel and showing the ancillary Vestry spaces located along this edge of the building. (**Source:** State Library of Queensland)

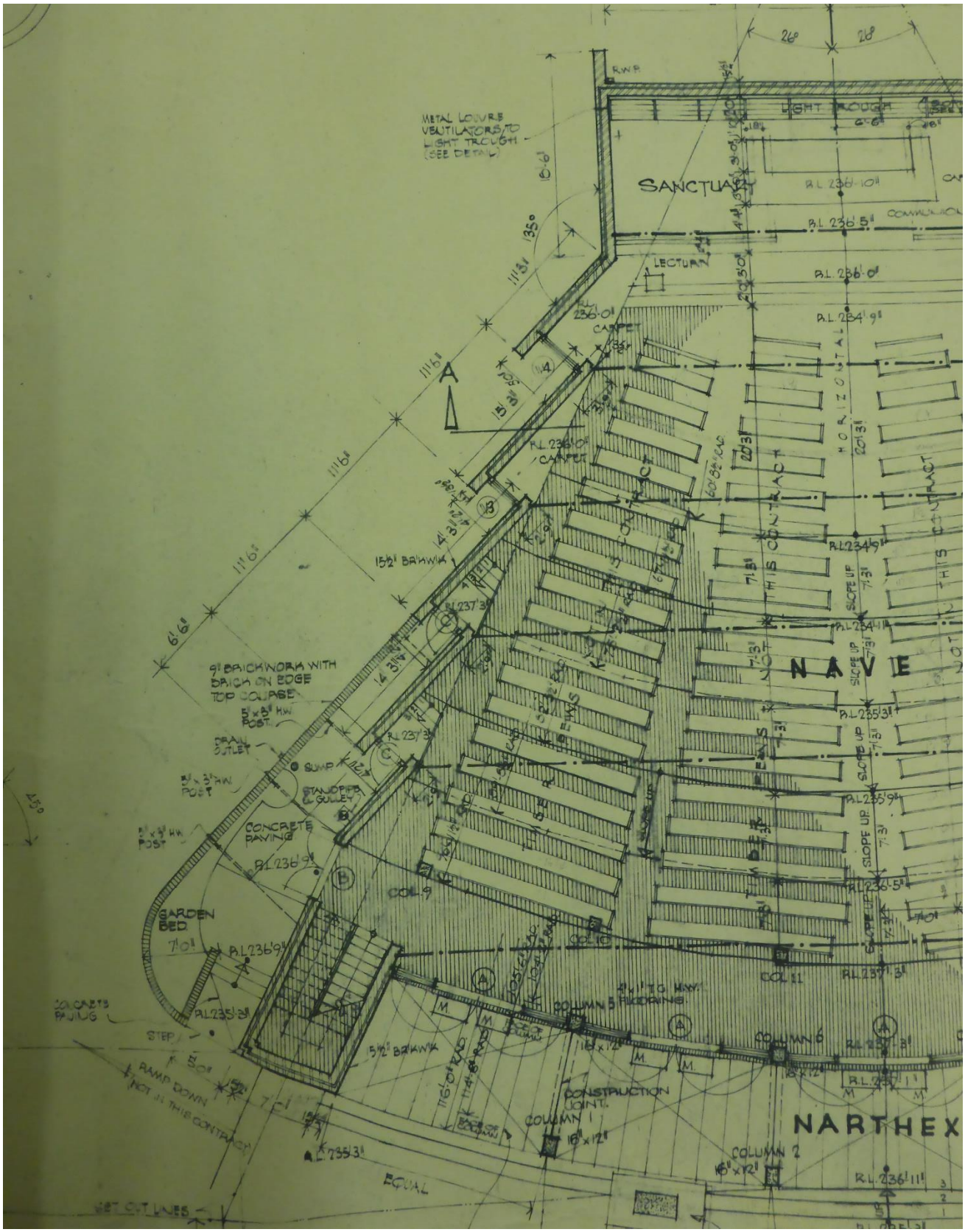


Figure 24: A detailed view of the Ground Floor Plan focused on the northern edge of the Chapel and indicating the staircase up to the Choir Loft on the level above. (**Source:** State Library of Queensland)

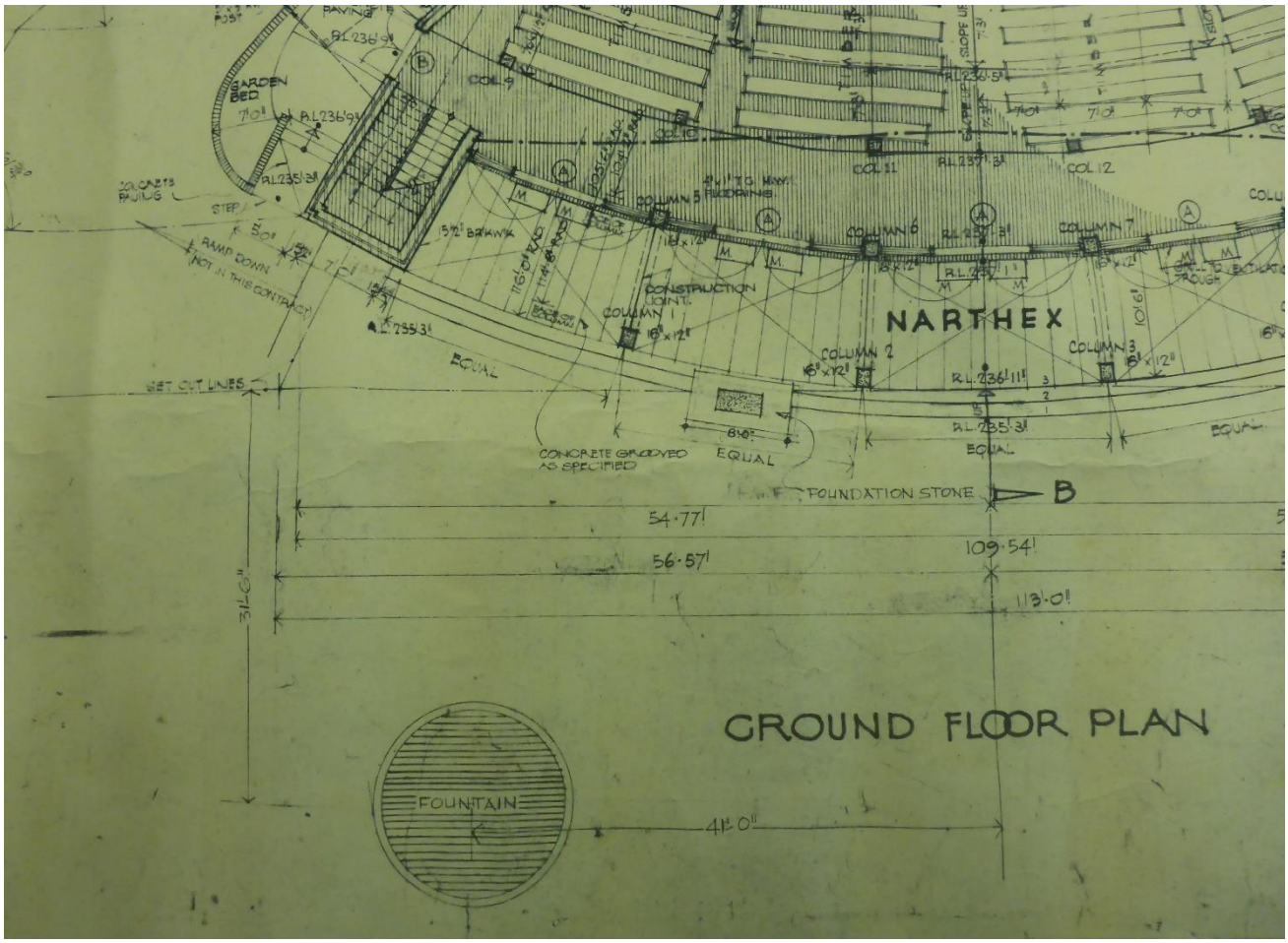


Figure 25: A detailed view of the western portion of the Ground Floor Plan, which indicates the original location (and corresponding set-out dimensions) for the reflection pool (depicted here as a Fountain) that was originally situated in the plaza space in front of the Chapel (but has since been removed). (**Source:** State Library of Queensland)

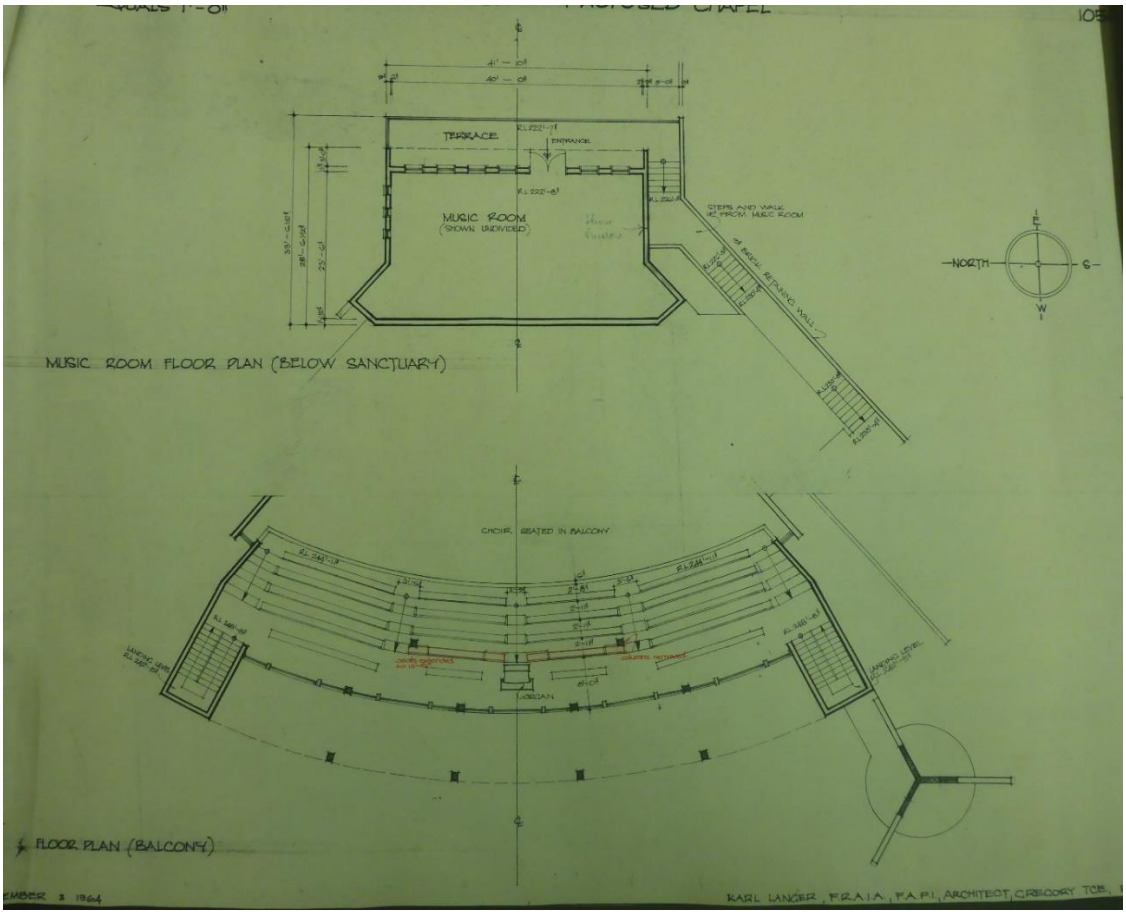


Figure 26: The First Floor Plan for the St Peters Lutheran College Chapel showing the Music Room located above the alter and the Choir Loft located adjacent to / above the narthex. The tripartite structure of the bell tower is also evident in this drawing at image right. (**Source:** State Library of Queensland)

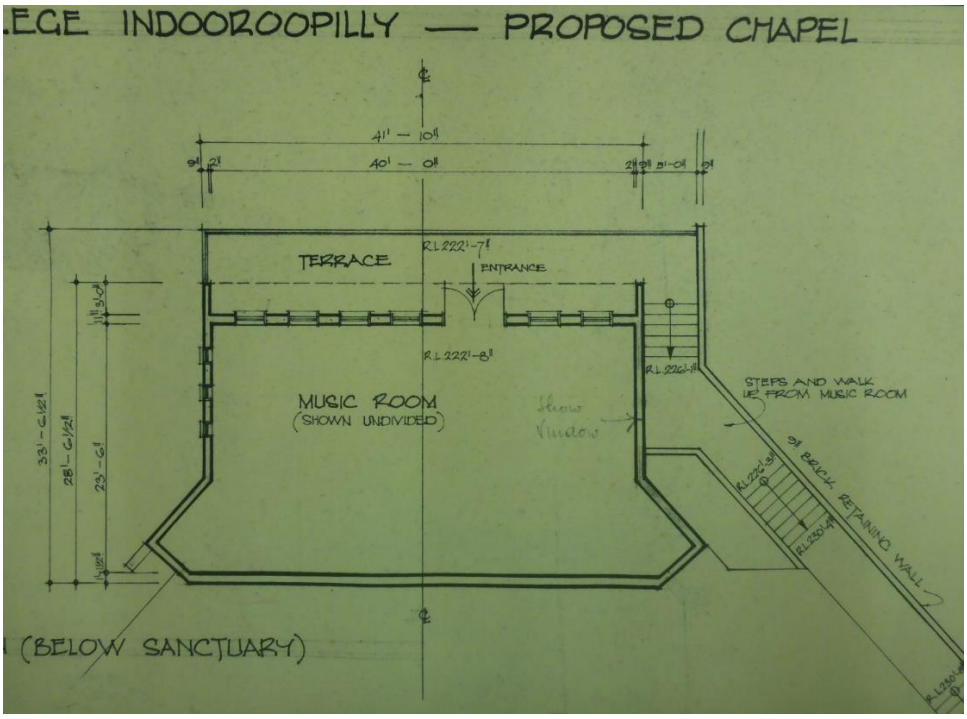


Figure 27: A detailed view of the Music Room located on the Chapel's First Floor. (**Source:** State Library of Queensland)

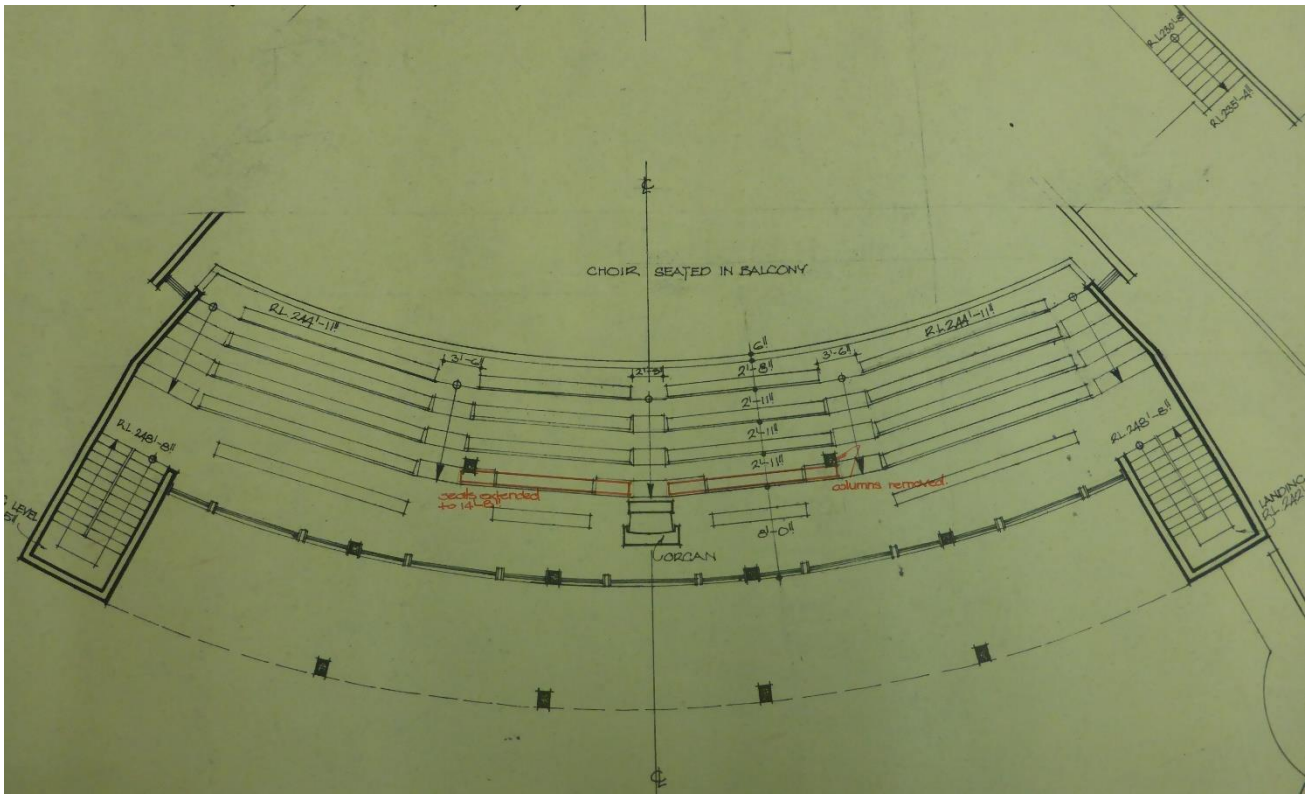


Figure 28: A detailed view of the Choir Loft on the First Floor of the Chapel. (**Source:** State Library of Queensland)

3. The Master Plan Proposal

3.1 Key components of proposed Master Plan for a Local Heritage Place / *Queensland Heritage Place*

It is the primary intention of the architects of the proposed Master Plan to retain the significant buildings and their respective settings within the College site while also seeking out opportunities for new, expanded and/or infill facilities in the spaces in between these key elements without compromising key spatial relationships, significant view lines etc. that exist within the College campus. In order to ensure that the optimal balance can be achieved between the retention of the heritage buildings and structures (and their respective settings) and the introduction of new buildings to expand the College's facilities for the existing student and staff cohort, considerable care has gone into the siting, scale and design of the proposed new structures such that the basis of heritage significance for the two culturally significant buildings located within the College campus is maintained.

The following new or replacement buildings are proposed as part of the current Master Plan for assessment in relation to Infrastructure Designation for the College site (refer to Master Plan at **Figure 29** following for respective locations of proposed New Works):

Proposed New Works

1. I.T. facilities relocated to Existing Laundry
2. Luther House Redevelopment – Innovation Centre
3. Academic Court
4. Residential Precinct
5. Junior School Development – Relocation of Years 5 & 6 to consolidate Junior School
6. Harts Road Pick Up / Drop Off zone
7. Junior School Pick Up / Drop Off, Maintenance Area with Tennis Courts over
8. New Car Park and Bus Drop Off area
9. New Executive Building
10. New Junior High Administration Building
11. Junior Courtyard Redevelopment
12. Library Extension
13. New Learn To Swim Pool
14. Redevelopment of Maintenance / Management area & sheds
15. Junior School Library Extension
16. New Sport Hall
17. Infill Extension to the existing P & F Building
18. Expansion of Mayer Oval
19. Proposed Boarding House – Boys
20. Proposed Boarding House - Girls

The following set of architectural drawings, prepared by BurlingBrown Architects (**Figures 29 - 34** following), accurately document the full scope of forward planning for the College campus represented in the Master Plan documentation and forming the basis of the proposed Infrastructure Designation for this educational institution. When reviewing the Master Plan against the heritage curtilages of both the local and State significant buildings on the site (as well as the Heritage adjoining situations on the periphery of each), it is evident that a majority of the elements within the Master Plan proposal are captured; wholly or in part, by component elements of the heritage mapping over the site. It is noted that only five (5) components of the Master Plan; those being the Residential Precinct for staff (**4.**), new Learn to Swim Pool (**13.**), new Sport Hall (**16.**) Infill extension

to existing P & F building (**17.**) and expansion of the Mayer Oval (**18.**) are located entirely outside of the mapped heritage areas within the College campus.

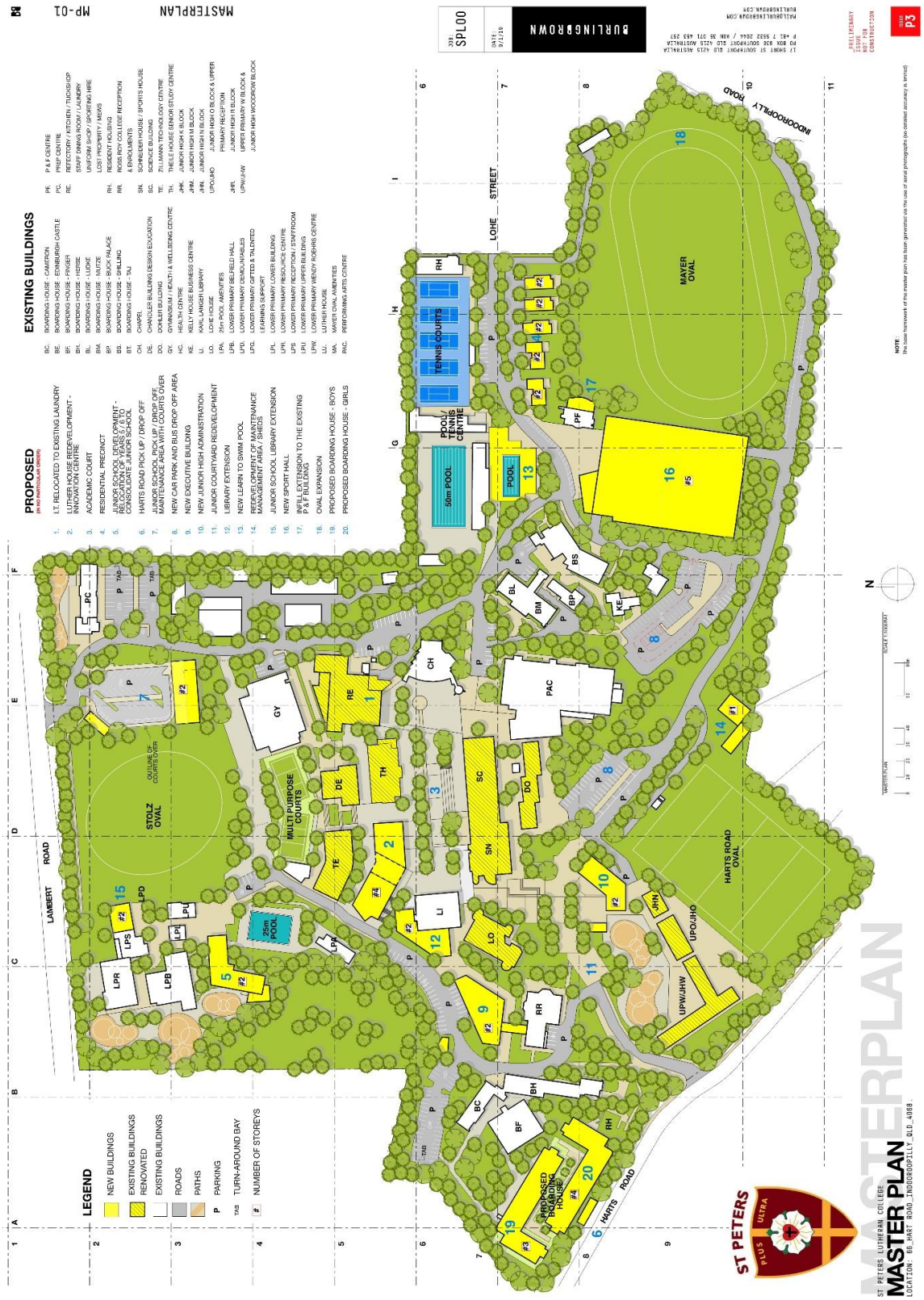


Figure 29: Master Plan of the St Peters Lutheran College site indicating the nature & location of new or replacement buildings programmed for future site development through the master-planning process. (**Source:** BurlingBrown Architects)

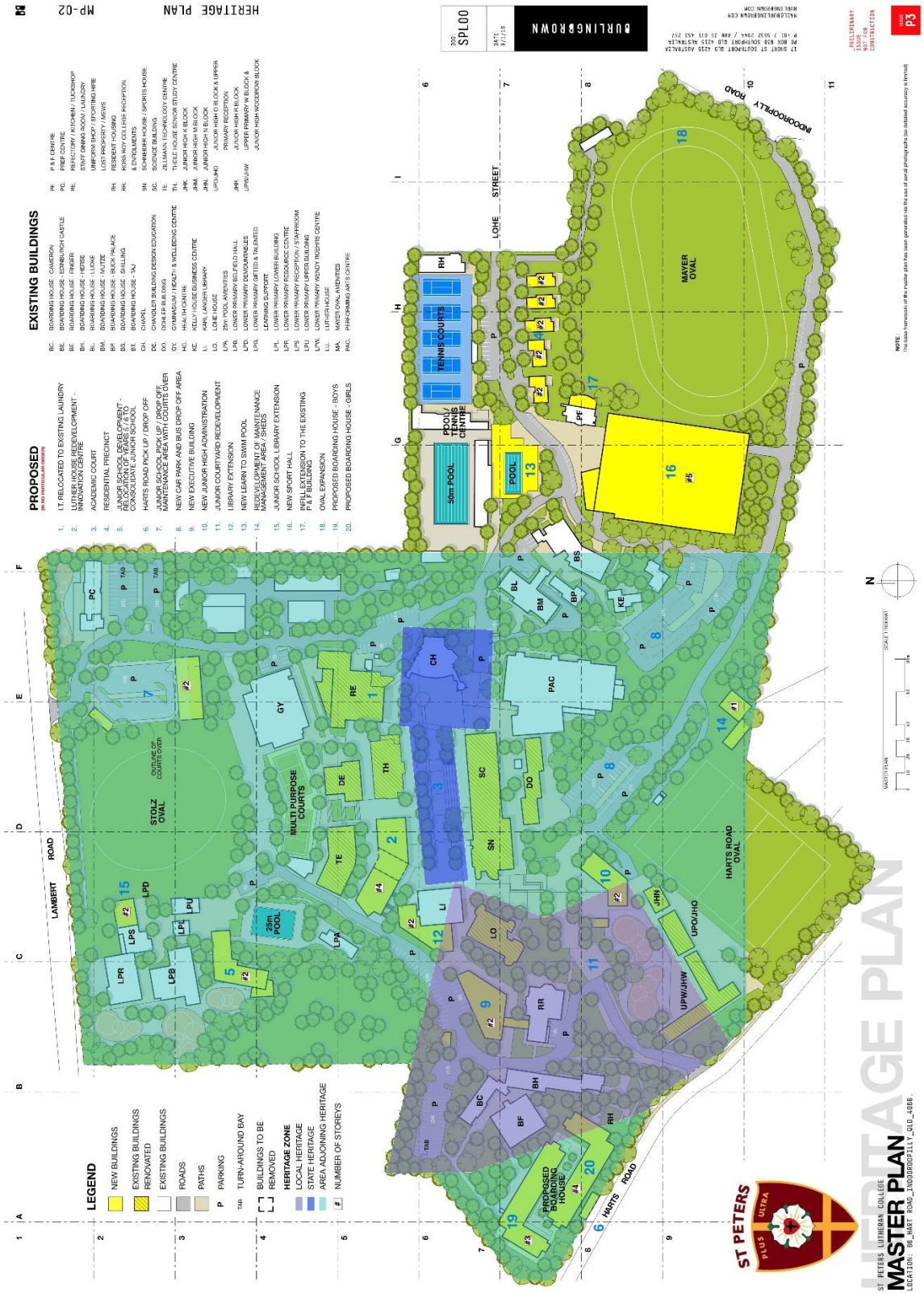


Figure 30: The proposed Master Plan for the St Peters Lutheran College site with the corresponding *Heritage overlay* mapping (i.e. State heritage curtilage / Local heritage curtilage / Heritage Adjoining areas) shown with different levels of shading (also refer to **Figure 1**). From this *overlay* mapping shading across the subject site, it is evident that only five components of the Master Plan proposal located in the south-eastern corner of the site will not require some form of heritage-based impact assessment. (**Source:** BurlingBrown Architects)



Figure 31: A further iteration of the Master Plan for the St Peters Lutheran College site indicating the building footprints of various existing buildings proposed to be demolished (pink shaded objects) with the corresponding replacement or additional buildings sited and annotated with blue numbers. (**Source:** BurlingBrown Architects)

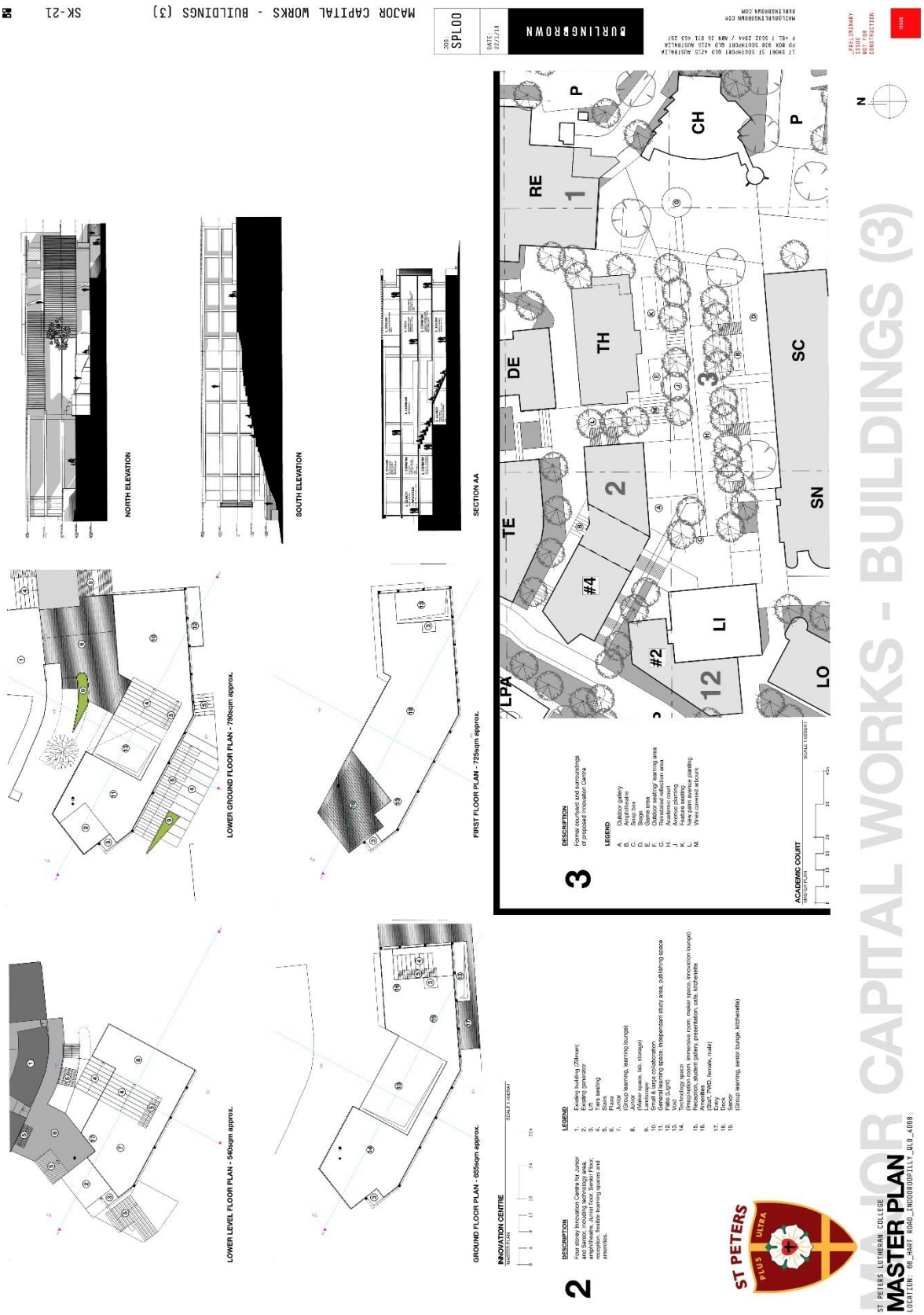


Figure 32: Plans and elevations of the Innovation Centre to replace the existing Luther House building adjacent to the significant academic forecourt space that also adjoins the Lutheran Chapel (**Item 2**) and the landscaping enhancements proposed for the periphery of the Chapel forecourt itself (**Item 3**). (**Source:** BurlingBrown Architects)

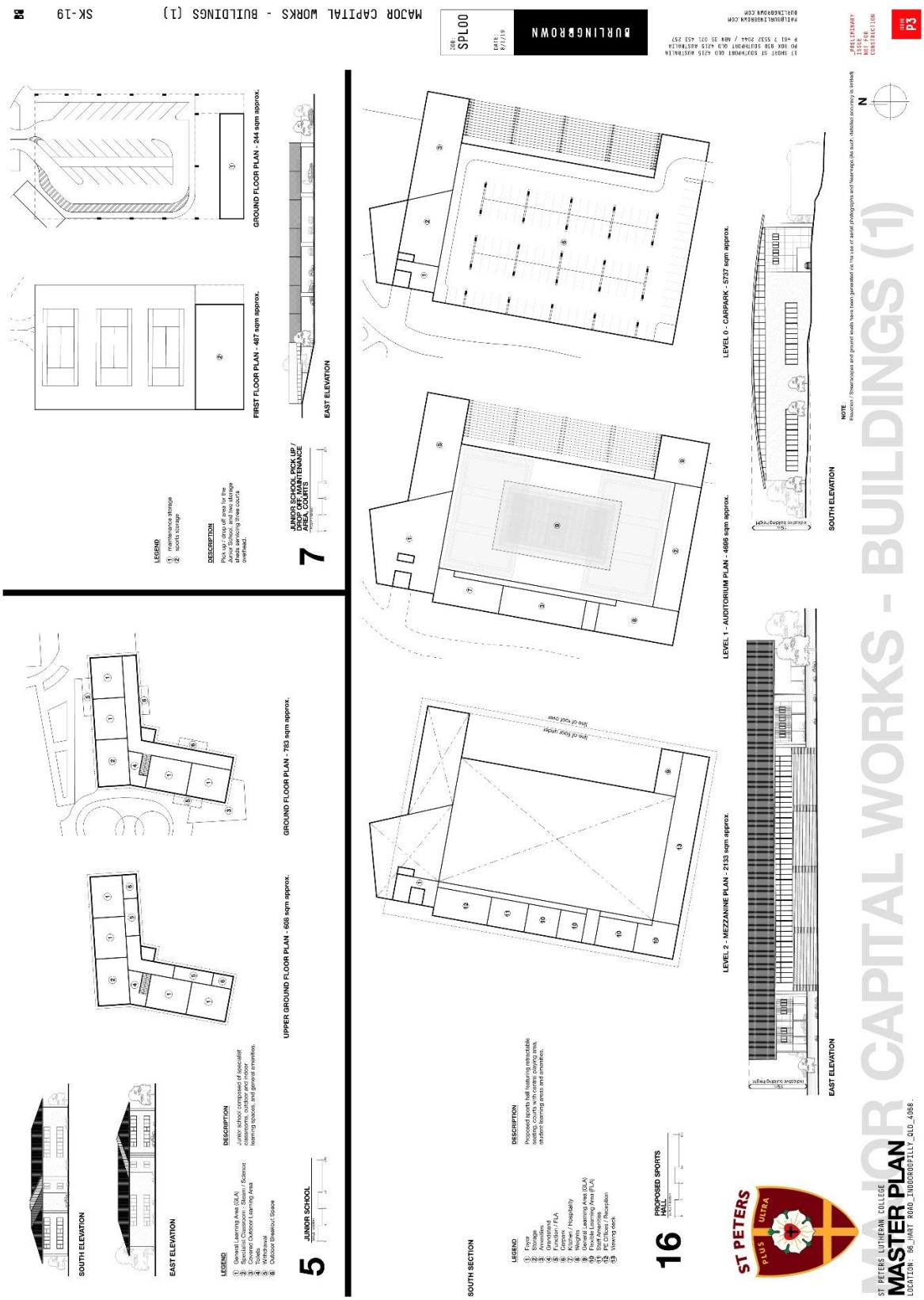


Figure 33: Plans and elevations of three of the components of the Master Plan including proposed new / replacement buildings for the **Junior School Development – Relocation of Years 5 & 6 to consolidate Junior School** (**Master Plan Item 5**), **Junior School Pick Up / Drop Off, Maintenance Area with Tennis Courts over** (**Item 7**) and the new Sports Hall (**Item 16**). (**Source:** BurlingBrown Architects)

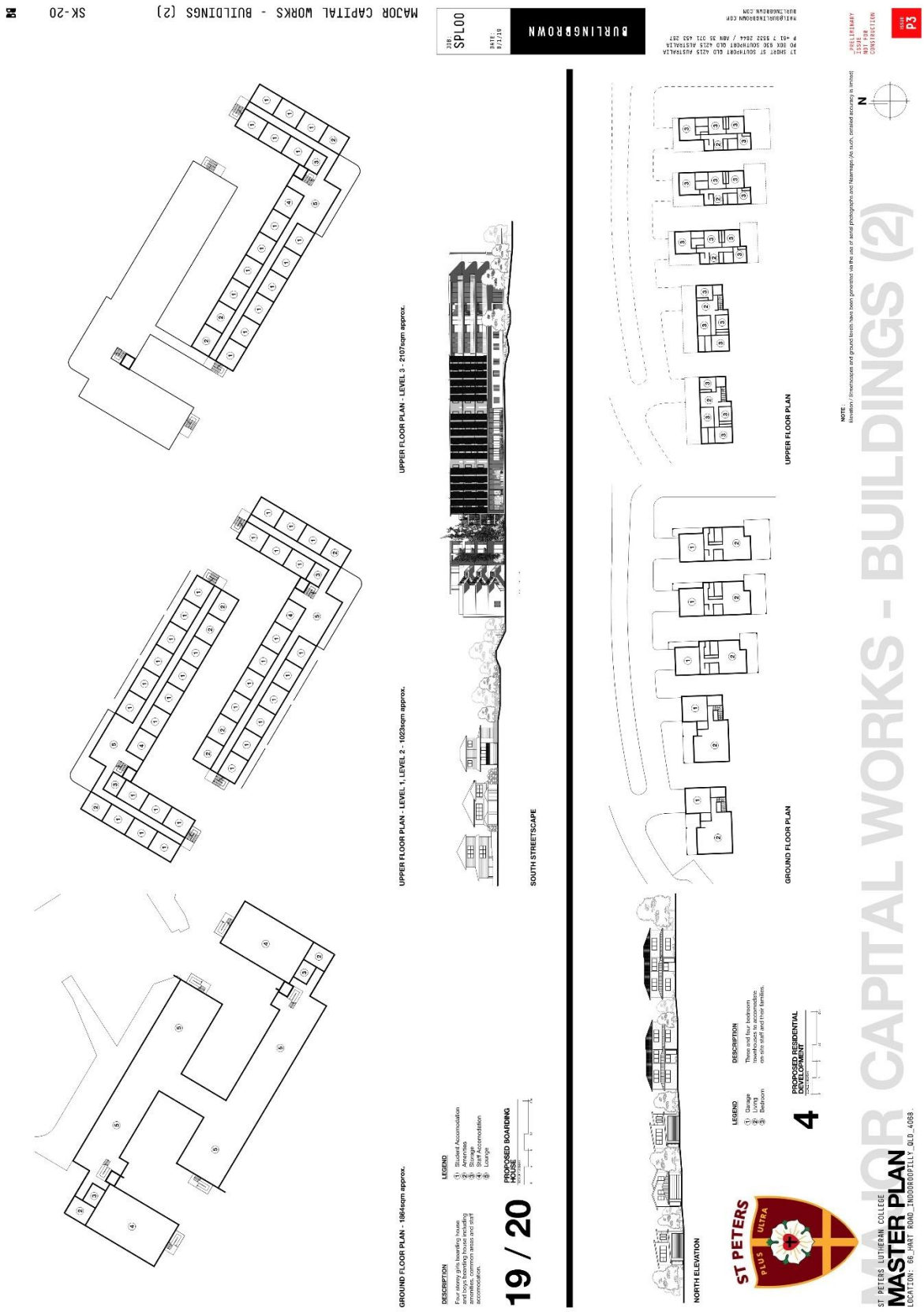


Figure 34: Plans and elevations of a further two components of the proposed Master Plan including a pair of gender segregated dormitory buildings for Boys & Girls (**Master Plan Items 19 & 20**) and the new residential precinct for staff (**Item 4**). (**Source:** BurlingBrown Architects)

4. Heritage assessment of proposal

4.1 Impacts on cultural heritage significance arising from proposed Master Plan

By definition, any new Building Work proposed within the ground of a Local or State significant heritage place has the potential to generate some degree of impact on the attributed cultural heritage significance of that place. However it is considered that the careful site planning in relation to the placement and scale of new buildings within the College campus should permit the increase of student accommodation, classroom and/or sporting facilities while generating minimal adverse impacts on either of the two significant heritage buildings and their respective settings within this expansive education establishment.

In this regard, specific reference is made to the Statement of Significance for both the Local Heritage Place and *Queensland Heritage Place* located within the College site; as included in **Section 2.2** of this Report. Reviewing the various bases of cultural heritage significance attributed to the St Peters Lutheran College site, the following assessment in relation to each of the heritage Criteria is offered:

The subject site **is considered to be important in demonstrating the evolution or pattern of the Queensland's history (Criterion A):** *The Chapel of St Peters Lutheran College, Indooroopilly, constructed in 1968, is important in demonstrating the growth and changing practices of Christian liturgies in Queensland between the 1950s and the 1970s, in particular, of the Lutheran church, a religious denomination of importance in Queensland since 1838. The chapel in its setting is a strong symbolic gesture embodying the essence of Lutheran education with theology (the chapel) visually linked to learning (the library). The chapel is important in demonstrating the strong influence of European modernist architecture in Queensland. As a highly intact modernist church, the chapel is important in representing modernist ecclesiastical architecture in Queensland during a period of significant re-evaluation and modernisation of Christian religions worldwide.*

In response to **Criterion A**, it is noted that the significant Chapel building is not proposed to be altered or appended in any way under this Master Plan and the associated works proposed in the adjacent plaza / forecourt area include the reinstatement of the concrete shell of the original forecourt reflection pool – or a facsimile structure - in its original location (as per the Karl Langer architectural drawings shown in **Section 2.5**) as well as the peripheral plantings along both edges of the forecourt itself. The referencing of the original architectural drawings to coordinate the reinstatement of the reflection pool shell structure is considered to be entirely consistent with *Burra Charter* best practice as the size and location of the reinstated element will not be conjectural and will be based upon original documentation for the site. In this regard, it should be noted that contemporary pool safety restrictions prohibit the reinstatement of this element as a water vessel (without a corresponding pool fence around it) hence it is envisaged that the concrete shell of the reinstated pool element will instead be filled with a sculptural or rock garden. Consequently it is concluded that there is no aspect of heritage significance related to this Criterion which will be adversely impacted by any of the building works proposed under the Master Plan.

The place demonstrates rare, uncommon or endangered aspects of the City's or local area's cultural heritage (**Criterion B**)**:** *"Ross Roy" is a grand architect-designed mansion of the nineteenth century.*

In response to **Criterion B**, it is noted that no works are proposed that will directly impact on either the original fabric or setting of the locally significant former residence. The adjacent building work to establish a new Junior High Administration Building (**Item 9**) will be physically separate from the *"Ross Roy"* building and located behind it such that it will not visually impose on the setting of the heritage building. Although the Junior High Administration Building will be physically connected to

"Ross Roy" by way of a covered walkway, it should be noted that this connecting element will comprises contemporary design, materials and detailing such that it will be readily identifiable as distinct from the Federation era construction of the local heritage place.

Similarly the proposed Junior Courtyard Redevelopment (**Item 11**) is located on the periphery of the local heritage place and therefore will not impact directly on *"Ross Roy"* and its existing landscaped setting. Consequently it is concluded that there is no aspect of local heritage significance related to this Criterion which will be adversely impacted by any of the works proposed under the Master Plan.

The place is important in demonstrating the principal characteristics of a particular class of cultural places (Criterion D): *The Chapel is important in demonstrating the principal characteristics and qualities of a Modernist church in Queensland. Highly intact, the chapel is notable for incorporating a dominant bell tower, large, well-lit nave shaped to focus to the sanctuary, a choir loft, vestry and stark, dramatic meditation chapel. The Chapel is notable for its subtle incorporation of Christian symbolism including the positioning of the Cross floating on a strongly lit curving wall as a symbol of the rising sun and the use of three elements in the design of features like the bell tower, altar and meditation chapel. The place is an exceptional example of the work of architect, Dr Karl Langer, embodying architectural principles he developed and refined over his career. Most notably, it incorporates classical architectural devices including a processional plaza, forecourt and stylised temple front; features characteristic simplified forms and spatial arrangements and a restrained use of good quality materials; and incorporates natural light and ventilation.*

In response to **Criterion D**, it is reiterated that the significant Chapel building is not proposed to be altered or appended in any way under this Master Plan. Hence, in the absence of any tangible change to the original Karl Langer design for the Chapel building, it is concluded that there is no aspect of heritage significance related to this Criterion which will be adversely impacted by any of the works proposed under the Master Plan.

The place is important because of its aesthetic significance (Criterion E): *"Ross Roy" is a finely detailed example of a substantial late Victorian villa residence. The Chapel is notable for its high quality design, materials and construction, the place is important for its aesthetic significance. The monumental bell tower is visible across the College and surrounding suburbs giving the Chapel strong landmark qualities. The forecourt and plaza provide for views to and from the Chapel, especially important for the symbolism in the visual link between the Chapel and the library. The sculptural qualities of the austere Chapel interior - including the seamless curving east wall with floating Cross; use of white plaster finishes complementing timber panelling and pale brickwork; natural lighting from the west facing clear glazing in the bladed side walls and from glazing in the west wall - evoke feelings of awe and reverence. The main Chapel is a dramatic contrast to the cave-like small meditation chapel which evokes sensations of introspection and contemplation.*

In response to **Criterion E**, it is once again noted that there are no future building works proposed under the Master Plan that will directly impact on the fabric of either the locally significant *"Ross Roy"* residence or the State significant Chapel building. Consequently it is concluded that there is no aspect of heritage significance related to this Criterion which will be adversely impacted by any of the works proposed under the Master Plan.

The place is important in demonstrating a high degree of creative or technological achievement at a particular period (Criterion F): *The Chapel integrates strong ecclesiastical symbolism into the Modernist architectural idiom in a manner that Langer himself acknowledged as the pinnacle of his*

architectural work. The Chapel is considered to demonstrate a high degree of creative achievement amongst ecclesiastical buildings of that era.

In response to **Criterion F**, it is once again noted that there are no future building works proposed under the Master Plan that will directly impact on the fabric of the St Peters Lutheran Chapel within the College site. Consequently it is concluded that there is no aspect of heritage significance related to this Criterion which will be adversely impacted by any of the works proposed under the Master Plan.

The place has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons (Criterion G): *"Ross Roy" and the St Peters Lutheran Chapel are the initial residence of and the central place of worship for the St Peters Lutheran boarding school established in 1945.*

In response to **Criterion G**, it is noted that the driving force for the preparation of the Master Plan was the College's desire to maintain and enhance the educational, recreational and residential facilities provided for the students and staff of St Peters Lutheran College. It is clear that works of this nature will serve to reinforce and protect this basis of local heritage significance for this site as a place of learning aligned to the Lutheran Church since 1945. Consequently it is concluded that there is no aspect of heritage significance related to this Criterion which will be adversely impacted by any of the works proposed under the Master Plan.

The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history (Criterion H): *"Ross Roy" is a fine residence designed by prominent late nineteenth and early twentieth century Brisbane architect, Claude William Chambers. The Chapel, designed by Dr Karl Langer, has a special association with his life and work. It is the culmination of his architectural career and embodies the defining architectural principles he developed and employed. Dr Langer is an architect of importance to Queensland and was one of the earliest architects to promote a local variation of modernist architecture. His work, particularly on climatic design, inspired and influenced contemporary and later architects.*

In response to **Criterion H**, it is considered that the historical connections between the architects of the two significant buildings on the site and those respective buildings; Claude William Chambers for *"Indoocombe" / "Ross Roy"* and Dr Karl Langer for the Lutheran College Chapel, are not impacted by any of the future building works proposed under the Master Plan. Consequently it is concluded that there is no aspect of heritage significance related to this Criterion which will be adversely impacted by any of the works proposed under the Master Plan.

Reviewing the submitted Master Plan proposal from a *Burra Charter* perspective, it is considered that there is also much to commend the current proposal, which has been carefully developed by Burling Brown Architects and their consultant team having specific regard to the following provisions of the *Charter*:

Article 3 of the *Burra Charter* states that *"Conservation is based on a respect for the existing fabric, use associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible."* This cautious approach is best demonstrated through the manner in which design alternatives for siting of proposed new or replacement buildings included within the Master Plan were rigorously investigated by the architects to ensure that they did not generate any adverse outcomes in either an operational, aesthetic or heritage sense to either the locally significant (former) residence, *"Ross Roy"*, or the State significant Chapel.

Article 7 of the *Burra Charter* states that *"Where the use of a place is of cultural significance it should be retained."* In this regard, it is noted that the significant use on the subject site as an educational establishment aligned with the Lutheran Church in Australia and the current master Plan for the College site will ensure that this significant use will continue for the foreseeable future. It follows that the careful introduction of new accommodation or facilities onto the College campus, as proposed by the Master Plan, will reinforce the future viability of that significant use such that the College may carry on its educational service in accordance with 21st century expectations and well into the future.

Article 8 of the *Burra Charter* states that *"Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place."* It is noted that the existing setting and views to and from the significant buildings on site are essentially unchanged as a result of the Master Plan. In specific response to the proposal for the Chapel plaza / forecourt area to be enhanced with the reinstated reflection pool and ancillary plantings along each side (**Item 3**), it is considered that these elements will retain an appropriate visual setting for the significant Chapel building not dissimilar to that established by the original Langer design and therefore will also retain other relationships that contribute to the cultural significance of the place. Consequently the visual setting of the significant College buildings relative to their respective internal settings within the College campus is not considered to be adversely impacted by this Master Plan.

Article 20.1 of the *Burra Charter* states that *"Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to produce and earlier state of the fabric."* In this instance, the proposed future reinstatement of the previously removed reflection pool within the plaza / forecourt space of the Chapel will be informed by the original architectural drawings for same prepared by Dr Karl Langer (refer to **Section 2.5**). It is noted that the reference to the original architectural documentation will prevent conjectural interpretation of either the size or location of the pool and hence its reinstatement will constitute a bona fide reconstruction under this *Burra Charter* provision.

Article 22 of the *Burra Charter* states that *"New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation or appreciation."* It is considered that the new work proposed under the Master Plan has been carefully designed to ensure that it does not obscure the original settings of either of the significant buildings within the College campus and therefore does not adversely impact on the cultural heritage significance of same. It is considered that the future works proposed under this Master Plan for this Local heritage place and *Queensland Heritage Place* will not detract from the understanding and appreciation of the original design and Federation era detailing of *"Ross Roy"* or the strong, Modernist ecclesiastical design of the Chapel and forecourt.

4.2 Assessment of the proposal against the *Heritage overlay code*

The *Heritage overlay code* within *City Plan 2014* is applicable to the assessment of any redevelopment proposal within the portion of the College grounds mapped within the corresponding *Heritage overlay* as it could potentially involve a suite of assessable Building Work to either a Local heritage place, a *Queensland Heritage Place* or located within a sensitive Heritage Adjoining situation adjacent to either significant building. The purpose of this preliminary assessment against the provisions of the *overlay code* is to ensure that any future development proposed within the College campus does not detract from the cultural heritage significance of either of these Heritage Places (**Section 8.2.12.2 (2) (a)**).

Table 8.2.12.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes
Section A—If in the Local heritage place sub-category	
PO1 Development provides for the future protection of the heritage place and does not damage or diminish its cultural heritage significance. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with The Australia ICOMOS Burra Charter.	**AO1** No acceptable outcome is prescribed.
PO2 Development is based on and takes account of all aspects of the cultural significance of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with the Guidelines to the Burra Charter–Cultural Significance.	**AO2** No acceptable outcome is prescribed.
PO3 Development protects the fabric and setting of the heritage place while providing for its use, interpretation and management. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal has been prepared in accordance with the Guidelines to the Burra Charter–Conservation Policy.	**AO3** No acceptable outcome is prescribed.
PO4 Development is based on the issues relevant to the conservation of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with the Guidelines to the Burra Charter–Procedures for Undertaking Studies and Reports.	**AO4** No acceptable outcome is prescribed.
PO5	**AO5**

Development does not impair any culturally significant attributes of the heritage place identified by the Aboriginal people for whom the heritage place is significant. Note—Heritage places with Aboriginal cultural values are assessed by a suitably qualified person and as detailed in the Heritage planning scheme policy.	No acceptable outcome is prescribed.
Section B—If in the Area adjoining heritage sub-category Note—These provisions only apply to development adjoining a place in the State heritage place sub-category where development does not require referral to SARA (refer to the Regulation).	
PO16 Development including landscape and building elements does not impair the views of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared containing a heritage impact statement that analyses the impact of the proposal.	**AO16** No acceptable outcome is prescribed.
PO17 Development for reconfiguring a lot does not result in a lot that has the potential to accommodate a building or structure that could further impair the visible attributes identified as significant in a heritage citation of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared containing a heritage impact statement that analyses the impact of the proposal.	**AO17** No acceptable outcome is prescribed

In response to the relevant Performance Outcomes of the *Heritage overlay code,* the following preliminary assessment commentary is submitted to assist with the Department's assessment and further consideration of this Master Plan proposal:

PO1 - Development provides for the future protection of the heritage place and does not damage or diminish its cultural heritage significance.

Response: It is considered that the suite of future building work documented in the Master Plan for St Peters Lutheran College does provide for the future of the heritage place through a combination of retaining the significant fabric and settings of *"Ross Roy"* and the Chapel while also maintaining and strengthening the significant land use on the subject site as a place of Lutheran education for more than seventy years.

It is also noted that the compilation of this Heritage Impact Report and the various heritage considerations contained therein demonstrates compliance with the conservation processes outlined in *The Australia ICOMOS Burra Charter*.

PO2 - Development is based on and takes account of all aspects of the cultural significance of the heritage place.

Response: The proposed future development of the College campus documented in the Master Plan is based upon preserving the attributed heritage significance of the locally significant *"Ross Roy"* residence and the State significant Lutheran Chapel while also sustaining and enhancing the locally significant land use as a place of Lutheran education for more than seventy years. The preservation of the two significant buildings within the college campus also maintains the historical connection to

the different architects and different construction eras connected to the Federation era residence and the post-WWII Modernist Chapel building. Consequently it is considered that the Master Plan for the St Peters Lutheran College site is based on and takes account of all aspects of cultural heritage significance; either local or State, that is attributed to that site and there is no aspect of the cultural significance identified for College site which is considered to be compromised, eroded or adversely impacted as a result of the future building work anticipated under this Master Plan.

PO3 - Development protects the fabric and setting of the heritage place while providing for its use, interpretation and management.

It is noted that the original fabric and existing setting of both the local and State significant heritage buildings will continue to be retained and protected through the current Master Plan proposal and consequently the locally significant *"Ross Roy"* residence and the State significant Chapel building will be generally unaffected by the proposed future building works within the College grounds; as outlined in the Master Plan.

The key elements of the setting of the Lutheran Chapel and *"Ross Roy"* respectively will be illustrated in the following site photographs (**Figures 35 – 40**) so that the retention of these significant settings may be demonstrated and the overall impact on the fabric and setting of the heritage buildings within the College site generated by the future building work proposed under the Master Plan is considered to be negligible.



Figure 35: View across the plaza space in front of the Chapel from the north-west and showing the south-western corner of the Chapel, the Meditation Chapel and the dramatic sculptural bell tower rising above same. The stone monument at image right is the Lutheran Servicemen memorial donated by Karl Langer to the College. (Source: VAULT)



Figure 36: The opposite view across the plaza area showing the Lutheran Servicemen's' memorial stone (in foreground) and the sweeping arc of the Chapel façade where it adjoins the plaza / forecourt space. (**Source:** VAULT)



Figure 37: A detail of the original hexagonal paving for the forecourt specified in Langer's design, still predominantly extant today and to be conserved as part of any plaza / forecourt refurbishment or enhancement works. (**Source:** VAULT)



Figure 35: The primary façade of *"Ross Roy"* has retained its original grandeur and intricate verandah detailing along with a generously landscaped setting across the frontage of same. (**Source:** VAULT)



Figure 39: The enclosure of the side verandah at the eastern end of *"Ross Roy"* has also maintained key elements of the original Claude Chambers design. (**Source:** VAULT)



Figure 40: Another view of the side verandah enclosure and front and rear corners of *"Ross Roy"* (image left and right respectively); as viewed from the side garden to the east of the heritage building. (Source: VAULT)

PO4 - Development is based on the issues relevant to the conservation of the heritage place.

Response: It is considered that the conservation of the local heritage place and *Queensland Heritage Place* situated within the College campus will be ensured by the complementary scale and nature of the proposed new buildings documented in the Master Plan and the cautious approach taken by the architects when siting of these new buildings to ensure that existing relationships (physical and visual) between the significant buildings are maintained, key internal and external view lines retained etc. such that the attributed cultural heritage significance of the St Peters Lutheran College site is not adversely impacted.

PO5 - Development does not impair any culturally significant attributes of the heritage place identified by the Aboriginal people for whom the heritage place is significant.

Response: It is noted that the St Peters Lutheran College site has not previously been recognised as a place of cultural heritage significance for Aboriginal people who identify themselves as traditional owners and/or original inhabitants of the area. Consequently it is considered that this Performance Outcome is not relevant to the heritage assessment of the current master-planning proposal for the College campus.

PO16 - Development including landscape and building elements does not impair the views of the heritage place.

Response: It is noted that the Master Plan for the St Peters Lutheran College site has been carefully developed by BurlingBrown Architects having due regard for not only the fabric and setting of the two significant buildings within the campus but the existing visual relationships between these

buildings and the surrounding College infrastructure (i.e. buildings, sporting facilities, connecting spaces, pedestrian and vehicular circulation pathways etc.). After reviewing the various components of the Master Plan, it is considered that there is no landscape or building elements proposed that will impair either of the existing external or internal views of the heritage place.

In relation to the heritage assessment status applicable to individual components of the Master Plan proposal for St Peters Lutheran College, the following further details of potential assessment triggers under the planning scheme have been provided for future reference purposes:

1. I.T. facilities relocated to Existing Laundry (Heritage Adjoining – State)
2. Luther House Redevelopment – Innovation Centre (Heritage Adjoining – State)
3. Academic Court (Landscape / building work to *Queensland Heritage Place*)
4. Residential Precinct (Outside of *Heritage overlay* mapping – No assessment required)
5. Junior School Development – Relocation of Years 5 & 6 to consolidate Junior School (Heritage Adjoining – State)
6. Harts Road Pick Up / Drop Off zone (External to College site & outside of *Heritage overlay* mapping – No assessment required)
7. Junior School Pick Up / Drop Off, Maintenance Area with Tennis Courts over (Heritage Adjoining – State)
8. New Car Park and Bus Drop Off area (Heritage Adjoining – State)
9. New Executive Building (Building work within Local Heritage Place)
10. New Junior High Administration Building (Building work within Local Heritage Place/ Heritage Adjoining – Local & State)
11. Junior Courtyard Redevelopment (Landscape works to Local Heritage Place)
12. Library Extension (Building work within Local Heritage Place / Heritage Adjoining – Local & State)
13. New Learn To Swim Pool (Outside of *Heritage overlay* mapping – No assessment required)
14. Redevelopment of Maintenance / Management area & sheds (Heritage Adjoining – State)
15. Junior School Library Extension (Heritage Adjoining – State)
16. New Sport Hall (Outside of *Heritage overlay* mapping – No assessment required)
17. Infill Extension to the existing P & F Building (Outside of *Heritage overlay* mapping – No assessment required)
18. Expansion of Mayer Oval (Outside of *Heritage overlay* mapping – No assessment required)
19. Proposed Boarding House – Boys (Heritage Adjoining – Local)
20. Proposed Boarding House – Girls (Building work within Local Heritage Place / Heritage Adjoining – Local)

PO17 - Development for reconfiguring a lot does not result in a lot that has the potential to accommodate a building or structure that could further impair the visible attributes identified as significant in a heritage citation of the heritage place.

Response: The Master Plan does not incorporate any component of lot reconfiguration hence this provision is not considered to be applicable to the assessment of this proposal.

4.3 Assessment of the proposal against *State code 14: Queensland heritage*

When a portion of the subject site is also identified as a State significant heritage place (i.e. a *Queensland Heritage Place*), as is the case here, any redevelopment proposed within or adjoining that portion of the site must also be assessed against the provisions of *State code 14: Queensland heritage*, which is the corresponding State assessment code to the *City Plan 2014* heritage provisions. The relevant provisions within *State code 14* that deal with development on a State heritage place are found in **Table 14.2.2**, as set out below.

In response to the relevant Performance Outcomes of *State code 14: Queensland heritage,* the following preliminary assessment commentary is submitted for the Department's further consideration of this Master Plan proposal:

Table 14.2.2: Development on a state heritage place

Performance outcomes	Acceptable outcomes
PO1 Development of a **state heritage place**: 1. does not have a detrimental impact on the **cultural heritage significance** of the **state heritage place**; or 2. where it is demonstrated that 1 is not reasonably achievable: a. minimises and mitigates unavoidable detrimental impacts on its **cultural heritage significance** b. provides opportunities for public appreciation of its **cultural heritage significance** c. where adaptive reuse is proposed, is compatible with its ongoing **conservation** management.	No acceptable outcome is prescribed.
PO2 Where open space, or the relationship between built and open spaces at a **state heritage place** is identified as forming part of its **cultural heritage significance**, **development**: 1. maintains or enhances the significance of the **setting**, including significant views, circulation, access, spatial patterns and layout 2. maintains a lot size and layout which permits viable adaptive reuse or **conservation** of significant heritage buildings and open spaces.	No acceptable outcome is prescribed.
PO3 Development on a **state heritage place** with **identified archaeological potential** avoids or appropriately manages detrimental impacts on **artefacts**.	No acceptable outcome is prescribed.

Performance Outcome PO1 - Development of a state heritage place:

1. **Does not have a detrimental impact on the cultural heritage significance of the state heritage place; or**

Response: As noted above in **Section 4.1,** it is considered that there is no aspect of the attributed cultural heritage significance of either the local heritage place; *"Ross Roy"* or the State significant Lutheran Chapel that will be adversely impacted by any component of the future works envisaged within the College campus under this proposed Master Plan.

2. **Where it is demonstrated that 1. Is not reasonably achievable:**

a. **Minimises and mitigates unavoidable detrimental impacts on its cultural heritage significance.**

b. **Provides opportunities for public appreciation of its cultural heritage significance.**

c. **Where adaptive reuse is proposed, is compatible with its ongoing conservation management.**

Response: As **Performance Outcome PO1 (1)** has already been satisfied, this subsequent Performance Outcome provision is not applicable.

Performance Outcome PO2 – Where open space, or the relationship between built and open spaces at a state heritage place is identified as forming part of its cultural heritage significance, development:

1. **Maintains or enhances the significance of the setting, including significant views, circulation, access, spatial patterns and layout.**

Response: It is considered that the identified significance of the setting of both the local heritage place and *Queensland Heritage Place* located within the College campus (*"Ross Roy"* and the Lutheran Chapel respectively), including significant views to and from same, is being appropriately maintained by the suite of future works envisaged under this proposed Master Plan. Consequently it is concluded that this Performance Outcome has been satisfied.

2. **Maintains a lot size and layout which permits viable adaptive reuse or conservation of significant heritage buildings and open spaces.**

Response: There is no change proposed to the existing lot size or corresponding lot layout of the St Peters Lutheran College site hence it is considered that this provision is not directly applicable to the assessment of this Master Plan and corresponding Infrastructure Designation proposal.

State code 14 also incorporates provisions that deal with development on land adjoining a State heritage place, such is the case with future development proposed on the periphery of the Lutheran Chapel and its plaza / forecourt. The relevant provisions for the assessment of a Heritage adjoining situation are found in **Table 14.2.3**, as set out below.

Table 14.2.3: Material change of use on land adjoining a state heritage place

Performance outcomes	Acceptable outcomes
PO5 Development on land **adjoining** a **state heritage place**: 1. is located, designed and scaled so that its form, bulk and proximity does not have a detrimental impact on the **cultural heritage significance** of the **state heritage place**; or 2. where it is demonstrated that 1 is not reasonably achievable, the **development** minimises and mitigates unavoidable detrimental impacts on **cultural heritage significance**.	No acceptable outcome is prescribed.

Performance Outcome PO5 - Development on land adjoining a state heritage place:

1. **Is located, designed and scaled so that its form, bulk and proximity does not have a detrimental impact on the cultural heritage significance of the state heritage place; or**

Response: It is noted that the Master Plan for the St Peters Lutheran College site has been carefully developed by BurlingBrown Architects having due regard for not only the fabric and setting of the two significant buildings within the campus but the existing visual relationships between these

buildings and the surrounding College infrastructure (i.e. buildings, sporting facilities, connecting spaces, pedestrian and vehicular circulation pathways etc.). After reviewing the various components of the Master Plan, it is considered that there are no building elements proposed under the master Plan that are located, have been designed or scaled such that they might generate a detrimental impact on the cultural heritage significance of the state heritage place; including the obstruction of either of the existing external or internal views to or from the *Queensland Heritage Place.*

2. **Where it is demonstrated that 1. Is not reasonably achievable, the development minimises and mitigates unavoidable detrimental impacts on cultural heritage significance.**

Response: As **Performance Outcome PO5 (1)** has already been satisfied, this subsequent Performance Outcome provision is not applicable.

5. Conclusion

5.1 Conclusion

It is concluded that the Master Plan outlining the future redevelopment envisaged for the ongoing development of the St Peters Lutheran College at 60-66 Harts Road, Indooroopilly (and prepared in relation to the proposed Infrastructure Designation being sought for this educational site) represents an entirely appropriate heritage outcome for this site as the suite of future works proposed under the Master Plan generate a series of appropriate Performance Outcomes against the relevant provisions of the *Heritage overlay code* of *City Plan 2014* and *State code 14: Queensland heritage*.

It is suggested that this Master Plan proposal should be favourably received by both the Minister and Brisbane City Council as well as any other local stakeholders in terms of its satisfactory addressing of the relevant heritage planning controls (local & State) applicable to future building works of this nature and approved, as documented, under the proposed Infrastructure Designation for the College site.

6. Appendices

6.1 Brisbane City Council local heritage citation for *"Ross Roy"*

Ross Roy and Langer Chapel



Ross Roy from gravel driveway. 1922 JOL.



Langer Chapel. Richard Stringer image. UQFL158

Address:	60 Harts Rd, Indooroopilly
Real Property Description:	Lot 1 (part) on RP 23391
Other Names:	Indoocombe, St Peters Lutheran College
Date of Construction:	1897, 1967-8
Architect:	Claude William Chambers ('Ross Roy') Karl Langer (Chapel)

SUMMARY

'Ross Roy' was constructed in 1897 to a design by Claude W. Chambers, as a residence for tea merchant Daniel Collings and family. Passed to the Munros around 1910, it was given its current name and used as the family residence as well as the setting for several charitable functions. The house, with six acres of land, was sold to the United Evangelical Lutheran Church in 1945 and repurposed as a secondary Lutheran school. The Langer chapel, designed by important and influential architect Karl Langer, was built for the school in 1967-8. Both buildings have continued to be used by the St Peter's Lutheran College, which has grown to become the largest co-educational Lutheran school in Australia.

HISTORY

The Indooroopilly district was surveyed and offered for sale in the late 1850s and its first residence, 'Witton Manor', was constructed in 1861. However the area was too far from the central business district to induce large numbers of settlers, and it remained sparsely populated. Stronger growth occurred after the 1870s, following the construction of a hotel, post office (1874) and railway line (1875). By 1890 the area had a separate local government and boasted a primary school and church. Its appeal was enhanced with the appearance of stately architecturally-designed houses, including 'Greylands' (1876) [600230], 'Tighnabruaich' (c.1889) [600229] and 'Keating House' (c.1890s) [602057].

The land on which 'Ross Roy' and the Langer Chapel are located was originally part of a 45-acre allotment granted to Thomas Lodge Murray-Prior (later Postmaster-General) in 1859. Just over 35 acres of Murray-Prior's land was purchased by Edward Long in the 1870s, much of which was then offered for sale as part of the 'Langdale Estate'. In June 1896 Amy Jane Collings, wife of tea merchant Daniel Collings, purchased one of the estate's villa sites, an area of six acres and one perch. By the time Mrs Collings made her purchase, Indooroopilly was a well-established district and was becoming increasingly popular for middle-class residents. Collings himself, principal of Collings and Co. India and China tea merchants, was an example of the professionals and businessmen who took up residence in the area. He had moved to Brisbane from Sydney in 1887 with Amy, and set up business immediately. The couple resided in Edward Street, and Collins ran his successful business from an Elizabeth Street address.

Shortly after buying the Indooroopilly land the Collings commissioned architect Claude William Chambers to design a villa on the site at Harts Rd. Architect Claude William Chambers was born in Melbourne and began his architectural career in that city. He moved to Sydney in the early 1880s, then to Brisbane with the architectural firm of Blackman and Parkes. Chambers worked in Brisbane with prominent local architect F.D.G. Stanley, and later operated the Brisbane end of the Sydney firm McCredie Bros and Chambers. From 1893 Chambers ran his own company, building it into one of Brisbane's largest architectural practices. He was a foundation member of the Queensland Institute of Architects, and of the Federal Council of the Australian Institute of Architects. Chambers formed a partnership with architect Lange Powell in 1911 before moving to Sydney in 1915.

Tenders for the brick villa were called in January 1897 and the Collings' house was probably completed later that year, with the property enclosed with a post and rail fence. 'Indoocombe', as the house was called, became a noted property in the area. Brick was relatively unusual in the Queensland colony and the house was situated on a hill, making it easily visible. It was "built along the substantial lines of an English country gentleman's home" and was regarded as a "truly splendid property" in 1906.

In September 1908 'Indoocombe' was offered for auction. Described as being just a seven minute walk from the railway station, the house was surrounded by six acres of ornamental gardens.

The house is approached by carriage drive, and contains, on ground floor, hall, inlaid with oak parquetry, and lighted with Cathedral Glass Windows, and the following reception rooms: Dining Room, Drawing Room, Morning Room, Library, Servants Hall, Kitchen, Butler's Pantry, Strong Room, Larder, Store Room, Box Room, Lavatory, H. and C. Laundry, etc. On the first floor, which is approached by two staircases, are seven lofty and spacious Bed and Dressing Rooms, two bathrooms, H. and C., Housemaid's Closet, Linen Press. The sanitation is perfect, water being laid on: also rain water cisterns. The verandas around the house are exceptionally wide.

Daniel Collings moved to Woodbridge in Tasmania around 1910, taking the name 'Indoocombe' there. His Indooroopilly residence was acquired by William Ross Munro, a prominent western Queensland pastoralist, owner of 'Boombah' near St George and other stations. In about 1910 the Munros moved from the country to the Indooroopilly house on medical advice, Marie Jane Munro having a long-term illness sustained as a result of a bite from a death adder. Despite her illness, which eventually confined her to bed, Mrs Munro was heavily involved in community activities as president and then patroness of the Paddington branch of the Creche and Kindergarten movement, holding garden parties to benefit the organisation. She was also patroness of the Moreton Club, and involved with fundraising for Red Cross work during WWI. Several fundraisers were held in the 1910s and 1920s at her residence, renamed 'Ross Roy' after William and one of the Munro sons. Eminent guests included Dame Nellie Melba, godmother to one of the Munro grandchildren, who appeared at a 'coin tea' in 1922.

Marie Munro passed away in 1938 and after William Ross Munro's death in 1944 the 23-roomed two-storeyed house 'Ross Roy' was sold by his sons to the United Evangelical Lutheran Church in Australia, Queensland District. The Church established a boarding school for Lutheran students on the site in 1945, and 'Ross Roy' was initially used as the main building for its 56 boarders. German Lutherans had been present in Brisbane since establishing a mission station at Nundah in 1838, although most Lutheran immigrants had settled in South Australia. Some Lutheran schools were set up in Queensland in the nineteenth and early twentieth century, but most were overwhelmed by the advent of state-funded education and none had survived. This school, named St Peter's Lutheran College, was the first in a new wave of Lutheran schools opened from the mid-twentieth century. It was also the first co-educational boarding school in the state.

The Langer Chapel was added to the school in 1968, designed by architect Dr Karl Langer as the centrepiece of the grounds. Designed in Modernist style, it also featured a short, tree-lined promenade, bell tower and reflecting pool. Langer, who had emigrated from Germany to Australia in 1939, was one of Queensland's eminent architects, combining a modernist style with considerations for the local sub-tropical conditions. He served as president of the Royal Australian Institute of Architects in 1952, was founder and chairman of the Queensland Association of Landscape Architects from 1966-68 and was a member of the National Trust of Queensland from 1963-69. Langer had a strong connection with the Queensland Lutheran community, having designed St John's Lutheran College in Bundaberg (1960) and St John's Lutheran Church in Ipswich (1961). In addition he had completed a number of buildings for the College, including a chaplain's residence (1954), dormitory block (1954-5), dining hall block (1966) and concrete footbridge (1966-7). He also had connections to the area, as his own self-designed residence was situated in nearby St Lucia (Langer House [600317]).

The chapel's foundation stone was laid on 17 September 1967 and its construction was undertaken by W.W. Groom at a cost of $123,938. It was dedicated and opened on 14 June 1968. The chapel became Langer's favourite design, embodying lessons he had learned from classical Greece. Langer described the symbolism within the design of the church as follows:

The whole church is fan shaped, concentrating on the Altar; even the arrangement of the pews is leading up to the Altar. The lights are hidden from the Nave to eliminate any distraction from the Altar. The wall behind the Altar and the ceiling, forming one curve, are absolutely plain and have no element to arrest attention. The dominant feature is the Cross – a symbol of resurrection. The Cross is floating in a strong light symbolising the rising sun. The solidity of the heavy stone Altar contrasts strongly with the Cross bringing out the rising Cross in the sunlight all the more. The Alpha Omega, the five crosses, the three pieces of the Altar construction, as well as the steps, need no further explanation. The three fins of the tower which enclose the Meditation Chapel symbolising the Holy Trinity. This theme is repeated in the meditation Chapel with three windows. The usage of symbols is restrained to the utmost, but each symbol has been brought out to the fullest.

As of 2012 St Peter's was the largest co-educational Lutheran boarding school in Australia and both 'Ross Roy' and the Langer Chapel continue to be used by the College.

STATEMENTS OF SIGNIFICANCE

This is a place of local heritage significance and meets one or more of the criteria for entry in the Heritage Register of the Brisbane City Plan 2000. It is significant for the following reason/s.

a) It is important in demonstrating the evolution and pattern of the City's or local area's history as 'Ross Roy' is the centerpiece of a grand country estate established by a successful merchant in the late nineteenth century when fine houses surrounded by extensive grounds were prevalent in Indooroopilly. The Langer Chapel

is important as part of the growth of St Peter's Lutheran College, now the largest co-educational Lutheran school in Australia, and as a sign of the continuing influence of the Lutheran church in Brisbane.

b) It demonstrates rare, uncommon or endangered aspects of the City's or local area's cultural heritage as 'Ross Roy' is a grand architect-designed mansion of the nineteenth century.

d) It is important in demonstrating the principal characteristics of a particular class or classes of cultural places as a post-WWII chapel in Queensland, designed in the Modernist style but with distinctive and unique design elements (the Langer Chapel).

e) It is important because of its aesthetic significance as 'Ross Roy' is a finely detailed example of a substantial late Victorian villa residence and the Langer Chapel combines Lutheran symbolism with its mid-century Modernist styling.

f) It is important in demonstrating a high degree of creative or technological achievement at a particular period as the Langer chapel is a fine example of the application of modernist architectural principles to a building for a traditional purpose.

g) It has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons as the initial residence and the central place of worship of St Peter's Lutheran boarding school established in 1945.

h) It has a special association with the life or work of a particular person, group or organisation of importance in the City's or local area's history as 'Ross Roy' is a fine residence designed by prominent late nineteenth and early twentieth century architect Claude William Chambers. The Langer Chapel has a special association with influential Modernist architect Dr Karl Langer.

References:

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DERM draft citations, Ross Roy and St Peter's Lutheran Chapel

Date of Summary: July 2011; January 2012 (BR/CB/CS)

Author of Citation: Brisbane City Council Heritage Unit

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Note:
This summary has been prepared on the basis of evidence available at the time including an external examination of the building. The statement of significance is a summary of the most culturally important aspects of the property based on the available evidence, and may be re-assessed if further information becomes available. The purpose of this summary is to provide an informed evaluation for heritage registration and information. This does not negate the necessity for a thorough conservation study by a qualified practitioner, before any action is taken which may affect its heritage significance.

6.2 *Queensland Heritage Place* heritage citation

Queensland Government

Queensland Government home >For Queenslanders >Environment, land and water >Land, housing and property > Heritage places >Queensland Heritage Register >Search the register >
Chapel of St Peter's Lutheran College, Indooroopilly

Chapel of St Peter's Lutheran College, Indooroopilly

- Place ID: 602816
- 66 Harts Road, Indooroopilly

General



More images...

Also known as
Chapel of St Peters Lutheran College; Chapel of St Peter's College; Chapel of St Peters
Classification
State Heritage
Register status
Entered
Date entered
7 December 2012
Type
Religion/worship: Chapel
Theme
8.1 Creating social and cultural institutions: Worshipping and religious institutions
Architect
Langer, Karl
Builder
Groom, W. W.

Construction period
1968, Chapel (1968)
Historical period
1940s–1960s Post-WWII
Style
Modernism

Location

Address
66 Harts Road, Indooroopilly
LGA
Brisbane City Council
Coordinates
-27.50494, 152.985432

Map

- Enlarge map



Request a boundary map

A printable boundary map report can be emailed to you.

Email

Significance

Criterion A

The place is important in demonstrating the evolution or pattern of Queensland's history.

The Chapel of St Peter's Lutheran College, Indooroopilly, constructed in 1968, is important in demonstrating the growth and changing practices of Christian liturgies in Queensland between the 1950s and the 1970s, in particular

of the Lutheran church, a religious denomination of importance in Queensland since 1838. The chapel in its setting is a strong symbolic gesture embodying the essence of Lutheran education with theology (the chapel) visually linked to learning (the library).

The chapel is important in demonstrating the strong influence of European modernist architecture in Queensland. As a highly intact modernist church, the chapel is important in representing modernist ecclesiastical architecture in Queensland during a period of significant re-evaluation and modernisation of Christian religions worldwide.

Criterion D

The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The chapel is important in demonstrating the principal characteristics and qualities of a modernist church in Queensland. Highly intact, the chapel is notable for incorporating a dominant bell tower, large, well-lit nave shaped to focus to the sanctuary, a choir loft, vestry and stark, dramatic meditation chapel. The Chapel is notable for its subtle incorporation of Christian symbolism including the positioning of the Cross floating on a strongly lit curving wall as a symbol of the rising sun and the use of three elements in the design of features like the bell tower, altar and meditation chapel.

The place is an exceptional example of the work of architect, Dr Karl Langer, embodying architectural principles he developed and refined over his career. Most notably, it incorporates classical architectural devices including a processional plaza, forecourt and stylised temple front; features characteristic simplified forms and spatial arrangements and a restrained use of good quality materials; and incorporates natural light and ventilation.

Criterion E

The place is important because of its aesthetic significance.

Notable for its high quality design, materials and construction, the place is important for its aesthetic significance. The monumental bell tower is visible across the College and surrounding suburbs giving the chapel strong landmark qualities. The forecourt and plaza provide for views to and from the chapel, especially important for the symbolism in the visual link between the chapel and the library. The sculptural qualities of the austere chapel interior-including the seamless curving east wall with floating Cross; use of white plaster finishes complementing timber panelling and pale brickwork; natural lighting from the west facing clear glazing in the bladed side walls and from glazing in the west wall-evoke feelings of awe and reverence. The main chapel is a dramatic contrast to the cave-like small meditation chapel which evokes sensations of introspection and contemplation.

Criterion 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.

The place, designed by Dr Karl Langer, has a special association with his life and work. It is the culmination of his architectural career and embodies the defining architectural principles he developed and employed. Dr Langer is an architect of importance to Queensland and was one of the earliest architects to promote a local variation of modernist architecture. His work, particularly on climatic design, inspired and influenced contemporary and later architects.

History

The Chapel of St Peter's Lutheran College, Indooroopilly, built in 1968, was designed by architect, Dr Karl Langer as the centrepiece of the school grounds, complete with a tree-lined plaza, forecourt, bell tower, and reflecting pool. The chapel is used regularly by the school and the local Lutheran parish for liturgical and general assembly purposes and remains central to the school community.

The area now known as Indooroopilly was surveyed in 1858 and first settled in 1860. The area was subdivided into farms and later into residential allotments. Prior to 1870 there were few houses built in the area but settlement of the district received impetus from the opening of the Brisbane to Ipswich railway in 1875. During the 1880s and 1890s Indooroopilly developed as a fashionable suburb. Many substantial, architect-designed residences were built on large allotments.

Indoocombe was a large brick house built in Indooroopilly in c1897. It became the home of the Munro family who renamed it Ross Roy and the house and its substantial grounds became a centre of high society life. Photographs from this time show the grounds immediately surrounding the house to be landscaped and well maintained and the remainder of the property being native growth with a cleared and grassed understorey. The Munros lived at Ross Roy until their deaths. After the finalisation of the estate, Ross Roy was sold to the Lutheran Church in December 1944 for £16,000.[1] The villa occupied 16 acres (6.5ha) and was established as St Peter's Lutheran College opening 25 February 1945.

Lutheranism is a major branch of Christianity and places a strong emphasis on education. In 1838 the first Lutherans arrived in Australia from Prussia and established communities in South Australia and Moreton Bay. That year a group of German Lutheran and Presbyterian missionaries established Zion Hill (at present day Nundah), a mission for Christianising aborigines, on the outskirts of Moreton Bay Penal Colony. It was not considered successful and was abandoned in 1848. In 1857 Lutheran Pastor Carl Franz Alexander Schirmeister came to Moreton Bay and established congregations at North Brisbane, South Brisbane, Ipswich, and Toowoomba. He obtained Government grants of land for church use and the first church was built in North Brisbane in 1861, followed quickly by churches at the other locations. Over the following decades Lutheranism was spread across Queensland. Around 1859 the newly-formed colony of Queensland launched a vigorous immigration policy that continued for over 40 years.[2] It attracted many Germans who formed distinct communities amidst the essentially-British nation. Although only a minority of these Germans were Lutheran, across the state Lutheran congregations grew and some established Lutheran schools.

With the introduction of the state school system at the turn of the century, Queensland Lutheran schools disappeared as the state school system grew. By 1914 there were no operational Lutheran schools in Queensland [3] and a period of low activity of Lutheran education followed during the interwar and World War II (WWII) period partly due to anti-German sentiment.

A gradual resurgence of independent schools began in the last half of the twentieth century with government financial assistance in the late 1960s. This resulted in a Lutheran school boom in Australia between the 1970s and the 1990s[4] and in 2012 Queensland had 27 Lutheran schools educating over 20,000 students.[5] This resurgence of Lutheran schools in Queensland started in 1945 with the establishment of St Peter's Lutheran College at Indooroopilly. The Courier Mail described it as 'the first Lutheran secondary school in Queensland'.[6] The school was co-educational and attendance was open to boarders and day school children of all denominations. The school was intended to be a northern adjunct and feeder to Immanuel Seminary in Adelaide where they would

be prepared to serve as pastors and in other ministries.[7] On opening day the school received £226/14/8 in donations, ear-marked for the addition of a chapel.

A Chapel Fund was established and fundraising activities began. In February 1948 a temporary chapel was dedicated in a former officers' mess building of the Australian Women's Army Service camp. The AWAS camp had occupied part of the Munro estate and the school moved the mess building to the centre of the school campus. In September 1948 the school completed Luther House, a two storey building of classrooms. The upper storey temporarily housed the chapel until a permanent chapel could be built.

The 1950s and 1960s was an era of religious vitality in Australia. During this period the nation was in a sustained economic boom, was lead by conservative governments, and was experiencing high population growth. The congregations of major religions expanded and church attendance and religious society membership rose with accompanying financial improvement.[8] Suburban churches regularly reported record congregation attendances for major holy days. Membership of the Lutheran church also increased after WWII with the major influx of European migrants. In the early to mid 1960s a number of the major Christian religions altered the way they ministered to their congregation in order to re-establish themselves within the modern world. With increased incomes, increased congregations, and an increasingly modern approach, considerable building programs began. Spacious brick churches were built in a modern style, often replacing smaller timber churches.[9]

In 1966 the Chapel Fund had raised $59,995 and borrowed $70,000 for the construction of the chapel. Brisbane-based architect and town planner Dr Karl Langer was engaged as architect.

Dr Karl Langer (1903-1969) was born on 28 July 1903 in Vienna, Austria. He studied at the Vienna Academy of Fine Arts under the directorship of pioneer German modernist designer Peter Behrens and in 1928, the year of his graduation, he was employed by Behrens to run his office in Vienna. In 1933 he was awarded a Doctor of Philosophy for his thesis entitled Origins and Development of Concrete Construction.

Dr Langer immigrated to Australia with his wife, Dr Gertrude Langer, in 1939, bringing direct experience of the European Modern Movement to Queensland. He gained temporary employment with architects Cook and Kerrison in Brisbane and from 1940 Dr Langer lectured part time in architecture and architectural design at the University of Queensland, publishing Sub-Tropical Housing in 1944. This booklet explored issues related to house design and town planning in a sub-tropical climate and influenced many architects working in the post-WWII era. [10]

In 1944 Dr Langer was employed as an assistant town planner in the Brisbane City Council. From 1945, he was commissioned to work on a range of town planning projects for Darwin, Ingham, Toowoomba, Yeppoon, Kingaroy, Mount Isa, Mackay and for the National Capital Development Commission, Canberra. Concurrently, he completed numerous architectural projects of a wide variety including small, economical domestic work and large commercial and institutional work.

As an architect and town planner, Dr Langer had a pronounced impact upon the built environment of Australia, especially in Queensland, from the 1940s until his death in 1969. Along with numerous cultural pursuits, he was active in the Royal Australian Institute of Architects; first president (1952) of the Queensland division of the Royal Australian Planning Institute; a founder and chairman (1966-68) of the Queensland Association of Landscape Architects; and a member (1963-69) of the National Trust of Queensland. Important examples of his architectural work include the Langer residence at St Lucia [QHR 600317] (1950); Mackay Sugar Research Station [QHR 602642] (1953); St John's Lutheran Church, Bundaberg (1960); Kingaroy Town Hall and Civic Square (1963);

Assembly Hall at Ipswich Girls Grammar [QHR 600565] (1964); Main Roads Department Building, Spring Hill (1966); Lennon's Hotel Broadbeach (1957); and Lennon's Hotel Toowoomba. His body of work is a clearly distinguishable exploration of a sub-tropical modernism that culminates in the Chapel of St Peter's Lutheran College, Indooroopilly, his last built work.

Modernism developed in pre-World War I Europe and gained popularity in Australia post-WWII. It was more than a design style and is notable for a rationalising of planning emphasising clarity and simplicity of form and detailing.[11] American and Scandinavian influences were strong in Australia.[12] During the 1950s and 1960s a similar rationalisation occurred within Christian religions in an effort to modernise approaches to religious practice. Churches became brighter and simpler in form and decorative treatments. They used new materials and forms while incorporating many traditional elements and symbols. Design responses included variations on the medieval church with simple massing, a rectangular nave stripped of apses, aisles and chapels, a dramatically lit sanctuary rear wall and simple belltower.

Influenced by the architecture of classical Greece and the modernist ideas of contemporary European architecture, Dr Langer developed a sophisticated hybrid of classical and modern principles of design bridging modern and traditional architecture.[13] Typically, Dr Langer explored the idea of the conjunction of landscape and landmark and his designs often involve a designed landscape incorporating the building. At St Peter's, Dr Langer proposed a fan-shaped chapel with a very tall bell tower and a round concrete reflecting pool behind a paved forecourt at the end of a tree lined plaza. The front of the chapel was a crisp, curved colonnade-a stylised temple front-clad in marble. The other walls were yellow face brick with a projecting pattern of crosses on the east wall exterior.

Langer's design for the Chapel of St Peter's Lutheran College was in a modernist style and typical of his architectural concepts. Langer's exploration of modernism was heavily influenced by context. He studied the local fauna and flora in Queensland and the climate and his work interprets this in a Modernist manner. Dr Langer integrated native planting into his schemes; at St Peter's he proposed hedges of lemon scented tea trees for the plaza. He typically exploited passive lighting and ventilation in intelligent and uncomplicated ways; at St Peter's his design includes simple methods of passive ventilation and a naturally lit interior.

By 1966 when the design of the chapel was nearing completion, Dr Langer had a strong connection with the Lutheran community of Queensland and with St Peter's Lutheran College. He had previously designed and had constructed St John's Lutheran Church, Bundaberg (1960) and St John's Lutheran Church, Ipswich (1961). At St Peter's College, he had completed a chaplain's residence (1954), a dormitory block (1954-55), a dining hall block (1966), and a concrete footbridge (1966-67). The dormitory block and a 12 ft tall sandstone monolith was a memorial to Queensland Lutheran servicemen killed in WWII. The monolith was a gift by Langer to the school and, at the time, was believed to be the largest stone in Brisbane. A cross was carved on one side with servicemen's name son the other. Langer went on to complete a science block (1967-68) and the entrance fence and gates (1968). The plaza and forecourt connected some of these buildings in a coherent, ordered manner, e.g. the stylised temple fronted dining hall addressed the plaza and forecourt, referencing classical Greek town centres, suggesting Dr Langer had a masterplan for the site. In lectures for architecture students at the University of Queensland he referenced the design of St Peter's chapel and its context (the forecourt/plaza and surrounding buildings) as an example of applying the European model of a functional town square to the College campus.[14] Importantly, the design was symbolic of the essence of Lutheran education-an axis with theology (the chapel) at one end and learning (the library) at the other.[15]

Dr Langer carefully incorporated Christian symbolism within the design of the chapel. The fan shape concentrates the gaze to the altar; lights are hidden from the nave to remove any distraction from this focus. The curved east wall is plain and dominated by the Cross (a symbol of the resurrection), seemingly floating in a strong light symbolising the rising sun. References to the Holy Trinity can be seen in the altar (constructed of three pieces), the three-finned bell tower and the three windows in the mediation chapel.

Tenders for the construction of the chapel were called in February 1967. Local contractor WW Groom's tender of $123,938 (the lowest of nine) was accepted on 6 February 1967. Groom had also won the contracts for other Langer buildings at St Peter's. The foundation stone was laid 17 September 1967 and the chapel was opened and dedicated 14 June 1968 with Dr M Lohe, President General of the Lutheran Church, as guest speaker. Dr Langer and Groom attended and were involved in the ceremony.

A large timber crucifix was commissioned for the wall within the small round room of the meditation chapel. It was carved by Alfred Schubert, a Czech-born woodcarver from Melbourne who had trained in Bavaria. Schubert had previously carved a crucifix for Langer's St John's Lutheran Church at Bundaberg. The crucifix was dramatically lit and loomed large within the room.

The chapel bell was donated by Pastor Franz Finger who was closely associated with the establishment of St Peter's and in its ongoing ministry and served on the College Council.

Dr Langer died in 1969 and his funeral service was conducted at the chapel. It has been said that Dr Langer considered the chapel to be his favourite building.[16] He was cremated at Mt Thompson Crematorium, where he had designed the east chapel built in 1962.

There has been little alteration to the chapel over time. Aluminium blade sun shades have been added to some windows and the crucifix in the meditation chapel has been removed. The reflecting pond in the forecourt has been removed. A wide concrete ramp has been added in the forecourt probably replacing a wide stair.

At some time, the large sandstone WWII memorial monolith was moved from its earlier position on the northern side of the boys' dormitory to the southern edge of the chapel forecourt.

The chapel has been the only local Lutheran church in Indooroopilly since 1968 and services for the Lutheran parish are conducted weekly. The chapel, forecourt and plaza have acted as the physical and spiritual centre of the campus and continue to do so. The chapel is regularly used as an auditorium for the College and hosts performances, ceremonies and general assemblies. Larger assemblies and ANZAC day commemorations are held in the forecourt.

Description

The Chapel of St Peter's Lutheran College, Indooroopilly, is a fan-shaped building with a bell tower and large concrete paved forecourt terminating a tree-lined plaza. The plaza runs generally from west to east along a high ridge of land within the College campus. The tall bell tower is surmounted by a cross which can be seen from across the area.

The gently-curved, temple front entrance faces west. Three concrete steps lead up to a tall portico running across the face of the building. Four slender square columns divide the front into five bays. The portico is clad with marble presenting a high-quality face to the building that glows strikingly in the setting sun.

At the southern end of the front a tall bell tower made of three concrete fins squats over a small round drum of the meditation chapel, attached to the building by a slender covered corridor. The bell is mounted at the base of the tower and has raised letters, 'ST. PETERS 1967'.

The rear wall of the portico reveals the concrete structure infilled with panels of yellow face brick. The portico ceiling is lined with dark-stained timber battens. Aluminium framed glass doors open from the portico into the chapel. High level aluminium framed awning windows light the interior choir loft.

The north and south elevations are yellow face brick and comprise a series of stepped blade walls with west facing windows. Secondary entrances to the nave are located along both sides and the low form of the vestry and consultation rooms project out of the south face. The eastern (rear) elevation has no windows and the field of yellow face bricks features a pattern of crosses made of projecting header bricks. The land falls away at the rear and long and narrow openings provide ventilation into the understorey and then up into the chapel via floor louvers behind the altar.

The nave is a wide fan narrowing to the altar at the east end. The floor slopes down to the altar. The wide balcony choir loft is tiered and overhangs the entire west end of the nave forming a low-ceilinged entry zone supported on slender square concrete columns. The balcony balustrade is dark-stained timber battens and forms a sweeping curve. The balcony is reached via timber stairs at both ends of the entry area. The body of the chapel is a large space, brightly lit and uncluttered. The high white ceiling curves seamlessly into the east wall behind the altar where a large timber cross that appears to float on the white field is mounted.

The north and south walls are yellow face brick and the windows are positioned so they are shielded from the nave and their light is directed eastward onto the altar. The pews are darkly-stained timber and are crafted to sit on the sloping floor, progressively shorter towards the altar to suit the reducing width of the nave. The floor of the nave is clear finished timber under the pews and russet coloured carpet in the entry, aisles and sanctuary. The sanctuary is reached by two steps and a third step supports the altar. The altar is made of large thick slabs of Helidon sandstone with the front carved with the Greek letters alpha and omega.

At the southern end a short stair leads down to a narrow, low-ceilinged corridor into the round meditation chapel. The floors of the corridor and meditation chapel are paved with glazed dark bricks and the walls are of yellow bricks. The ceiling of the meditation chapel is rough textured stucco. A large timber cross is fixed to the wall and the room contains timber kneelers and pews. Three long narrow windows light the small dark room.

The chapel contains timber furniture, sandstone font, framed portraits, metal candlesticks and a variety of liturgical items.

The forecourt is paved with concrete tiles in a stretched hexagonal pattern. It is approximately 40m square. The plaza has a concrete surface and is flanked on both sides by grass planted with Poinciana trees at regular intervals. This outdoor furniture and other plantings are not considered to be of cultural heritage significance.

On the southern side of the forecourt is a WWII memorial, a large sandstone monolith, standing within garden beds and grass and flanked by two steel flagpoles. The stone is carved with a cross and a Roll of Honour listing Queensland Lutherans who died in WWII. This is not considered to be of cultural heritage significance.

A corner of Luther House and the cafe extension to the dining hall encroach into the forecourt and plaza. They are not considered to be of cultural heritage significance.

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Image gallery






Heritage Impact Assessment for Master Plan (Rev. B)

St Peters Lutheran College, Indooroopilly

For: St Peters Lutheran College

Location



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A4 STORMWATER MANAGEMENT STRATEGY



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SITE-WIDE STORMWATER MANAGEMENT STRATEGY

ST PETERS INDOOROOPILLY INFRASTRUCTURE DESIGNATION

Company. St Peters Lutheran College, Indooroopilly
Contact. Nikki Hughes
Date. 10 January 2019
Job # 2018.0816

DOCUMENT CONTROL SHEET

DOCUMENT

Site-Wide Stormwater Management Strategy

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PROJECT ENGINEER

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1. INTRODUCTION

1.1. Background

Bligh Tanner Pty Ltd was commissioned by St Peters Lutheran College, Indooroopilly (St Peters) to prepare this Engineering Services Report to inform the proposed infrastructure designation application at the college. St Peters would like to obtain an Infrastructure Designation so that it can plan for future improvements to the school with greater confidence, and reduce costs and delays associated with planning approvals.

This report addresses the following engineering matters:

- Earthworks
- Water and Sewer
- Communications

The key information used to inform this report are:

- Dial Before You Dig (search reports are attached)
- Brisbane City Council eBiMap and CityPlan online mapping
- Nearmap Aerial Imagery

1.2. Description of the Proposed Development

The proposed Infrastructure Designation is for a combination of medium to small building projects, expansions, and refurbishments. These vary from a new sports hall, the upgrade of Harts Road, and repurposing of existing buildings. Table 1 describes the proposed developments for St Peters' campus.

In accordance with Chapter 2, Part 5 of the Planning Act 2016 ('PA'), St Peter's Lutheran College seeks to designate land located at 345 Indooroopilly Road, and 28, 30, 36, 38, 40, 48, 60, 64, 88 Harts Road, Indooroopilly QLD 4068 and described as Lot 5 on RP215593, Lots 49, 50, 53, 54, 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1, and 2 on RP61078, Lots 1 and 2 on RP61566, and 370 on SL6328. The College seeks to designate the subject land for:

- Educational facilities (Schedule 5, Part 2, Item 6 of the Planning Regulation 2017); and
- Facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the Planning Regulation 2017).

This report forms part of the Environmental Assessment Report that has been prepared in accordance with Chapter 7 of the Minister's Guidelines and Rules.

Table 1 Proposed Development

Project No.	Project	Project No.	Project
1	Relocation of IT to existing laundry building	11	Redevelopment of Junior courtyard
2	Redevelopment of Luther House to Innovation Centre	12	Library extension
3	Development of Academic Court	13	New Learn to Swim Pool

Project No.	Project	Project No.	Project
4	Development of Residential Precinct	14	Redevelopment of maintenance management area
5	Development of Junior School	15	Junior School Library extension
6	Harts Road upgrade	16	New Sport Hall
7	Junior School pick up/drop off and maintenance area	17	Infill extension of building PF
8	New car park and bus drop off area	18	Mayer Oval expansion
9	New Executive building	19	New Boarding House (Boys)
10	New Junior High Administration	20	New Boarding House (Girls)

A layout plan of the proposed development is provided in Figure 1.

1.3. Report Objectives

This report addresses engineering infrastructure within the proposed development. The objective of this report is to ensure that the development manages stormwater in an orderly manner, minimising impacts to the environment, people, and property, in adherence with the State Planning Policy (SPP) and Brisbane City Council CityPlan.



Figure 1: Proposed Masterplan

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2. SITE CONTEXT

2.1. Site Locality

The site is located approximately 5 km southwest of the Brisbane City Centre in South-East Brisbane. The proposed development site is located at St Peters Lutheran College, as shown in Figure 2. The site has an approximate area of 20 ha.

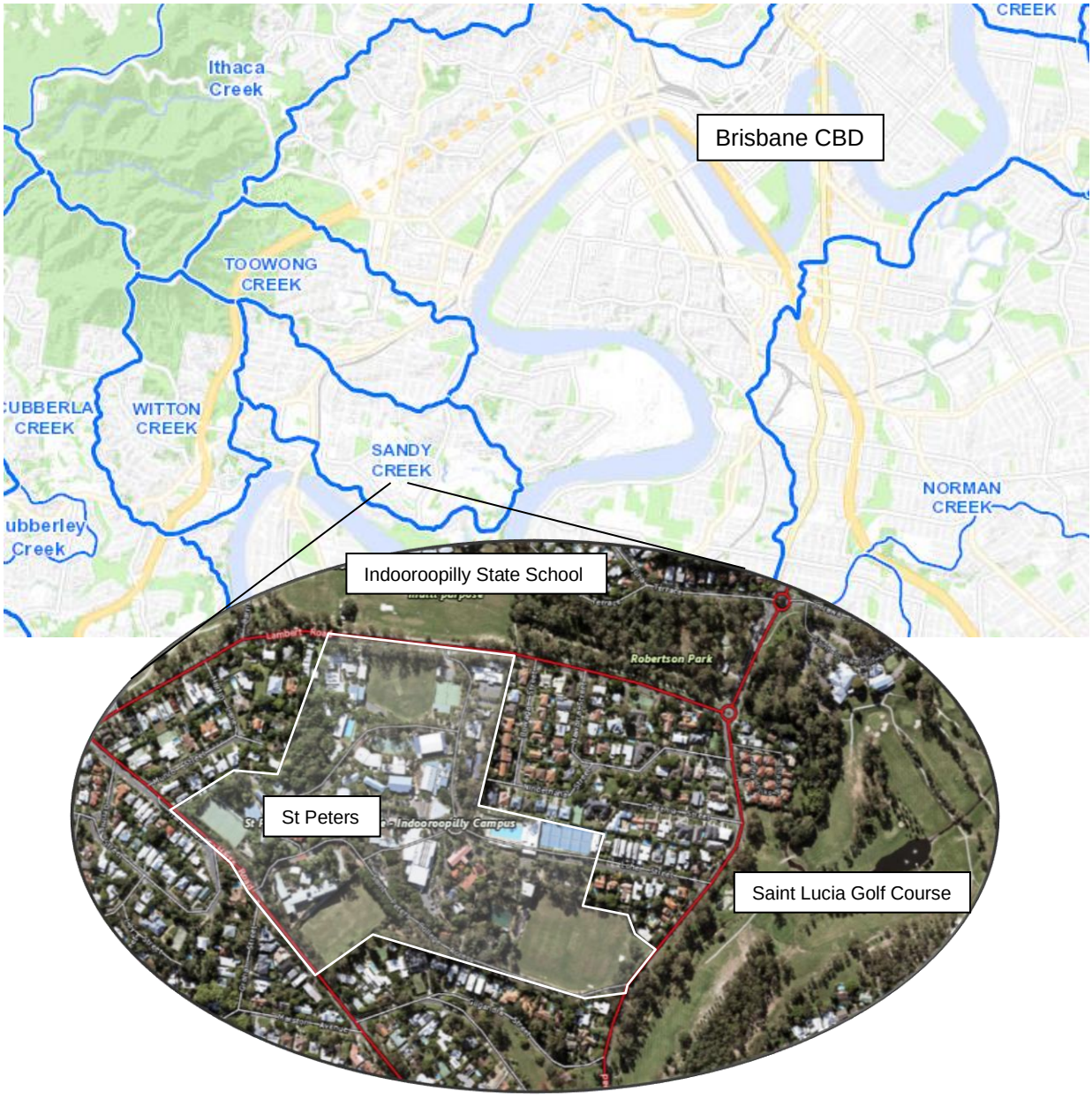


Figure 2: Site Locality

2.2. Topography

The St Peters Indooroopilly campus has been built on a hill. The centre of the campus is situated on a ridge, whilst the ovals lie at lower elevations. The surrounding roads (Lambert Road, Harts Road, and Gilgandra Street) slope towards the east, directing flow into two branches of Sandy Creek which connect in Saint Lucia Golf Course.



Figure 2. Aerial Photograph with Flow Paths.



Figure 3. Brisbane City Council ACGS Contour Map.

3. STORMWATER MANAGEMENT

3.1. Existing Drainage Pattern

As St Peters is located on a hill, stormwater is directed towards the ovals and onto the surrounding roads. Lambert Road conveys stormwater towards Sandy Creek in Robertson Park (located North-East), whilst Harts and Indooroopilly Road convey stormwater into Saint Lucia Golf Course (located East). Both branches of Sandy Creek drain into Brisbane River. There are also underground stormwater pipes along Harts and Lambert Road.

The following drainage conditions were noted:

- The main campus has little in the way of an upstream catchment and drains from the centre of the campus to the ovals, and eventually into Sandy Creek.
- The centre of the campus is located on a ridge and has good capacity to drain away from the site.
- There are three stormwater pipes (sized 300mm and 600mm) along Harts and Lambert Road that drain into Sandy Creek, as outlined in the accompanying Engineering Services Report.

3.2. Lawful Point of Discharge

The current drainage system consists three stormwater pipes connecting from Ninedethana Street, Indooroopilly Road, and Harts Road (sized 300 mm, 300 mm, and 600 mm respectively). These pipes discharge into open channels North-East and East to the campus. Due to minimal change in impervious area on-site, the lawful point of discharge will remain unchanged.

3.3. Flooding

The site is subject to minimal River, Creek/waterway, and Overland flow, as displayed in Figure 5.

The northern boundary of Stolz Oval touches the Brisbane River Planning Area 5 (0.2% AEP flood event) while the eastern boundary of Mayer Oval is mapped as Brisbane River and Creek/waterway Planning Area 4. The Defined Flood Level (DFL) is 1% AEP flood level from Brisbane River at 8.6 mAHD (Brisbane River Catchment Flood Study 2017).

The proposed infrastructure designation does not involve the construction of buildings within the areas subject to flooding, and as such, floor levels of buildings will not need to be above the DFL. The BCC FloodWise Property Report is provided in Appendix A.

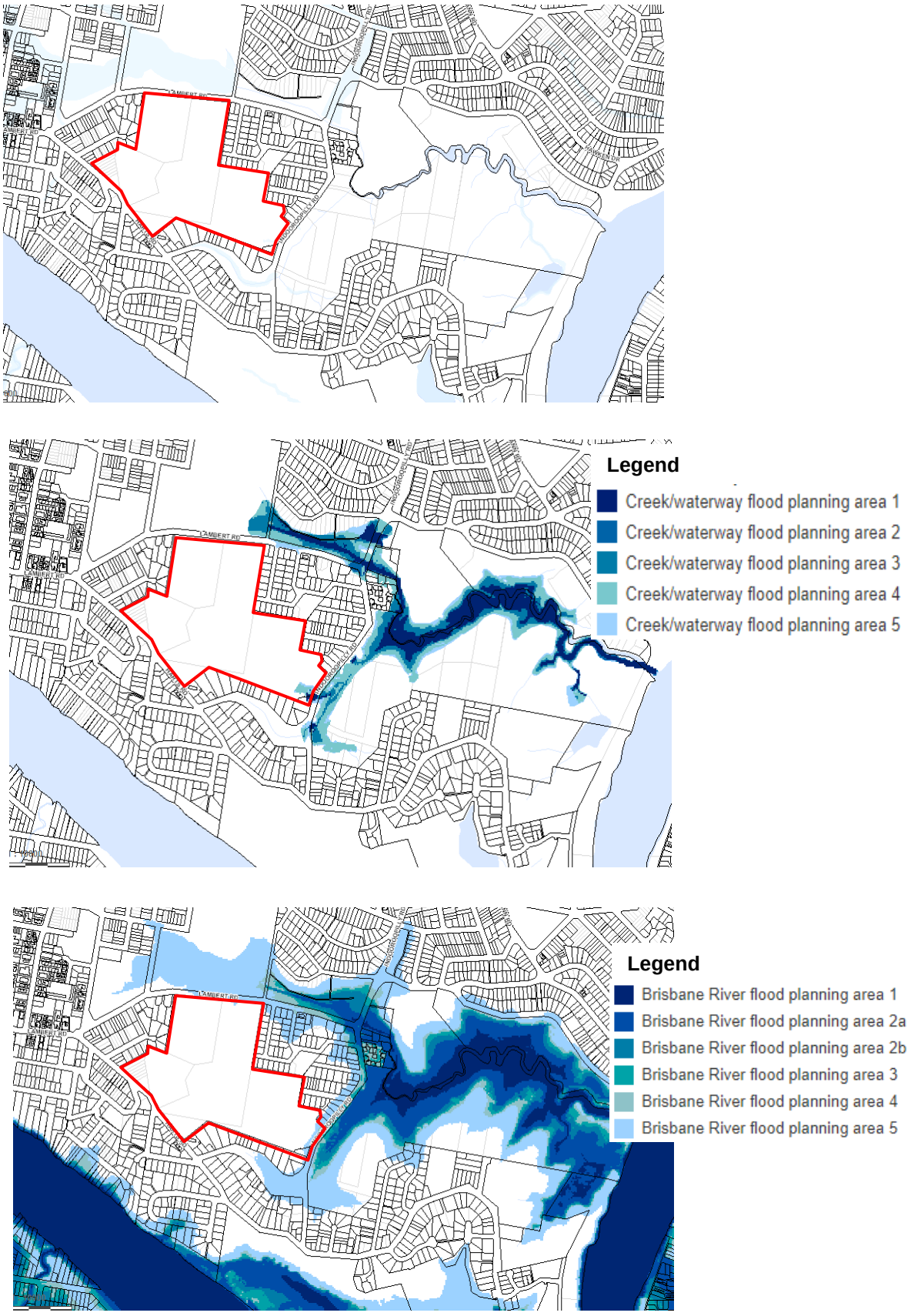


Figure 4: Overlay Maps of the Overland flow, Creek flow, and Brisbane River flow (top to bottom) on the Site.

3.5. Proposed Stormwater Management Strategy

The following stormwater management strategy was developed to respond to the State Planning Policy (SPP) (Dec 2017). The design of the drainage system will be completed in accordance with QUDM and Water by Design guidelines.

The proposed stormwater quality improvement infrastructure will primarily comprise of a large single raingarden and street trees. Landscape buffers and swales will also be incorporated for further stormwater treatment.

Details of the proposed stormwater quality management are provided in Section 4 and for the proposed stormwater quantity management are provided in Section 5.

4. WATER QUALITY MANAGEMENT

4.1. Stormwater Quality Strategy

As the site is greater than 2500 m² in area, it is above the threshold in the SPP and consequently, requires compliance with stormwater quality provisions. There are simple and effective ways for St Peters to minimise impacts on stormwater quality while enhancing the amenity of the development. Landscaped areas can provide raingardens, while roofed areas can provide potential for rainwater harvesting. Swales can be provided to convey stormwater through the catchment, either in lieu of or with pipes.

Water saving can be achieved through management of water demand as well as use of alternative water sources. Although not mandatory, consideration can be given to the installation of rainwater tanks on main buildings. This will allow for rainwater harvesting and non-potable reuse, such as flushing and irrigation.

Raingardens consist of a vegetated swale overlying a filter media to treat stormwater. Vegetation removes coarse sediment while the media removes finer particles and pollutants. The treated water can then be conveyed into downstream waterways. Swales with filter media could also be incorporated upstream the raingarden, however, high velocities can scour vegetation and dislodge collected pollutants. Raingardens can be integrated into the site landscaping in and around buildings and can therefore be provided in a staged manner as site development progresses. Raingardens are suitable near the ovals of the campus, allowing treated water to be easily released into Sandy Creek whilst also improving landscape amenity.



Figure 5: A raingarden next to residential lots.

4.2. Green Space and Cooling Strategies

The centre of the campus is dominated by hard, impervious surfaces. This lack of greenspace promotes the ‘heat island effect’, where the local atmospheric temperature increases. This effect

can be alleviated through measures such as increasing vegetation and greenspace. Along paved areas (such as the Academic Court), trees can be planted to reduce runoff, due to their high capacity for water and nutrient uptake. This 'greenscaping' can also combat the heat island effect, improve landscape amenity, and provide shade. Stormwater will be consumed by trees or directed underground for filtration and conveyance to the natural waterway.



Figure 6: Street trees and a vegetated swale in a highly impervious area.

The Innovation Centre (Project 3) is a notable area in which water sensitive urban design can be adopted, especially due to its higher elevation. In addition to providing the benefits discussed above, the inclusion of an open space with stormwater treatment will provide an opportunity for learning and encourage students to be 'innovative'.

Potential considerations include green walls, green roofs, and permeable pavements. Green roofs are vegetated landscapes grown on a thin medium on rooftops, while green walls involve the vertical growth of vegetation attached to a wall. These systems can provide cooling effects for buildings and absorb stormwater. It should be noted that the adoption of a green roof may increase the structural demands of the building. Permeable pavements use porous materials which allow stormwater to infiltrate the ground.

During the detailed design stage, sufficient detail will need to be provided to demonstrate that the proposed development works comply with the SPP requirements. The pollutant target objectives are summarised in Table 2 below.

4.3. Water Quality Management Objectives

Total pollutant load reduction targets which have been accepted as indicating best management practices for stormwater quality management for South East Queensland waters are given in Table 2 (State Planning Policy (Dec 2017)).

Table 2 Water Quality Pollutant Targets

Indicator	Objective
Total Suspended Solids (TSS)	80% reduction in average annual load of pollutants leaving the developed unmitigated scenario compared to the developed mitigated scenario
Total Phosphorus (TP)	60% reduction in average annual load of pollutants leaving the developed unmitigated scenario, compared to the developed mitigated scenario
Total Nitrogen (TN)	45% reduction in average annual load of pollutants leaving the developed unmitigated scenario, compared to the developed mitigated scenario
Gross Pollutant	90% reduction in average annual load of pollutants leaving the developed unmitigated scenario, compared to the developed mitigated scenario

4.4. Water Quality Compliance

As the site area exceeds 2,500m^2, it is proposed that Modelling for Urban Stormwater Improvement Conceptualisation (MUSIC) to be used to manage the college's water runoff quality (Water by Design 2018). MUSIC simulates the behaviour of stormwater in urban catchments. For St Peters, a site with future development, split catchment modelling is required. This approach distinguishes between different surface areas such as roofs, roads, and ground level, where each area must be measured from development layout plans. Following the design of stormwater treatment trains, the catchment is to be modelled in MUSIC to ensure that the development runoff meets the required target objectives.

Based on area of the development, the terrain, its roof areas, pavement areas, and space available for stormwater treatment, typical treatments recommended can include:

1. Raingardens
2. Vegetated swales
3. Rainwater tanks

Raingardens should consider a minimum filter media area of 1.5% of the catchment area to achieve the water quality pollutant targets. The system must primarily lay horizontal to ensure effective treatment of inflow and to prevent damage to the filter media.

The placement of swales should not occur on grades greater than 4% as to prevent scouring of vegetation. The total area of the swales should be 0.5% of the total catchment in order to meet the phosphorus and suspended solids reduction targets.

As St Peters' developments are classified as detached buildings, rainwater tanks with a volume of 5kL are recommended for toilet flushing, washing, and irrigation use. These tanks can be connected to either 50% of the total roof area or 100m^2, whichever is less. It is noted that rainwater harvesting is a beneficial strategy for minimising stormwater runoff, although it is no longer a requirement.

5. WATER QUANTITY MANAGEMENT

5.1. Stormwater Detention

The development of the Sports Hall and Boarding Houses will increase the impervious area and subsequently intensify runoff. The proposed Sports Hall will direct additional stormwater onto Mayer Oval. However, as large oval is gently sloped and grassed, the runoff volume and velocity will be reduced, causing no appreciable increase in flow to the surrounding properties or roads. Similarly, the development of the Boarding Houses will intensify the runoff, although adopting the stormwater management measures describes above will alleviate this. The existing stormwater pipes should also be sufficient in conveying flow, allowing these roads to remain trafficable.

In addition to this, the site will be designed so that all areas drain towards the raingardens, and other stormwater management measures, in line with Brisbane City Council's Planning Scheme Policy: Chapter 7 Stormwater Drainage.

5.2. Stormwater Harvesting

As discussed above, rainwater tanks present an opportunity to harvest and reuse stormwater. These measures can provide non-potable water for irrigation and flushing, as well as reduce the flow to the natural waterway.

6. EROSION AND SEDIMENT CONTROL

6.1. Design Guidance

It is assumed that erosion and sediment control will be designed by the Contractor to suit their proposed construction methodology. With that in mind, the following is intended to clarify a minimum standard of practice for erosion and sediment control during the construction period.

The following references and guideline documents are relevant to the design of erosion and sediment control strategy for the proposed development:

- Best Practice Erosion and Sediment Control (IECA, 2008)

6.2. General

All erosion and sediment control measures should be in accordance with the International Erosion Control Association (IECA) Best Management Practices (2008), the latest version of the IECA guidelines, Council requirements and the SPP. All erosion and sediment control devices implemented onsite should represent current best management practices and all practical measures applicable to the site. This applies to all stages of the project including installation, operation and management of the control measures as well as maintenance and monitoring of devices.

6.3. Responsibility

The contractor is responsible for the establishment, management and maintenance of erosion and sediment control measures to ensure minimal environmental harm and compliance with State and Federal legislation.

6.4. Basic Concepts

- Erosion control measures favoured over sediment control devise, that is any exposed surfaces shall be stabilised as soon as practicable and sediment control devices used as a last defence;
- Limit disturbance by only clearing and disturbing areas necessary for works. Disturbance should only extend 2 to 5 metres from necessary works areas;
- Minimise the extent and duration of disturbance by staging the works.
- Divert all clean upstream stormwater runoff around the site and disturbed areas. Collect all dirty runoff from work areas for treatment.

7. CONCLUSIONS AND RECOMMENDATIONS

The proposed development is located at the site of the existing St Peters Lutheran College and is an intensification of its current use.

The stormwater drainage and water quality treatment strategy has been developed in accordance with BCC guidelines, QUDM and best management practices for water quality management. The intent of the guidelines will be achieved subject to adoption of the strategies set out in this report. It is recommended that the proposed stormwater management strategy be adopted to facilitate the proposed development of the site.

It is envisaged that typical erosion and sediment control measures will be adopted during the construction phase.

8. REFERENCES

1. BCC (2000), Guideline on Identifying and Applying Water Quality Objectives in Brisbane, Brisbane City Council
2. BCC (2003), Guidelines for Pollutants Export Modelling in Brisbane Version 7 – Draft, Brisbane City Council
3. BCC (2000), Subdivision and Development Guidelines, Brisbane City Council.
4. CRC for Water Sensitive Cities (2015), Adoption Guidelines for Stormwater Biofiltration Systems V2, Cooperative Research Centre for Water Sensitive Cities
5. DTMR (2010), Road Drainage Manual, Department of Transport and Main Roads
6. Healthy Waterways (2005), Brisbane River Catchment, Level 2 Brisbane River Catchment, Healthy Waterways
7. QLD GOV (2017), State Planning Policy
8. Water by Design (2018), MUSIC Modelling Guidelines Consultation Draft, SEQ Healthy Waterways Partnership

APPENDIX A

BCC FloodWise Property Reports

BLIGH TANNER

Brisbane City Council

FloodWise Property Report

Report Reference
1544501892006
11/12/2018 14:18:12

Dedicated to a better Brisbane

THIS REPORT IS FOR BUILDING AND DEVELOPMENT PURPOSES ONLY

The FloodWise Property Report provides property or lot-based flood information for building and development requirements. This report provides information on estimated flood levels, habitable floor level requirements and more technical information on the four sources of flooding: river, creek / waterway, storm tide and overland flow. Refer to the Useful Definitions section for a glossary of terms.

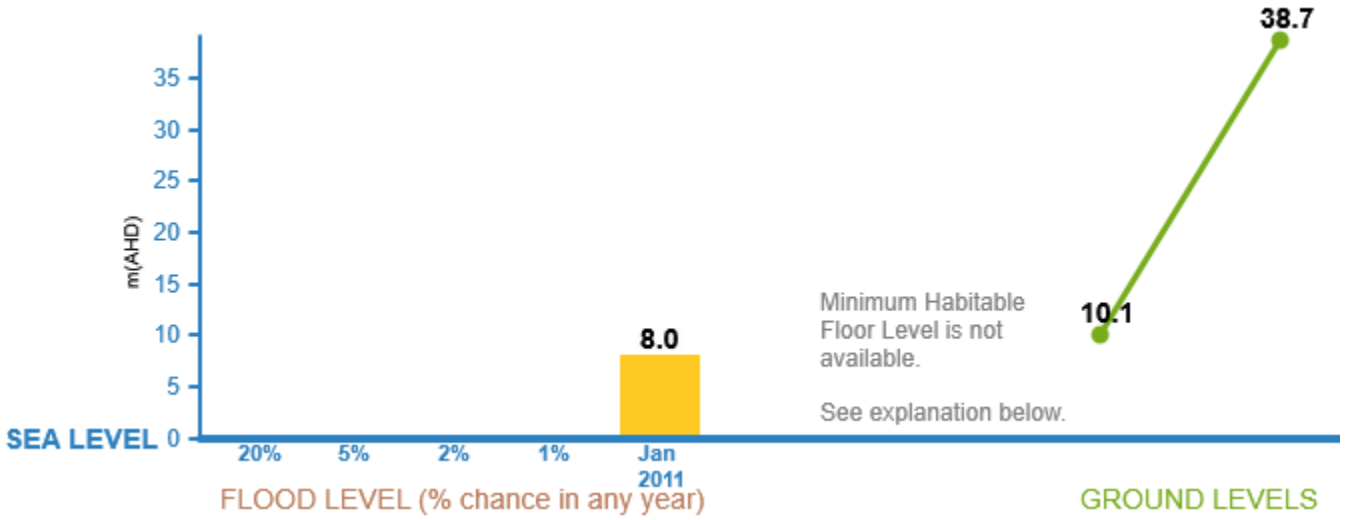
To find out more about how the contents of this report may affect building or development on this property, please visit www.brisbane.qld.gov.au/planning-building.For more general information about understanding your flood risk and how to prepare your property, family or business for potential flooding visit www.brisbane.qld.gov.au/beprepared

THIS IS A REPORT FOR:

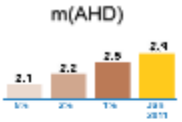
Rateable Address: 60 HARTS RD, INDOOROOPILLY QLD 4068

Lot Details: L.2 RP.61078 *This is a report for this Lot only*

FLOOD LEVEL INFORMATION



EXPLANATION



m(AHD) - Metres Australia Height Datum. The level of 0.0m AHD is approximately mean sea level.

Flood Levels - The Flood level bar chart above shows the possible flooding level and percentage chance of that level being reached or exceeded in any year. If an orange bar shows, it is the calculated January 2011 flood level at this address or lot. If a hatched bar shows, it is the 1% AEP flood level from the 2017 Brisbane River Catchment Flood Study (BRCFS). Refer to 'Useful Definitions' for further information.

Minimum Habitable Floor Level - Applies to residential development only. Please refer to Council's planning scheme to learn how this may affect you. If a property is in an overland flow path, or a large allotment, a minimum habitable floor level cannot be provided. Refer flood and planning development flags below.



Ground Levels- The green line above shows this property's approximate lowest and highest ground levels based on latest available information (2014 airborne laser survey) to Council. If you are building, please confirm with a surveyor.

For further information and definitions please refer to the Useful Definitions page

FLOOD AND PLANNING DEVELOPMENT FLAGS

DEVELOPMENT FLAG(S)

This property may also be affected by one or more flood or property development overlays or flags. These include: LARGE ALLOTMENT

Please review the technical summary over page and refer to Council's planning scheme for further information.

Brisbane City Council

FloodWise Property Report

Dedicated to a better Brisbane

Report Reference
1544501892006

11/12/2018 14:18:12

TECHNICAL SUMMARY

This section of the FloodWise Property Report contains more detailed flood information for this property so surveyors, builders, certifiers, architects and engineers can plan and build in accordance with Council's planning scheme. For more information about building and development in Brisbane please visit www.brisbane.qld.gov.au/planning-building or talk to a Development Assessment Planning Information Officer via Council's Contact Centre on (07) 3403 8888.

THIS IS A REPORT FOR:

Rateable Address: 60 HARTS RD, INDOOROOPILLY QLD 4068

Lot Details: L.2 RP.61078 *This is a report for this Lot only*

PROPERTY INFORMATION (Summary)

The following table provides a summary of flood information for this property. More detailed flood level information is provided in the following sections of this report.

PROPERTY SUMMARY	LEVEL (mAHD)
Minimum Ground Level	10.1
Maximum Ground Level	38.7
Min Habitable Floor Level	Contact Council
Residential Flood Level (RFL)	8.0
Residential Flood Level Source	RIVER
Source of Highest Flooding	RIVER
Flooding may also occur from	RIVER

ESTIMATED PEAK FLOODING LEVELS

The table below displays the peak estimated flood levels by probability for this property. Estimated flood level data should be used in conjunction with applicable planning scheme requirements - Refer to Flood Planning Development Information.

Note that the overland flow flooding level maybe higher than the levels below from other sources.

DESCRIPTION	LEVEL (mAHD)	SOURCE
20% AEP	N/A*	
5% AEP	N/A*	
2% AEP	N/A*	
1% AEP	N/A*	
January 2011	8.0	RIVER
RFL	8.0	RIVER

FLOOD PLANNING DEVELOPMENT INFORMATION

This section of the FloodWise Property Report contains information about Council's planning scheme overlays. Overlays identify areas within the planning scheme that reflect distinct themes that may include constrained land and/or areas sensitive to the effects of development.

FLOOD OVERLAY CODE

The Flood overlay code of Council's planning scheme uses the following information to provide guidelines when developing properties. The table below summarises the Flood Planning Areas (FPAs) that apply to this property. Development guidelines for the FPAs are explained in Council's planning scheme, which is available from www.brisbane.qld.gov.au/planning-building.

FLOOD PLANNING AREAS (FPA)		
RIVER	CREEK/WATERWAY	OVERLAND FLOW
FPA5		Not Applicable

COASTAL HAZARD OVERLAY CODE

There are currently no Coastal Hazard Overlays that apply to this property.

PROPERTY DEVELOPMENT FLAGS

Large Allotment - This property is either a Large Allotment of over 1000 square metres or is located within a Large Allotment. Flood levels may vary significantly across allotments of this size. Further investigations may be warranted in determining the variation in flood levels and the minimum habitable floor level across the site. For more information or advice, it is recommended you engage a Registered Professional Engineer of Queensland.

Brisbane City Council

FloodWise Property Report

Report Reference
1544501892006

11/12/2018 14:18:12

Dedicated to a better Brisbane

Useful Definitions

Australian Height Datum (AHD) - The reference level for defining ground levels in Australia. The level of 0.0m AHD is approximately mean sea level.

Annual Exceedance Probability (AEP) – The probability of a flood event of a given size occurring in any one year, usually expressed as a percentage annual chance.

Defined Flood Level (DFL) - The DFL for Brisbane River flooding is a level of 3.7m AHD at the Brisbane City Gauge based on a flow of 6,800 m^3/s.

Maximum and Minimum Ground Level – Highest and lowest ground levels on the property based on available ground level information. A Registered Surveyor can confirm exact ground levels.

Minimum Habitable Floor Level – The minimum level in metres AHD at which habitable areas of development (generally including bedrooms, living rooms, kitchen, study, family and rumpus rooms) must be constructed.

Council's Planning Scheme - The City Plan (planning scheme) has been prepared in accordance with the Sustainable Planning Act as a framework for managing development in a way that advances the purpose of the Act. In seeking to achieve this purpose, the planning scheme sets out the Council's intention for future development in the planning scheme area, over the next 20 years.

Residential Flood Level (RFL) – Residential flood level (RFL) for Brisbane River flooding equates to the flood level applicable to the extent of January 2011 floods as depicted by mapping on the Queensland Reconstruction Authority website or the Council's defined flood level (DFL) for the Brisbane River, whichever is higher.

Rateable Address - A Lot or Property may have more than one street address. The address shown on this report is the address used by Council for the Lot or property selected.

Property - A property will contain 1 or more lots. The *Multiple Lot Warning* is shown if you have selected a property that contains multiple lots.

2017 Brisbane River Catchment Flood Study (BRCFS) – The BRCFS is a project led by the Queensland Government. The flood study was released in 2017. The 1% AEP flood levels from the flood study is yet to be adopted for application in planning schemes and is for information only. Other % AEPs will be updated with new information from the flood study as part of any relevant changes to City Plan 2014 as soon as is practicable.

Brisbane City Council's Online Flood Tools

Council provides a number of online flood tools:

- to guide planning and development
- to help residents and businesses understand their flood risk and prepare for flooding.

Planning and Development Online Flood Tools

Council's online flood tools for planning and development purposes include:

- FloodWise Property Report
- Flood Overlay Code

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- Phone (07) 3403 8888.

Brisbane City Council

FloodWise Property Report

Report Reference
1544501892006

11/12/2018 14:18:12

Dedicated to a better Brisbane

Disclaimer

1. Defined Flood Levels and Residential Flood Levels, and the Minimum Habitable Floor Levels are determined from the best available information to Council at the date of issue. These flood levels, for a particular property, may change if more detailed information becomes available or changes are made in the method of calculating flood levels.
2. Council makes no warranty or representation regarding the accuracy or completeness of a FloodWise Property report. Council disclaims any responsibility or liability in relation to the use or reliance by any person on a FloodWise Property Report.



Planning to build or renovate?

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You can also find the Brisbane City Plan 2014 and Neighbourhood Plans as well as other information and training videos to help with your building and development plans.

Brisbane City Council

FloodWise Property Report

Report Reference
1544501852422

11/12/2018 14:17:32

Dedicated to a better Brisbane

THIS REPORT IS FOR BUILDING AND DEVELOPMENT PURPOSES ONLY

The FloodWise Property Report provides property or lot-based flood information for building and development requirements. This report provides information on estimated flood levels, habitable floor level requirements and more technical information on the four sources of flooding: river, creek / waterway, storm tide and overland flow. Refer to the Useful Definitions section for a glossary of terms.

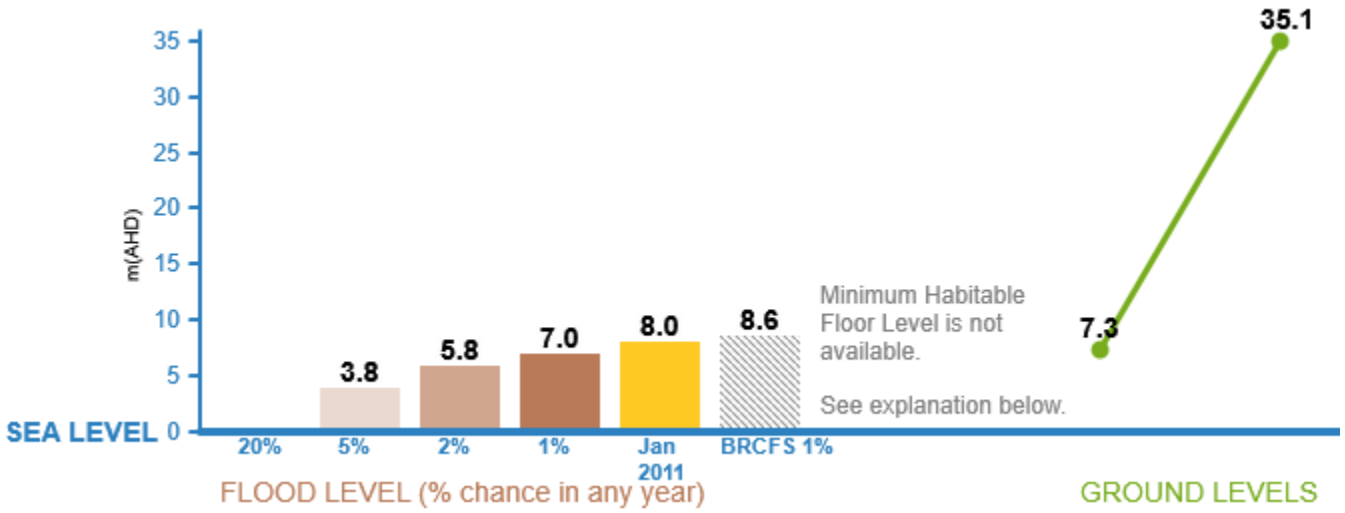
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THIS IS A REPORT FOR:

Rateable Address: 60 HARTS RD, INDOOROOPILLY QLD 4068

Lot Details: L.5 RP.215593 *This is a report for this Lot only*

FLOOD LEVEL INFORMATION



EXPLANATION



m(AHD) - Metres Australia Height Datum. The level of 0.0m AHD is approximately mean sea level.

Flood Levels - The Flood level bar chart above shows the possible flooding level and percentage chance of that level being reached or exceeded in any year. If an orange bar shows, it is the calculated January 2011 flood level at this address or lot. If a hatched bar shows, it is the 1% AEP flood level from the 2017 Brisbane River Catchment Flood Study (BRCFS). Refer to 'Useful Definitions' for further information.

Minimum Habitable Floor Level - Applies to residential development only. Please refer to Council's planning scheme to learn how this may affect you. If a property is in an overland flow path, or a large allotment, a minimum habitable floor level cannot be provided. Refer flood and planning development flags below.

Ground Levels- The green line above shows this property's approximate lowest and highest ground levels based on latest available information (2014 airborne laser survey) to Council. If you are building, please confirm with a surveyor.

For further information and definitions please refer to the Useful Definitions page

FLOOD AND PLANNING DEVELOPMENT FLAGS

DEVELOPMENT FLAG(S)

This property may also be affected by one or more flood or property development overlays or flags. These include: OVERLAND FLOW PATH,LARGE ALLOTMENT

Please review the technical summary over page and refer to Council's planning scheme for further information.

Brisbane City Council

FloodWise Property Report

Report Reference
1544501852422
11/12/2018 14:17:32

Dedicated to a better Brisbane

TECHNICAL SUMMARY

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THIS IS A REPORT FOR:

Rateable Address: 60 HARTS RD, INDOOROOPILLY QLD 4068

Lot Details: L.5 RP.215593 *This is a report for this Lot only*

PROPERTY INFORMATION (Summary)

The following table provides a summary of flood information for this property. More detailed flood level information is provided in the following sections of this report.

PROPERTY SUMMARY	LEVEL (mAHD)
Minimum Ground Level	7.3
Maximum Ground Level	35.1
Min Habitable Floor Level	Contact Council
Residential Flood Level (RFL)	8.0
Residential Flood Level Source	RIVER
Flooding may also occur from	RIVER,OVERLAND FLOW

ESTIMATED PEAK FLOODING LEVELS

The table below displays the peak estimated flood levels by probability for this property. Estimated flood level data should be used in conjunction with applicable planning scheme requirements - Refer to Flood Planning Development Information.

Note that the overland flow flooding level maybe higher than the levels below from other sources.

DESCRIPTION	LEVEL (mAHD)	SOURCE
20% AEP	N/A*	
5% AEP	3.8	RIVER
2% AEP	5.8	RIVER
1% AEP	N/A*	RIVER
January 2011	8.0	RIVER
DFL	7.0	RIVER
RFL	8.0	RIVER
2017 BRCFS 1% AEP**	8.6	RIVER

* Council does not hold flood levels for this probability event, or it is not applicable for your property. If the source for the 1% AEP is River, refer to the DFL. Otherwise, refer to the BRCFS 1% AEP for information purposes only.

** This is the 1% AEP flood level from the 2017 Brisbane River Catchment Flood Study (BRCFS). The new flood study data is yet to be adopted for application in planning schemes and is for information purposes only.

FLOOD PLANNING DEVELOPMENT INFORMATION

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FLOOD PLANNING AREAS (FPA)		
RIVER	CREEK/WATERWAY	OVERLAND FLOW
	FPA1	Applicable
FPA3	FPA3	
FPA4	FPA4	
FPA5	FPA5	

COASTAL HAZARD OVERLAY CODE

There are currently no Coastal Hazard Overlays that apply to this property.

PROPERTY DEVELOPMENT FLAGS

Overland Flow Path - Mapping indicates this property may be located within an overland flow path. Overland flow flooding usually occurs when the capacity of the underground piped drainage system is exceeded and/or when the overland flow path is blocked. It is recommended you consult a Registered Professional Engineer of Queensland to determine this property's habitable floor level and flooding depth. Please refer to Council's planning scheme for further information.

Large Allotment - This property is either a Large Allotment of over 1000 square metres or is located within a Large Allotment. Flood levels may vary significantly across allotments of this size. Further investigations may be warranted in determining the variation in flood levels and the minimum habitable floor level across the site. For more information or advice, it is recommended you engage a Registered Professional Engineer of Queensland.

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Level 9, 269 Wickham St
PO Box 612 Fortitude Valley
blightanner@blightanner.com.au
www.blightanner.com.au

A5 SPP AND DA INTERACTIVE MAPPING

State Planning Policy - Lot Plan Search

Making or amending a local planning instrument
and designating land for community infrastructure

Date: 13/11/2018





Queensland Government

Department of State Development
Manufacturing, Infrastructure
and Planning

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0 110 220 330 440

Metres

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State Planning Policy mapping layers - consolidated list for all selected Lot Plans

(Note: Please refer to following pages for State Interests listed for each selected Lot Plan)

BIODIVERSITY
- MSES - Regulated vegetation (essential habitat)

CULTURAL HERITAGE
- State heritage place

NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*

STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Queensland Government

Department of State Development, Manufacturing, Infrastructure and Planning

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State Planning Policy mapping layers for each selected Lot Plan

Lot Plan: 2RP61078 (Area: 76600 m^2)
CULTURAL HERITAGE
- State heritage place
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 5RP215593 (Area: 58670 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 1RP23391 (Area: 24310 m^2)
CULTURAL HERITAGE
- State heritage place
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 1RP61078 (Area: 38490 m^2)
BIODIVERSITY
- MSES - Regulated vegetation (essential habitat)
CULTURAL HERITAGE
- State heritage place
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 49RP23386 (Area: 1189 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 50RP23386 (Area: 898 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

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State Planning Policy mapping layers for each selected Lot Plan

...Continued from previous page

Lot Plan: 1RP61566 (Area: 761 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 2RP61566 (Area: 685 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 53RP23386 (Area: 610 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 54RP23386 (Area: 536 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 55RP23386 (Area: 460 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Lot Plan: 370SL6328 (Area: 1189 m^2)
NATURAL HAZARDS RISK AND RESILIENCE
- Flood hazard area - Local Government flood mapping area*
STRATEGIC AIRPORTS AND AVIATION FACILITIES
- Wildlife hazard buffer zone

Queensland Government
Department of State Development, Manufacturing, Infrastructure and Planning

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State Assessment and Referral Agency

Date: 11/12/2018

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Matters of Interest for all selected Lot Plans

SEQ Regional Plan land use categories
Water resource planning area boundaries
Queensland heritage place
Regulated vegetation management map (Category A and B extract)

Matters of Interest by Lot Plan

Lot Plan: 1RP23391 (Area: 24310 m^2)
SEQ Regional Plan land use categories
Queensland heritage place
Water resource planning area boundaries

Lot Plan: 5RP215593 (Area: 58670 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 2RP61078 (Area: 76600 m^2)
SEQ Regional Plan land use categories
Queensland heritage place
Water resource planning area boundaries

Lot Plan: 1RP61078 (Area: 38490 m^2)
SEQ Regional Plan land use categories
Queensland heritage place
Water resource planning area boundaries
Regulated vegetation management map (Category A and B extract)

Lot Plan: 3RP44027 (Area: 6273 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 49RP23386 (Area: 1189 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 50RP23386 (Area: 898 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 1RP61566 (Area: 761 m^2)

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SEQ Regional Plan land use categories
Water resource planning area boundaries

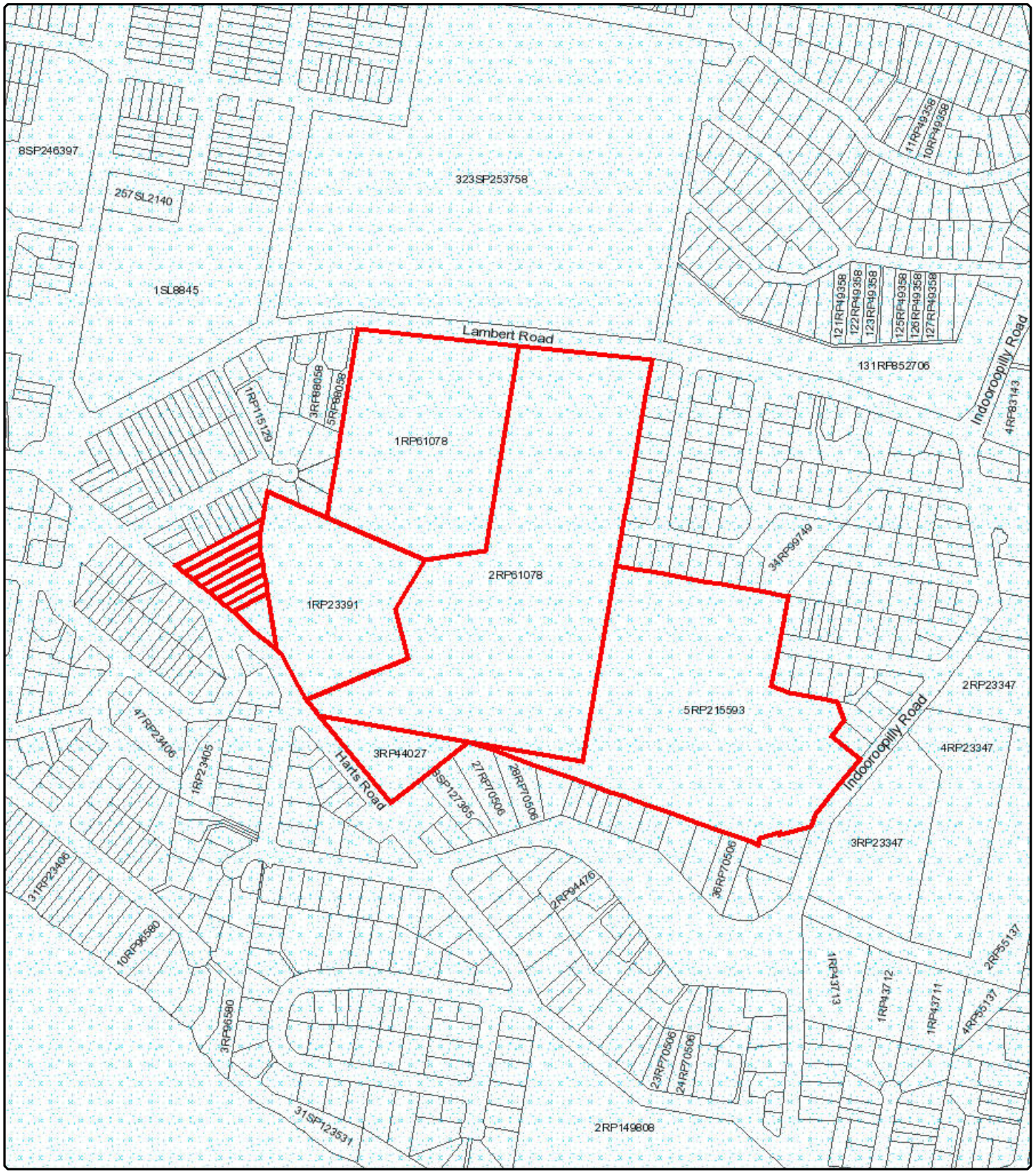
Lot Plan: 2RP61566 (Area: 685 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 53RP23386 (Area: 610 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 54RP23386 (Area: 536 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 55RP23386 (Area: 460 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries

Lot Plan: 370SL6328 (Area: 1189 m^2)
SEQ Regional Plan land use categories
Water resource planning area boundaries



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Legend

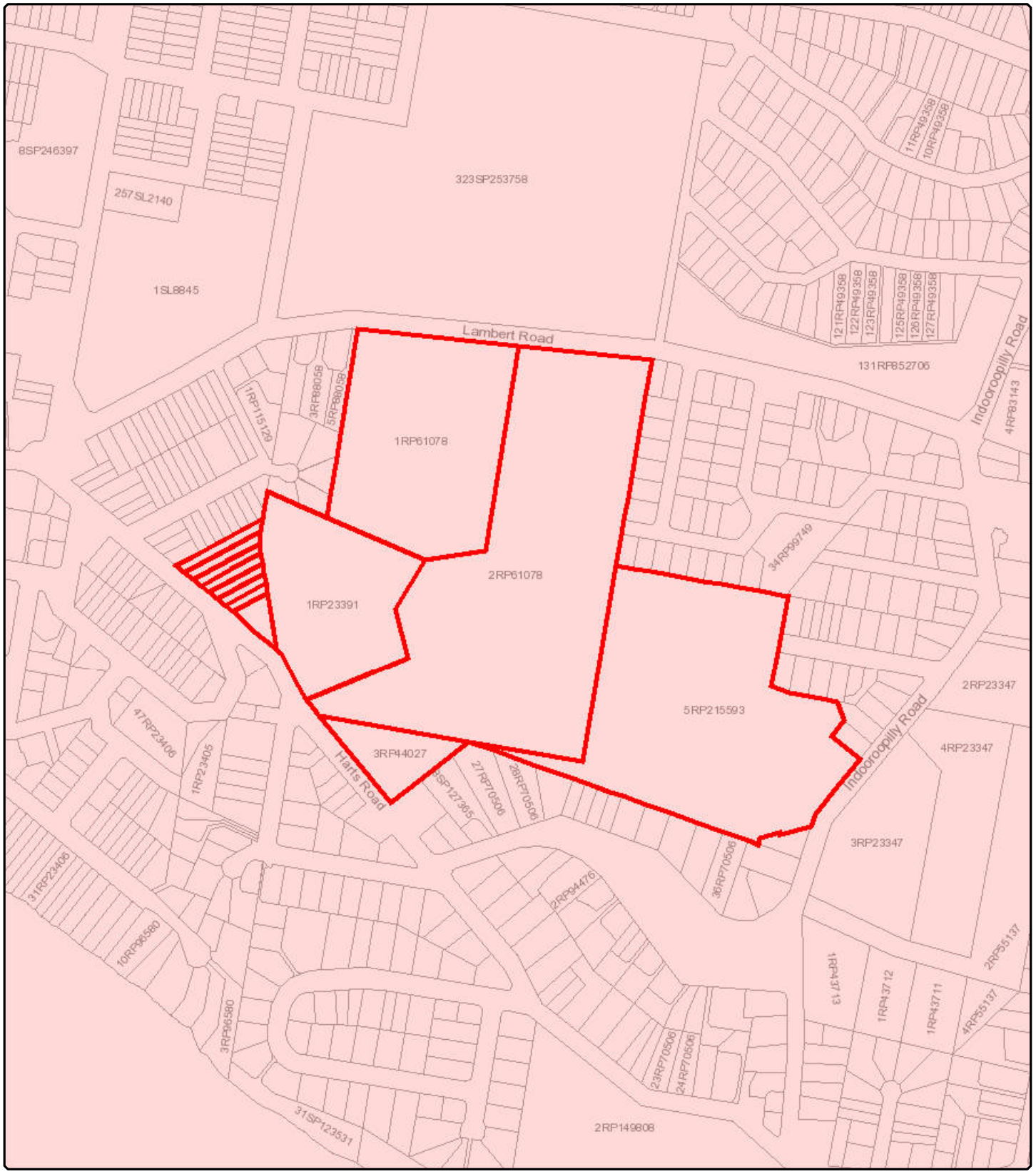
Water resource planning area boundaries

Water resource planning area boundaries

0 110 220 330 440

Metres

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0 110 220 330 440

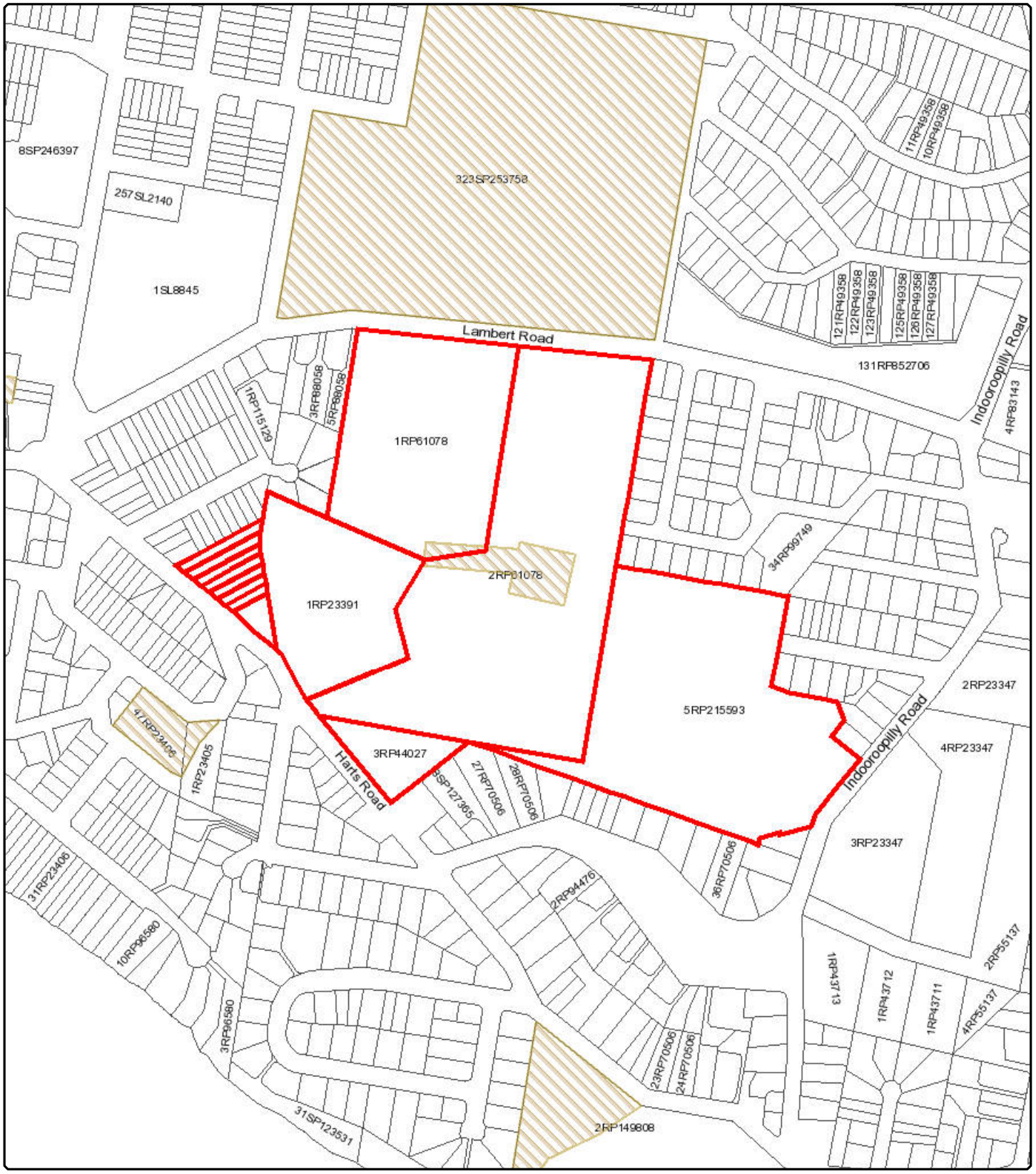
Metres

Legend

SEQ Regional Plan land use categories

- Regional Landscape and Rural Production Area
- Urban Footprint
- Rural Living Area

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Legend

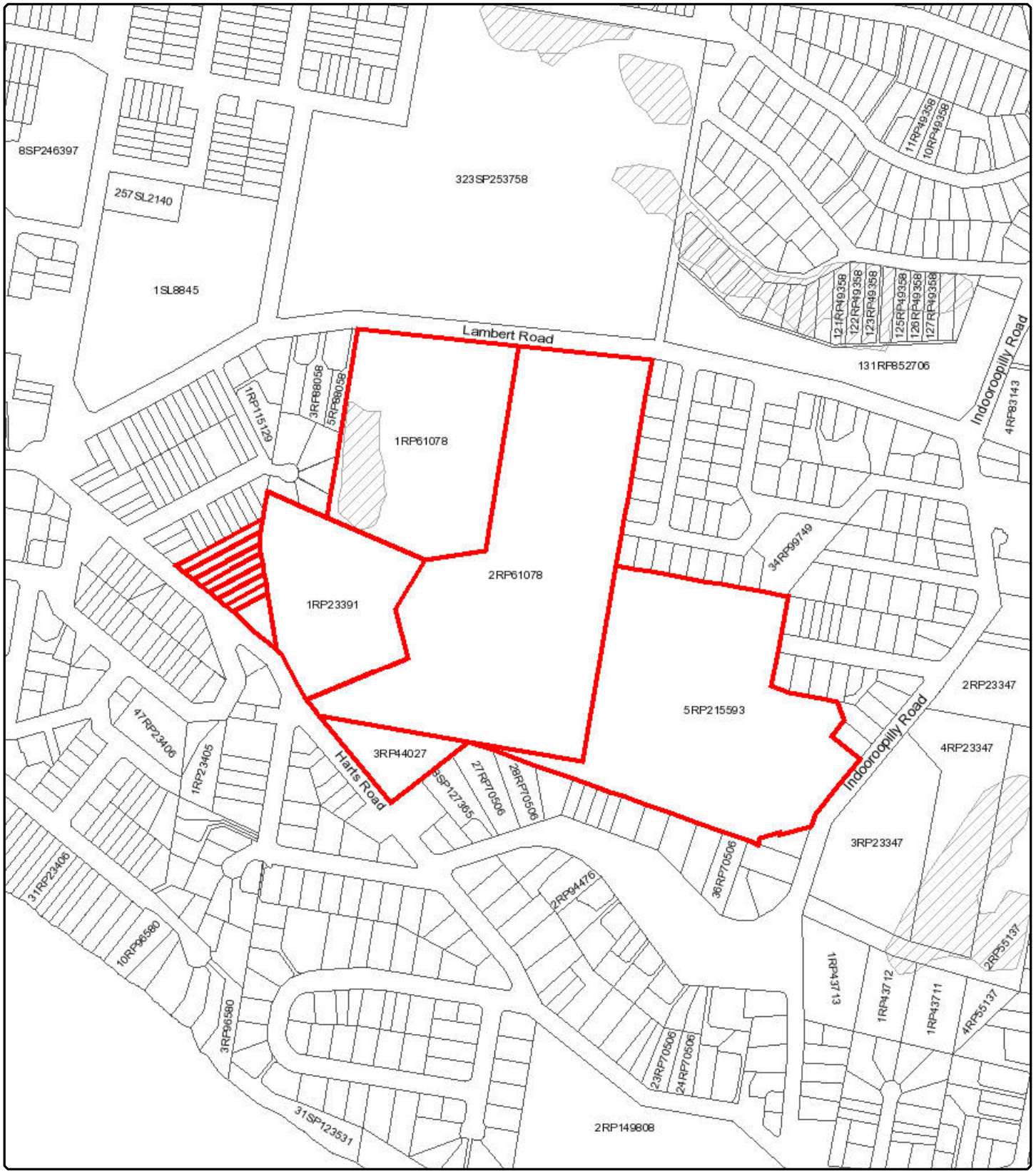
Queensland heritage place

Queensland heritage place

0 110 220 330 440

Metres

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Metres

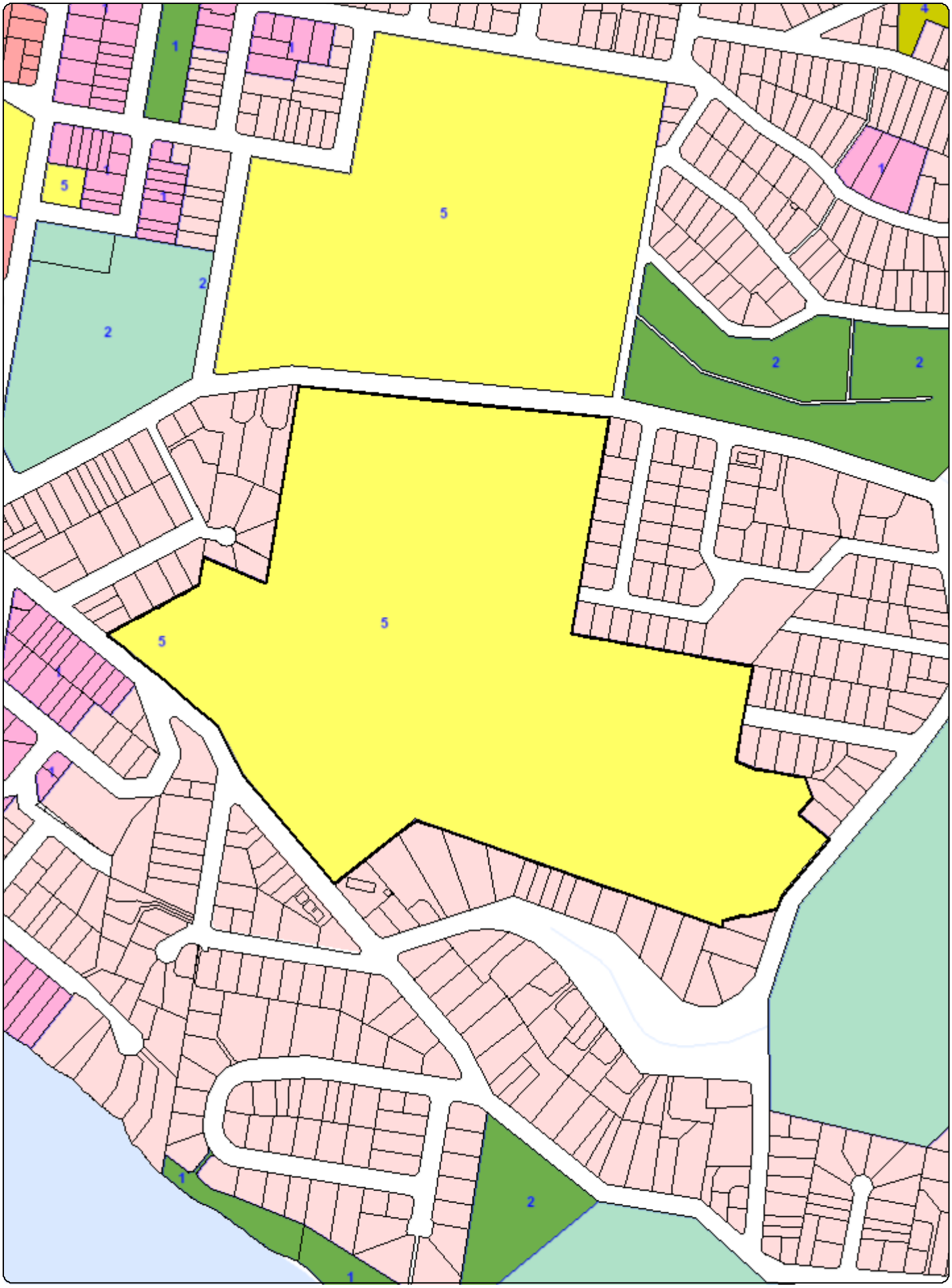
Legend

Regulated vegetation management map (Category A and B extract)

- Category A on the regulated vegetation management map
- Category B on the regulated vegetation management map

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A6 BRISBANE CITY PLAN 2014 MAPPING



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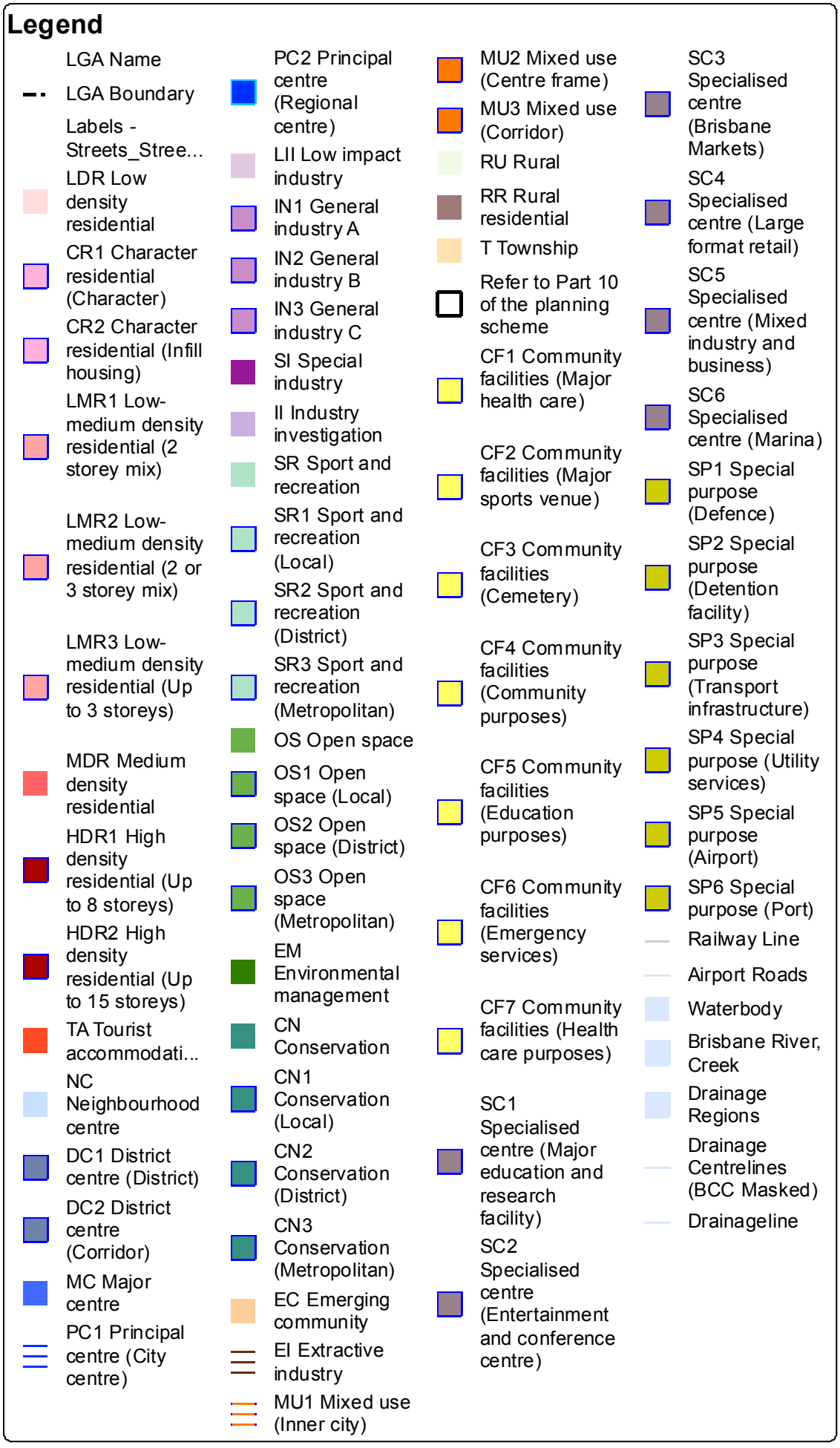
Projection: Map Grid of Australia, Zone 56
Horizontal Datum: Geocentric Datum of Australia 1994

Approximate Scale @ A4 1:5,000

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Metres

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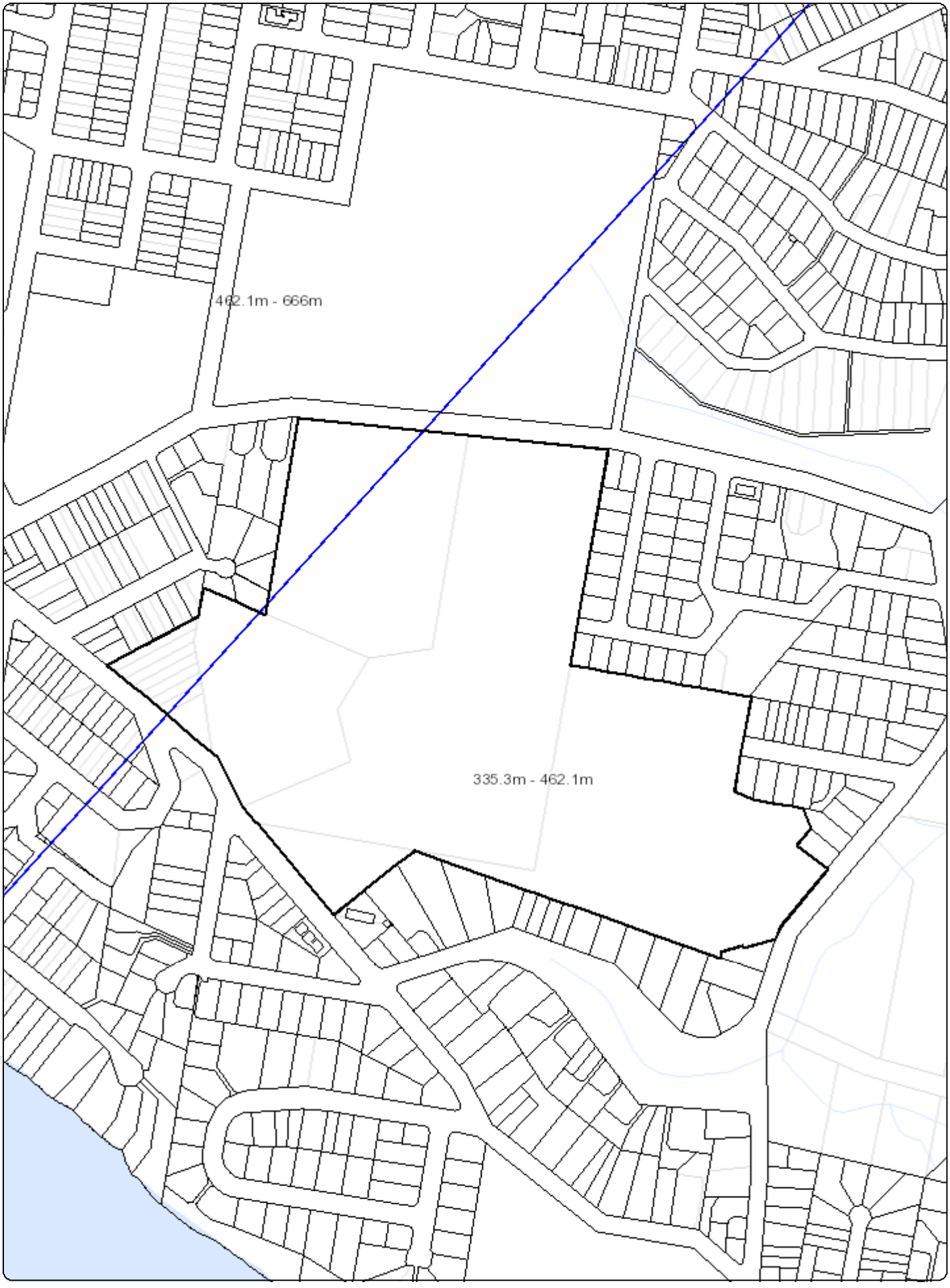
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Approximate Scale @ A4 1:5,000

0 180

Metres

Date: 25/01/2019

Legend

- LGA Name
- LGA Boundary
- Labels - Streets_Stree...
- OLS – Approach and departure limitation surface boundary
- OLS – Approach and departure limitation surface contours
- OLS – Conical limitation surface boundary
- OLS – Conical limitation surface contours
- OLS – Horizontal limitation surface boundary
- OLS – Transitional surface boundary
- OLS – Transitional surface contours
- OLS – Runway centreline
- Height restriction zone - 15m
- Height restriction zone - 45m
- Height restriction zone - 90m
- Procedures for air navigation surfaces (PANS)
- BBS zone – Distance from airport 0-3km
- BBS zone – Distance from airport 3-8km
- BBS zone – Distance from airport 8-13km
- Public safety area
- Airport runway
- LI – Zone A – 0 Candela – 600m wide 1000m from runway strip
- LI – Zone B – 50 Candela – 900m wide 2000m from runway strip
- LI – Zone C – 150 Candela – 1200m wide 3000m from runway strip
- LI – Zone D – 450 Candela – 1500m wide 4500m from runway strip
- LI – Within 6km – Max intensity of light sources 3 deg above horizon
- AF – Aviation facilities
- AF – Glidepath – 1500m at 30 degrees
- AF – Distance from NDB – 500m
- AF – Distance from radar – 4000m
- AF – Distance from VHF – 500m
- AF – Distance from VOR – 1000m
- AF – Distance from outer marker – 50m
- ANEF 40-45
- ANEF 35-40
- ANEF 30-35
- ANEF 25-30
- ANEF 20-25
- Railway Line
- Airport Roads
- Waterbody
- Brisbane River, Creek
- Drainage Regions
- Drainage Centrelines (BCC Masked)
- Drainageline

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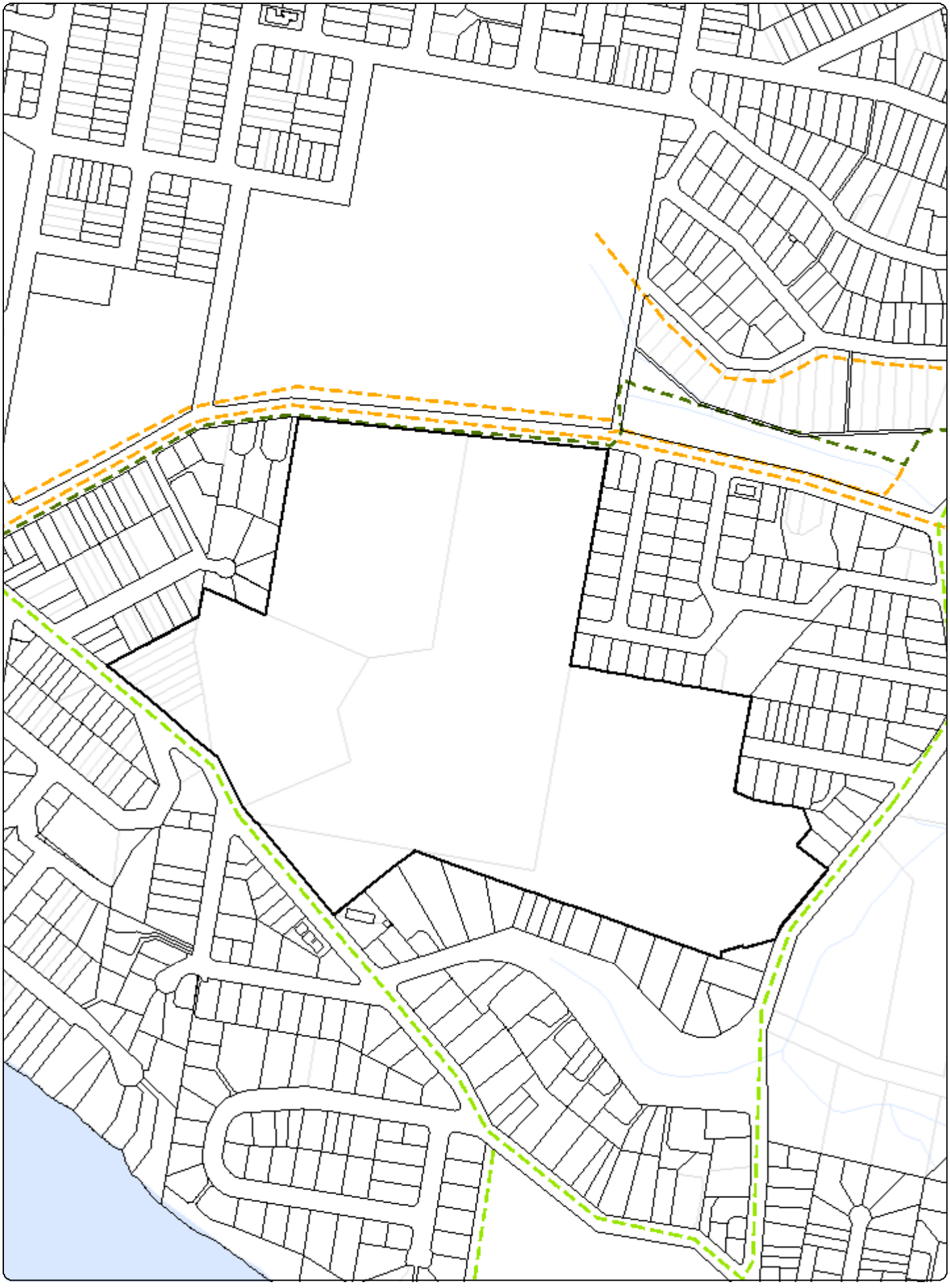
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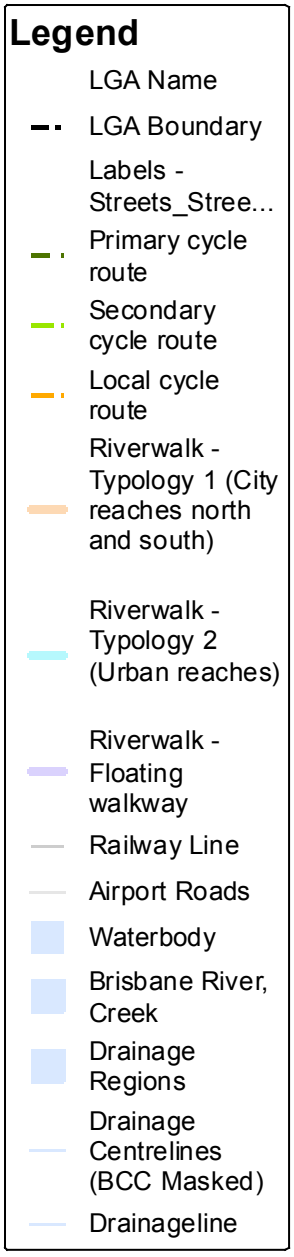
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Metres

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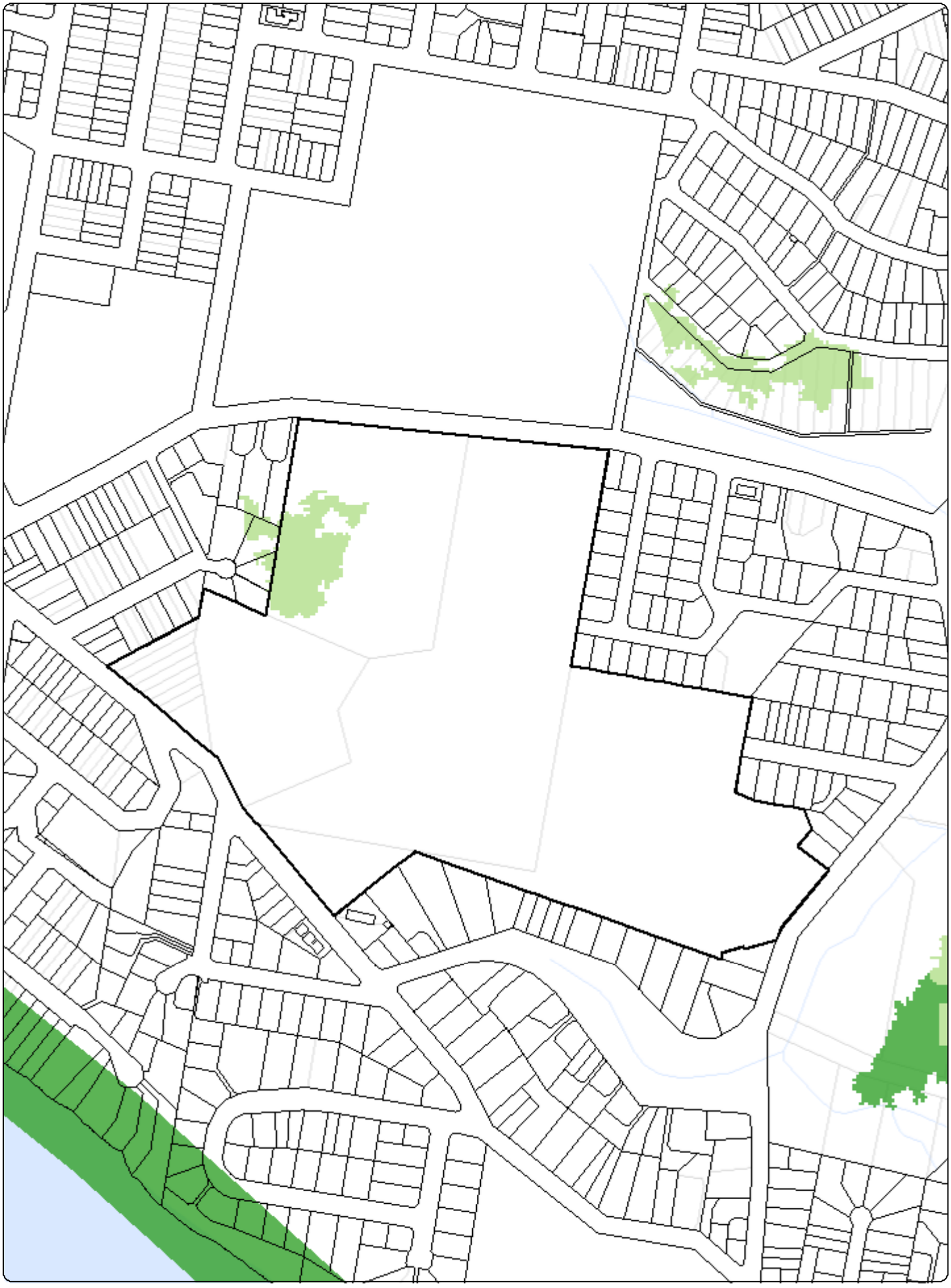
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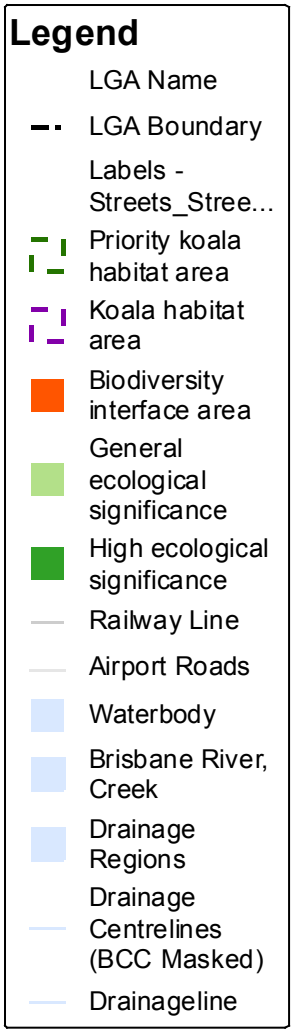
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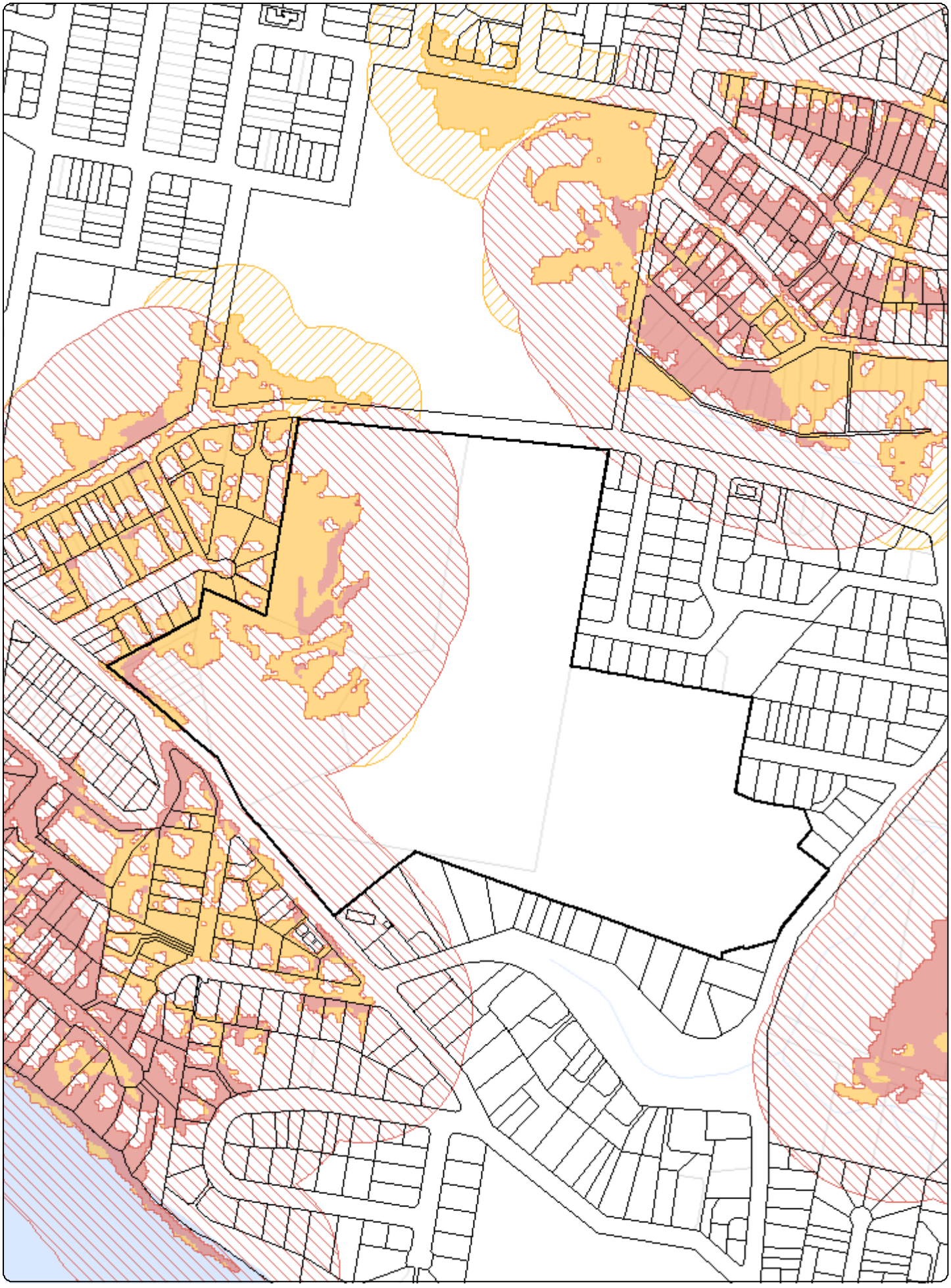
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Horizontal Datum: Geocentric Datum of Australia 1994

Approximate Scale @ A4 1:5,000

0 180

Metres

Date: 25/01/2019

Legend

- LGA Name
- LGA Boundary
- Labels - Streets_Stree...
- High hazard area
- Medium hazard area
- High hazard buffer area
- Medium hazard buffer area
- Potential impact
- Potential impact buffer
- Very high potential bushfire intensity
- High potential bushfire intensity
- Medium potential bushfire intensity
- Railway Line
- Airport Roads
- Waterbody
- Brisbane River, Creek
- Drainage Regions
- Drainage Centrelines (BCC Masked)
- Drainageline

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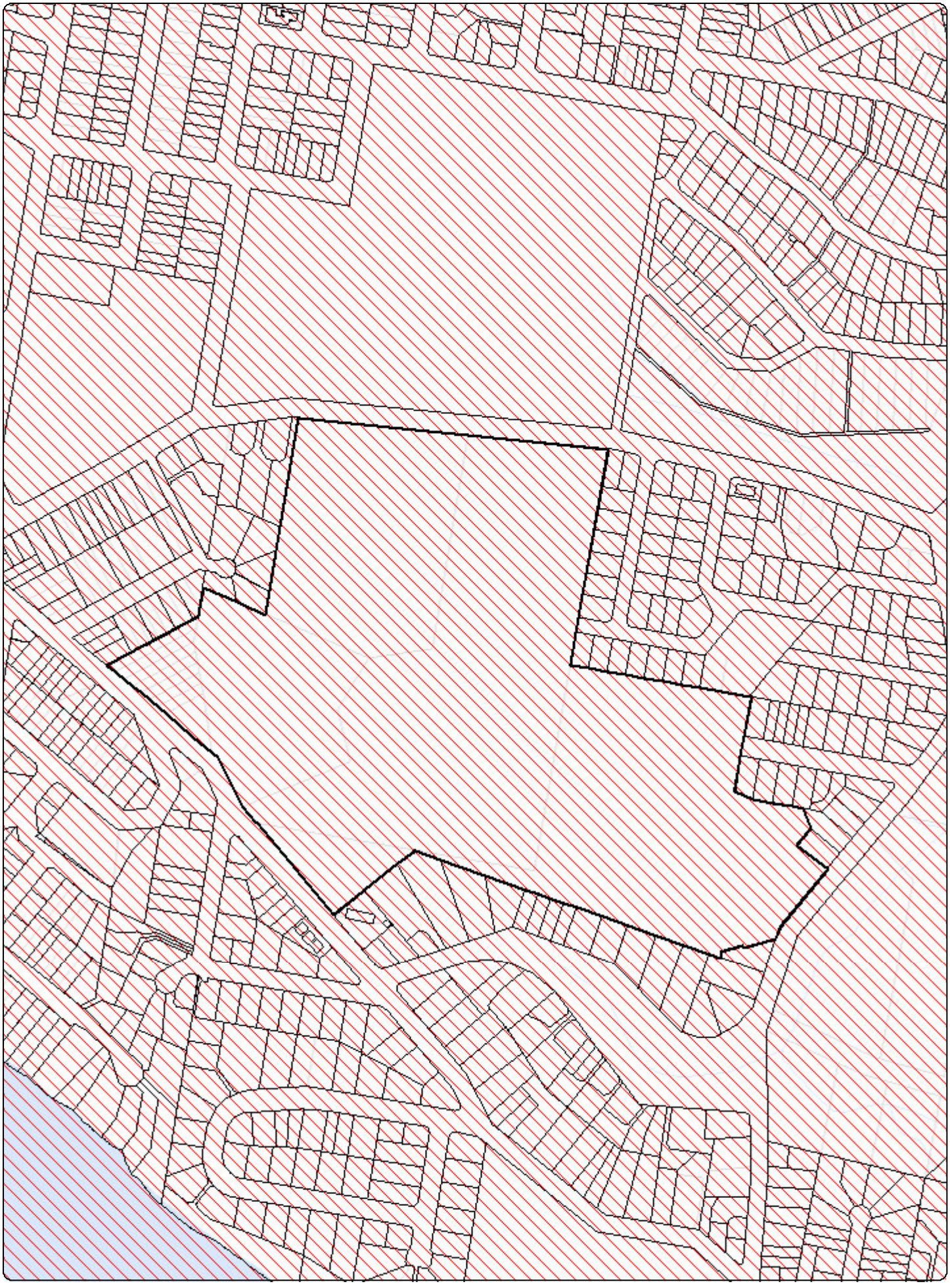
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Approximate Scale @ A4 1:5,000

0 180

Metres

Date: 25/01/2019

Legend

- LGA Name
- LGA Boundary
- Labels - Streets_Stree...
- Critical routes
- Interim critical routes
- Critical assets
- Critical infrastructure and movement planning area
- Railway Line
- Airport Roads
- Waterbody
- Brisbane River, Creek
- Drainage Regions
- Drainage Centrelines (BCC Masked)
- Drainageline

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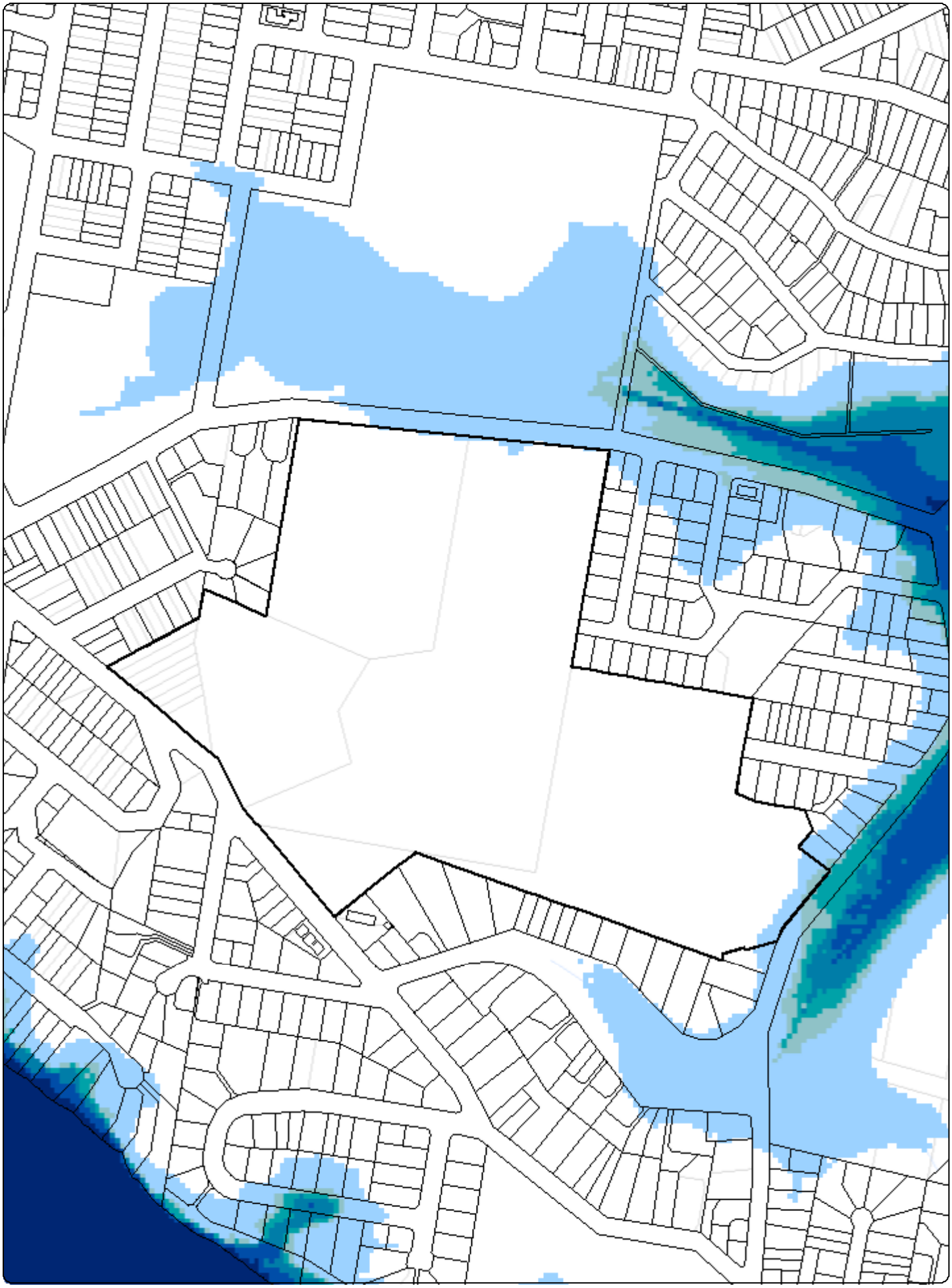
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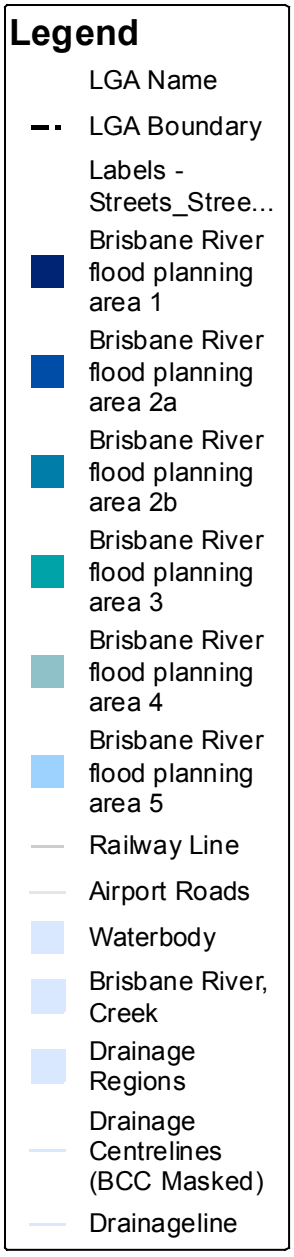
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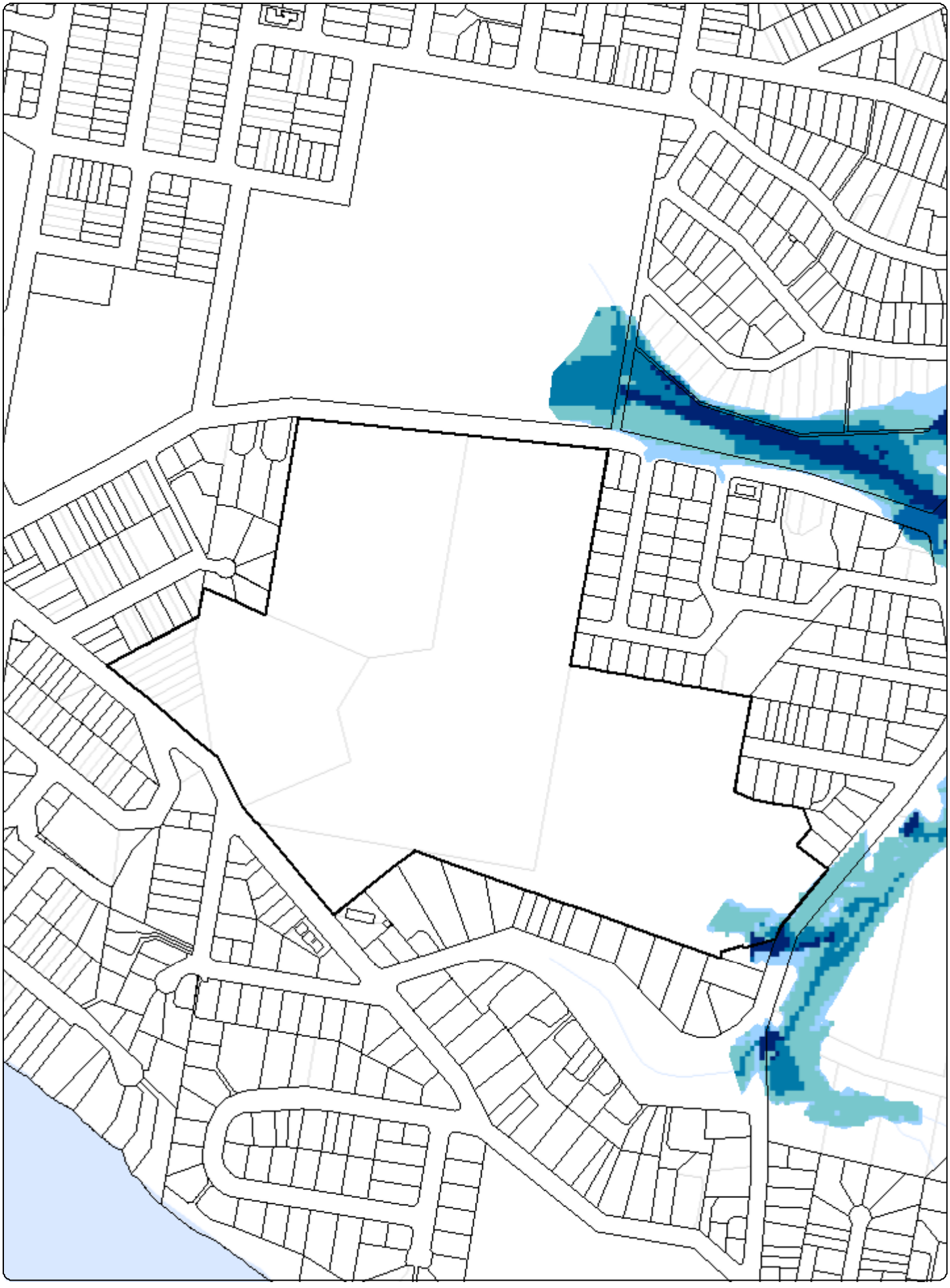
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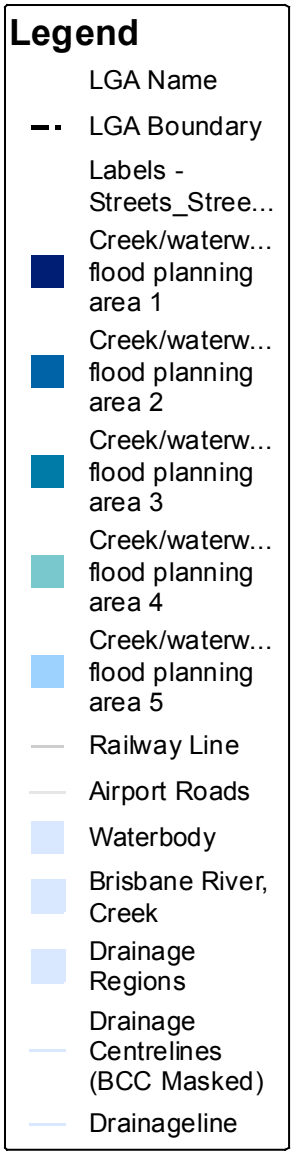
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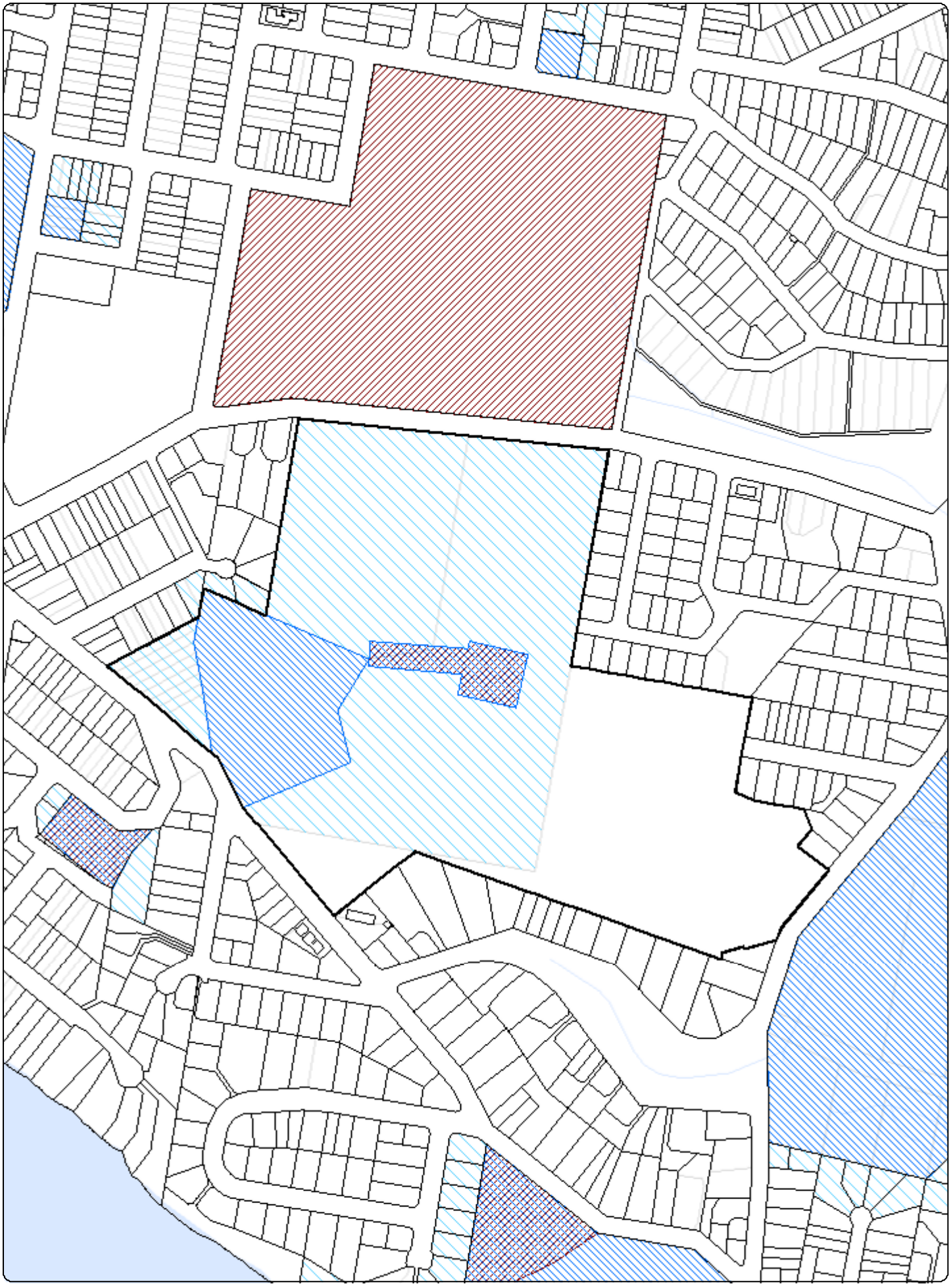
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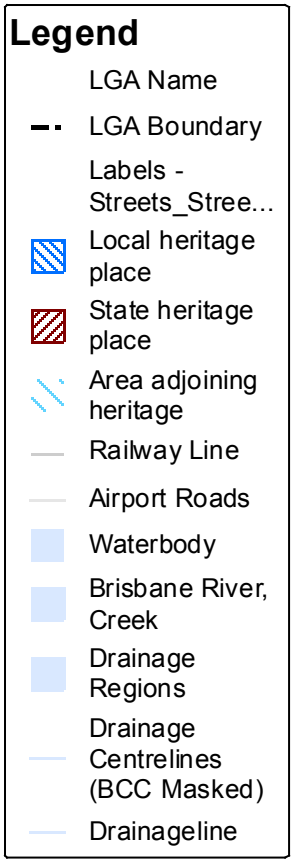
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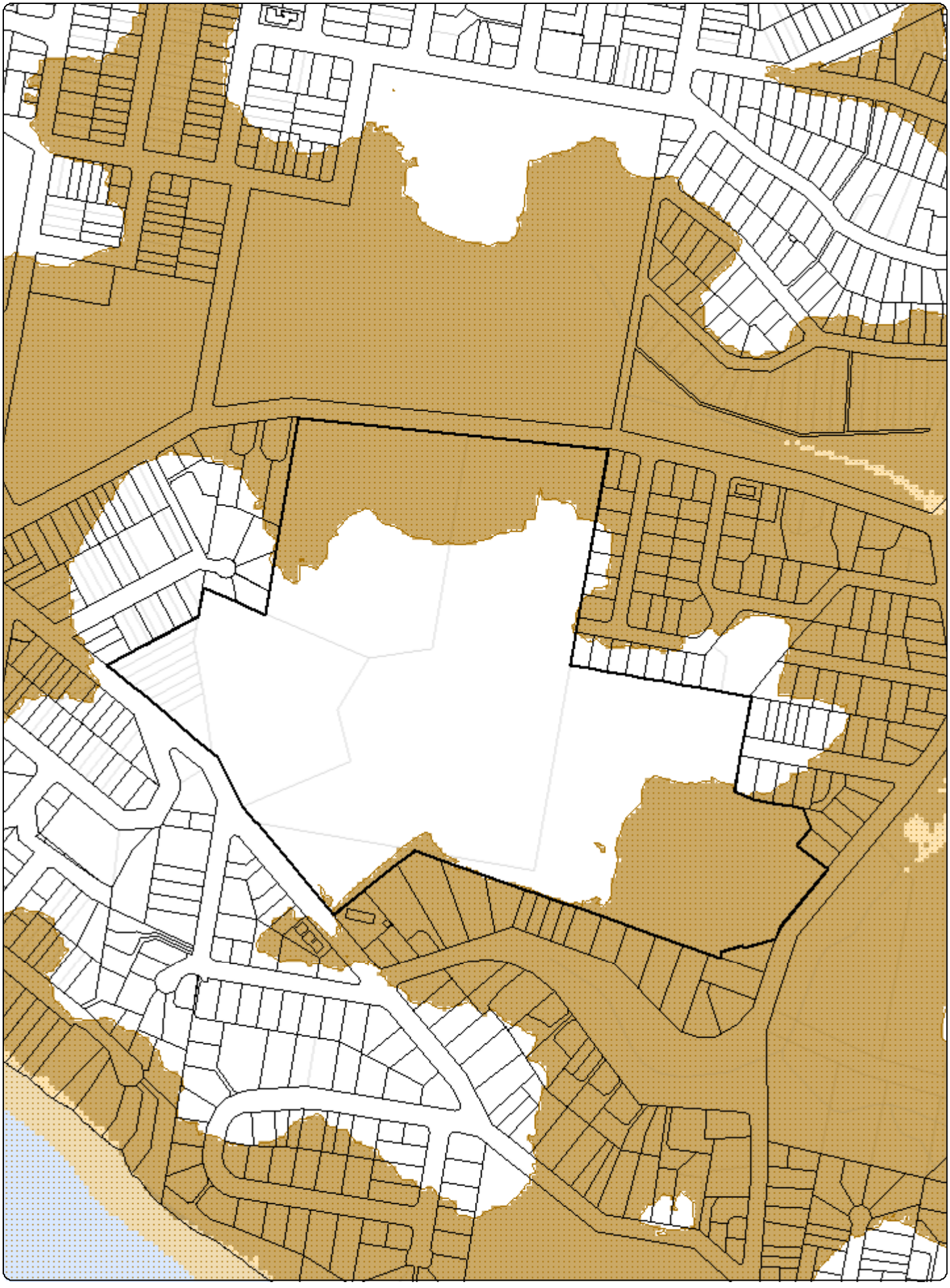
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Metres

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Legend

- LGA Name
- LGA Boundary
- Labels - Streets_Stree...
- Potential and actual acid sulfate soils
- Land at or below 5m AHD
- Land above 5m AHD and below 20m AHD
- Railway Line
- Airport Roads
- Waterbody
- Brisbane River, Creek
- Drainage Regions
- Drainage Centrelines (BCC Masked)
- Drainageline

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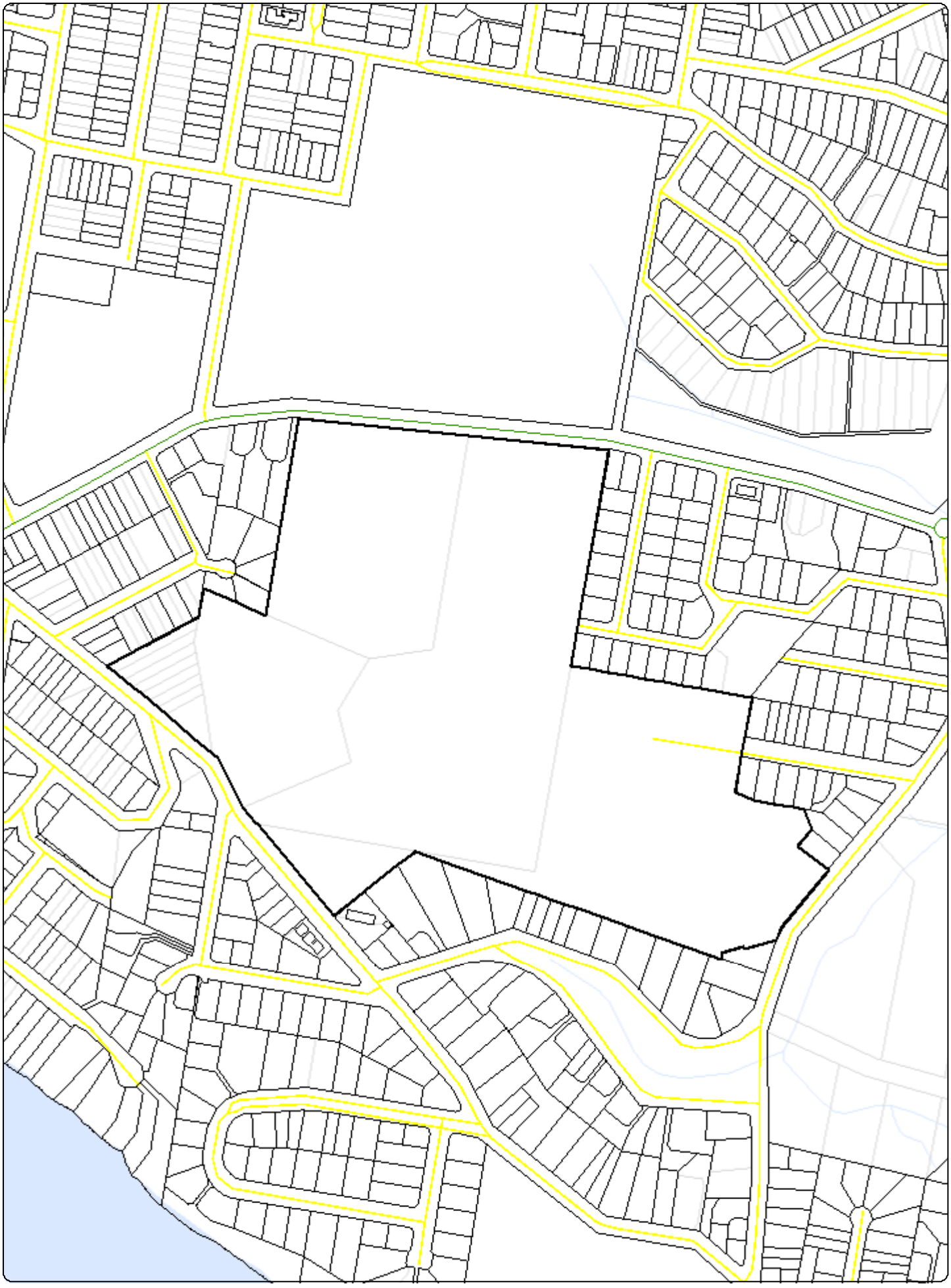
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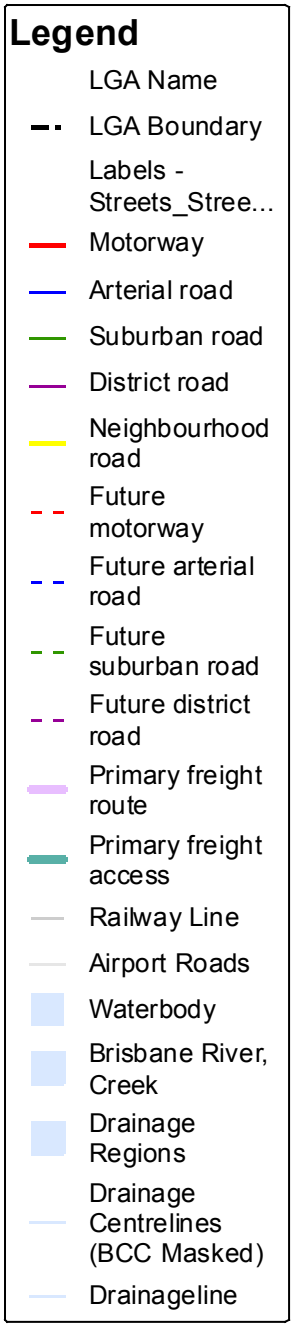
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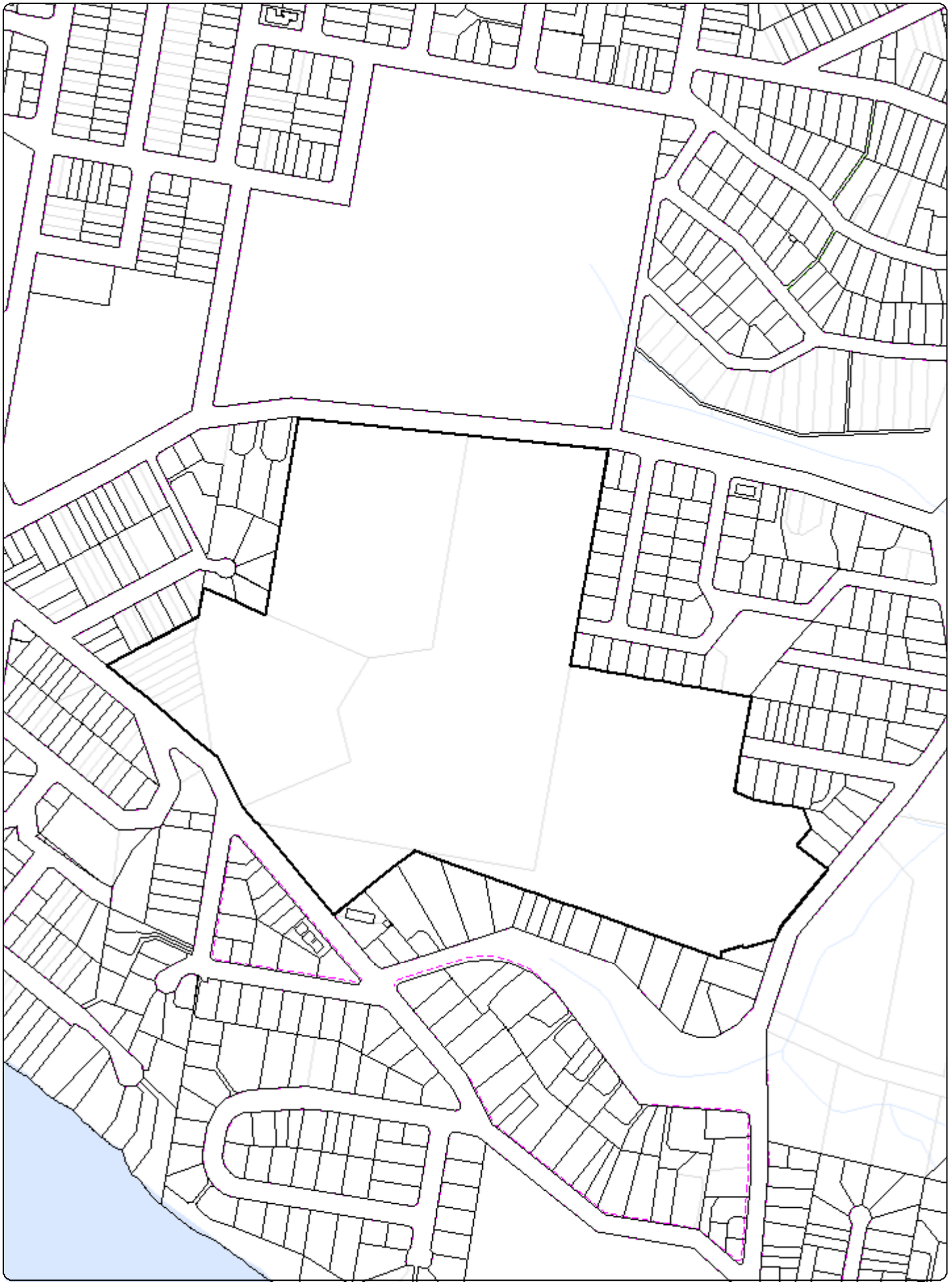
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Metres

Date: 25/01/2019

Legend

- LGA Name
- LGA Boundary
- Labels - Streets_Stree...
- Subtropical boulevard - in centre
- Subtropical boulevard - out of centre
- City street major
- City street minor
- Neighbourhood street major
- Neighbourhood street minor
- Industrial street
- Pathway link
- Corner land dedication
- Locality street
- Laneway
- Wildlife movement solution
- Railway Line
- Airport Roads
- Waterbody
- Brisbane River, Creek
- Drainage Regions
- Drainage Centrelines (BCC Masked)
- Drainageline

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A7 ENGINEERING SERVICES REPORT



BLIGH TANNER

ENGINEERING SERVICES REPORT

ST PETERS INDOOROOPILLY INFRASTRUCTURE DESIGNATION

Company. St Peters Lutheran College, Indooroopilly
Contact. Nikki Hughes
Date. 10 January 2019
Job # 2018.0816

DOCUMENT CONTROL SHEET

DOCUMENT

Engineering Services Report

JOB NUMBER

2018.0816

PROJECT ENGINEER

Alan Hoban

CLIENT

St Peters Lutheran College, Indooroopilly

VERSION	AUTHOR	REVIEWED	APPROVED	DATE
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1. INTRODUCTION

1.1. Background

Bligh Tanner Pty Ltd was commissioned by St Peters Lutheran College, Indooroopilly (St Peters) to prepare this Engineering Services Report to inform the proposed infrastructure designation application at the college.

This report addresses the following engineering matters:

- Earthworks
- Water and Sewer
- Communications

The key information used to inform this report are:

- Dial Before You Dig (search reports are attached)
- Brisbane City Council eBiMap and CityPlan online mapping
- Nearmap Aerial Imagery

1.2. Description of the Proposed Development

The proposed Infrastructure Designation is for a combination of small to medium building projects, expansions, and refurbishments. These vary from a new sports hall, an upgrade of Harts Road, and repurposing of existing buildings. Table 1 describes the proposed developments for St Peters' Indooroopilly campus.

In accordance with Chapter 2, Part 5 of the Planning Act 2016 ('PA'), St Peter's Lutheran College seeks to designate land located at 345 Indooroopilly Road, and 28, 30, 36, 38, 40, 48, 60, 64, 88 Harts Road, Indooroopilly QLD 4068 and described as Lot 5 on RP215593, Lots 49, 50, 53, 54, 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1, and 2 on RP61078, Lots 1 and 2 on RP61566, and 370 on SL6328. The College seeks to designate the subject land for:

- Educational facilities (Schedule 5, Part 2, Item 6 of the Planning Regulation 2017); and
- Facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated (Schedule 5, Part 2, Item 9 of the Planning Regulation 2017).

This report forms part of the Environmental Assessment Report that has been prepared in accordance with Chapter 7 of the Minister's Guidelines and Rules.

Table 1 Proposed Development

Project No.	Project	Project No.	Project
1	Relocation of IT to existing laundry building	11	Redevelopment of Junior courtyard
2	Redevelopment of Luther House to Innovation Centre	12	Library extension
3	Development of Academic Court	13	New Learn to Swim Pool
4	Development of Residential Precinct	14	Redevelopment of maintenance management area
5	Development of Junior School	15	Junior School Library extension
6	Harts Road upgrade	16	New Sports Hall

Project No.	Project	Project No.	Project
7	Junior School pick up/drop off and maintenance area	17	Infill extension of building PF
8	New car park and bus drop off area	18	Mayer Oval expansion
9	New Executive building	19	New Boarding House (Boys)
10	New Junior High Administration	20	New Boarding House (Girls)

A layout plan of the proposed development is provided in Figure 1.

1.3. Report Objectives

This engineering services report has been prepared to inform the concepts for the development of engineering infrastructure associated with the proposed development.

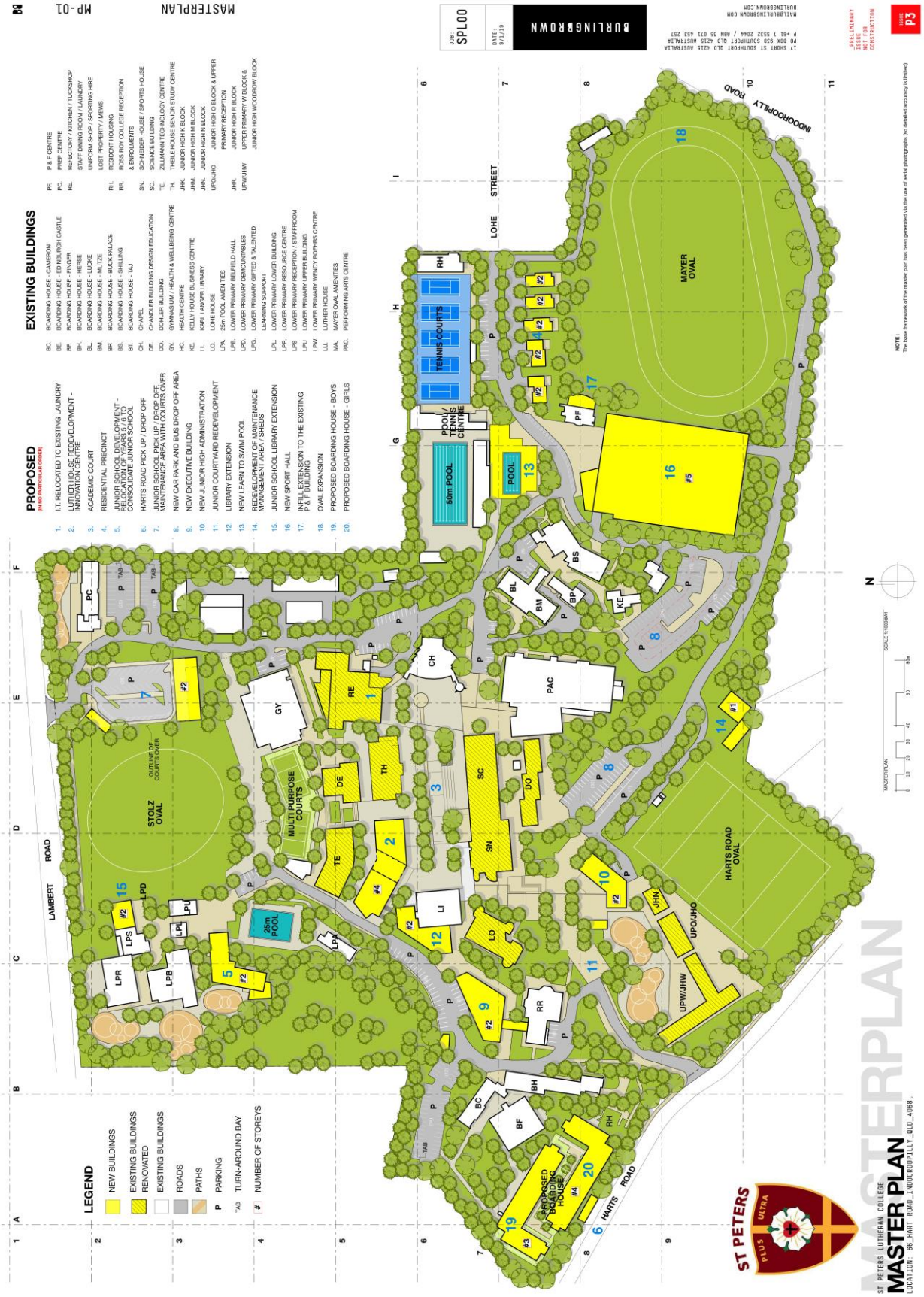


Figure 1: Proposed Masterplan

2. SITE CONTEXT

2.1. Site Locality

The site is located approximately 5 km southwest of the Brisbane City Centre in Indooroopilly. The proposed development site is located at St Peters Lutheran College, as shown in Figure 2.



Figure 1. Site Locality Plan (shaded in white).

2.2. Topography

The St Peters campus has been built on a hill, with the ovals situated at lower elevations. Due to this, the site is steep (up to 13%) and drains towards the surrounding roads. The site topography can be viewed in Figure 3.

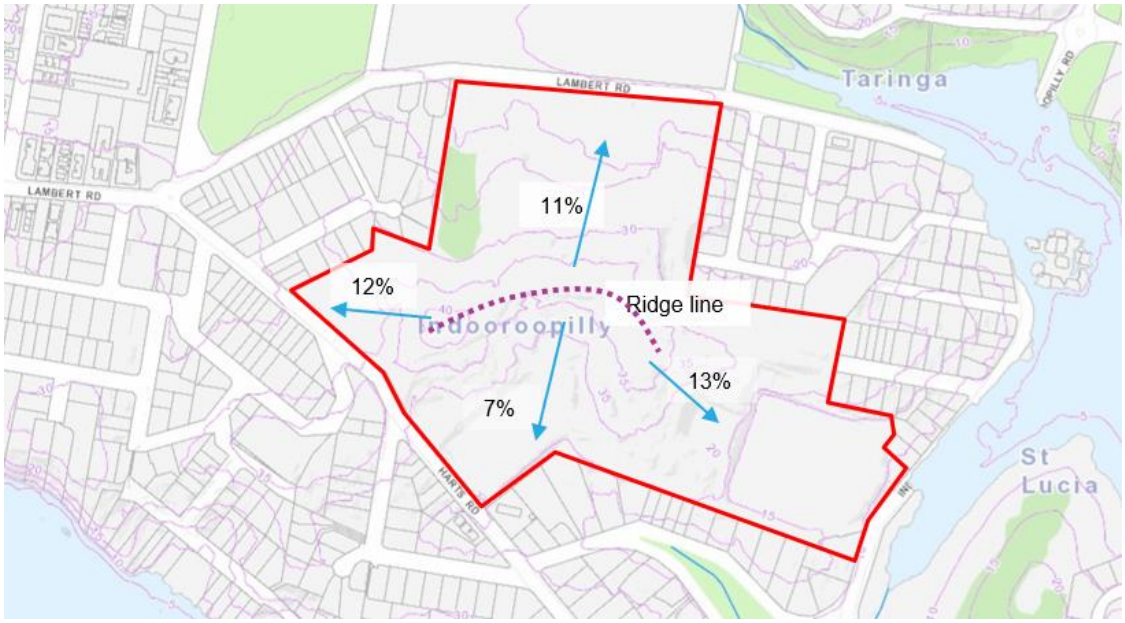


Figure 2: Site contours marked with arrows outlining the grade of the slopes.

2.3. Existing Land Use

Current land use is primarily for educational purposes. The immediate surroundings are low density residential land and open space. Indooroopilly State High is opposite St Peters on Lambert Road. Figure 4 below depicts the land uses in the area.

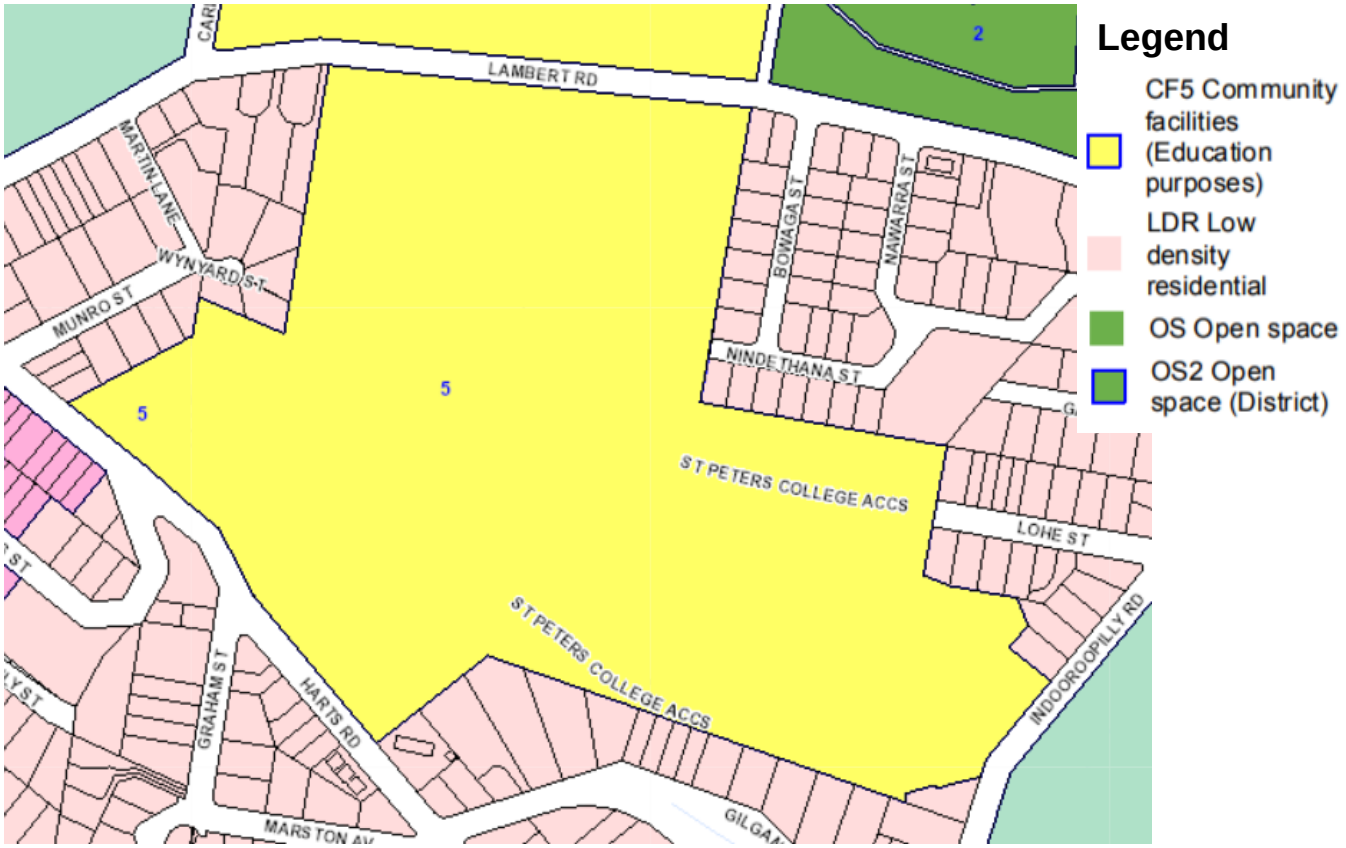


Figure 3. Existing Land Use

3. EARTHWORKS

3.1. Filling and Excavation

Projects that involve refurbishment and extensions on existing areas will require minimal earthworks. However, the proposed works are primarily new developments, which may require fill and excavation, in addition to an Erosion and Sediment Control Strategy. It is assumed that erosion and sediment control will be designed by the Contractor to suit their proposed construction methodology. With that in mind, the following is intended to clarify a minimum standard of practice for erosion and sediment control during the construction period.

- No filling within flood prone areas
- All filling and excavation will ensure preservation of existing overland flow paths
- Preservation of existing flood storage

The following references and guideline documents are relevant to the design of erosion and sediment control strategy for the proposed development:

- Best Practice Erosion and Sediment Control (IECA, 2008)

Refer to section 4 (Utilities) for further information regarding underground services that may conflict with the proposed developments.

From a site inspection and reviewing the site survey the following drainage conditions were noted.

3.2. Geotechnical Information

Bligh Tanner has conducted a geotechnical investigation within the St Peters campus from previous work. This information has been summarised below for informative purposes only. Each proposed project will require adequate geotechnical evaluation specific to the location prior to design.



Figure 4. Highlighted Site Locations from Previous Geotechnical Investigation

The results of these investigations revealed that the soil is comprised of mostly fill and some natural soils. The natural soils generally consisted of:

- Siltstone
- Medium dense to dense silty gravelly and clayey gravelly sand

Groundwater was not encountered in any borehole location at the times of investigation. The maximum borehole depth at approximately 4.5 m was still in fill.

3.3. Acid Sulphate Soils

Part of the development is situated in a potential acid sulphate area above 5 m AHD, as depicted in Figure 6 below. Consistent with typical DA requirements, an acid sulphate soils investigation report and management plan will be prepared by an RPEQ Geotechnical Engineer for projects where proposed earthworks involve disturbance of land equal to or less than 5 m AHD and fill equal to or greater than 100 m^3.

Projects 14, 15, 17, and 18 are above 5 m AHD and below 20 m AHD and are consequently likely to have a different soil profile, although only Projects 15 and 18 are within a flood zone. These projects will require an acid sulphate soil investigation and if discovered, an acid sulphate soil management plan, in accordance with Code 8.2.15 of the CityPlan 2014.

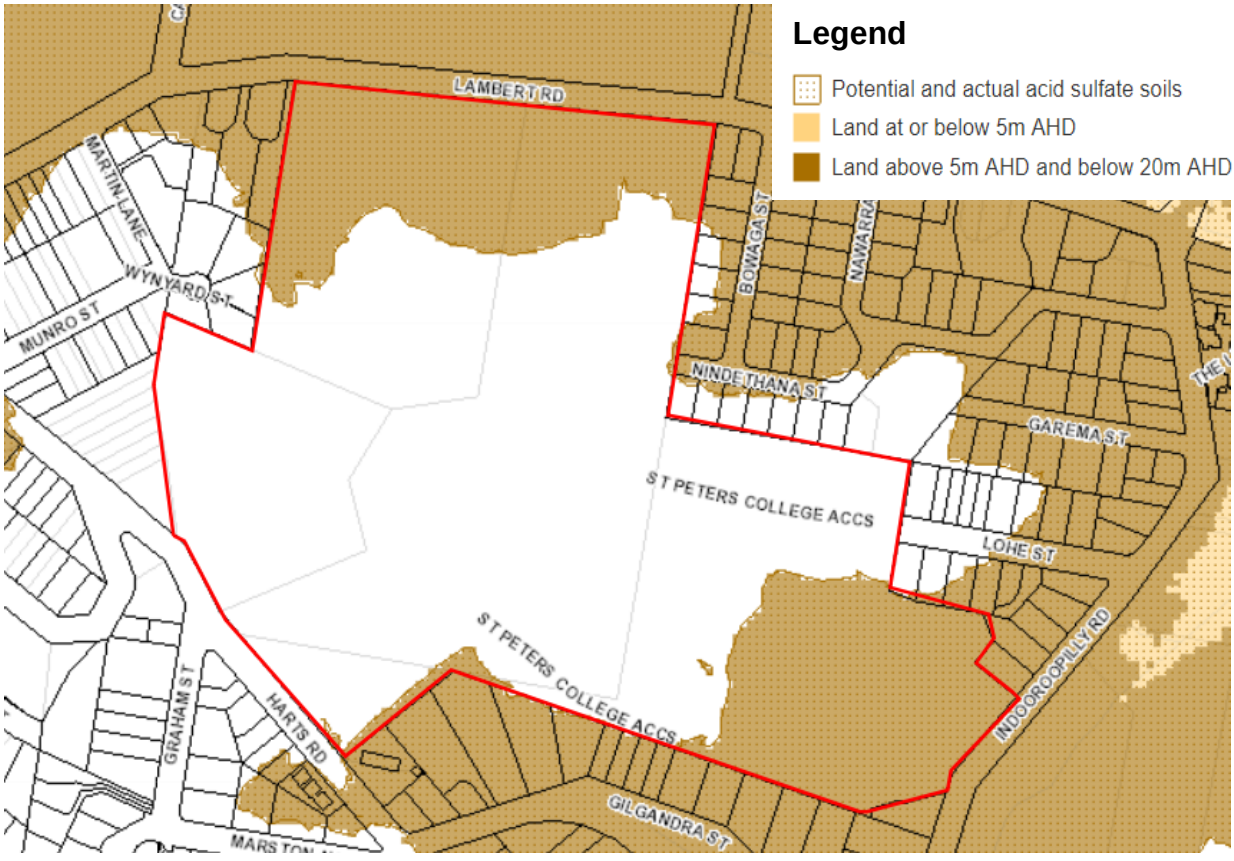


Figure 5. Map highlighting the location of acid sulphate soils in relation to the site boundary (red).

4. UTILITIES

4.1. Water and Sewer

The site is well serviced for water supply and sewage, the proposed College upgrades are not expected to increase demand such that it would negatively affect capacity.

Refer to Appendices B for the detailed QUU assets map regarding water and sewer connections.

Water Supply

- There are 17 fire hydrants adjacent to the site.
- The site is connected via two 100 mm water connections from sections of Hart and Indooroopilly Road. A Service Advice Notice (SAN) from QUU has revealed that the existing water supply network has sufficient capacity to service the proposed developments.
- Appendix B provides further detail on site water supply.

Sewage

- There are sewage trunk mains from the surrounding roads connected via 150 mm pipes. The proposed development on the site is not proposing significant increase in demand so these connections should be sufficient. This was confirmed by a SAN assessment from QUU.
- Appendix B provides further detail on the sewer network.

4.2. Electricity

For all the proposed projects the existing electrical supply infrastructure should suffice, although detailed assessments should occur as part of the design process.

The DBYD request has revealed a cable (voltage less than 33 kV) that runs through the south-west part of the campus. Project 9 will need to consider a trench, two direct lay cables, a cable joint that lie below the surface.

Refer to Appendix C for Energex DBYD detailed maps.

4.3. Gas

Based on DBYD the site is serviced by multiple gas connections on all roads that surround the site.

Refer to Appendix C for the APA detailed map of gas infrastructure.

4.4. Communications

Based on DBYD the site has the following communication services:

- ARRNet
  - An ARRNet fibre optic cable assets enters the site through Mayer Oval, which may impact Projects 1, 2, 4, and 13. There is to be no works carried out within 1.5m of ARRNet assets without supervision of an accredited plant location contractor. Refer to Appendix D for the DBYD ARRNet detailed map.
- Optus
  - There is an underground Optus cable running along Lambert Road, however there are no proposed projects in the vicinity. Refer to Appendix E for the DBYD Optus detailed map.
- TPG

- There are underground ducts along Lambert Road, with access provided by manholes. There are also lines around the perimeter of the property. Refer to Appendix F for the DBYD TPG detailed map.

There is currently no installed NBN plant in the area. Telstra does not provide free DBYD information and hence no information regarding Telstra assets is provided in this report.

5. STORMWATER

5.1. Existing Drainage Plan

As St Peters is located on a hill, most of the stormwater flows towards the ovals and into Sandy Creek. A detailed analysis of on-site stormwater management is provided in the accompanying *On-Site Stormwater Management Plan*. Flow lines through the site can be seen in Figure 8.



Figure 6: Flow paths for the Site

5.2. Future Stormwater Infrastructure

There are no proposed stormwater infrastructure upgrades to the site.

5.3. Stormwater affected projects

There is minimal flooding on the site due to River or Creek/Waterway Flow. The flood risk category for each affected project can be seen in the table 2 below.

Table 2. Flood Risk Category for Proposed Developments.

Project No.	Project	Purpose	Flood Category
20	Oval expansion	Recreation and sport	Brisbane River Category 5 Sandy Creek Category 4,5

5.4. Stormwater Management Strategy

A site-wide stormwater management strategy is included in this submission.

6. CONCLUSIONS AND RECOMMENDATIONS

The proposed development is located at the site of the existing St Peters Lutheran College and is an intensification of its current use.

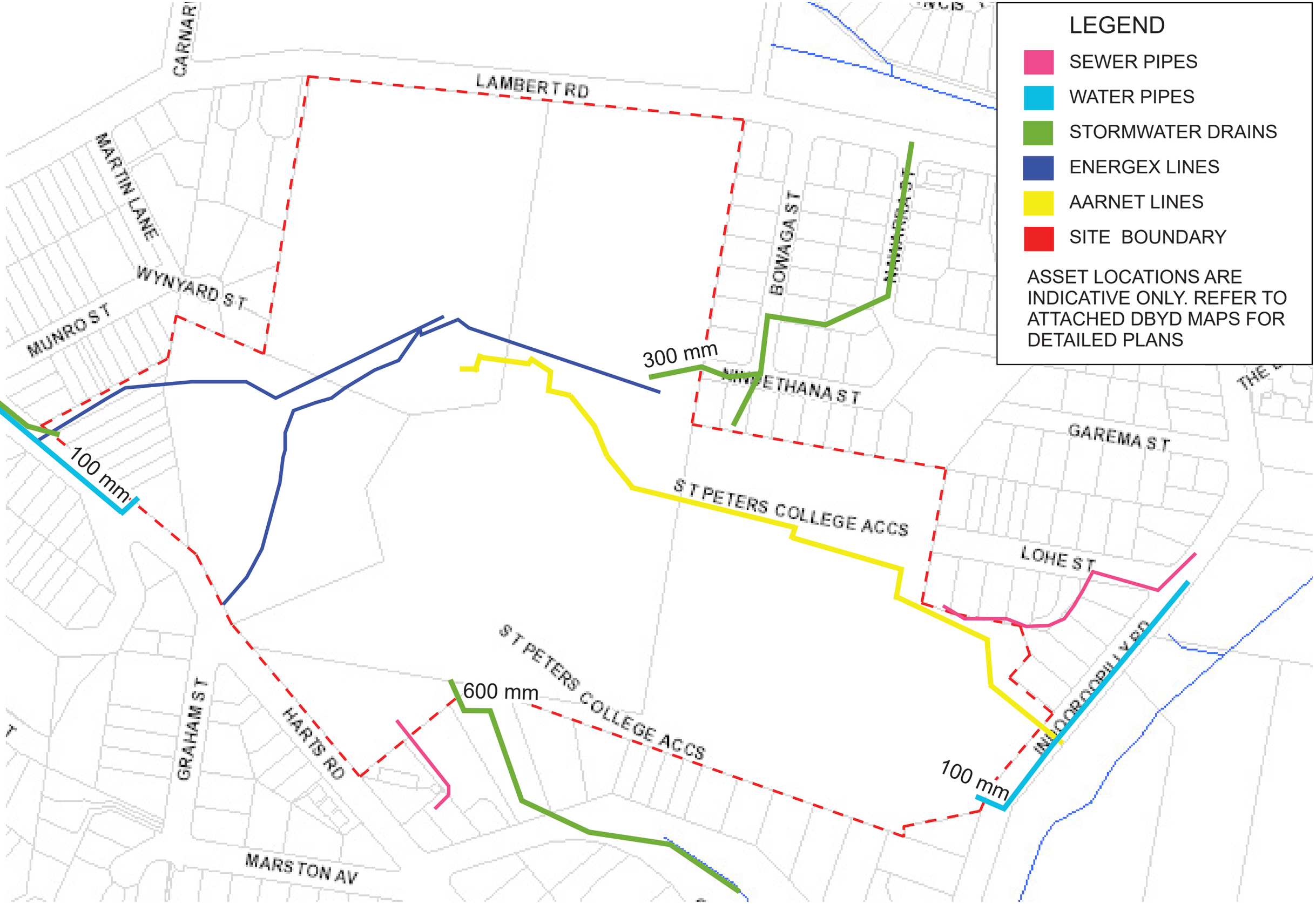
The site is generally well serviced by existing water, sewer, gas, electricity and communications services.

There are no major services upgrades anticipated as the existing network has sufficient capacity to satisfy the demands for the proposed developments, as confirmed by the QUU SAN request.

Further exploratory investigations will be needed to confirm geotechnical conditions and the condition/status of existing internal site service.

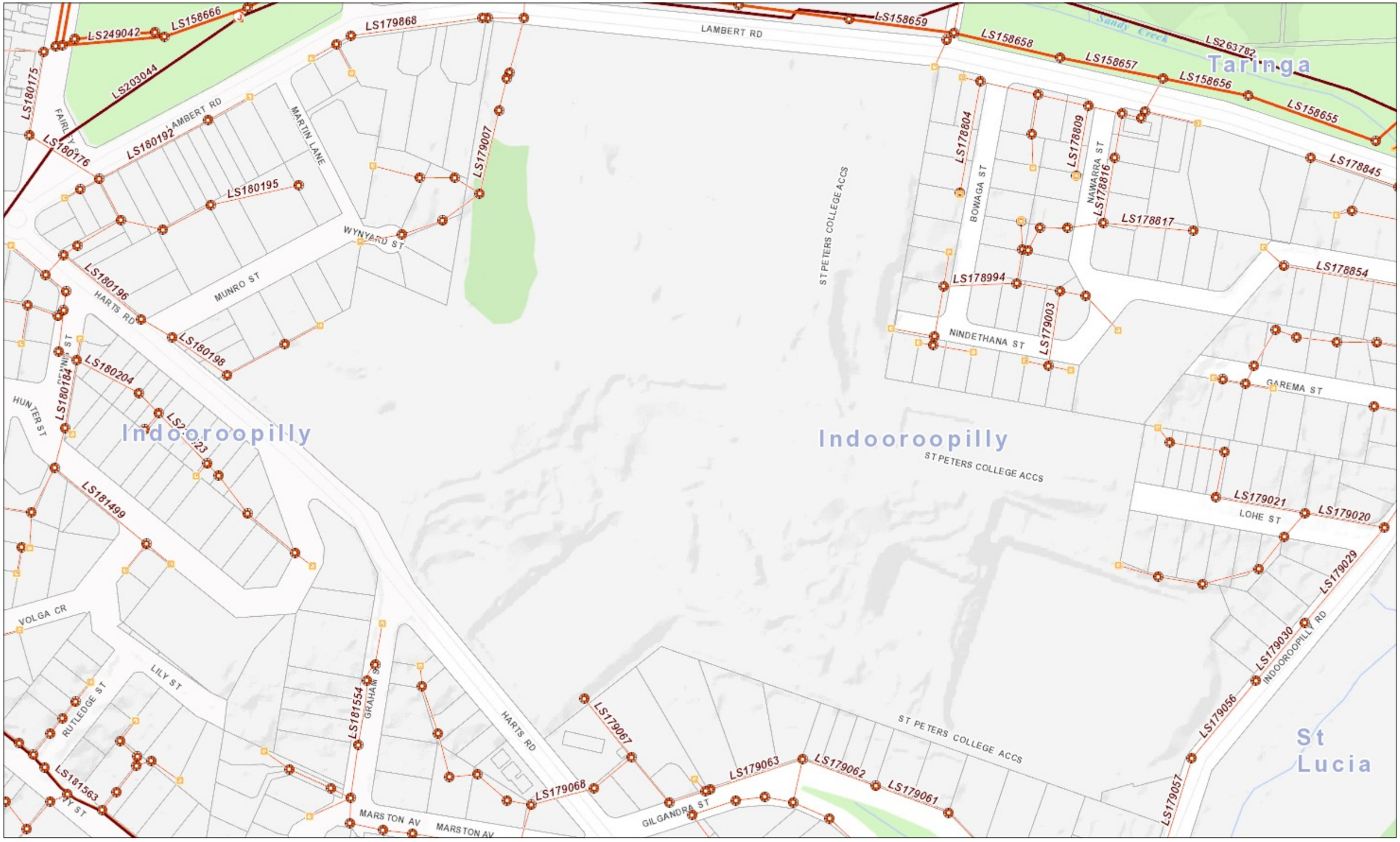
APPENDIX A

SITE MAP


LEGEND
SEWER PIPES
WATER PIPES
STORMWATER DRAINS
ENERGEX LINES
AARNET LINES
SITE BOUNDARY
ASSET LOCATIONS ARE INDICATIVE ONLY. REFER TO ATTACHED DBYD MAPS FOR DETAILED PLANS
LAMBERT RD
MARTIN LANE
WYNYARD ST
MUNRO ST
BOWAGA ST
300 mm
GAREMA ST
ST PETERS COLLEGE ACCS
LOHE ST
100 mm
HARTS RD
GRAHAM ST
600 mm
MARSTON AV
100 mm

APPENDIX B

QUU WATER AND SEWAGE



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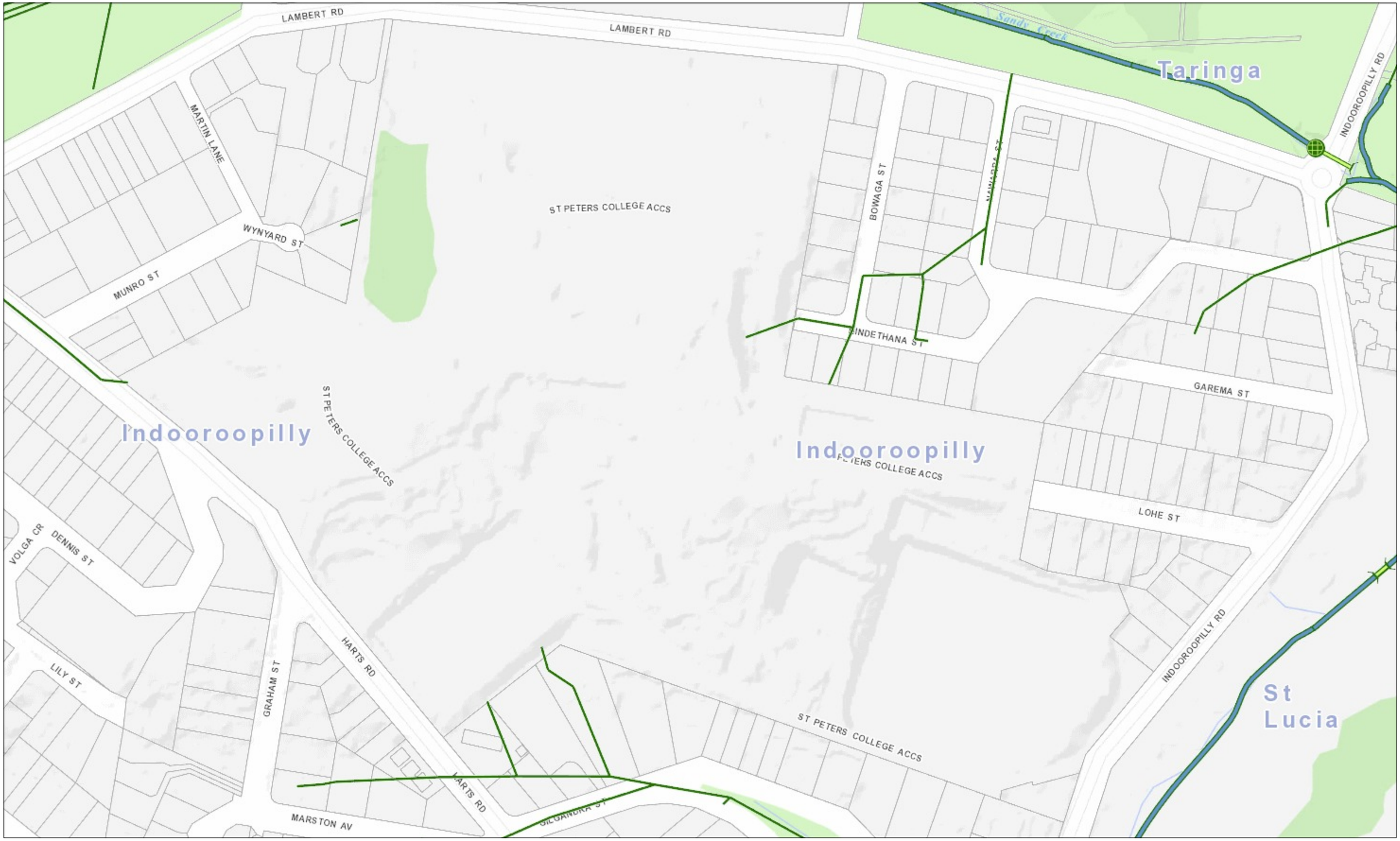
St Peter's Sewer

125.0 0 62.0 93.8 125.0

Metres

Scale: 1:2,500

Projection: Web Mercator Auxiliary Sphere



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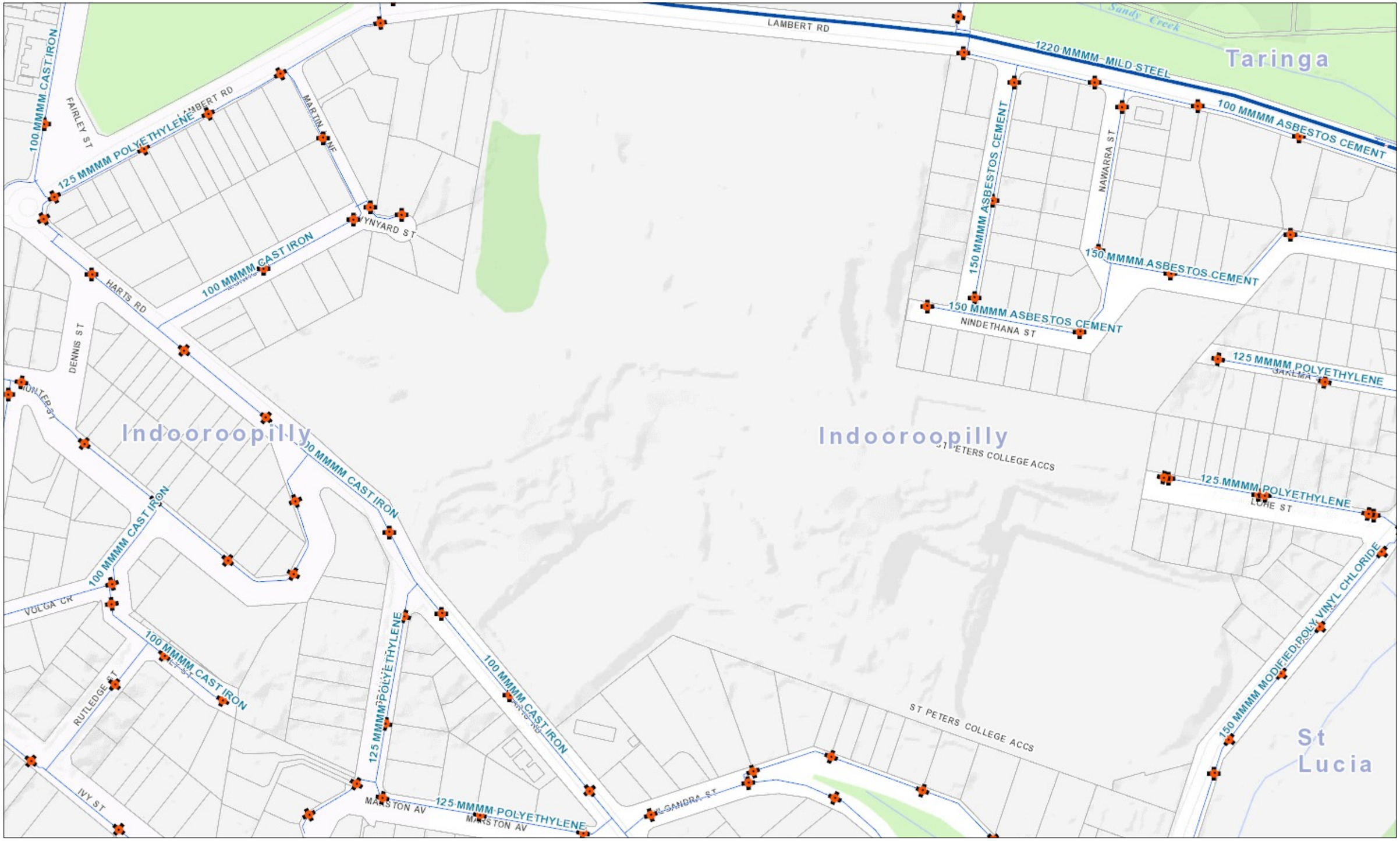
St Peter's Stormwater

125.0 0 62.0 93.8 125.0

Metres

Scale: 1:2,500

Projection: Web Mercator Auxiliary Sphere



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Print Date: 26/11/2018 - 9:56 AM

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St Peter's Water

125.0 0 62.0 93.8 125.0

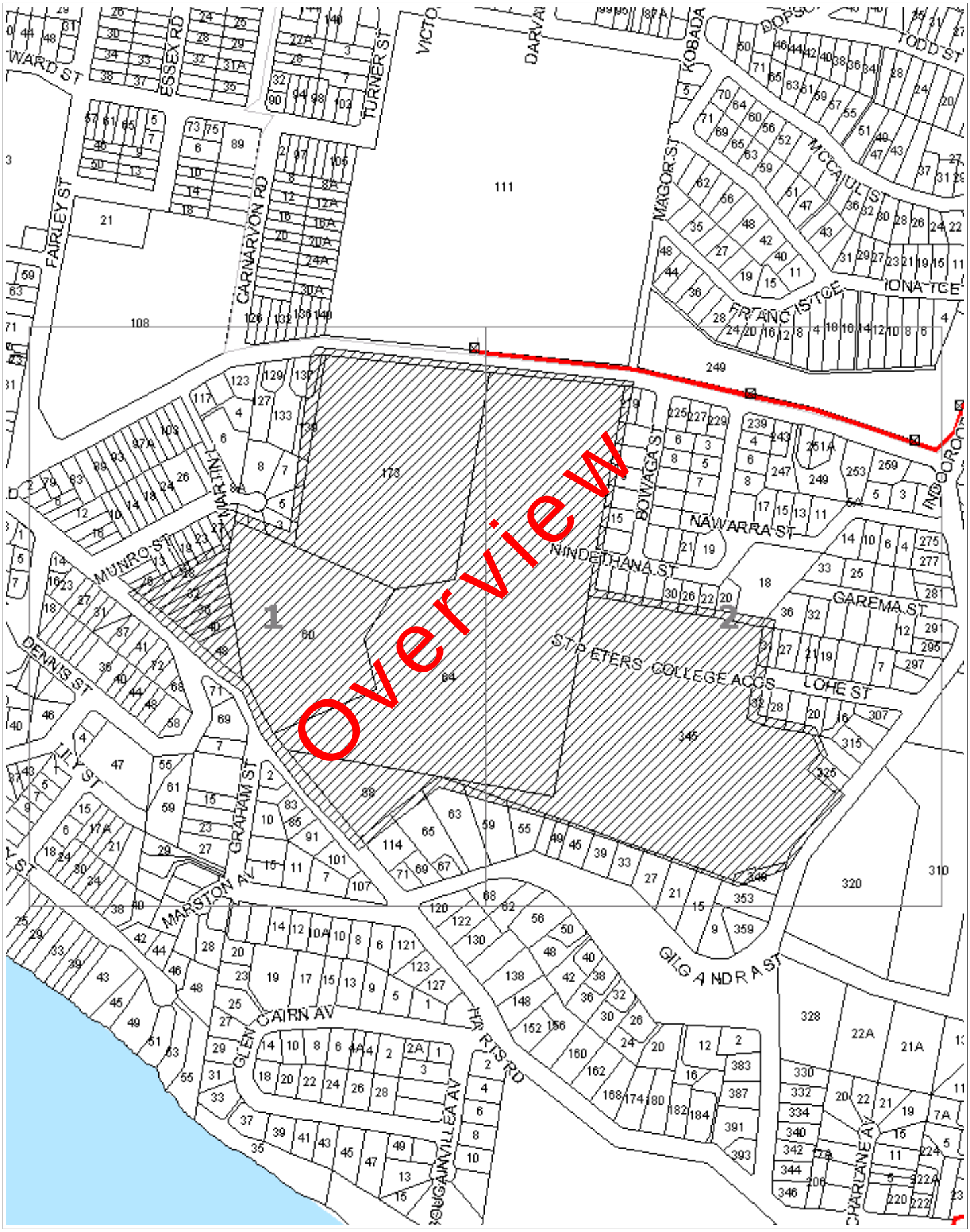
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Scale: 1:2,500

Projection: Web Mercator Auxiliary Sphere

APPENDIX C

DBYD

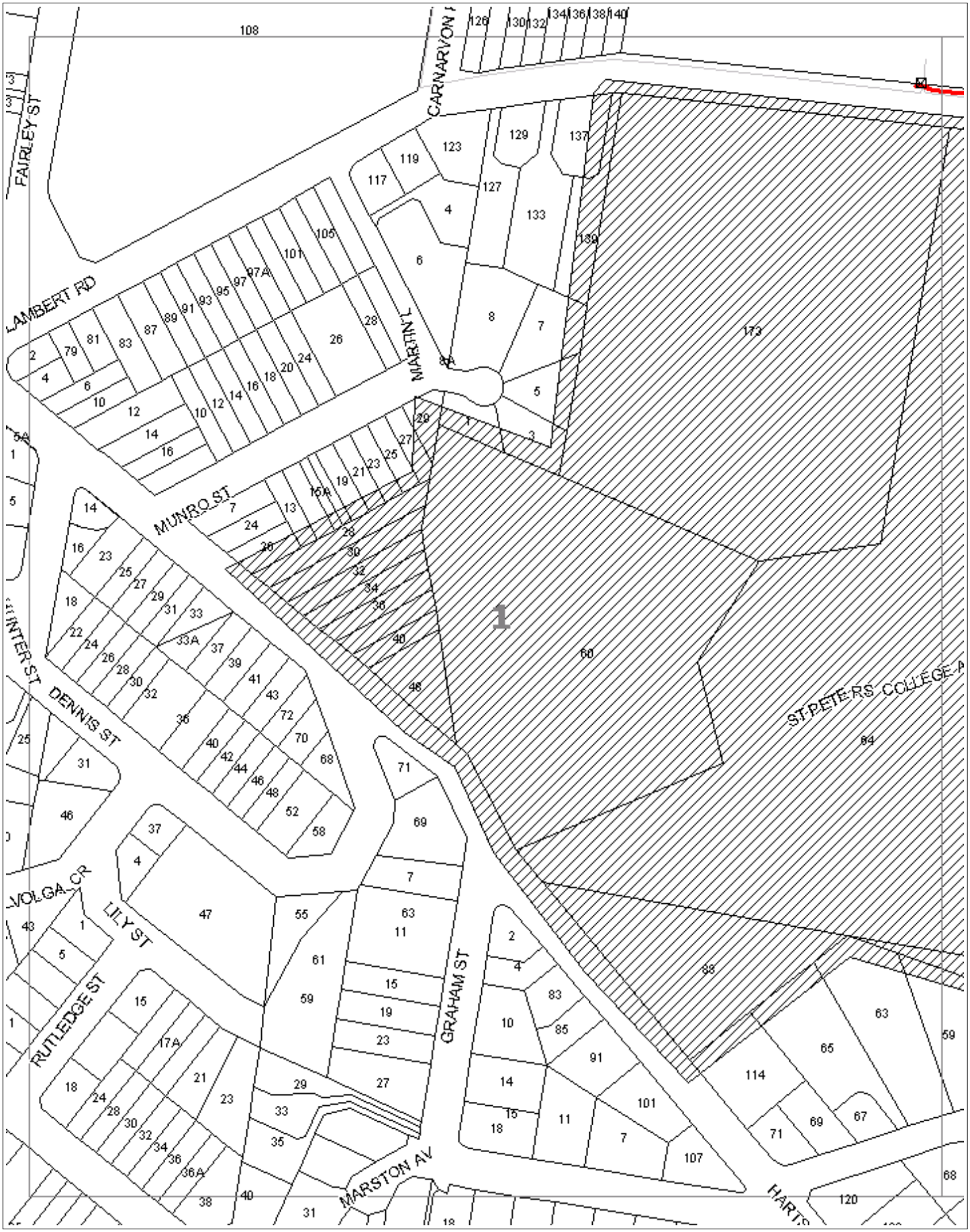


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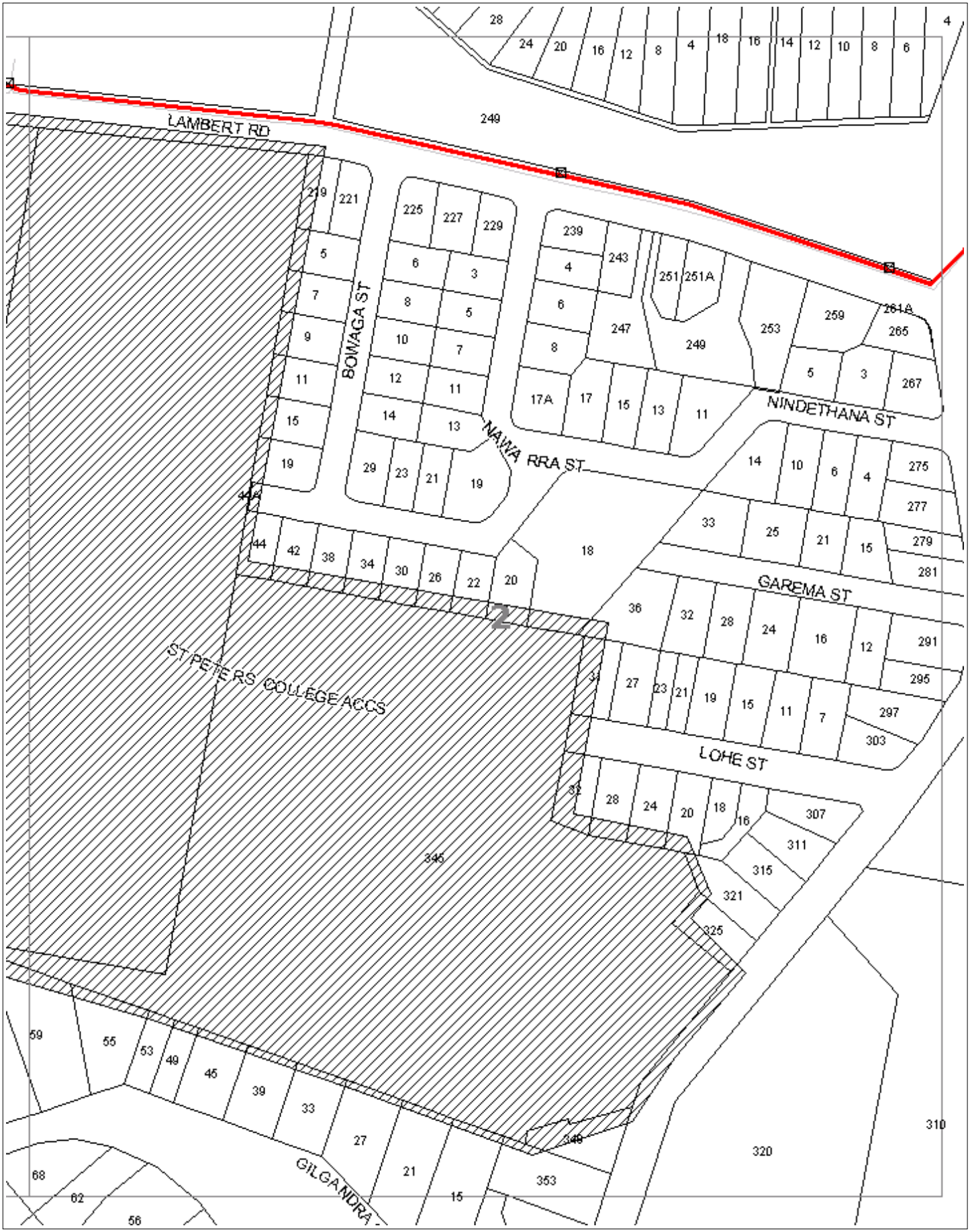


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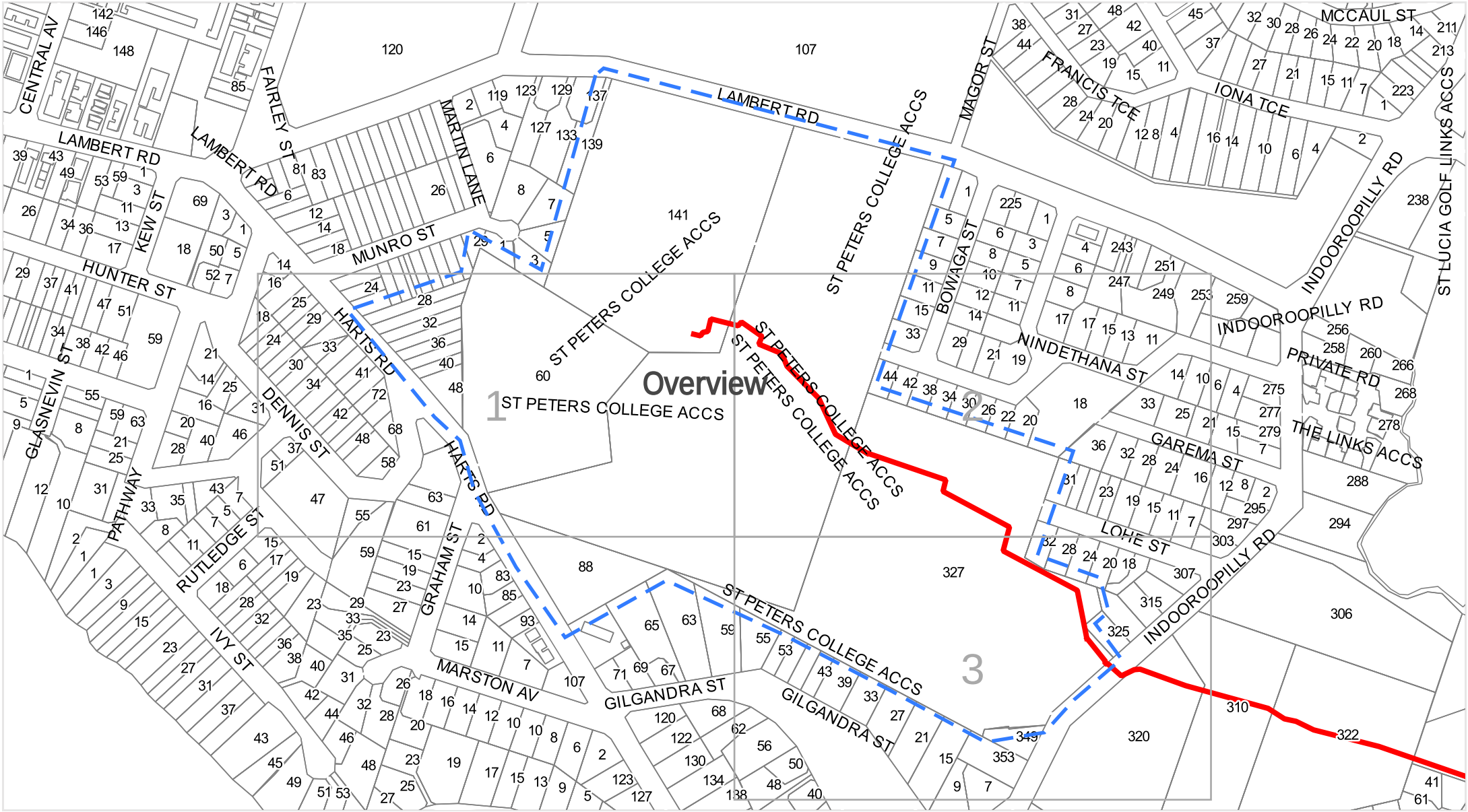
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Australia's Academic and Research Network

Sequence No: 77870049
Job No: 15347335
Location: Harts Road, Indooroopilly, QLD 4068

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Legend | Scale: 1:4599

N

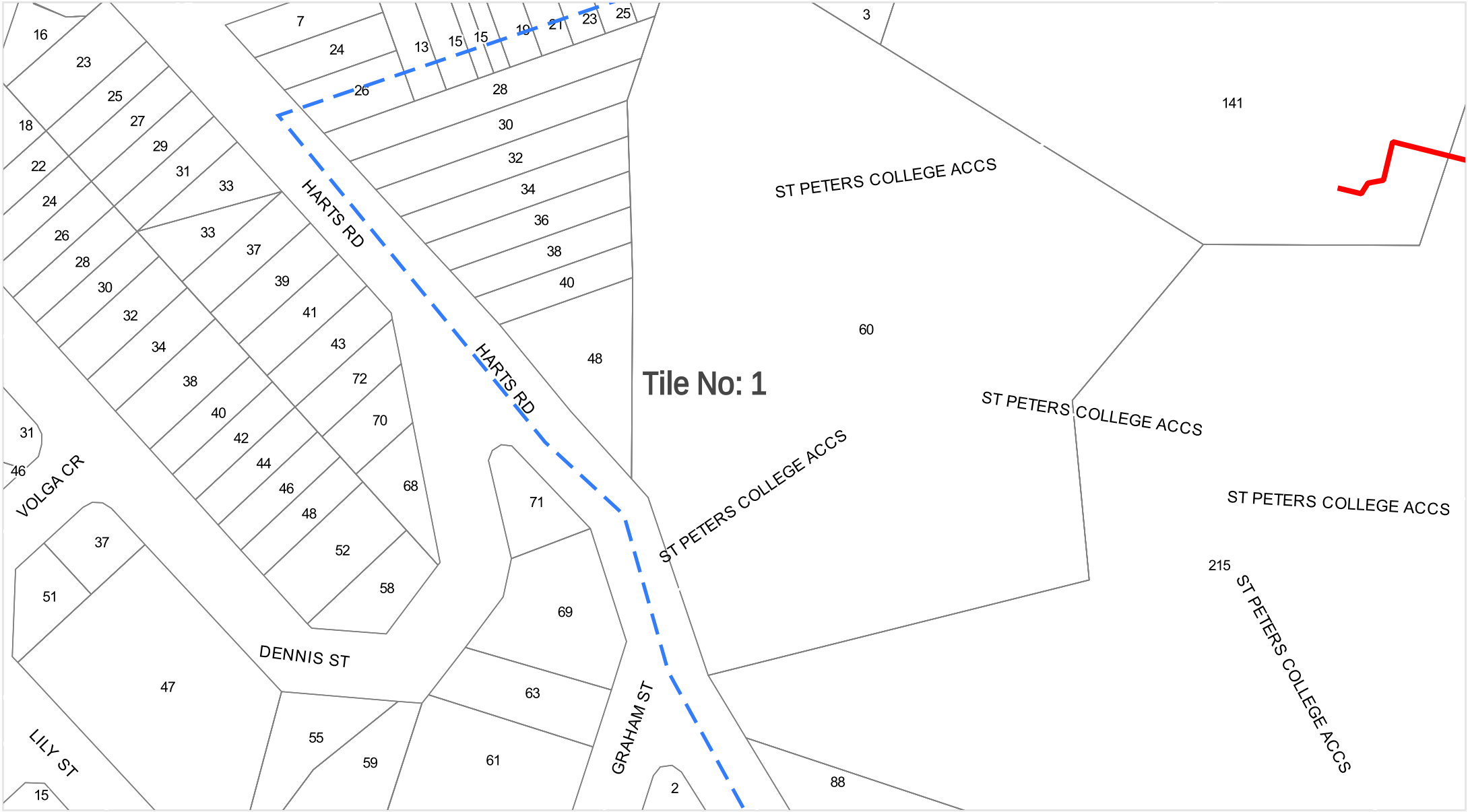
- Enquiry Area
- AARNet Fibre Optic Assets
- AARNet Power Assets
- Cadastre

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Job No: 15347335
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- Enquiry Area
- AARNet Fibre Optic Assets
- AARNet Power Assets
- Cadastre

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Legend | Scale: 1:1500

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- AARNet Power Assets
- Cadastre

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Legend | Scale: 1:1500

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- AARNet Fibre Optic Assets
- AARNet Power Assets
- Cadastre

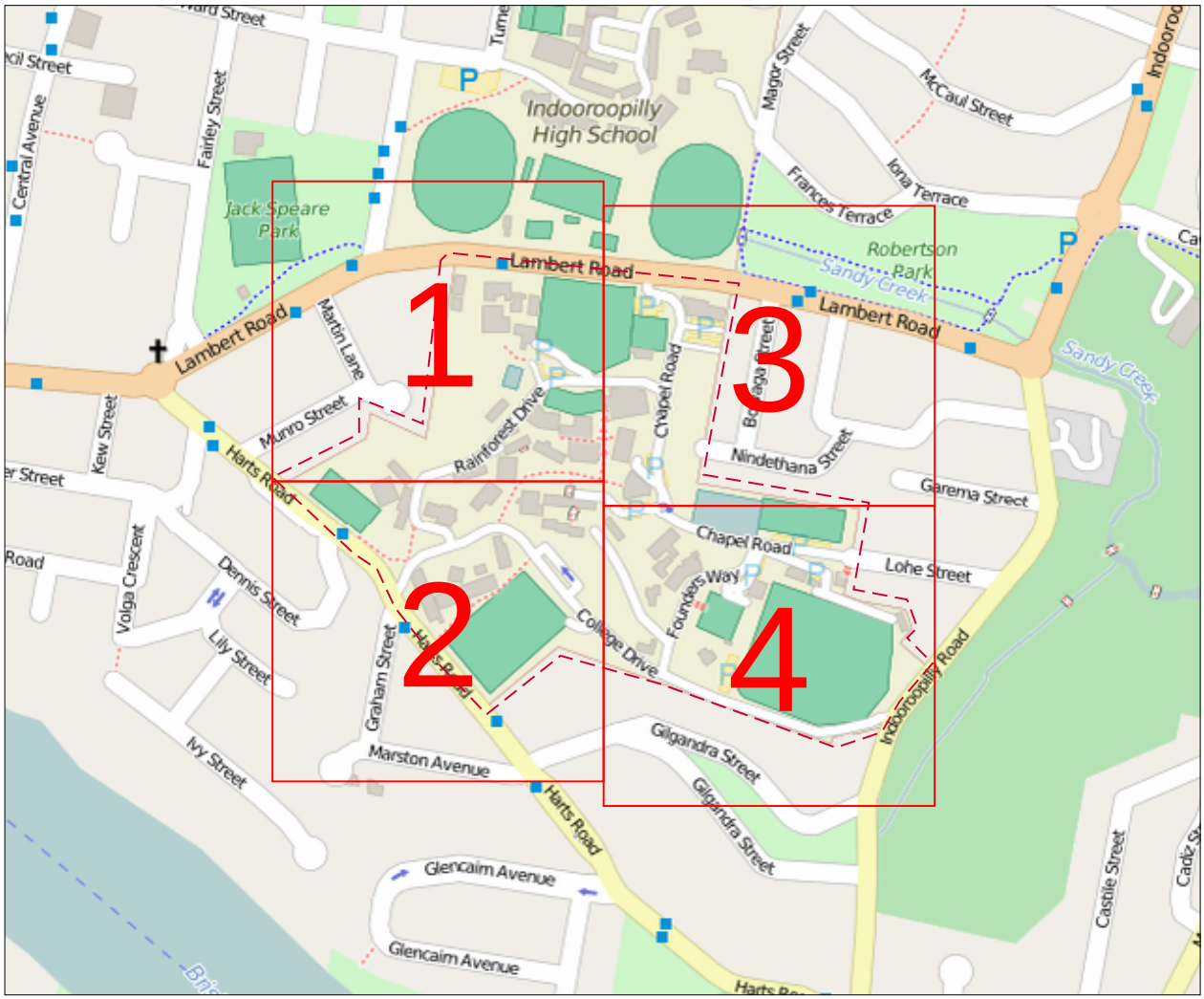
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77870047

Scale: 1: 6000

0 0.08km

NORTH

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Legend

Distribution Main
- Class 900 Transmission
- Class 600 Transmission
- Class 300 Transmission
- High Pressure Steel
- High Pressure PE Trunk
- High Pressure/ Class 500
- Medium Pressure PE/ Nylon (1)
- Medium Pressure (Allgas) (1)
- Low Pressure
- LPG
- TLP
- Proposed/ Under Construction
- Idle Gas Pipe
- Abandoned Gas Pipe
- Sleeve

(1) Medium Pressure in AGN/ Nylon in Allgas

Gas Assets and Fittings
- Gate Station
- R Regulator Station
- V Block/ Emergency Valve
- V Isolation Valve
- T Test Point
- S Syphon
- A Anode
- M Pipeline Marker
- W Trace Wire Point
- Reducer
- Pipe Connector/ Tee
- Pipe Connector
- End Cap

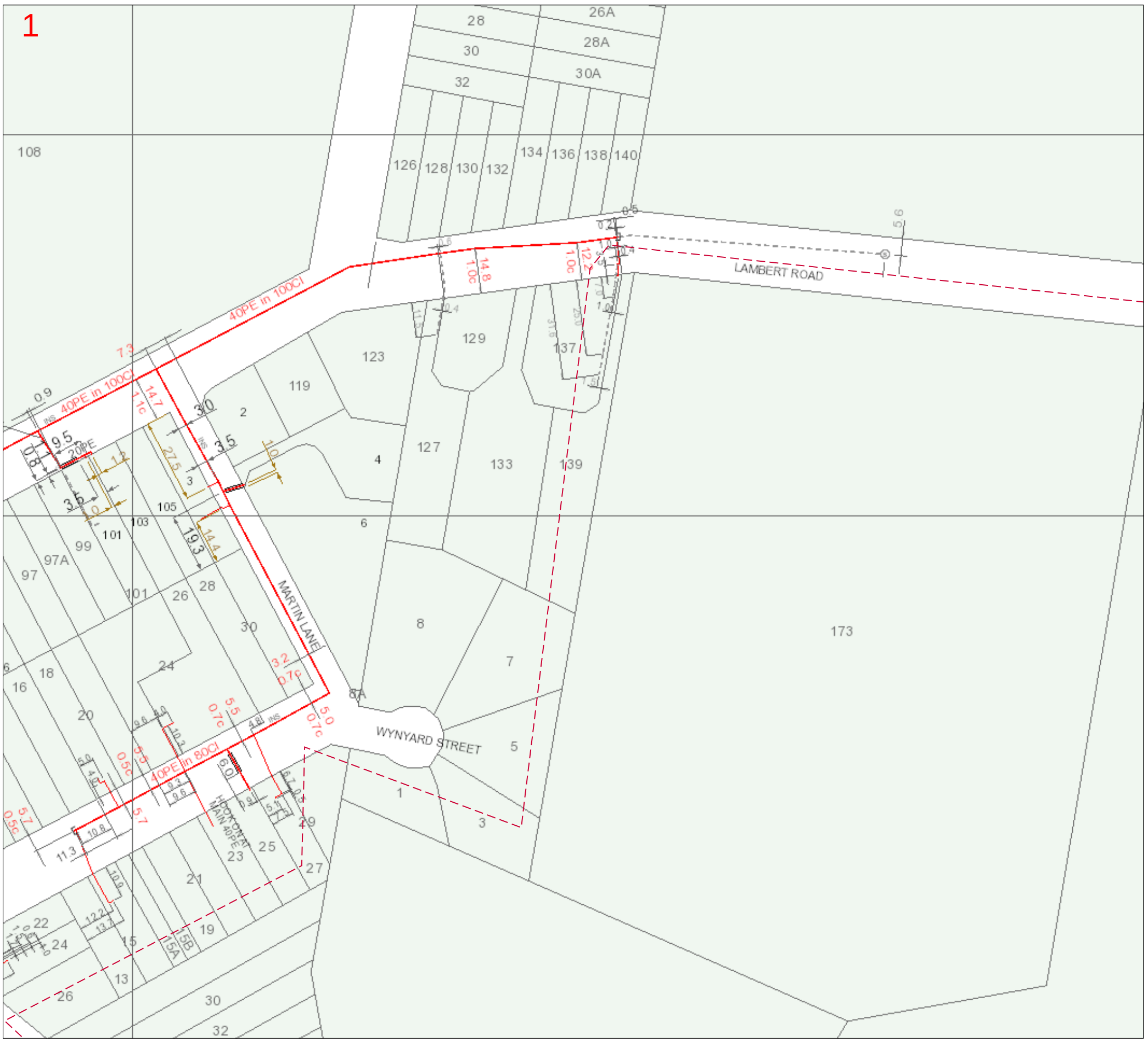
Pipe Materials

CI	Cast Iron
CU	Copper
GAL	Wrought Galvanised Iron
PGAL	Poly Coated Wrought Galvanised Iron
ST	Steel
NY/ NY11	Nylon
PE	Polyethylene
MDPE	Medium Density Polyethylene
HDPE	High Density Polyethylene
DN	Nominal Diameter
OD	Outside Diameter

Examples:
- 40PE in DN80 CI — 40mm Polyethylene in an 80mm (Nominal Diameter) Cast Iron Sleeve
- 63PE INS — 63mm Polyethylene inserted in another pipe
- Line/ Polygon Request

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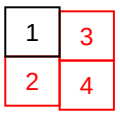


77870047 Map Sheet: 1

Scale: 1: 1000

0 0.01km NORTH

Map Key:



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Legend

Distribution Main

- Class 900 Transmission
- Class 600 Transmission
- Class 300 Transmission
- High Pressure Steel
- High Pressure PE Trunk
- High Pressure/ Class 500 (1)
- Medium Pressure PE/ Nylon
- Medium Pressure (Allgas)
- Low Pressure
- LPG
- TLP
- Proposed/ Under Construction
- Idle Gas Pipe
- Abandoned Gas Pipe
- Sleeve

(1) Medium Pressure in AGN/ Nylon in Allgas

Gas Assets and Fittings

- Gate Station
- Regulator Station
- Block/ Emergency Valve
- Isolation Valve
- Test Point
- Syphon
- Anode
- Pipeline Marker
- Trace Wire Point
- Reducer
- Pipe Connector/ Tee
- Pipe Connector
- End Cap

Pipe Materials

CI	Cast Iron
CU	Copper
GAL	Wrought Galvanised Iron
PGAL	Poly Coated Wrought Galvanised Iron
ST	Steel
NY/ NY11	Nylon
PE	Polyethylene
MDPE	Medium Density Polyethylene
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DN	Nominal Diameter
OD	Outside Diameter

Examples: 40PE in DN80 CI — 40mm Polyethylene in an 80mm (Nominal Diameter) Cast Iron Sleeve

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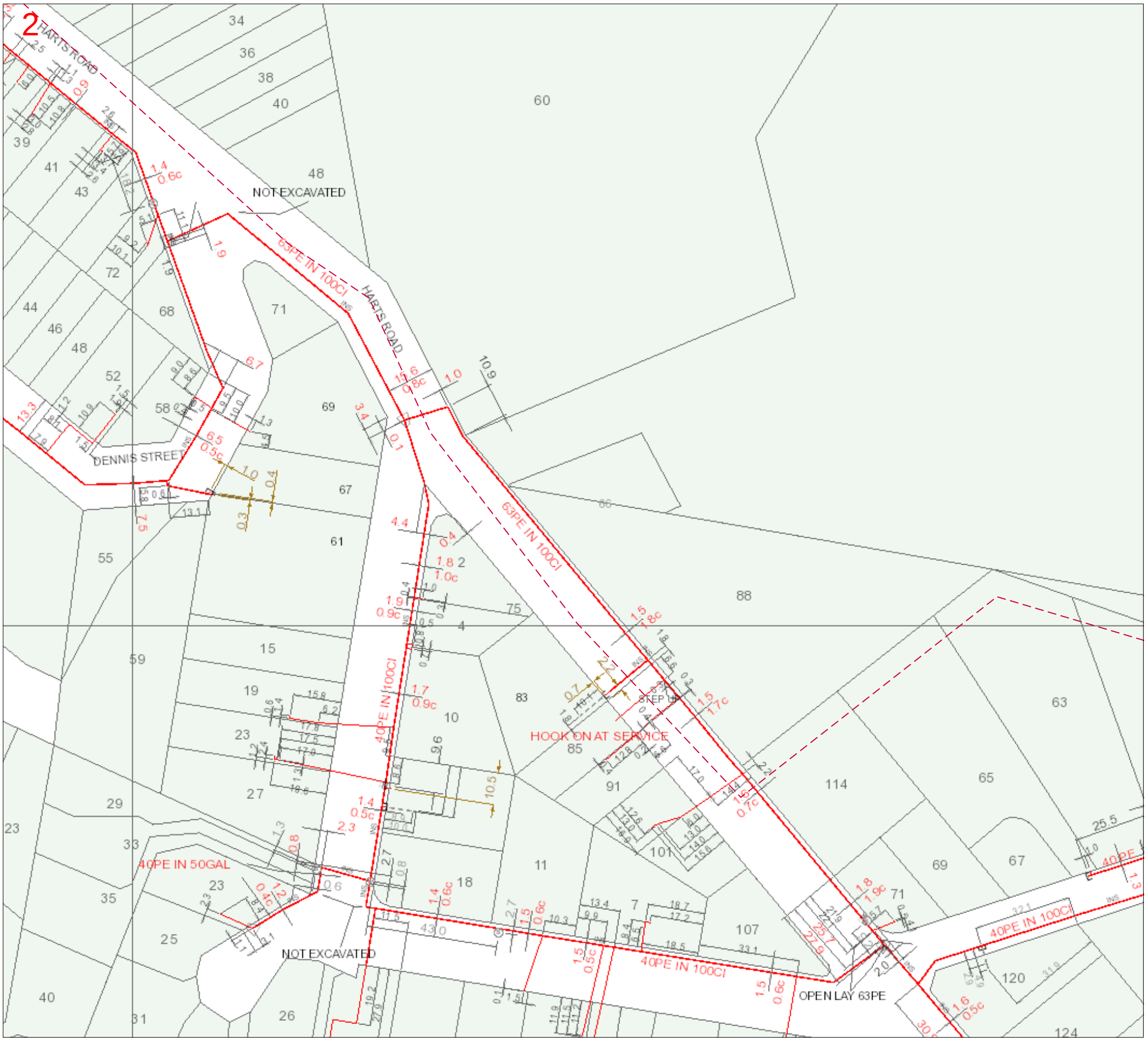
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77870047 Map Sheet: 2

Scale: 1: 1000

0 0.01km

NORTH

Map Key:

1	3
2	4

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Legend

Distribution Main

- Class 900 Transmission
- Class 600 Transmission
- Class 300 Transmission
- High Pressure Steel
- High Pressure PE Trunk
- High Pressure/ Class 500 (1)
- Medium Pressure PE/ Nylon
- Medium Pressure (Allgas)
- Low Pressure
- LPG
- TLP
- Proposed/ Under Construction
- Idle Gas Pipe
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- Sleeve

(1) Medium Pressure in AGN/ Nylon in Allgas

Gas Assets and Fittings

- Gate Station
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- V Isolation Valve
- OP T Test Point
- S Syphon
- A Anode
- M Pipeline Marker
- W Trace Wire Point
- Reducer
- T Pipe Connector/ Tee
- = Pipe Connector
- End Cap

Pipe Materials

CI	Cast Iron
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Examples: 40PE in DN80 CI — 40mm Polyethylene in an 80mm (Nominal Diameter) Cast Iron Sleeve

63PE INS — 63mm Polyethylene inserted in another pipe

Line/ Polygon Request

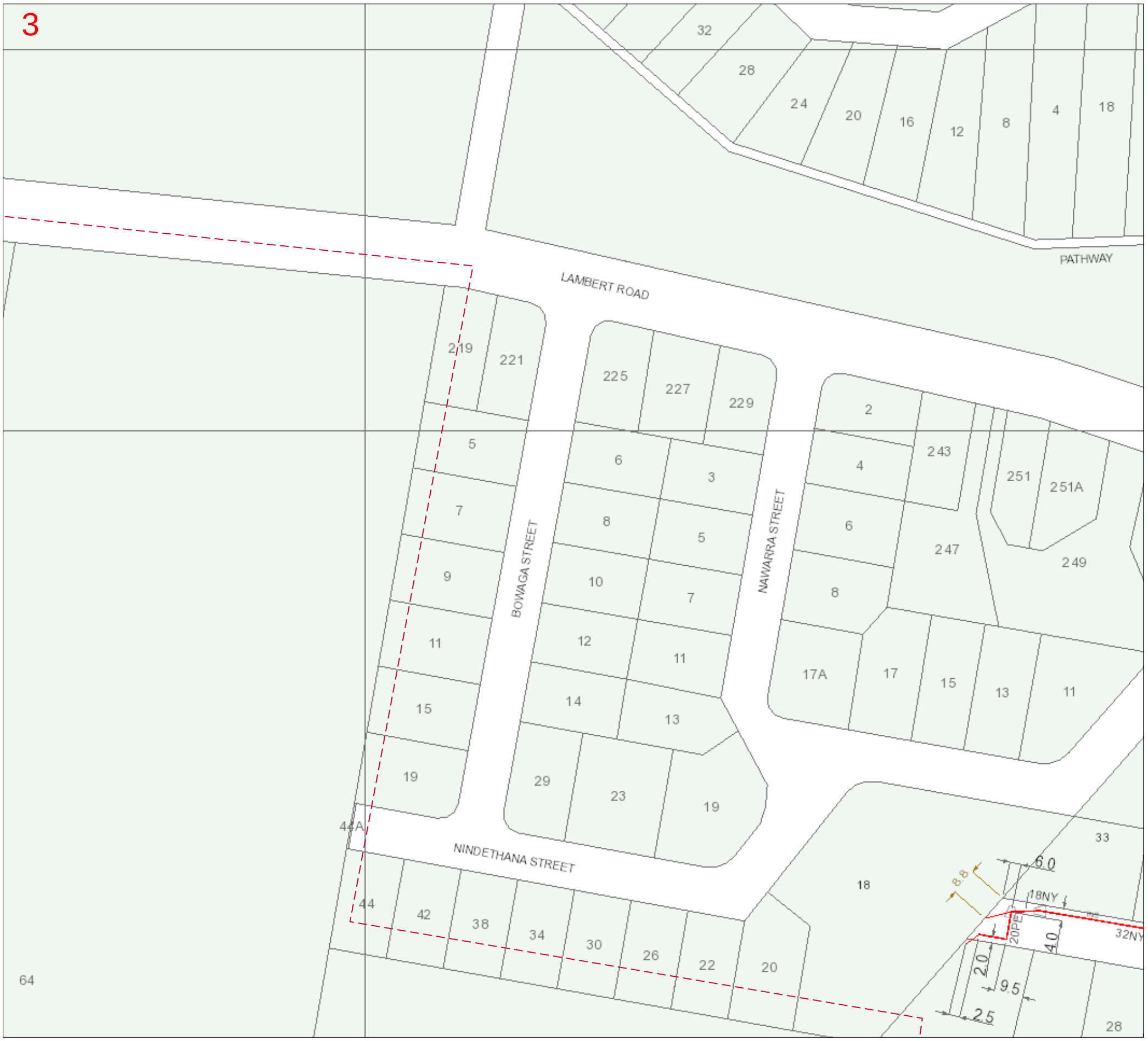
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3



77870047 Map Sheet: 3

Scale: 1: 1000

0 0.01km

NORTH

Map Key:

1	3
2	4

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Legend

Distribution Main

- Class 900 Transmission
- Class 600 Transmission
- Class 300 Transmission
- High Pressure Steel
- High Pressure PE Trunk
- High Pressure/ Class 500 (1)
- Medium Pressure PE/ Nylon
- Medium Pressure (Allgas)
- Low Pressure
- LPG
- TLP
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(1) Medium Pressure in AGN/ Nylon in Allgas

Gas Assets and Fittings

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Examples: 40PE in DN80 CI — 40mm Polyethylene in an 80mm (Nominal Diameter) Cast Iron Sleeve

63PE INS — 63mm Polyethylene inserted in another pipe

Line/ Polygon Request

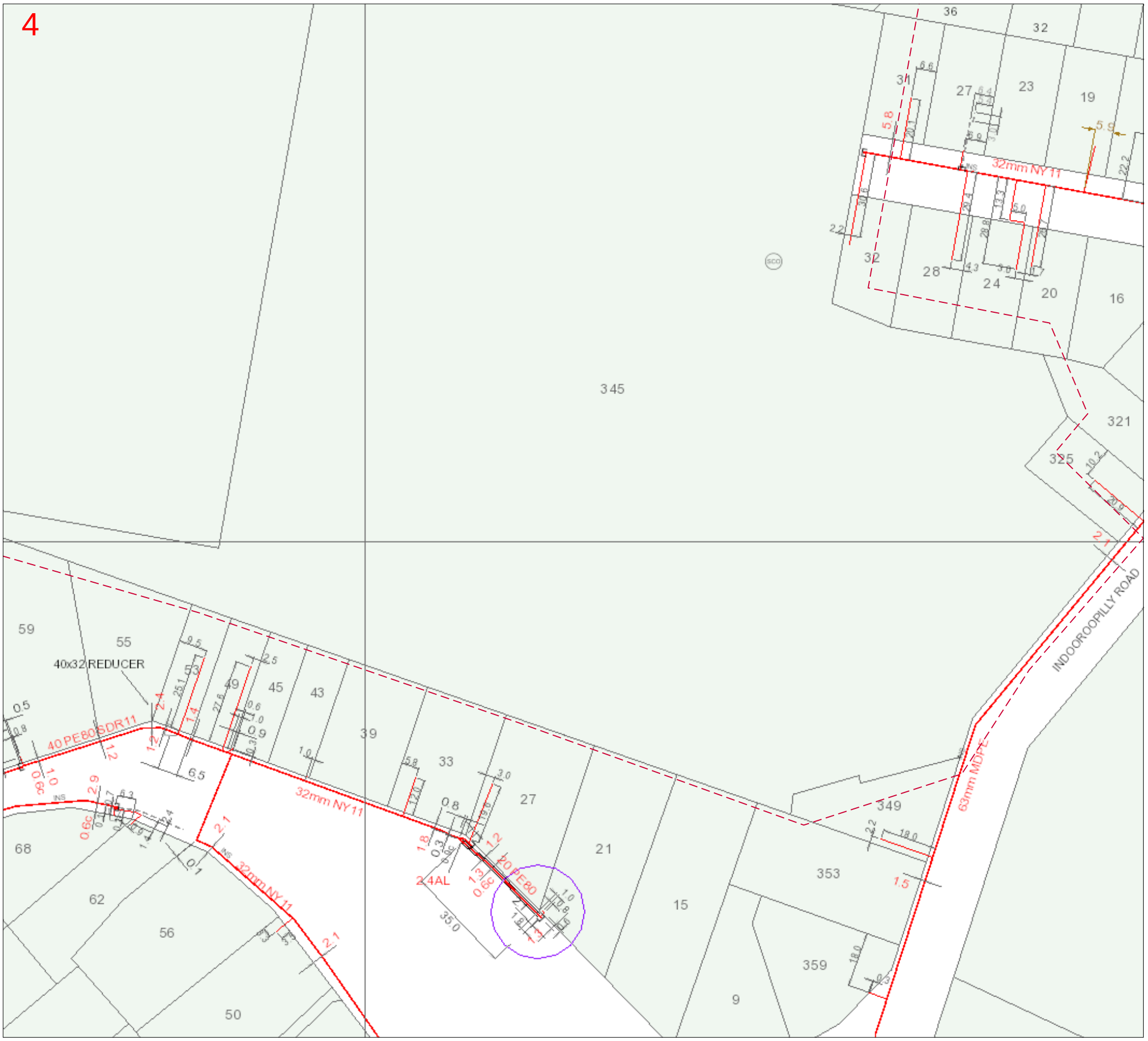
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4



77870047 Map Sheet: 4

Scale: 1: 1000

0 0.01km

NORTH

Map Key:

1	3
2	4

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Legend

Distribution Main

- Class 900 Transmission
- Class 600 Transmission
- Class 300 Transmission
- High Pressure Steel
- High Pressure PE Trunk
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- Medium Pressure PE/ Nylon
- Medium Pressure (Allgas)
- Low Pressure
- LPG
- TLP
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- Sleeve

(1) Medium Pressure in AGN/ Nylon in Allgas

Gas Assets and Fittings

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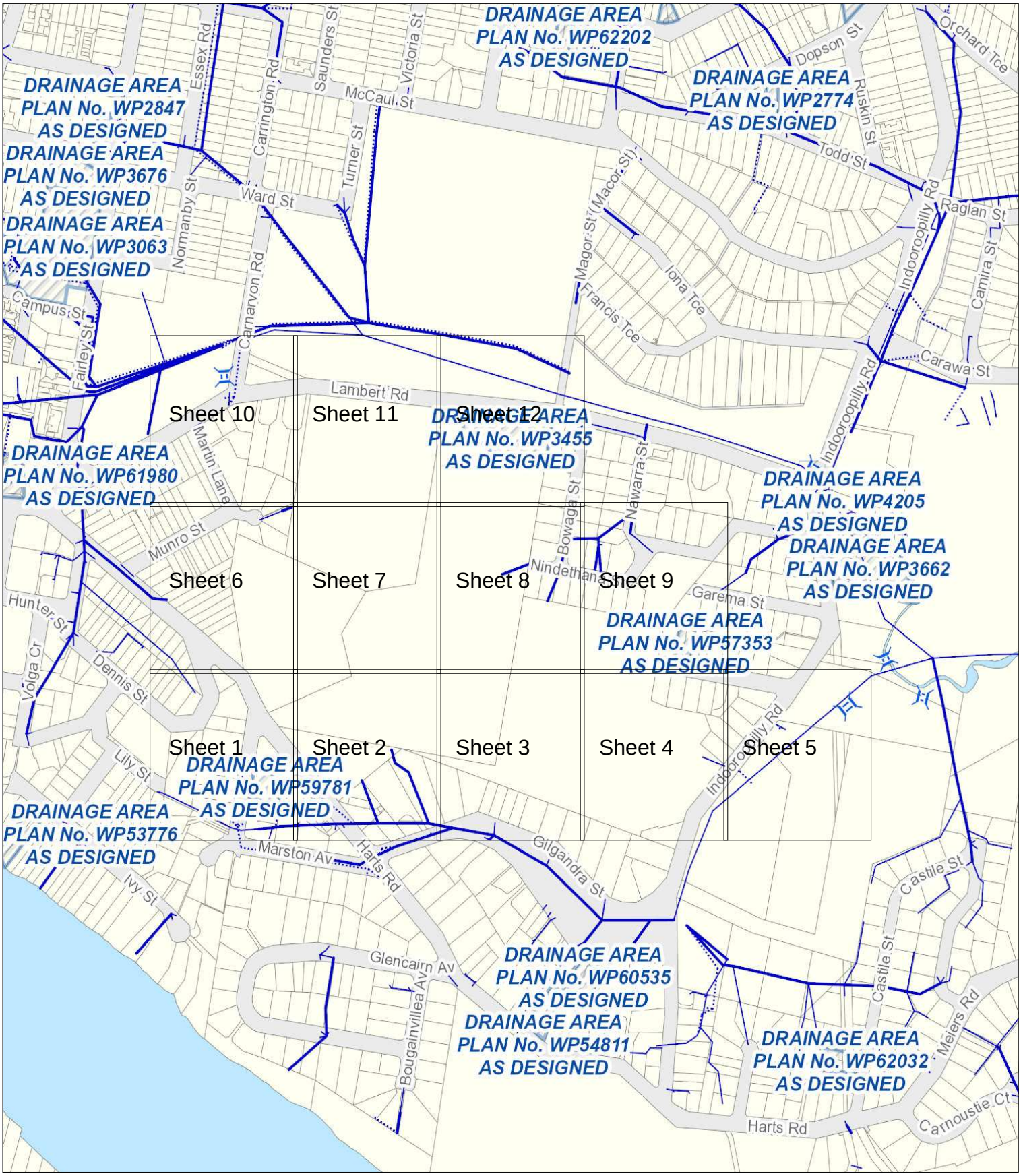
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Sequence Number: 77870041

Map Sheet Overview

Date: Nov 23, 2018

BCC Stormwater and Cable Networks

6958372

497973 N 499283

6956936

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Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

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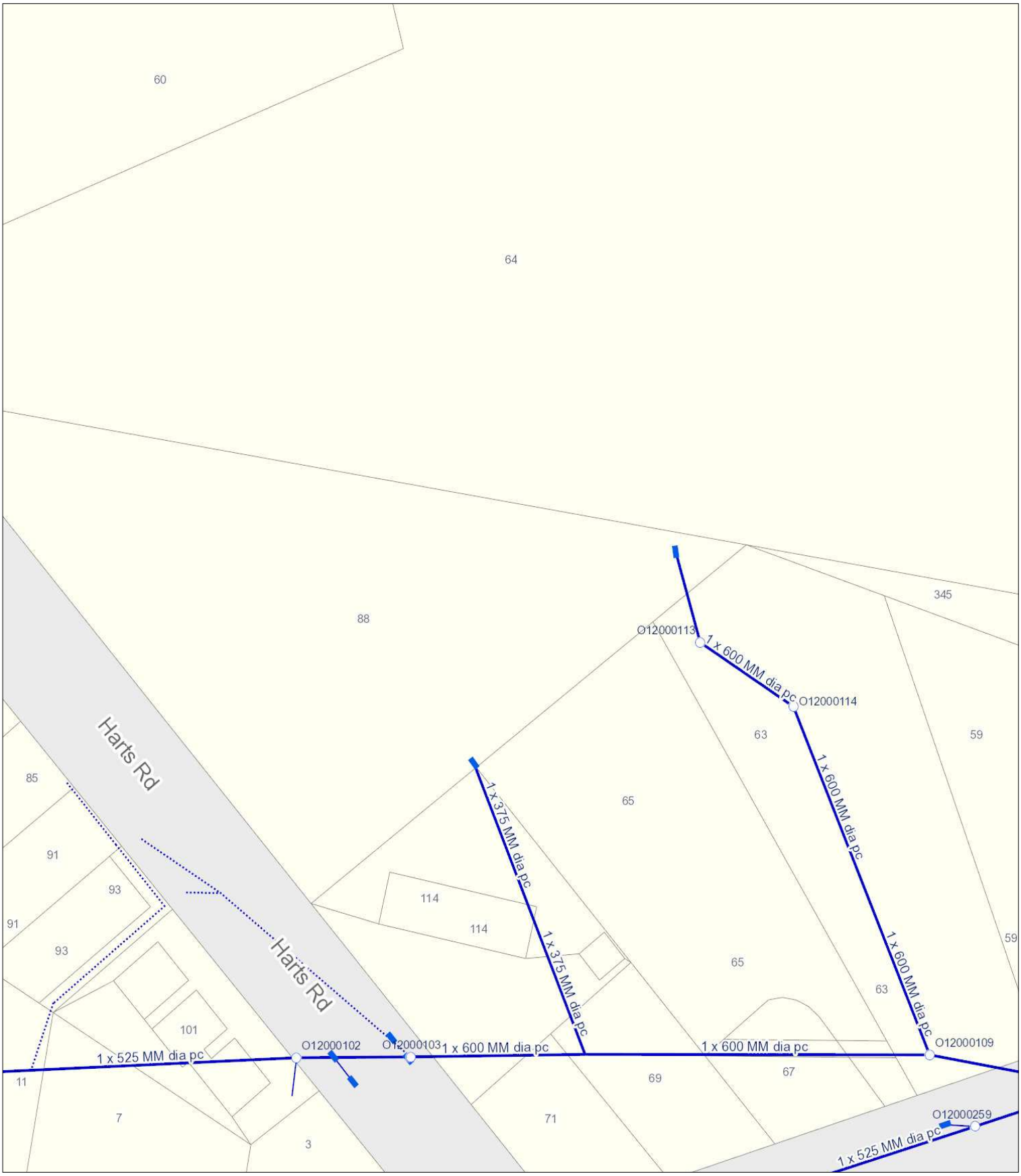
6957554

498162 N 498353

6957344

Sheet 1

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Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

Location:

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498347 N 498538

6957344

Sheet 2

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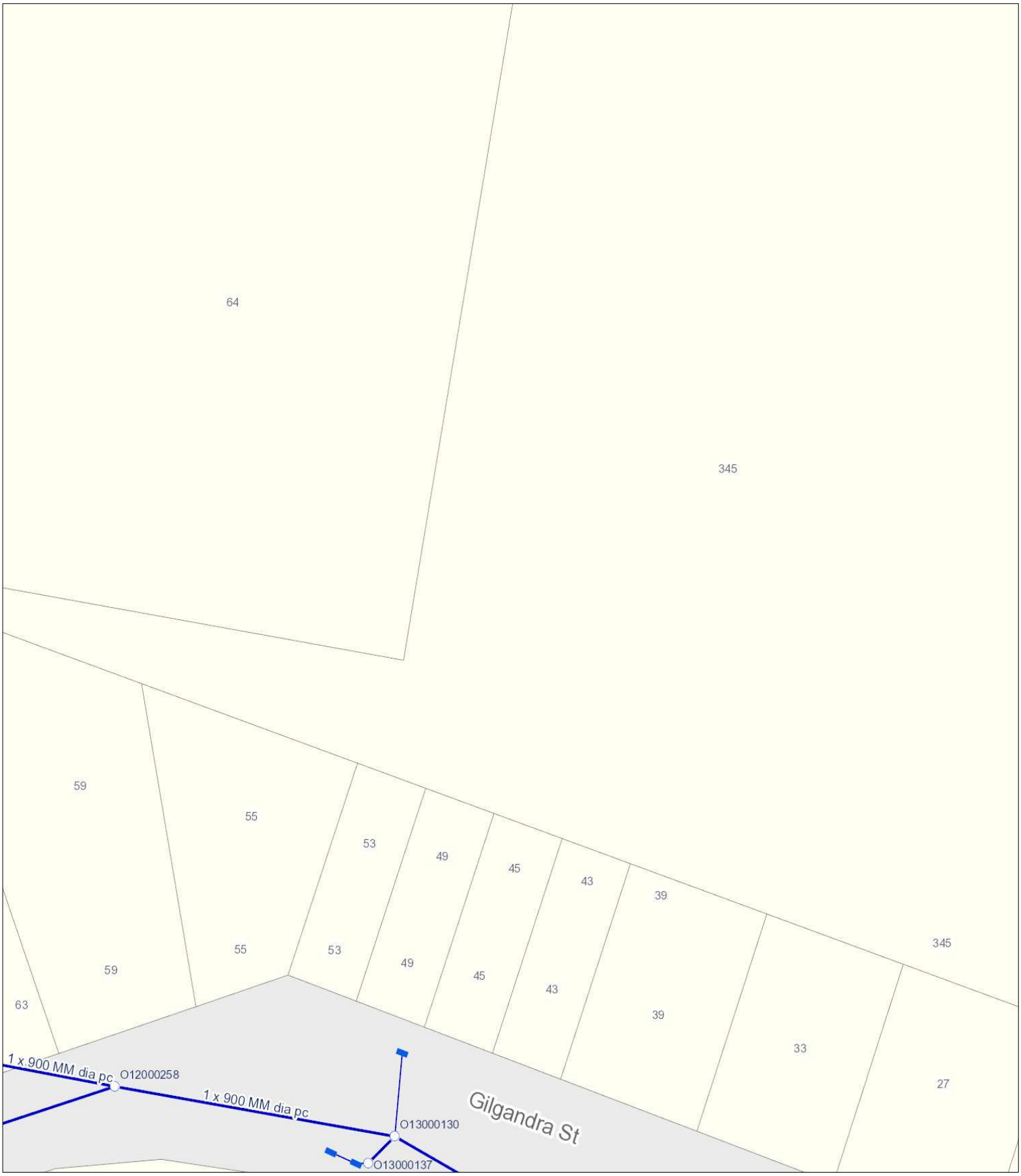
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BRISBANE CITY

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Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

Location:

6957554

498532 N 498723

6957344

Sheet 3

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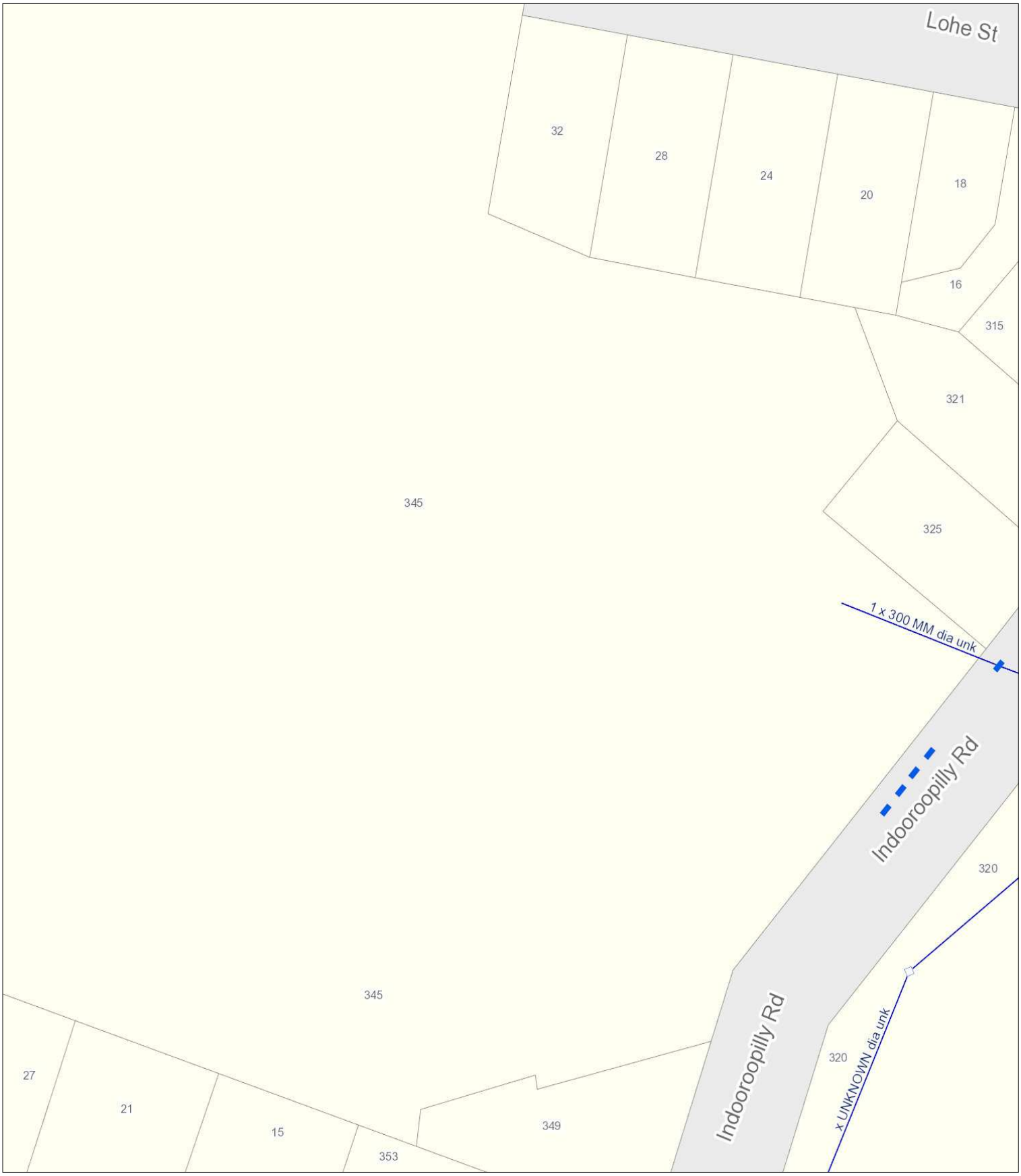
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Metres 20 40

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Location:

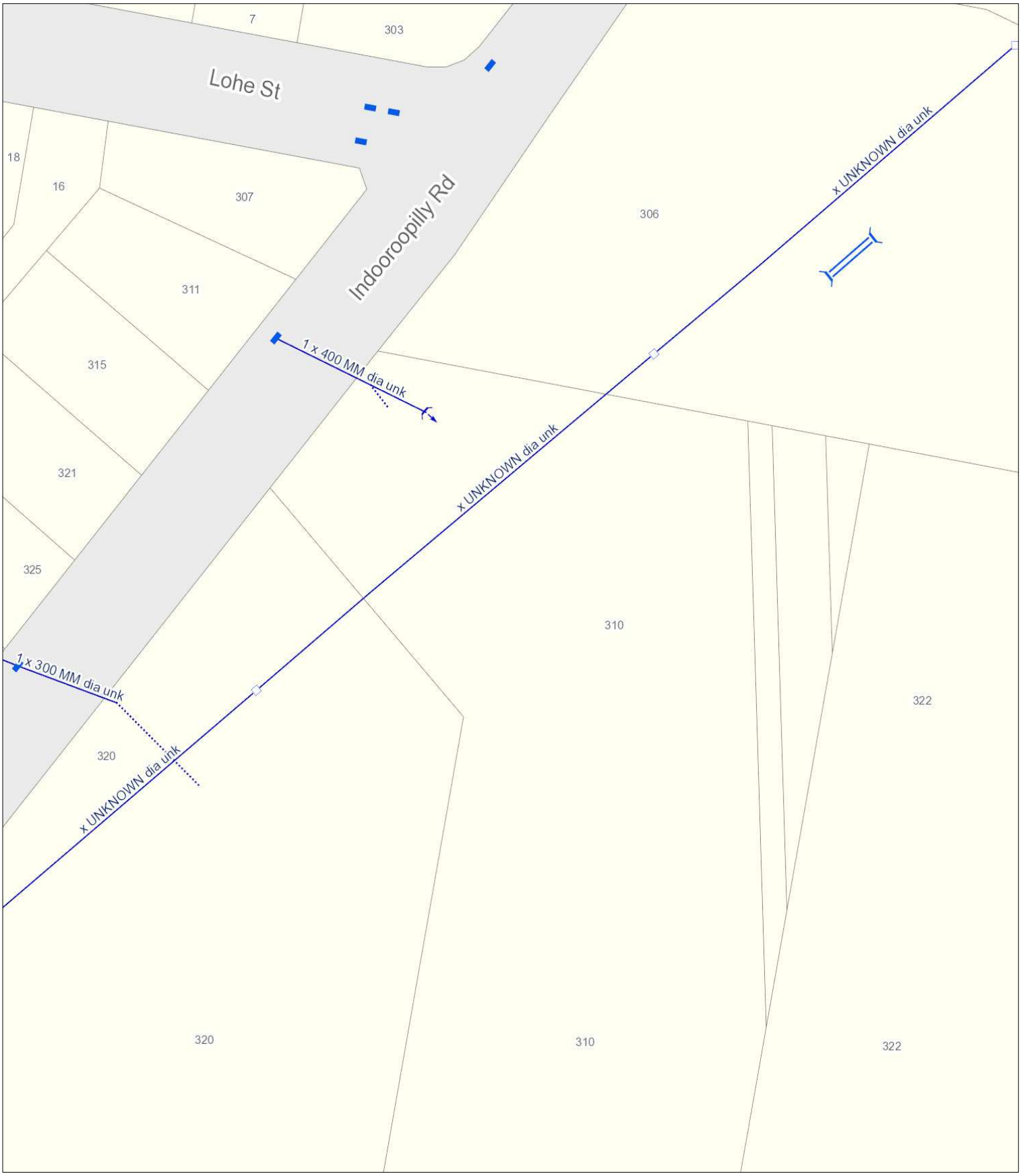
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498717 N 498908

6957344

Sheet 4

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Location:

6957554

498902 N 499093

6957344

Sheet 5

Copyright BCC, 2018



BCC Stormwater and Cable Networks

Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

Disclaimer:

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Location:

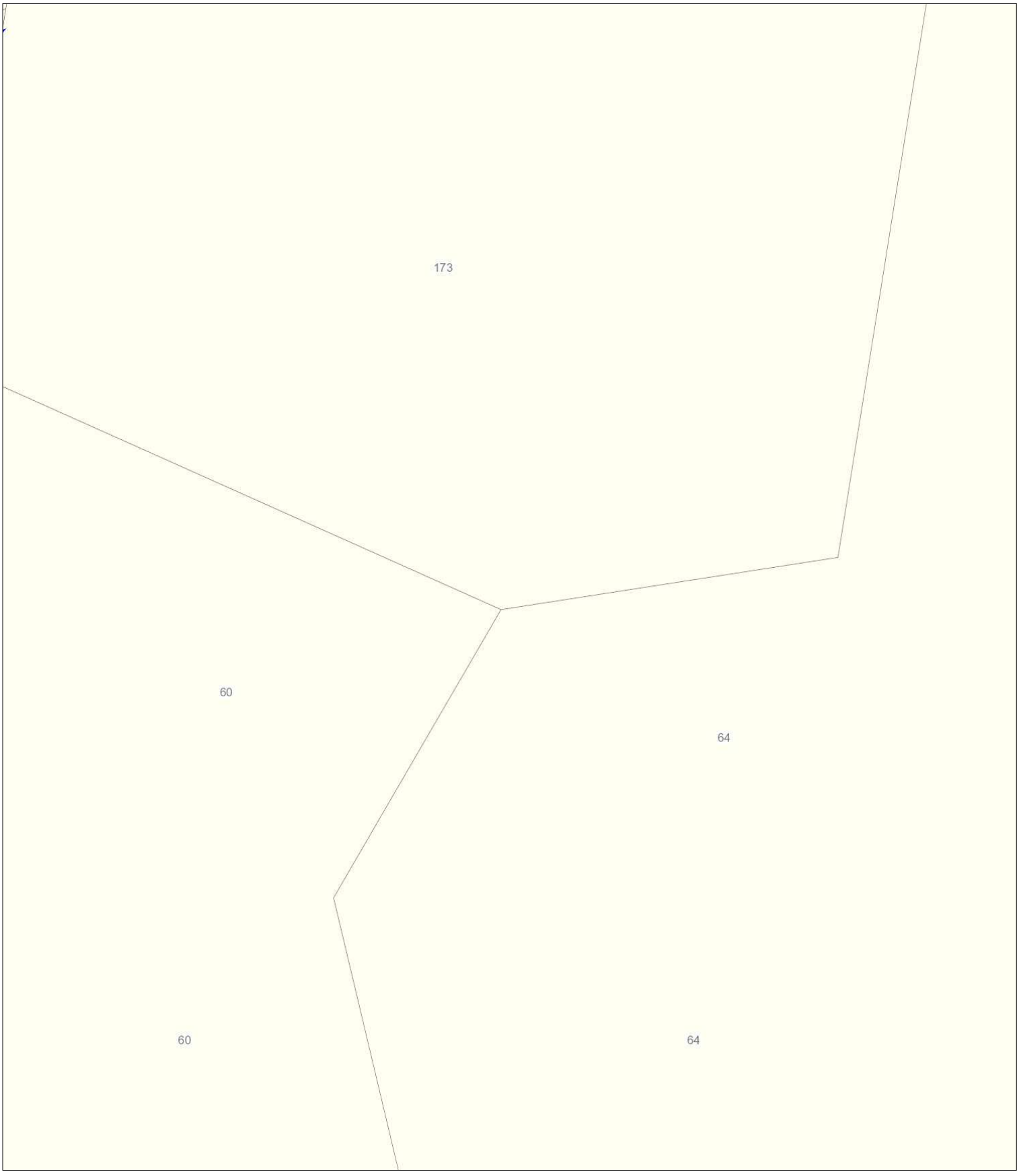
6957759

498162 N 498353

6957549

Sheet 6

Copyright BCC, 2018



BCC Stormwater and Cable Networks

Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

Location:

6957759

498347 N 498538

6957549

Sheet 7

Disclaimer:

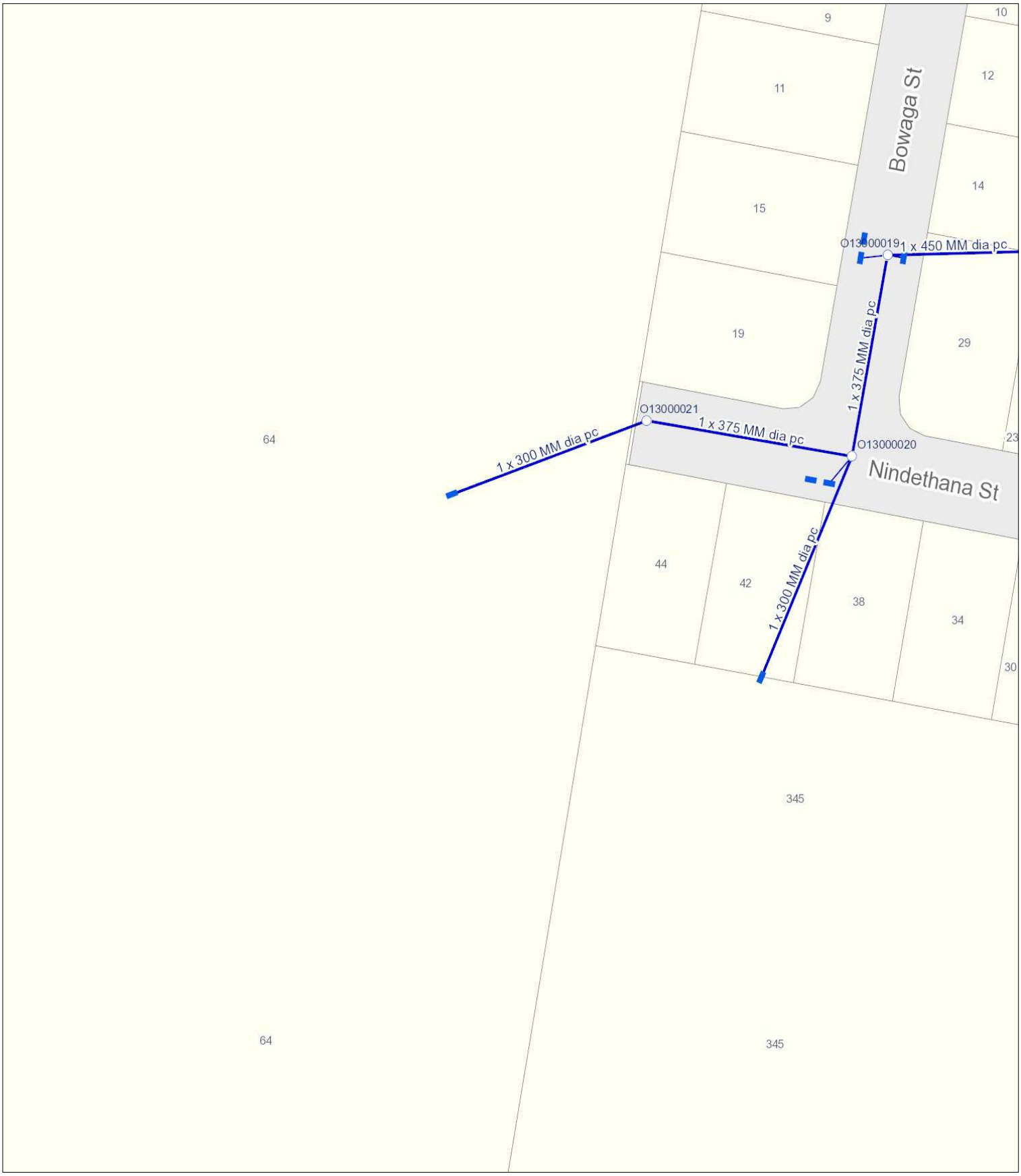
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BRISBANE CITY

Copyright BCC, 2018



BCC Stormwater and Cable Networks

Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

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Location:

6957759

498532 N 498723

6957549

Sheet 8

Copyright BCC, 2018



BCC Stormwater and Cable Networks

Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

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Location:

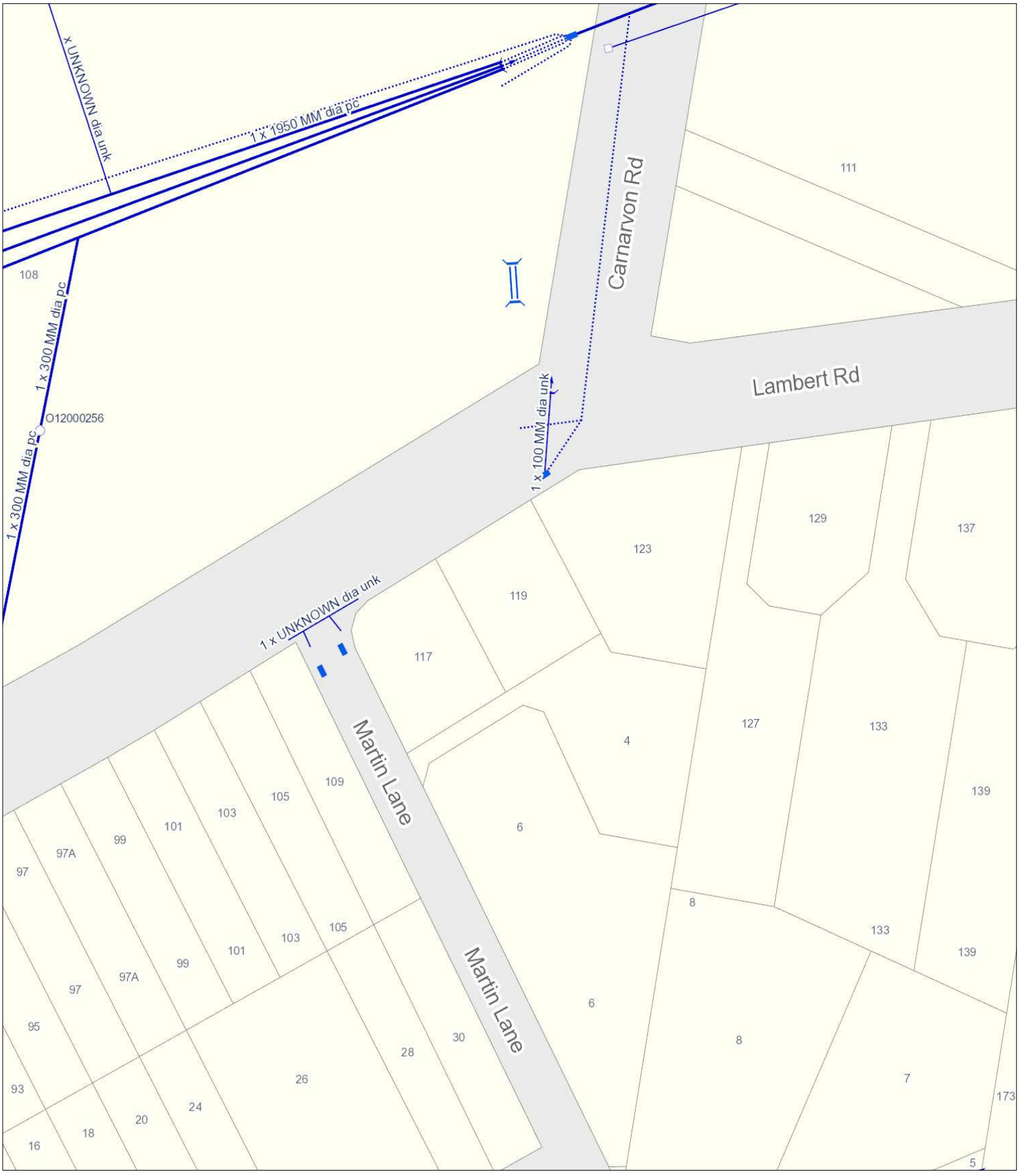
6957759

498717 N 498908

6957549

Sheet 9

Copyright BCC, 2018



BCC Stormwater and Cable Networks

Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

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Caution: This map may contain the locations of abandoned underground asbestos pipes. Council gives no warranty to the completeness or accuracy of these records. Appropriate care needs to be taken in all cases.

Location:

6957964

498162 N 498353

6957754

Sheet 10

Copyright BCC, 2018



BCC Stormwater and Cable Networks

Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

Location:

6957964

498347 N 498538

6957754

Sheet 11

Disclaimer:

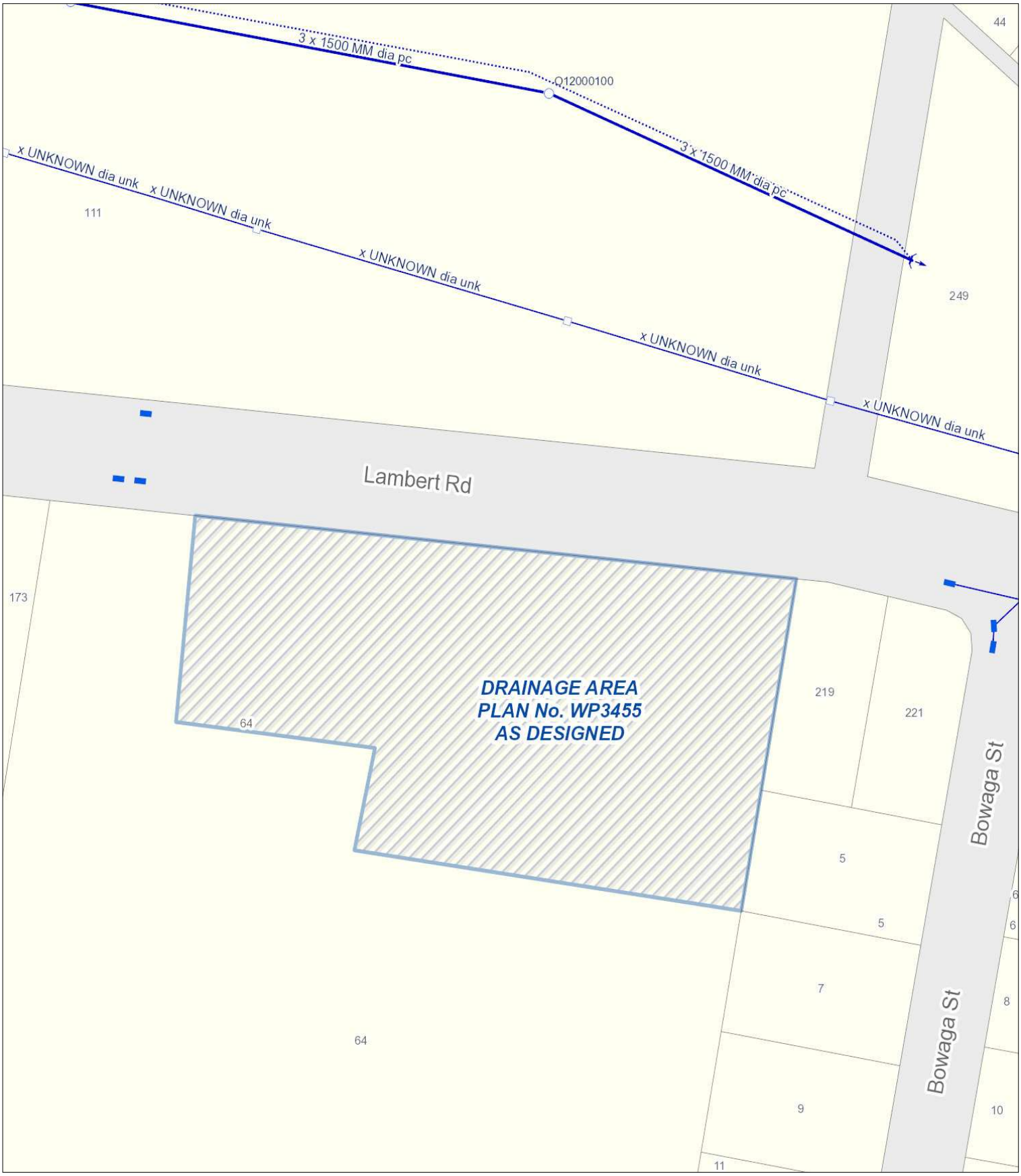
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BRISBANE CITY

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BCC Stormwater and Cable Networks

Sequence Number: 77870041

Scale = 1:1000

Metres 20 40

Date: Nov 23, 2018

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Location:

6957964

498532 N 498723

6957754

Sheet 12

Copyright BCC, 2018

Legend

Stormwater Network

 Stormwater Drain

 Stormwater Gully / Roofwater Connection

 Future Stormwater Drain

 Stormwater Maintenance Hole

 Stormwater Roofwater Pit

 Stormwater Gully Pit

 Stormwater Field Inlet

 Stormwater Quality Improvement Device

 Stormwater Culvert

BCC Cable Network

 Traffic System Cable

 Traffic Signal Ducting

 Traffic Light Conduit

 Fibre Optic Cable Location

 Flood Telemetry Conduit

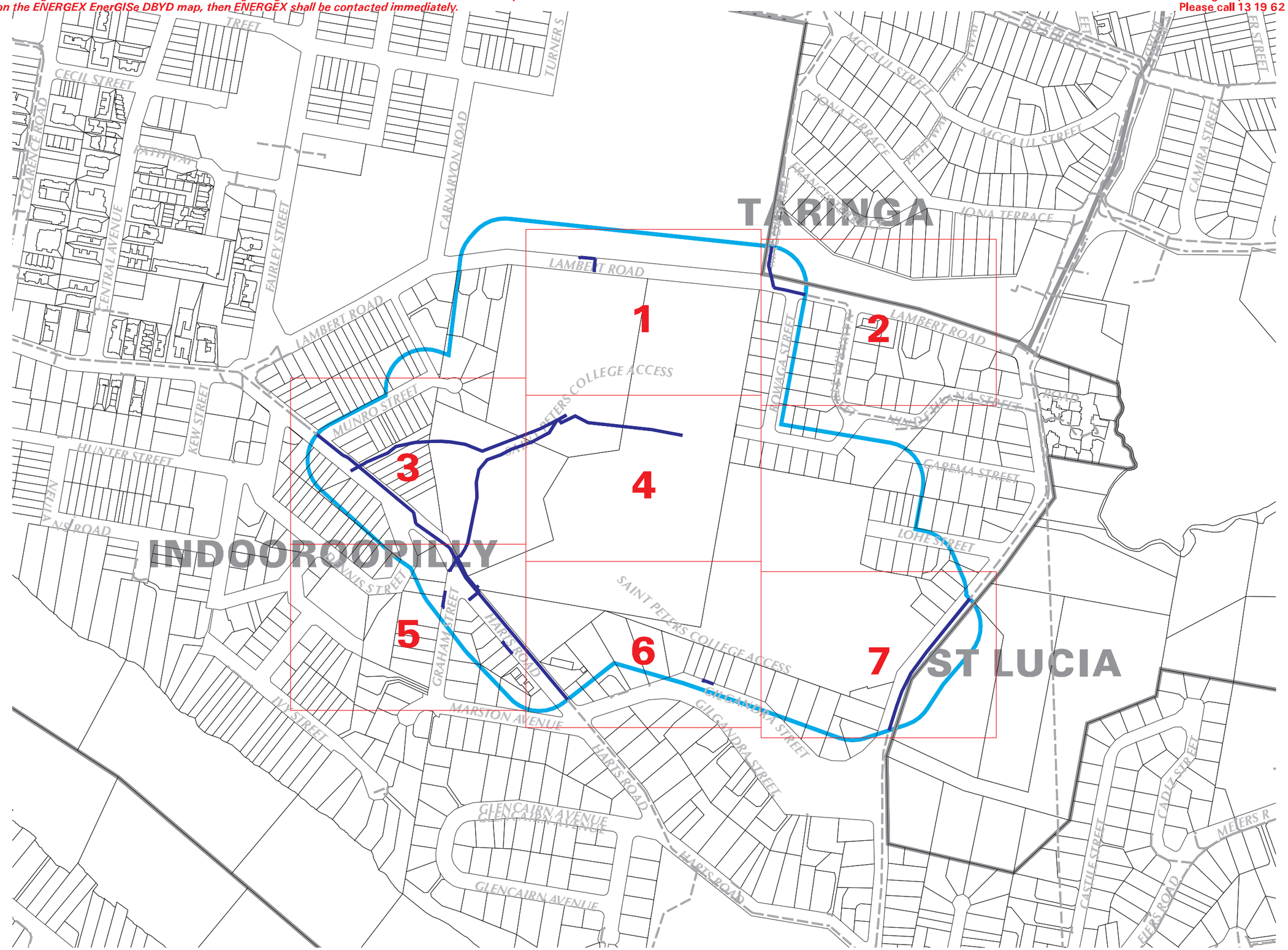
 Parking Sensor Ducting

 Fibre Optic Pit Location

PAPER SIZE A3

All underground cables shall be treated as being energised. Where a cable is located that is not represented on the ENERGEX EnerGISe DBYD map, then ENERGEX shall be contacted immediately.

For Emergency Situations Please call 13 19 62



energex

EnerGISe
DBYD

Date: 23 Nov 18 Time: 10.44.08
Requested By: DBYD

NOT TO SCALE

0 150m

Enquiry No: 77870042
KEY MAP

Enquiry Area

LOCALITY DIAGRAM



This output provides details of the ENERGEX electrical network. As variations may exist no responsibility is incurred by ENERGEX for the accuracy or completeness of the information provided. Exact positions of cables and electrical connectivity should be confirmed on site.

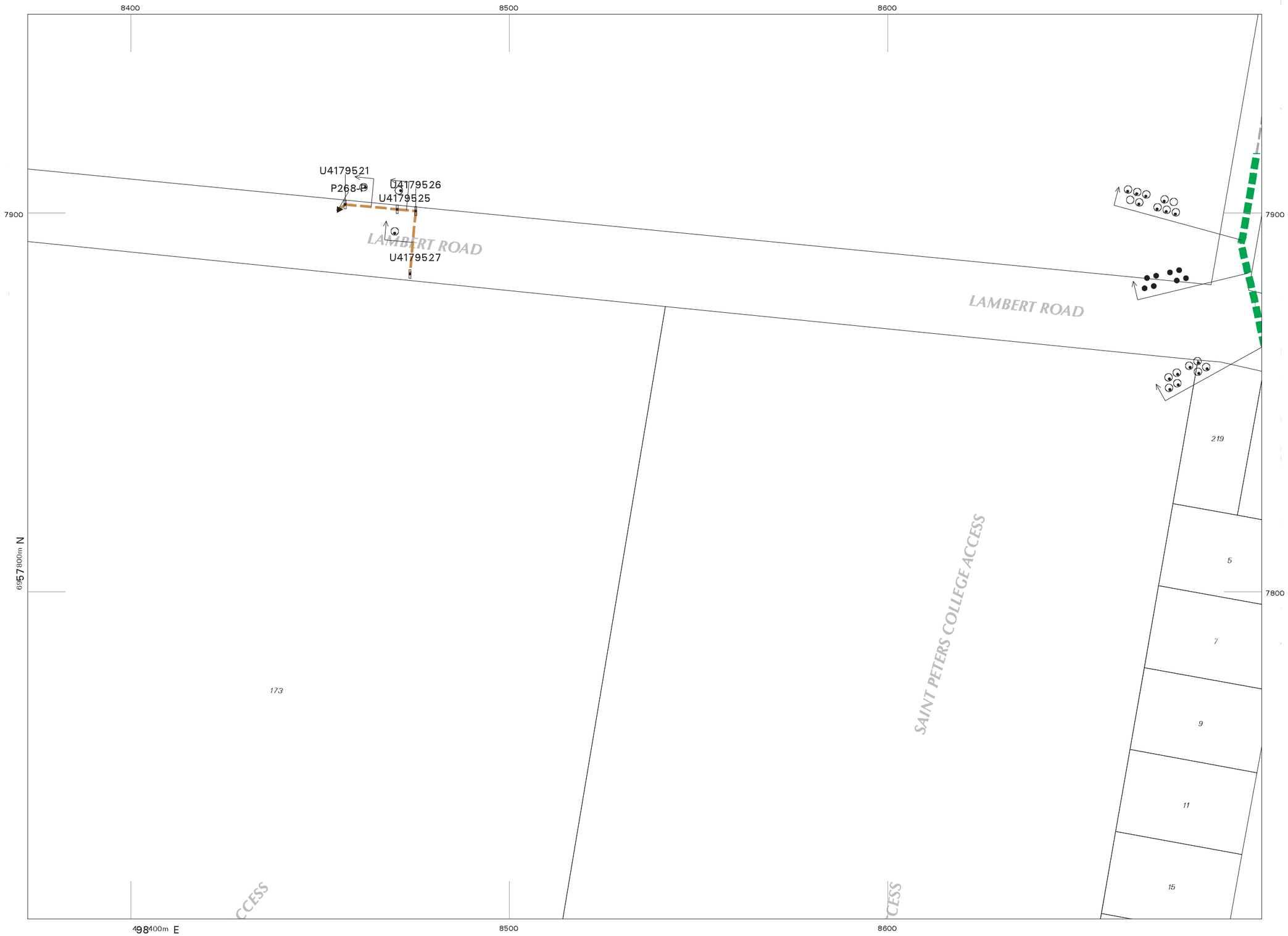
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For Emergency Situations Please call 13 19 62



energex

EnerGISe
DBYD

Date: 23 Nov 18 Time: 10.44.22
Requested By: DBYD

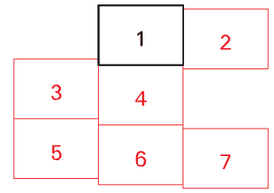
SCALE 1:1000

20 0 20m

Enquiry No: 77870042
CAUTION 33kV/110kV/132kV
STRIP No: 1

- *Ground Transformer*
- *Cubicle Transformer*
- *Ring Main Unit*
- *Metering Unit*
- *Link Pillar*
- *Service Pillar*
- *Junction Pillar*
- *Pit*
- *Cable Joint*
- *Cable Termination*
- *Cable Marker*
- *Street Light Pole*
- *Earth*
- *Planned Work labelled by Work Order*
- *Cable Voltage Less Than 33kV*
- *Cable Voltage 33kV or Higher*
- *Direct-Lay Cable*
- *Conduit*
- *Multi-Section Duct*
- *Trench*
- *Cable Tray*
- *Tunnel*

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LOCALITY DIAGRAM



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energex

EnerGISe DBYD

Date: 23 Nov 18 Time: 10.44.41
Requested By: DBYD

SCALE 1:1000

20 0 20m

Enquiry No: 77870042

CAUTION 33kV/110kV/132kV

STRIP No: 2

- Ground Transformer
- Cubicle Transformer
- Ring Main Unit
- Metering Unit
- Link Pillar
- Service Pillar
- Junction Pillar
- Pit
- Cable Joint
- Cable Termination
- Cable Marker
- Street Light Pole
- Earth
- Planned Work labelled by Work Order
- Cable Voltage Less Than 33kV
- Cable Voltage 33kV or Higher
- Direct-Lay Cable
- Conduit
- Multi-Section Duct
- Trench
- Cable Tray
- Tunnel

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LOCALITY DIAGRAM



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energex

EnerGISe DBYD

Date: 23 Nov 18 Time: 10.45.00
Requested By: DBYD

SCALE 1:1000

20 0 20m

Enquiry No: 77870042

CAUTION 33kV/110kV/132kV

STRIP No: 3

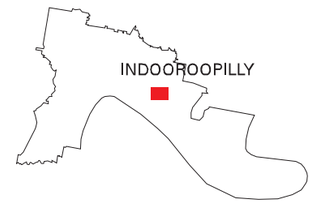
- Ground Transformer
- Cubicle Transformer
- Ring Main Unit
- Metering Unit
- Link Pillar
- Service Pillar
- Junction Pillar
- Pit
- Cable Joint
- Cable Termination
- Cable Marker
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- Earth
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LOCALITY DIAGRAM



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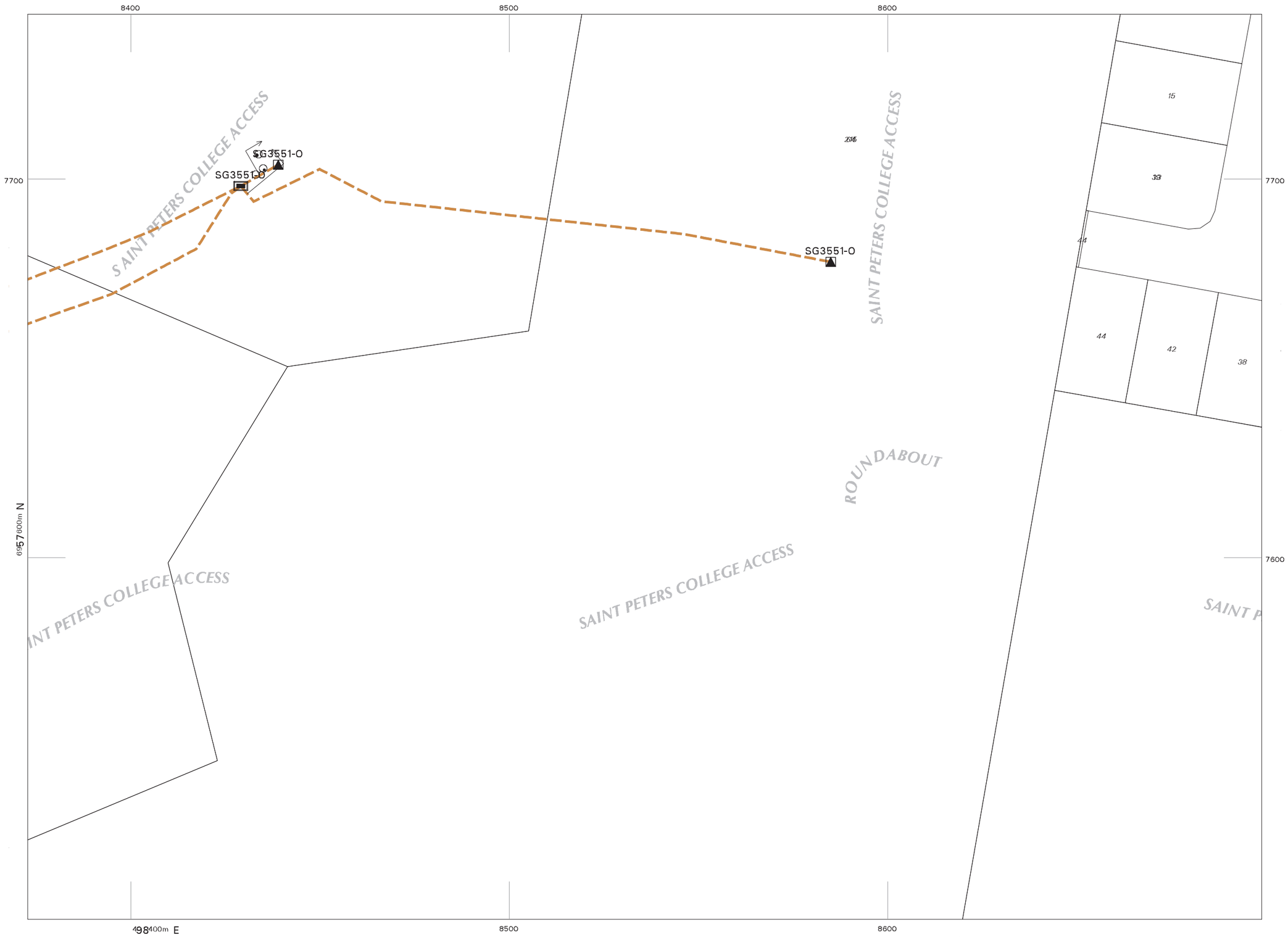
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EnerGISe
DBYD

Date: 23 Nov 18 Time: 10.45.23
Requested By: DBYD

SCALE 1:1000

20 0 20m

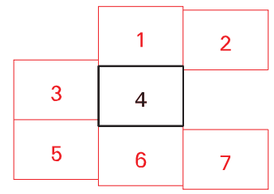
Enquiry No: 77870042

STRIP No: 4

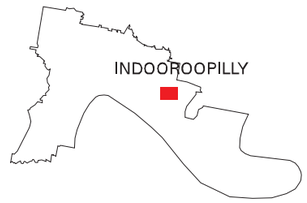
- Ground Transformer
- Cubicle Transformer
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EnerGISe
DBYD

Date: 23 Nov 18 Time: 10.45.44
Requested By: DBYD

SCALE 1:1000

20 0 20m

Enquiry No: 77870042
CAUTION 33kV/110kV/132kV
STRIP No: 5

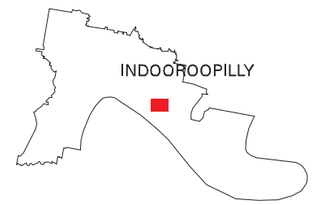
- Ground Transformer
- Cubicle Transformer
- Ring Main Unit
- Metering Unit
- Link Pillar
- Service Pillar
- Junction Pillar
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- Cable Joint
- Cable Termination
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LOCALITY DIAGRAM



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EnerGISe

DBYD

Date: 23 Nov 18 Time: 10.46.07
Requested By: DBYD

SCALE 1:1000

20 0 20m

Enquiry No: 77870042

CAUTION 33kV/110kV/132kV

STRIP No: 6

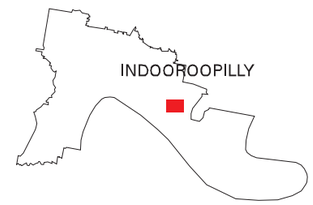
- *Ground Transformer*
- *Cubicle Transformer*
- *Ring Main Unit*
- *Metering Unit*
- *Link Pillar*
- *Service Pillar*
- *Junction Pillar*
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- *Cable Voltage 33kV or Higher*
- *Direct-Lay Cable*
- *Conduit*
- *Multi-Section Duct*
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LOCALITY DIAGRAM



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energex

EnerGISe
DBYD

Date: 23 Nov 18 Time: 10.46.27
Requested By: DBYD

SCALE 1:1000

20 0 20m

Enquiry No: 77870042

CAUTION 33kV/110kV/132kV

STRIP No: 7

- Ground Transformer
- Cubicle Transformer
- Ring Main Unit
- Metering Unit
- Link Pillar
- Service Pillar
- Junction Pillar
- Pit
- Cable Joint
- Cable Termination
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LOCALITY DIAGRAM



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Level 9, 269 Wickham St
PO Box 612 Fortitude Valley
blightanner@blightanner.com.au
www.blightanner.com.au

Queensland Urban Utilities
GPO Box 2765
BRISBANE QLD 4001
Phone: 07 3432 2200 or 13 26 57
www.urbanutilities.com.au/development-services

21st December 2018

Lutheran Church of Australia QLD District
C/- Bligh Tanner Consultants
9/269 Wickham Street
Fortitude Valley QLD 4006

Via Email: carlos.gambirazio@blightanner.com.au

Dear Sir/Madam,

Queensland Urban Utilities Services Advice Notice

QUU Application Number:	18-SRV-37824
Applicant Name:	Lutheran Church of Australia QLD District C/- Bligh Tanner Consultants
Street Address:	66 Harts Road Indooroopilly QLD 4068
Real Property Description:	Lot 2 on RP61078 (& others)

Proposed service connection/alteration/disconnection type:

Drinking water	☑
Non-drinking water	☐
Wastewater	☑

Queensland Urban Utilities provides this Services Advice Notice in response to the request received on in December 2018. In accordance with section 99BRAC(3) of the *South East Queensland Water (Distribution and Retail Restructuring) Act 2009,* this Services Advice Notice provides advice about the proposed connection having regard to the connections policy in the Queensland Urban Utilities Water Netserv Plan, the charges and conditions that may apply to the connection and other relevant matters about the connection. All terms used in this Services Advice Notice are defined by reference to the Queensland Urban Utilities Water Netserv Plan.

This Services Advice Notice does not constitute an application for connection, is not an approval to connect to the Queensland Urban Utilities network(s) and does not bind any future Queensland Urban Utilities' decision if the applicant applies for a connection.

Queensland Urban Utilities understands that the existing school site consists of 38,493 m^2 GFA of Educational area. The applicant has advised that further development of the school site is now planned (including renovation of existing buildings and the construction of new buildings). The applicant has not yet identified the nett increase in GFA within the school site.

Based on your proposal and discussion with Queensland Urban Utilities officers, the following advice is provided:

ABN 86 673 835 011

St Peters Lutheran College includes a number of lots, bordered to the east by Indooroopilly Road, to the north by Lambert Road, and to the west by Harts Road.

A map of existing water and wastewater infrastructure in the vicinity of subject site is provided in Figure 1 below.

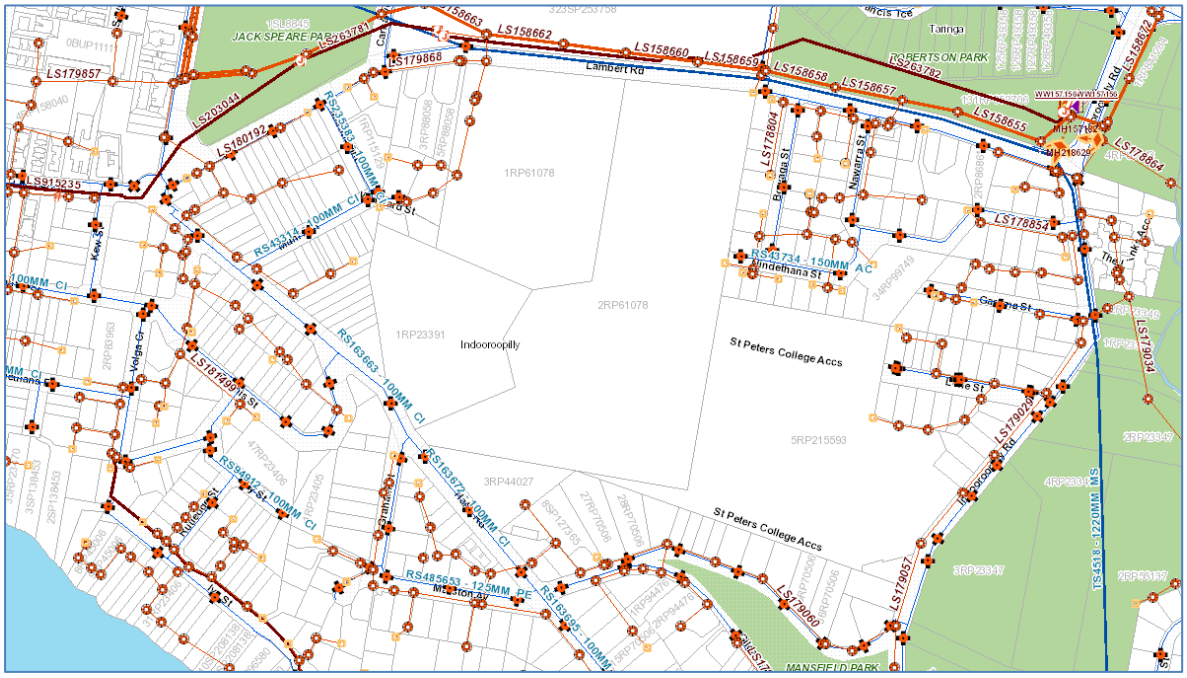


Figure 1: Existing infrastructure within the vicinity of the subject site

Water

St Peters Lutheran College is currently serviced by:

- **a 100mm diameter water service connection to the existing 150 mm diameter UPVC water main in Indooroopilly Road; and,**

a 100mm diameter water service to the **100mm diameter cast iron water main in Harts Road**.

Queensland Urban Utilities' records do not indicate a water service in Lambert Road – the only water main along the Lambert Road frontage of the site is a large diameter (1,220mm) mild steel water main owned by Seqwater. There is a reticulated water network to the east and west of the site on Lambert Road.

Historical hydraulic plans provided by MRP Consultants indicate that:

1. There is a 150mm diameter fire service main servicing the subject site (BNE18-0151 H-101 (02), 04/05/2018)
2. A number of progressive changes within the site (related to new or repurposed buildings) have triggered changes to the internal hydraulic infrastructure over time.
3. The middle school gym & music rooms receive a fire service via an internal water main in the vicinity of Harts Road **(reference: 6139-H1-4 (B), 1998)**.

Queensland Urban Utilities notes informal advice from the applicant (and school infrastructure managers) that the water service in Harts Road may currently be disused. We do not have a comprehensive understanding of the current configuration of internal water services or the inter-connectivity of those services. However, Queensland Urban Utilities supports the objective of

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providing redundancy of water supply to the school site in principle, and can meet with school staff and/or their consultants and review options to achieve this outcome.

Wastewater

According to Queensland Urban Utilities' records, the school site is currently serviced by at least three property connections, including:

- A 100mm diameter property connection to the 150mm diameter sewer main in the eastern corner of the site. This sewer flows east through the rear of properties on Lohe Street and downstream to manhole MH178006 in Indooroopilly Road;
- A 100mm diameter property connection to 150mm diameter sewer main located south of Lohe Street (within the subject site). This sewer flows east along rear of the properties on Lohe Street and downstream to manhole MH178006 in Indooroopilly Road;
- A 100mm diameter property connection into manhole MH177823, over the 150mm diameter sewer main that traverses from west of the subject site and carries flows downstream to manhole MH177820 in Lambert Road;
- A 150mm diameter property connection to the 150mm diameter sewer main in the western corner of the site. This sewer flows north and carries flows downstream to manhole MH177820 in Lambert Road.

Note that the infrastructure required for the proposed development is to be provided in accordance with QUU requirements, including but not limited to the *SEQ Water Supply and Sewerage Design and Construction Code* (SEQ WS&S D&C Code, 2013), or current equivalent.

Network Demand and Capacity

Water

An assessment of the water supply available at the site, including computational hydraulic modelling of the network under peak demand and fire flow conditions, has been completed.

The assessment indicates that the existing water supply network at the vicinity of subject site has sufficient capacity to service the proposed development in accordance with the *SEQ Water Supply and Sewerage Design and Construction Code, 2013 (SEQ WS&S D&C Code).*

Indicative flow and pressure advice for the existing 100mm diameter cast iron main in Harts Road, and the 150 mm diameter uPVC main in Indooroopilly Road, is provided in Table 1, below.

Table 1: Indicative Flow and Pressure Advice

Assumed Connection Main	Estimated RL Connection (m AHD)	Hydraulic Grade Line (m AHD)			Pressure (kPa) [1]		
		0 L/s	10 L/s	20 L/s	0 L/s	10 L/s	20 L/s
Harts Road service: 100mm dia. cast iron main (constructed in 1919)	32.5	81.8	77.5	69.3	483	442	361
Indooroopilly Road service: 150mm dia. uPVC main (constructed in 2006)	7.7	83.4	80.5	75.8	743	714	668

Notes: [1] Modelled pressure in supply main, relative to the estimated connection RL (m AHD).

[2] Designers are required to adjust the Hydraulic Grade Line/Pressure model results for site/building RL differences and calculate the extra hydraulic losses from point of connection with the main.

[3] Field performance of cast iron spun (or cement) lined mains can be variable. Field testing to ascertain actual pressure drops may be advisable.

[4] Indicative flow and pressure results assume a background demand of 2/3 Peak Hour has been applied throughout the network.

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Disclaimer

Information provided by Queensland Urban Utilities is based on hydraulic modelling ("Hydraulic Modelling Information"). Model results are for the anticipated performance. ***The Hydraulic Modelling Information has not been verified by field measurements and may be inaccurate due to field conditions.***

As such, users relying on Hydraulic Modelling Information do so at their own risk and should make their own independent investigations to verify model outputs.

The Hydraulic Modelling Information does not state nor imply a guaranteed level of service. Designers are referred to Queensland Urban Utilities' Customer Charter and Customer Service Standards for facility hydraulic service considerations. ***Queensland Urban Utilities does not provide a service of minimum flows and pressures to private fire-fighting systems.***

Due to changing operational circumstances, pressure and flows delivered to a service may vary. Designers are advised to make adequate provisions within the fire system installation for the pressure, flow and reliability requirements, for the life of the system.

Wastewater

A hydraulic assessment of the sewerage network servicing the site under peak wet weather flow conditions has been completed.

The assessment indicates that the localised gravity mains at the vicinity of the subject site have sufficient capacity to service the proposed development.

Land and Easements

Sewer Main in Private Properties

Please refer to following link for easement requirements:
www.urbanutilities.com.au/development/our-services/easements

Water Main in Private Properties

Please refer to table 5.2 and clause 5.4.4 of *SEQ WS&S D&C Code* for easement requirements.

Infrastructure Charges (as at 1 July 2018)

Infrastructure Charges will be levied in accordance with the Queensland Urban Utilities' Water Netserv Plan (Part A) Charges Schedule applicable at the time the water approval application is lodged.

Further information is available at the following website:
www.urbanutilities.com.au/development /help-and-advice/water-netserv-plan

Trade Waste

A Trade Waste Approval is not required for the proposed development based on the information supplied by the applicant.

Connection Application Process

Based on the information provided, it is expected that the following applications will be required to assess the ability to connect to Queensland Urban Utilities networks:

1. Network and/or Property Service Connection – Minor Works

The Water Approval will require connection works to be undertaken. These works are expected to be available under the Endorsed Consultant Certification Scheme for Minor Works. You will be able to choose a QUU Endorsed Consultant and a contractor to appoint to design and construct the works, including live works in most cases (Permit to Work required) and then maintain the works for a specified period (usually 12 months) in accordance with the conditions stated in your Water Approval (including compliance with the *SEQ WS&S D&C Code*). Further information regarding the Endorsed Consultant Certification Scheme for Minor Works is available at: www.urbanutilities.com.au/development/help-and-advice/consultants-and-contractors-corner

Please note that the information provided within this section is subject to the specific aspects of

ABN 86 673 835 011

the development and water application.

Fees and Charges

Queensland Urban Utilities fees and charges are stated in the Queensland Urban Utilities' Water Netserv Plan (Part A) Charges Schedule. The fees and charges that are likely to be associated with these applications are outlined below:

1. Application Phase (Minor Works)
Base Application Fee – Network (1-10 lots) $609 (per application for each service)

2. Design, Construction and Maintenance Phases
Minor Works
Certification Scheme Audit and Compliance Fee $530 (per application for each service)

Notes:
1. The customer may incur additional fees and charges during the approval and works phase, including but not limited to, fees levied by the RPEQ and construction contractor, fees associated with the provision of maintenance / uncompleted works bond(s), re-checking amended plans fees, re-inspection of works fees and infrastructure agreement preparation fees;
2. The above estimates are indicative only and are subject to review of the detailed application upon lodgement; and
3. Please refer to the QUU *Water Netserv Plan* - for further details / clarifications on Fees and Charges.

Time Frames for Assessment

Connection Assessments (for applications other than Standard Connection)
To be completed within 20 business days of receipt of Properly Made Connection Application (including payment of the relevant assessment fee), or within a further 20 business days of receipt of requested information (unless extended by agreement).

Design Phase
For Minor Works
Typically, for an application which is classified as **minor works**, no assessment of the design phase is expected to be required from Queensland Urban Utilities.

However, Queensland Urban Utilities may audit a selection of certified designs based on its assessment of the risk of non-compliance

Other Guidance

QUU network is protected by the Queensland Development Code MP1.4 Building Over or Near Infrastructure (QDC MP1.4). Please confirm with your Building Certifier whether a Build Over Asset application (BOA) is required.

This Services Advice Notice is current for a period of two (2) years from the date of issue. Should you wish to proceed with applying for a service connection please lodge your application via Queensland Urban Utilities Development Services Online Lodgement Portal at www.urbanutilities.com.au/development. Please include your Services Advice Notice reference number in your application.

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Queensland Urban Utilities may, at its discretion, provide a reduced fee for a service connection application based on this Services Advice Notice if your application is received within 12 months of the date of issue and is substantially in accordance with the proposal upon which this advice was issued.

If you have any questions in relation to this Services Advice Notice, please do not hesitate to contact your account manager, Saqib Bhimani, on 07 3855 6678 or Saqib.Bhimani@urbanutilities.com.au.

Alternatively, please email DCMTenquiries@urbanutilities.com.au.

Yours sincerely



Toby Turner
Senior Engineer
Queensland Urban Utilities

ABN 86 673 835 011

A8 EMR AND CLR SEARCH RESULTS

Department of Environment and Science (DES)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.des.qld.gov.au

SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503084 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 1 Plan: RP23391
60 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DES has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DES has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

Administering Authority

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www.des.qld.gov.au

SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503095 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 1 Plan: RP61078
173 LAMBERT RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503097 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 1 Plan: RP61566
32 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

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SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503096 EMR Site Id: 34412 12 December 2018
Client Reference:
Cheque Number:

This response relates to a search request received for the site:
Lot: 2 Plan: RP61078

EMR RESULT

The above site IS included on the Environmental Management Register.
Lot: 2 Plan: RP61078
Address: 60 HARTS ROAD
INDOOROOPILLY 4068

The site has been subject to the following Notifiable Activity or Hazardous Contaminant.
PETROLEUM PRODUCT OR OIL STORAGE - storing petroleum products or oil -
(a) in underground tanks with more than 200L capacity; or
(b) in above ground tanks with -
(i) for petroleum products or oil in class 3 in packaging groups 1 and 2 of the dangerous goods code - more than 2, 500L capacity; or
(ii) for petroleum products or oil in class 3 in packaging groups 3 of the dangerous goods code - more than 5, 000L capacity; or
(iii) for petroleum products that are combustible liquids in class C1 or C2 in Australian Standard AS1940, 'The storage and handling of flammable and combustible liquids' published by Standards Australia - more than 25, 000L capacity.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503107 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 2 Plan: RP61566
34 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503094 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 3 Plan: RP44027
88 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503118 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 370 Plan: SL6328
48 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503071 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 49 Plan: RP23386
28 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503068 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:

Lot: 5 Plan: RP215593
345 INDOOROOPILLY RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503073 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 50 Plan: RP23386
30 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503074 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 53 Plan: RP23386
36 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503079 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 54 Plan: RP23386
38 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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SEARCH RESPONSE

ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dirk van der Kamp
PO Box 8103
Woolloongabba QLD 4102

Transaction ID: 50503081 EMR Site Id: 12 December 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:

Lot: 55 Plan: RP23386
40 HARTS RD
INDOOROOPILLY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

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If you have any queries in relation to this search please phone 13QGOV (13 74 68)

Administering Authority

A9 EPBC MATTERS REPORT

Australian Government
Department of the Environment and Energy

EPBC Act Protected Matters Report

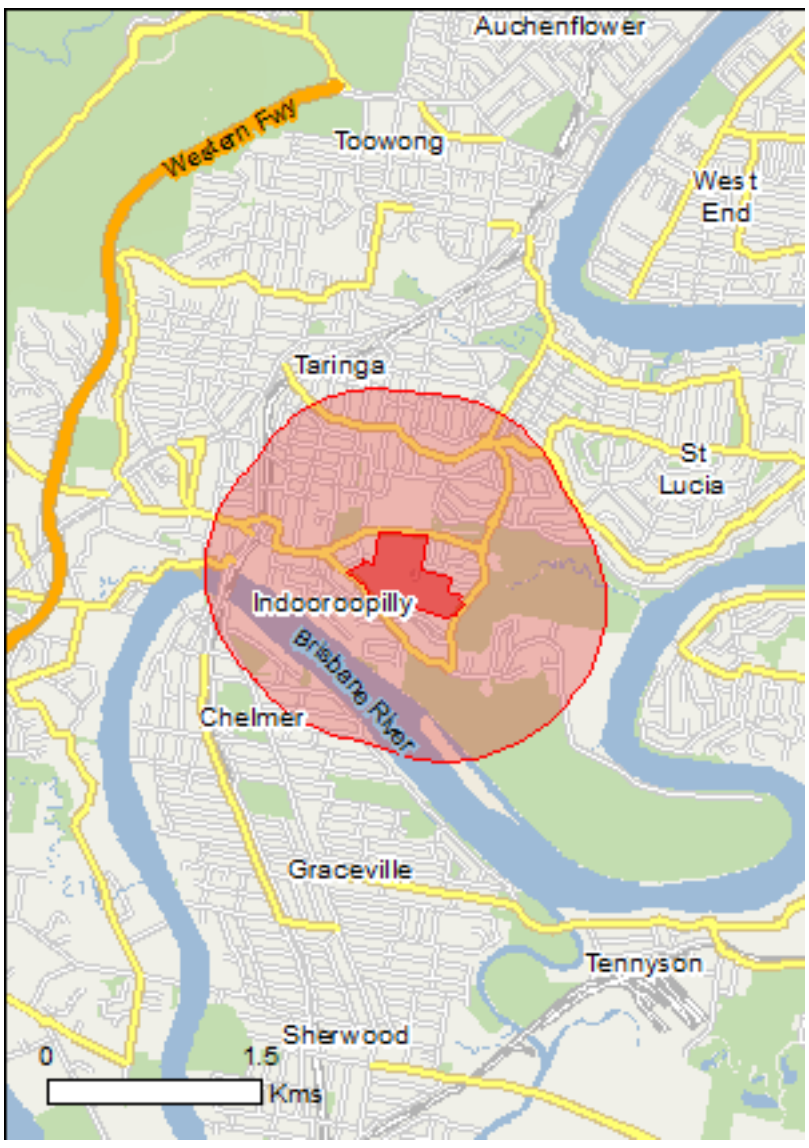
This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected.

Information on the coverage of this report and qualifications on data supporting this report are contained in the caveat at the end of the report.

Information is available about Environment Assessments and the EPBC Act including significance guidelines, forms and application process details.

Report created: 11/12/18 21:37:59

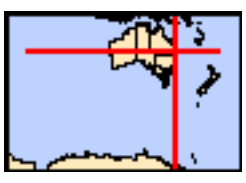
Summary
Details
Matters of NES
Other Matters Protected by the EPBC Act
Extra Information
Caveat
Acknowledgements



This map may contain data which are ©Commonwealth of Australia (Geoscience Australia), ©PSMA 2010

Coordinates

Buffer: 1.0Km



Summary

Matters of National Environmental Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the Administrative Guidelines on Significance.

World Heritage Properties:	None
National Heritage Places:	None
Wetlands of International Importance:	1
Great Barrier Reef Marine Park:	None
Commonwealth Marine Area:	None
Listed Threatened Ecological Communities:	2
Listed Threatened Species:	56
Listed Migratory Species:	34

Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the environment anywhere.

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at http://www.environment.gov.au/heritage

A permit may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

Commonwealth Land:	None
Commonwealth Heritage Places:	None
Listed Marine Species:	39
Whales and Other Cetaceans:	1
Critical Habitats:	None
Commonwealth Reserves Terrestrial:	None
Australian Marine Parks:	None

Extra Information

This part of the report provides information that may also be relevant to the area you have nominated.

State and Territory Reserves:	1
Regional Forest Agreements:	None
Invasive Species:	46
Nationally Important Wetlands:	None
Key Ecological Features (Marine)	None

Details

Matters of National Environmental Significance

Wetlands of International Importance (Ramsar) [Resource Information]

Name	Proximity
Moreton bay	10 - 20km upstream

Listed Threatened Ecological Communities [Resource Information]

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Name	Status	Type of Presence
Coastal Swamp Oak (Casuarina glauca) Forest of New South Wales and South East Queensland ecological community	Endangered	Community may occur within area
Lowland Rainforest of Subtropical Australia	Critically Endangered	Community may occur within area

Listed Threatened Species [Resource Information]

Name	Status	Type of Presence
Birds		
Anthochaera phrygia Regent Honeyeater [82338]	Critically Endangered	Foraging, feeding or related behaviour likely to occur within area
Botaurus poiciloptilus Australasian Bittern [1001]	Endangered	Species or species habitat likely to occur within area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
Dasyornis brachypterus Eastern Bristlebird [533]	Endangered	Species or species habitat known to occur within area
Diomedea antipodensis Antipodean Albatross [64458]	Vulnerable	Species or species habitat may occur within area
Diomedea antipodensis gibsoni Gibson's Albatross [82270]	Vulnerable	Species or species habitat may occur within area
Diomedea exulans Wandering Albatross [89223]	Vulnerable	Species or species habitat may occur within area
Erythrotriorchis radiatus Red Goshawk [942]	Vulnerable	Species or species habitat known to occur within area
Geophaps scripta scripta Squatter Pigeon (southern) [64440]	Vulnerable	Species or species habitat may occur within area

Name	Status	Type of Presence
Lathamus discolor Swift Parrot [744]	Critically Endangered	Species or species habitat likely to occur within area
Macronectes giganteus Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
Macronectes halli Northern Giant Petrel [1061]	Vulnerable	Species or species habitat may occur within area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat likely to occur within area
Pachyptila turtur subantarctica Fairy Prion (southern) [64445]	Vulnerable	Species or species habitat known to occur within area
Poephila cincta cincta Southern Black-throated Finch [64447]	Endangered	Species or species habitat may occur within area
Rostratula australis Australian Painted-snipe, Australian Painted Snipe [77037]	Endangered	Species or species habitat likely to occur within area
Thalassarche cauta cauta Shy Albatross, Tasmanian Shy Albatross [82345]	Vulnerable	Species or species habitat may occur within area
Thalassarche cauta steadi White-capped Albatross [82344]	Vulnerable	Species or species habitat likely to occur within area
Thalassarche eremita Chatham Albatross [64457]	Endangered	Species or species habitat may occur within area
Thalassarche impavida Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area
Thalassarche melanophris Black-browed Albatross [66472]	Vulnerable	Species or species habitat may occur within area
Thalassarche salvini Salvin's Albatross [64463]	Vulnerable	Species or species habitat may occur within area
Turnix melanogaster Black-breasted Button-quail [923]	Vulnerable	Species or species habitat likely to occur within area
Fish		
Epinephelus daemelii Black Rockcod, Black Cod, Saddled Rockcod [68449]	Vulnerable	Species or species habitat may occur within area
Maccullochella peelii Murray Cod [66633]	Vulnerable	Species or species habitat may occur within area
Frogs		
Mixophyes fleayi Fleay's Frog [25960]	Endangered	Species or species habitat may occur within area
Insects		
Argynnis hyperbius inconstans Australian Fritillary [88056]	Critically Endangered	Species or species

Name	Status	Type of Presence
		habitat may occur within area
Mammals		
Chalinolobus dwyeri Large-eared Pied Bat, Large Pied Bat [183]	Vulnerable	Species or species habitat may occur within area
Dasyurus hallucatus Northern Quoll, Digul [Gogo-Yimidir], Wijingadda [Dambimangari], Wiminji [Martu] [331]	Endangered	Species or species habitat likely to occur within area
Dasyurus maculatus maculatus (SE mainland population) Spot-tailed Quoll, Spotted-tail Quoll, Tiger Quoll (southeastern mainland population) [75184]	Endangered	Species or species habitat likely to occur within area
Petauroides volans Greater Glider [254]	Vulnerable	Species or species habitat likely to occur within area
Phascolarctos cinereus (combined populations of Qld, NSW and the ACT) Koala (combined populations of Queensland, New South Wales and the Australian Capital Territory) [85104]	Vulnerable	Species or species habitat known to occur within area
Potorous tridactylus tridactylus Long-nosed Potoroo (SE mainland) [66645]	Vulnerable	Species or species habitat may occur within area
Pteropus poliocephalus Grey-headed Flying-fox [186]	Vulnerable	Roosting known to occur within area
Plants		
Arthraxon hispidus Hairy-joint Grass [9338]	Vulnerable	Species or species habitat may occur within area
Bosistoa transversa Three-leaved Bosistoa, Yellow Satinheart [16091]	Vulnerable	Species or species habitat likely to occur within area
Corchorus cunninghamii Native Jute [14659]	Endangered	Species or species habitat likely to occur within area
Cryptocarya foetida Stinking Cryptocarya, Stinking Laurel [11976]	Vulnerable	Species or species habitat may occur within area
Dichanthium setosum bluegrass [14159]	Vulnerable	Species or species habitat likely to occur within area
Fontainea venosa [24040]	Vulnerable	Species or species habitat likely to occur within area
Gossia gonoclada Angle-stemmed Myrtle [78866]	Endangered	Species or species habitat likely to occur within area
Lepidium peregrinum Wandering Pepper-cress [14035]	Endangered	Species or species habitat may occur within area
Macadamia integrifolia Macadamia Nut, Queensland Nut Tree, Smooth-shelled Macadamia, Bush Nut, Nut Oak [7326]	Vulnerable	Species or species habitat likely to occur within area
Macadamia tetraphylla Rough-shelled Bush Nut, Macadamia Nut, Rough-shelled Macadamia, Rough-leaved Queensland Nut [6581]	Vulnerable	Species or species habitat may occur within area
Notelaea ipsviciensis Cooneana Olive [81858]	Critically Endangered	Species or species

Name	Status	Type of Presence
		habitat may occur within area
Phaius australis Lesser Swamp-orchid [5872]	Endangered	Species or species habitat likely to occur within area
Samadera bidwillii Quassia [29708]	Vulnerable	Species or species habitat likely to occur within area
Thesium australe Austral Toadflax, Toadflax [15202]	Vulnerable	Species or species habitat may occur within area
Reptiles		
Caretta caretta Loggerhead Turtle [1763]	Endangered	Congregation or aggregation known to occur within area
Chelonia mydas Green Turtle [1765]	Vulnerable	Congregation or aggregation known to occur within area
Delma torquata Adorned Delma, Collared Delma [1656]	Vulnerable	Species or species habitat likely to occur within area
Dermochelys coriacea Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area
Eretmochelys imbricata Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area
Furina dunmalli Dunmall's Snake [59254]	Vulnerable	Species or species habitat may occur within area
Lepidochelys olivacea Olive Ridley Turtle, Pacific Ridley Turtle [1767]	Endangered	Species or species habitat known to occur within area
Natator depressus Flatback Turtle [59257]	Vulnerable	Species or species habitat known to occur within area

Listed Migratory Species [Resource Information]

* Species is listed under a different scientific name on the EPBC Act - Threatened Species list.

Name	Threatened	Type of Presence
Migratory Marine Birds		
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area
Diomedea antipodensis Antipodean Albatross [64458]	Vulnerable	Species or species habitat may occur within area
Diomedea exulans Wandering Albatross [89223]	Vulnerable	Species or species habitat may occur within area
Macronectes giganteus Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
Macronectes halli Northern Giant Petrel [1061]	Vulnerable	Species or species habitat may occur within area

Name	Threatened	Type of Presence
Thalassarche cauta Tasmanian Shy Albatross [89224]	Vulnerable*	Species or species habitat may occur within area
Thalassarche eremita Chatham Albatross [64457]	Endangered	Species or species habitat may occur within area
Thalassarche impavida Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area
Thalassarche melanophris Black-browed Albatross [66472]	Vulnerable	Species or species habitat may occur within area
Thalassarche salvini Salvin's Albatross [64463]	Vulnerable	Species or species habitat may occur within area
Thalassarche steadi White-capped Albatross [64462]	Vulnerable*	Species or species habitat likely to occur within area
Migratory Marine Species		
Caretta caretta Loggerhead Turtle [1763]	Endangered	Congregation or aggregation known to occur within area
Chelonia mydas Green Turtle [1765]	Vulnerable	Congregation or aggregation known to occur within area
Dermochelys coriacea Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area
Eretmochelys imbricata Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area
Lepidochelys olivacea Olive Ridley Turtle, Pacific Ridley Turtle [1767]	Endangered	Species or species habitat known to occur within area
Manta alfredi Reef Manta Ray, Coastal Manta Ray, Inshore Manta Ray, Prince Alfred's Ray, Resident Manta Ray [84994]		Species or species habitat may occur within area
Manta birostris Giant Manta Ray, Chevron Manta Ray, Pacific Manta Ray, Pelagic Manta Ray, Oceanic Manta Ray [84995]		Species or species habitat may occur within area
Natator depressus Flatback Turtle [59257]	Vulnerable	Species or species habitat known to occur within area
Orcaella brevirostris Irrawaddy Dolphin [45]		Species or species habitat may occur within area
Migratory Terrestrial Species		
Cuculus optatus Oriental Cuckoo, Horsfield's Cuckoo [86651]		Species or species habitat known to occur within area
Hirundapus caudacutus White-throated Needletail [682]		Species or species habitat known to occur within area
Monarcha melanopsis Black-faced Monarch [609]		Species or species habitat known to occur

Name	Threatened	Type of Presence
		within area
Monarcha trivirgatus Spectacled Monarch [610]		Species or species habitat known to occur within area
Myiagra cyanoleuca Satin Flycatcher [612]		Species or species habitat known to occur within area
Rhipidura rufifrons Rufous Fantail [592]		Species or species habitat known to occur within area
Migratory Wetlands Species		
Actitis hypoleucos Common Sandpiper [59309]		Species or species habitat known to occur within area
Calidris acuminata Sharp-tailed Sandpiper [874]		Species or species habitat known to occur within area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
Calidris melanotos Pectoral Sandpiper [858]		Species or species habitat known to occur within area
Gallinago hardwickii Latham's Snipe, Japanese Snipe [863]		Species or species habitat may occur within area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat likely to occur within area
Pandion haliaetus Osprey [952]		Species or species habitat known to occur within area
Tringa nebularia Common Greenshank, Greenshank [832]		Species or species habitat likely to occur within area

Other Matters Protected by the EPBC Act

Listed Marine Species		[Resource Information]
* Species is listed under a different scientific name on the EPBC Act - Threatened Species list.		
Name	Threatened	Type of Presence
Birds		
Actitis hypoleucos Common Sandpiper [59309]		Species or species habitat known to occur within area
Anseranas semipalmata Magpie Goose [978]		Species or species habitat may occur within area
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area
Ardea alba Great Egret, White Egret [59541]		Breeding known to occur within area

Name	Threatened	Type of Presence
[Ardea ibis](#) Cattle Egret [59542]		Species or species habitat may occur within area
[Calidris acuminata](#) Sharp-tailed Sandpiper [874]		Species or species habitat known to occur within area
[Calidris ferruginea](#) Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
[Calidris melanotos](#) Pectoral Sandpiper [858]		Species or species habitat known to occur within area
[Diomedea antipodensis](#) Antipodean Albatross [64458]	Vulnerable	Species or species habitat may occur within area
[Diomedea exulans](#) Wandering Albatross [89223]	Vulnerable	Species or species habitat may occur within area
[Diomedea gibsoni](#) Gibson's Albatross [64466]	Vulnerable*	Species or species habitat may occur within area
[Gallinago hardwickii](#) Latham's Snipe, Japanese Snipe [863]		Species or species habitat may occur within area
[Haliaeetus leucogaster](#) White-bellied Sea-Eagle [943]		Species or species habitat known to occur within area
[Hirundapus caudacutus](#) White-throated Needletail [682]		Species or species habitat known to occur within area
[Lathamus discolor](#) Swift Parrot [744]	Critically Endangered	Species or species habitat likely to occur within area
[Macronectes giganteus](#) Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
[Macronectes halli](#) Northern Giant Petrel [1061]	Vulnerable	Species or species habitat may occur within area
[Merops ornatus](#) Rainbow Bee-eater [670]		Species or species habitat may occur within area
[Monarcha melanopsis](#) Black-faced Monarch [609]		Species or species habitat known to occur within area
[Monarcha trivirgatus](#) Spectacled Monarch [610]		Species or species habitat known to occur within area
[Myiagra cyanoleuca](#) Satin Flycatcher [612]		Species or species habitat known to occur within area
[Numenius madagascariensis](#) Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat likely to occur within area

Name	Threatened	Type of Presence
Pachyptila turtur Fairy Prion [1066]		Species or species habitat known to occur within area
Pandion haliaetus Osprey [952]		Species or species habitat known to occur within area
Rhipidura rufifrons Rufous Fantail [592]		Species or species habitat known to occur within area
Rostratula benghalensis (sensu lato) Painted Snipe [889]	Endangered*	Species or species habitat likely to occur within area
Thalassarche cauta Tasmanian Shy Albatross [89224]	Vulnerable*	Species or species habitat may occur within area
Thalassarche eremita Chatham Albatross [64457]	Endangered	Species or species habitat may occur within area
Thalassarche impavida Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area
Thalassarche melanophris Black-browed Albatross [66472]	Vulnerable	Species or species habitat may occur within area
Thalassarche salvini Salvin's Albatross [64463]	Vulnerable	Species or species habitat may occur within area
Thalassarche steadi White-capped Albatross [64462]	Vulnerable*	Species or species habitat likely to occur within area
Tringa nebularia Common Greenshank, Greenshank [832]		Species or species habitat likely to occur within area
Reptiles		
Caretta caretta Loggerhead Turtle [1763]	Endangered	Congregation or aggregation known to occur within area
Chelonia mydas Green Turtle [1765]	Vulnerable	Congregation or aggregation known to occur within area
Dermochelys coriacea Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area
Eretmochelys imbricata Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area
Lepidochelys olivacea Olive Ridley Turtle, Pacific Ridley Turtle [1767]	Endangered	Species or species habitat known to occur within area
Natator depressus Flatback Turtle [59257]	Vulnerable	Species or species habitat known to occur within area

Whales and other Cetaceans		[Resource Information]
Name	Status	Type of Presence
Mammals		

Name	Status	Type of Presence
Orcaella brevirostris		
Irrawaddy Dolphin [45]		Species or species habitat may occur within area

Extra Information

State and Territory Reserves [Resource Information]

Name	State
Indooroopilly Island	QLD

Invasive Species [Resource Information]

Weeds reported here are the 20 species of national significance (WoNS), along with other introduced plants that are considered by the States and Territories to pose a particularly significant threat to biodiversity. The following feral animals are reported: Goat, Red Fox, Cat, Rabbit, Pig, Water Buffalo and Cane Toad. Maps from Landscape Health Project, National Land and Water Resouces Audit, 2001.

Name	Status	Type of Presence
Birds		
Acridotheres tristis Common Myna, Indian Myna [387]		Species or species habitat likely to occur within area
Anas platyrhynchos Mallard [974]		Species or species habitat likely to occur within area
Carduelis carduelis European Goldfinch [403]		Species or species habitat likely to occur within area
Columba livia Rock Pigeon, Rock Dove, Domestic Pigeon [803]		Species or species habitat likely to occur within area
Lonchura punctulata Nutmeg Mannikin [399]		Species or species habitat likely to occur within area
Passer domesticus House Sparrow [405]		Species or species habitat likely to occur within area
Streptopelia chinensis Spotted Turtle-Dove [780]		Species or species habitat likely to occur within area
Sturnus vulgaris Common Starling [389]		Species or species habitat likely to occur within area
Frogs		
Rhinella marina Cane Toad [83218]		Species or species habitat known to occur within area
Mammals		

Name	Status	Type of Presence
Bos taurus Domestic Cattle [16]		Species or species habitat likely to occur within area
Canis lupus familiaris Domestic Dog [82654]		Species or species habitat likely to occur within area
Capra hircus Goat [2]		Species or species habitat likely to occur within area
Felis catus Cat, House Cat, Domestic Cat [19]		Species or species habitat likely to occur within area
Feral deer Feral deer species in Australia [85733]		Species or species habitat likely to occur within area
Lepus capensis Brown Hare [127]		Species or species habitat likely to occur within area
Mus musculus House Mouse [120]		Species or species habitat likely to occur within area
Oryctolagus cuniculus Rabbit, European Rabbit [128]		Species or species habitat likely to occur within area
Rattus norvegicus Brown Rat, Norway Rat [83]		Species or species habitat likely to occur within area
Rattus rattus Black Rat, Ship Rat [84]		Species or species habitat likely to occur within area
Sus scrofa Pig [6]		Species or species habitat likely to occur within area
Vulpes vulpes Red Fox, Fox [18]		Species or species habitat likely to occur within area
Plants		
Alternanthera philoxeroides Alligator Weed [11620]		Species or species habitat likely to occur within area
Anredera cordifolia Madeira Vine, Jalap, Lamb's-tail, Mignonette Vine, Anredera, Gulf Madeiravine, Heartleaf Madeiravine, Potato Vine [2643]		Species or species habitat likely to occur within area
Asparagus aethiopicus Asparagus Fern, Ground Asparagus, Basket Fern, Sprengi's Fern, Bushy Asparagus, Emerald Asparagus [62425]		Species or species habitat likely to occur within area
Asparagus africanus Climbing Asparagus, Climbing Asparagus Fern [66907]		Species or species habitat likely to occur within area
Asparagus asparagoides Bridal Creeper, Bridal Veil Creeper, Smilax, Florist's Smilax, Smilax Asparagus [22473]		Species or species habitat likely to occur within area
Asparagus plumosus Climbing Asparagus-fern [48993]		Species or species habitat likely to occur within area

Name	Status	Type of Presence
Cabomba caroliniana Cabomba, Fanwort, Carolina Watershield, Fish Grass, Washington Grass, Watershield, Carolina Fanwort, Common Cabomba [5171]		Species or species habitat likely to occur within area
Chrysanthemoides monilifera Bitou Bush, Boneseed [18983]		Species or species habitat may occur within area
Cryptostegia grandiflora Rubber Vine, Rubbervine, India Rubber Vine, India Rubbervine, Palay Rubbervine, Purple Allamanda [18913]		Species or species habitat likely to occur within area
Dolichandra unguis-cati Cat's Claw Vine, Yellow Trumpet Vine, Cat's Claw Creeper, Funnel Creeper [85119]		Species or species habitat likely to occur within area
Eichhornia crassipes Water Hyacinth, Water Orchid, Nile Lily [13466]		Species or species habitat likely to occur within area
Genista monspessulana Montpellier Broom, Cape Broom, Canary Broom, Common Broom, French Broom, Soft Broom [20126]		Species or species habitat likely to occur within area
Hymenachne amplexicaulis Hymenachne, Olive Hymenachne, Water Stargrass, West Indian Grass, West Indian Marsh Grass [31754]		Species or species habitat likely to occur within area
Lantana camara Lantana, Common Lantana, Kamara Lantana, Large-leaf Lantana, Pink Flowered Lantana, Red Flowered Lantana, Red-Flowered Sage, White Sage, Wild Sage [10892]		Species or species habitat likely to occur within area
Opuntia spp. Prickly Pears [82753]		Species or species habitat likely to occur within area
Parkinsonia aculeata Parkinsonia, Jerusalem Thorn, Jelly Bean Tree, Horse Bean [12301]		Species or species habitat likely to occur within area
Parthenium hysterophorus Parthenium Weed, Bitter Weed, Carrot Grass, False Ragweed [19566]		Species or species habitat likely to occur within area
Rubus fruticosus aggregate Blackberry, European Blackberry [68406]		Species or species habitat likely to occur within area
Sagittaria platyphylla Delta Arrowhead, Arrowhead, Slender Arrowhead [68483]		Species or species habitat likely to occur within area
Salix spp. except S.babylonica, S.x calodendron & S.x reichardtii Willows except Weeping Willow, Pussy Willow and Sterile Pussy Willow [68497]		Species or species habitat likely to occur within area
Salvinia molesta Salvinia, Giant Salvinia, Aquarium Watermoss, Kariba Weed [13665]		Species or species habitat likely to occur within area
Senecio madagascariensis Fireweed, Madagascar Ragwort, Madagascar Groundsel [2624]		Species or species habitat likely to occur within area
Solanum elaeagnifolium Silver Nightshade, Silver-leaved Nightshade, White Horse Nettle, Silver-leaf Nightshade, Tomato Weed, White Nightshade, Bull-nettle, Prairie-berry, Satansbos, Silver-leaf Bitter-apple, Silverleaf-nettle, Trompillo [12323]		Species or species habitat likely to occur within area
Reptiles		

Name	Status	Type of Presence
Hemidactylus frenatus Asian House Gecko [1708]		Species or species habitat likely to occur within area
Ramphotyphlops braminus Flowerpot Blind Snake, Brahminy Blind Snake, Cacing Besi [1258]		Species or species habitat likely to occur within area

Caveat

The information presented in this report has been provided by a range of data sources as acknowledged at the end of the report.

This report is designed to assist in identifying the locations of places which may be relevant in determining obligations under the Environment Protection and Biodiversity Conservation Act 1999. It holds mapped locations of World and National Heritage properties, Wetlands of International and National Importance, Commonwealth and State/Territory reserves, listed threatened, migratory and marine species and listed threatened ecological communities. Mapping of Commonwealth land is not complete at this stage. Maps have been collated from a range of sources at various resolutions.

Not all species listed under the EPBC Act have been mapped (see below) and therefore a report is a general guide only. Where available data supports mapping, the type of presence that can be determined from the data is indicated in general terms. People using this information in making a referral may need to consider the qualifications below and may need to seek and consider other information sources.

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species distributions have been derived through a variety of methods. Where distributions are well known and if time permits, maps are derived using either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc) together with point locations and described habitat; or environmental modelling (MAXENT or BIOCLIM habitat modelling) using point locations and environmental data layers.

Where very little information is available for species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc). In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More reliable distribution mapping methods are used to update these distributions as time permits.

Only selected species covered by the following provisions of the EPBC Act have been mapped:

- migratory and
- marine

The following species and ecological communities have not been mapped and do not appear in reports produced from this database:

- threatened species listed as extinct or considered as vagrants
- some species and ecological communities that have only recently been listed
- some terrestrial species that overfly the Commonwealth marine area
- migratory species that are very widespread, vagrant, or only occur in small numbers

The following groups have been mapped, but may not cover the complete distribution of the species:

- non-threatened seabirds which have only been mapped for recorded breeding sites
- seals which have only been mapped for breeding sites near the Australian continent

Such breeding sites may be important for the protection of the Commonwealth Marine environment.

Coordinates

-27.502904 152.986636,-27.504835 152.986282,-27.505168 152.988095,-27.506006 152.987934,-27.506082 152.988106,-27.506168 152.988653,-27.506329 152.988696,-27.506501 152.988557,-27.506739 152.988879,-27.507214 152.988449,-27.507348 152.988353,-27.507538 152.987784,-27.506586 152.984727,-27.50632 152.983053,-27.506139 152.982913,-27.505758 152.982677,-27.504883 152.981561,-27.504464 152.982484,-27.504179 152.982516,-27.504426 152.983192,-27.502637 152.983503,-27.502904 152.986636,-27.502904 152.986636,-27.502904 152.986636

Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

-Office of Environment and Heritage, New South Wales
-Department of Environment and Primary Industries, Victoria
-Department of Primary Industries, Parks, Water and Environment, Tasmania
-Department of Environment, Water and Natural Resources, South Australia
-Department of Land and Resource Management, Northern Territory
-Department of Environmental and Heritage Protection, Queensland
-Department of Parks and Wildlife, Western Australia
-Environment and Planning Directorate, ACT
-Birdlife Australia
-Australian Bird and Bat Banding Scheme
-Australian National Wildlife Collection
-Natural history museums of Australia
-Museum Victoria
-Australian Museum
-South Australian Museum
-Queensland Museum
-Online Zoological Collections of Australian Museums
-Queensland Herbarium
-National Herbarium of NSW
-Royal Botanic Gardens and National Herbarium of Victoria
-Tasmanian Herbarium
-State Herbarium of South Australia
-Northern Territory Herbarium
-Western Australian Herbarium
-Australian National Herbarium, Canberra
-University of New England
-Ocean Biogeographic Information System
-Australian Government, Department of Defence
Forestry Corporation, NSW
-Geoscience Australia
-CSIRO
-Australian Tropical Herbarium, Cairns
-eBird Australia
-Australian Government – Australian Antarctic Data Centre
-Museum and Art Gallery of the Northern Territory
-Australian Government National Environmental Science Program
-Australian Institute of Marine Science
-Reef Life Survey Australia
-American Museum of Natural History
-Queen Victoria Museum and Art Gallery, Inveresk, Tasmania
-Tasmanian Museum and Art Gallery, Hobart, Tasmania
-Other groups and individuals

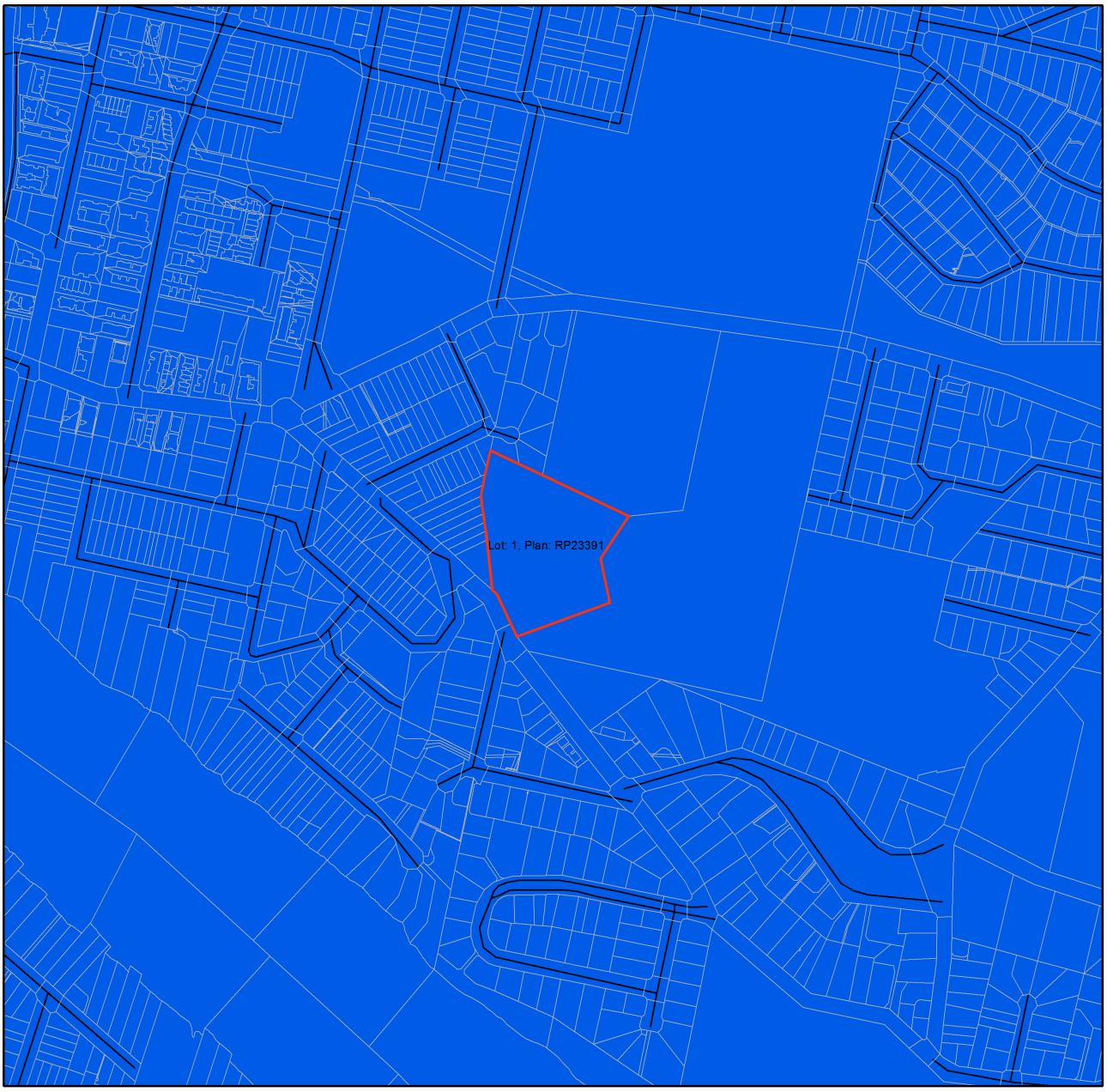
The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the Contact Us page.

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A10 PROTECTED PLANTS FLORA SURVEY TRIGGER MAP

11/12/2018 20:39:55
Lot: 1 Plan: RP23391

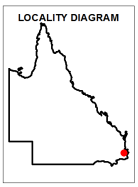


Protected Plants Flora Survey Trigger Map

Legend

- Lot and Plan
- High risk area
- Cadastral line
  Property boundaries shown are provided as a locational aid only
- Freeways / motorways / highways
- Secondary roads / streets

LOCALITY DIAGRAM



N

0 40 80 120 160 200 m

This product is projected into:
GDA 1994 Queensland Albers

This map shows areas where particular provisions of the Nature Conservation Act 1992 apply to the clearing of protected plants.

This map is produced at a scale relevant to the size of the area selected and should be printed as A4 size in portrait orientation.

For further information or assistance with interpretation of this product, please contact the Department of Environment and Science at palm@ehp.qld.gov.au

Disclaimer:
While every care is taken to ensure the accuracy of the data used to generate this product, the Queensland Government makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damages) and costs which might be incurred as a consequence of reliance on the data, or as a result of the data being inaccurate or incomplete in any way and for any reason.

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Queensland Government

A11 DEVELOPMENT APPROVAL SUMMARY

DEVELOPMENT APPROVAL HISTORY – ST PETER'S LUTHERAN COLLEGE

The following table provides a summary of the development approvals[1] identified on the Standard Planning and Development Certificate ('Certificate') provided by Brisbane City Council for land occupied by St Peter's Lutheran College ('College'). The Certificate does not include approved plans and does not include development approvals granted prior to 1979. It is therefore difficult to understand which buildings the development approvals relate to. The College does not have a record of development approvals prior to 1979 and is not aware of any ongoing operational obligations from these earlier development approvals.

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
420/11-KI325/66	27 March 1979	Subdivisions 49/55 of resubdivision 1 of subdivision 3 of portion 41 and of resubdivision A of subdivision 3 of portion 39 and resubdivision 182 of subdivision 2 of resubdivision 2 of subdivision A of resubdivision 2 of subdivision 3 of portion 39, subdivision 3 of resubdivision 1 of portion 40, resubdivision 1 of subdivision A of resubdivision 2 of subdivision 3 of portion 39 and lot 2 on RP108327	Approval to erect a building for the purpose of an amenities block.	N/A	N/A
420/11/KI 325/66	17 October 1979	As above	Approval to erect a building for the purpose of an assistant housemasters' residence.	N/A	N/A
(5)420/11-K1325/66	4 March 1981	As above	Approval to erect a building for the purpose of a physical education building.	Condition 2: *The proposed gymnasium is to be for college use only as defined in the zoning of the land.*	The proposed infrastructure designation will maintain the primary use of the subject land as an educational establishment. Accordingly, the proposed infrastructure designation will not comprise the ongoing achievement of Condition 2.
(5)420/11-K1325/66	24 June 1981	As above	Approval to erect part of a building by way of an addition to an existing building, for the purpose of an extension to an existing school (music room).	Condition 2: *The use of the proposed building to be confined at all times to the intent of the Special Uses designation of the subject site, as indicated on the Zoning map in the Town Plan for the City of Brisbane.*	Refer to above response.
(5)420/11-K1325/66	30 September 1981	As above	Approval to erect a building for the purpose of	Condition 2:	Refer to above response.

[1] For a material change of use or building works assessable against the relevant planning scheme in effect at the time of the development approval, or operational works approvals identified in the Standard Planning and Development Certificate.

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
			an addition to an existing college (workshop).	*The use of the proposed building to be limited to those activities permitted with the Special Uses (College Purposes) Zone*	
420/11-KI325/66(A1)	19 May 1982	Lot 2 on RP108327 and subdivision 3 of resubdivision 1 and subdivision 2 of portion 40, subdivisions 49-55 and resubdivision 1 of subdivision 3 of portion 41 and of resubdivision A of subdivision 3 of portion 39 and resubdivisions 1 and 2 of subdivision 2 and resubdivisions 1 and 2 of subdivision A, resubdivision 2 of subdivision 3 of portion 39.	Approval to erect part of a building by way of an addition to an existing building, for the purpose of an extension to an educational establishment.	Condition 2: *Three (3) car spaces additional to those presently existing on the site to be provided adjacent to a parking area indicated on the abovementioned plan to the satisfaction of the Manager, Department of Planning and Co-ordination, before the new use commence*	Subsequent development approvals supersede the car parking requirements set out at Condition 2. This condition is therefore no longer relevant to development on the subject land.
420/11-KI325/66(A2)	19 January 1983	As above	Approval to erect a building for the purpose of an extension to a college.	Condition 9: *The use of the proposed building is to be limited to college purposes only.*	The proposed infrastructure designation will maintain the primary use of the subject land as an educational establishment. Accordingly, the proposed infrastructure designation will not comprise the ongoing achievement of Condition 9.
420/11-KI325/66(A3)	18 May 1983	As above	Approval for the purpose of an extension to an educational establishment (caretakers flat).	N/A	N/A
420/11-KI325/66(A4)	24 November 1983	As above	Approval to erect and use a building for the purpose of an extension to an educational establishment.	N/A	N/A
420/11-KI325/66(A5)	12 April 1984	As above	Approval to erect and use a swimming pool and plant room for the purpose of extensions to a college.	N/A	N/A
420/11-KI325/66(A6)	14 June 1984	As above	Approval to erect and use a building for the purpose of extensions to college (shed).	Condition g: *The use to be restricted to that envisaged in the Special Uses Zoning, namely College Purposes.*	The proposed infrastructure designation will maintain the primary use of the subject land as an educational establishment. Accordingly, the proposed infrastructure designation will not comprise the ongoing achievement of Condition g.
420/11-KI325/66(A7)	19 December 1985	Portion 370 and subdivision 3 of resubdivision 1 of subdivision 2 of portion	Approval to erect and use a building extension for the purpose of an extension to an educational establishment.	Condition f: *The new additions as indicated on plans 263-3, 263-4, 263-5 dated November, 1985 and 263*	The Certificate did not include a copy of the approved plans. Accordingly, it is unclear what building this development approval relates to. Notwithstanding, the numerous development

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
		40 and subdivisions 49/55 of resubdivision 1 of subdivision 3 of portion 41 and of resubdivision A of subdivision 3 of portion 39 and resubdivision 1 and resubdivisions 1/2 of subdivision 2 of resubdivision 2 of subdivision A of resubdivision 2 of subdivision 3 of portion 39 and lot 2 on RP149550		*sheet 10 dated July, 1985 and received on 4th December, 1985 shall not be used as classrooms but for the uses as indicated on the plans.* Condition g: *The use of the proposed development to be confined at all times to the intent of the special uses designation of the subject site as indicated on the zoning map in the Town Plan for the City of Brisbane.*	approvals have been granted over the subject land since 1985 where the use of buildings and/or population on the subject land would have been considered. Accordingly, Condition f of the development approval is no longer considered relevant. The proposed infrastructure designation will maintain the primary use of the subject land as an educational establishment. Accordingly, the proposed infrastructure designation will not comprise the ongoing achievement of Condition g.
420/11-KI325/60	30 January 1986	As above	Approval to erect and use a roof structure for basketball courts for the purpose of an extension to an educational establishment (roof to basketball courts).	Condition i: *The use of the proposed development to be confined at all times to the intent of the Special. Uses designation of the subject site as indicated on the zoning map in the Town Plan for the City of Brisbane.*	Refer to above response.
420/11-KI325/28	20 March 1986	As above	Approval for relaxation of the prescribed side boundary clearance, to permit a 2 metre clearance. Approval to erect and use a structure for the purpose of a retaining wall ancillary to college.	Condition e: *The use of the proposed development to be confined at all times to the intent of the Special Uses designation of the subject site as indicated on the zoning map in the Town Plan for the City of Brisbane.*	Refer to above response.
420/11-KI325/60(A1)	8 January 1987	As above	Approval to erect and use a building for the purpose of a college (boys dormitory)	N/A	N/A
420/11-KI325/60(A2)	25 June 1987	As above	Notification of conditions for development to use the land and erect a structure for the purpose of a sports and oval equipment storage shed.	N/A	N/A
420/11-KI325/60(A3)	21 September 1987	Portion 370 and Subdivision 3 of Resubdivision 1 of Subdivision 2 of Portion 40 and Subdivisions 49/55 of Resubdivision 1 of Subdivision 3 of Portion 41 and of Resubdivision A of Subdivision 3 of Portion	Notification of conditions of development for the purpose of storage shed ancillary to a School.	N/A	N/A

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
		39 and Resubdivision 1 and Resubdivisions 1 and 2 of Subdivision 2 of Resubdivision 2 of Subdivision A of Resubdivision 2 of Subdivision 3 of Portion 39 and Lot 2 on RP149550			
420/11-509/89	17 April 1989	As above	Notification of conditions of development for the purpose of an extension to School (Shade House).	N/A	N/A
420/11-2435/90	7 January 1991	Lot 2 on RP149550, Lot 370 on SL6328, Lot 1 on RP23391, Lots 1 and 2 on RP61078, Lots 53, 54 and 55 on RP23386, Lots 1 and 2 on RP 61566, Lots 49 and 50 on RP23386, and Lot 3 on RP44027	Notification of conditions of development for the purpose of extension to Educational Establishment.	N/A	N/A
253/15-1005/91	27 September 1991	Lot 370 on SL6328, Lot 3 on RP44027, Lots 49, 50, 53 and 55 on RP23386, Lot 1 on RP23391, Lots 1 and 2 on RP61075, Lots 1 and 2 on RP61566 and Lot 5 on RP215593	Notification of conditions of development for the purpose of Extension to school.	Condition e: *Provision is to be made on the site for the adequate parking of cars, and for the loading and unloading of vehicles within the site. Such provision is to be in accordance with the approved plans of layout and is to be and remain to the satisfaction of the Manager, Department of Development and Planning*	Subsequent development approvals supersede the car parking requirements set out at Condition e. This condition is therefore no longer relevant to development on the subject land.
253/15-1128/92	10 July 1992	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	N/A	N/A
253/15-1926/92	26 October 1992	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	N/A	N/A
253/25-709/93	11 May 1993	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	N/A	N/A
253/15-664/93	11 May 1993	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	N/A	N/A
253/15-2772/92	15 September 1993	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment (multipurpose pavilion).	Condition d: *Maintain the existing two hundred and sixty-nine*	Subsequent development approvals supersede the car parking requirements set out at Condition d. This condition is therefore no

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
				(269) car parking spaces on-site to the satisfaction of the Manager, Department of Development and Planning.	longer relevant to development on the subject land.
253/15-2179/94	15 May 1995	Unknown	Notification of conditions of development for the purpose of Extension to existing school.	Unknown. Council were unable to provide a copy of the decision letter.	Unknown. Council were unable to provide a copy of the decision letter.
253/15-1587/95	27 July 1995	Lot 370 on SL6328, Lot 3 on RP44027, Lots 49, 50, 53 and 55 on RP23386, Lot 1 on RP23391, Lots 1 and 2 on RP61075, Lots 1 and 2 on RP61566 and Lot 5 on RP215593	Notification of conditions of development for the purpose of Extension to existing school (enclosure of building undercroft)	Condition e: *Provision is to be made on the site for the parking of 270 cars and for the loading and unloading of vehicles within the site. Such provision is to be in accordance with the approved plans of layout and is to be and remain to the satisfaction of the Manager, Department of Development and Planning.*	Subsequent development approvals supersede the car parking requirements set out at Condition e. This condition is therefore no longer relevant to development on the subject land.
253/15-3128/95	16 November 1995	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	Condition e: *Provision is to be made on the site for the parking of 270 cars. Such provision is to be in accordance with the approved plans of layout and is to be and remain to the satisfaction of the Manager, Department of Development and Planning.*	Refer to above response.
253/15-359/96	28 February 1996	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment and caretakers residence.	Condition e: *Provision is to be made on the site for the parking of 239 cars and for the loading and unloading of vehicles within the site. Such provision is to be in accordance with the approved plans of layout and is to be and remain to the satisfaction of the Manager, Department of Development and Planning.*	Refer to above response.
253/25-968/96	30 May 1996	As above	Relaxation of Town Plan for a storage shed.	N/A	N/A
253/15-2407/96	28 August 1996	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	Condition e: *Provision is to be made on the site for the parking of 270 cars and for the loading and unloading of vehicles within the site. Such provision is to be in accordance with the approved plans of layout and is to be and remain to the satisfaction of the Manager, Department of Development and Planning.* Condition n: *The operations and maintenance associated with*	The proposed infrastructure designation proposal will not reduce the total number of car parking spaces provided on the subject land below 270 spaces. Accordingly, the proposed infrastructure designation will not conflict with Condition e. The Certificate did not include a copy of the approved plans. Accordingly, it is unclear what building this development approval relates to. Notwithstanding, it is understood the approval relates to the use of TE building site for spray painting (a spray booth). The proposed

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
				the spray booth must be carried out in accordance with the manufacturer's specifications, AS/NZ 4114.2 and Council's Operators Compliance Guide for Panel Beating and Spray Painting. Condition o: *The operations associated with the spray booth must be carried out by such practicable means necessary to prevent or minimise the release, or likelihood of release, of contaminants to the atmosphere in such levels that may cause an environmental nuisance, environmental harm or harm to human health.* Condition p: *Any noise levels from the site received at a commercial or noise sensitive place is to comply with the transitional assessment criteria for noise specified in Part 5, Division 4 of the Environmental Protection (Interim) Regulations 1995 or with any subordinate legislation promulgated under the Environmental Protection Act 1994 or pursuant to any other legislation whichever prevails.* Condition q: *Any water pollutants discharged from the site must comply with the transitional assessment criteria for water specified in Part 5, Division 3 of the Environmental Protection (Interim) Regulations 1995 or with any subordinate legislation promulgated under the Environmental Protection Act 1994 or pursuant to any other legislation whichever prevails.* Condition r: *Any air emissions from the operational phase of the proposed spray booth (e.g. including suspended particulates, dust fallout, or odours) received at any premises in the vicinity of the site*	infrastructure designation will not compromise the ongoing use of the spray booth achieving the requirements of Conditions n to r.

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
				shall comply with the transitional assessment criteria for air specified in Part 5, Division 2 of the Environmental Protection (Interim) Regulations 1995 or with any subordinate legislation promulgated under the Environmental Protection Act 1994 or pursuant to any other legislation whichever prevails.	
253/15-3712/96	19 November 1996	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	Condition e: *Provision is to be made on the site for the parking of 270 cars and for the loading and unloading of vehicles within the site. Such provision is to be in accordance with the approved plans of layout and is to be and remain to the satisfaction of the Manager, Department of Development and Planning.*	Refer to the above response.
253/15-3928/96	5 December 1996	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	Condition e: *The existing 270 on-site car parking spaces are to be maintained to the satisfaction of the Manager, Department of Development and Planning.*	Refer to the above response.
253/15-4403/96	6 January 1997	As above	Notification of conditions of development for the purpose of Extension to Educational Establishment.	Condition e: *Provision is to be made on the site for the parking of 270 cars and for the loading and unloading of vehicles within the site. Such provision is to be in accordance with the approved plans of layout and is to be and remain to the satisfaction of the Manager, Department of Development and Planning.*	Refer to the above response.
253/15-2784/97	7 August 1997	As above	Notification of conditions of development for an extension to an educational establishment (photographic dark room).	N/A	N/A
253/15-914/98	9 April 1998	As above	Notification of conditions of development for the purpose of construction of storage sheds and associated site works at an educational establishment.	N/A	N/A
253/15-4754/98	20 November 1998	Unknown	Notification of conditions of development for the purpose of Extension to existing school.	Unknown. Council were unable to provide a copy of the decision letter.	Unknown. Council were unable to provide a copy of the decision letter.
DRS/USE/H99-637495	12 July 1999	Lots 49, 50,53, 54 and 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1 and 2 on RP61078, Lots 1 and	Development permit for a material change of use and preliminary approval to carry out building work for an extension to education purposes.	N/A	N/A

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
		2 on RP61566, Lot 5 on RP215593, and Lot 370 on SL6328			
DRS/USE/H99-674118	17 September 1999	As above	Development permit for a material change of use and preliminary approval to carry out building work for an extension to education purposes.	N/A	N/A
DRS/USE/O99-681846	15 October 1999	Lot 370 on SL6328	Development permit to carry out operational work (Erosion and Sediment Control).	N/A	N/A
DRS/USE/H00-711892	24 January 2001	Lots 49, 50,53, 54 and 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1 and 2 on RP61078, Lots 1 and 2 on RP61566, Lot 5 on RP215593, and Lot 370 on SL6328	Development permit for a material change of use and preliminary approval to carry out building work for an extension to education purposes.	N/A	N/A
DRS/USE/H01-753847	8 February 2001	As above	Development permit for a material change of use and preliminary approval to carry out building work for an extension to education purposes.	N/A	N/A
DRS/USE/O01-761867	12 April 2001	As above	Development permit to carry out operational work (Erosion and Sediment Control).	N/A	N/A
DRS/USE-760782	23 July 2001	Lot 2 on RP61078	Development permit for a material change of use for an extension to education purposes (pre school). Preliminary approval to carry out operational work (filling and excavation).	Condition 6: *The use of the premises is limited to education purposes (nominally a preschool) and generally restricted to the operating hours of 8 am to 6 pm Monday to Friday during school terms.* Condition 12: *Operation of delivery vehicles and/or waste collection vehicles must only occur between the hours of 7 AM and 8 PM Monday to Saturday.*	The proposed infrastructure designation will not change the College's ability to continue to meet Conditions 6 and 12. Long term the prep building will be redeveloped, however, if required the hours of operation can be maintained.
DRS/USE/O01-781717	27 August 2001	Lots 49, 50,53, 54 and 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1 and 2 on RP61078, Lots 1 and 2 on RP61566, Lot 5 on RP215593, and Lot 370 on SL6328	Development permit to carry out operational work (Stormwater Drainage, Roadworks, Erosion and Sediment Control).	N/A	N/A
DRS/USE/H01-794640	6 December 2001	Lot 1 on RP61078	Development permit for material change of use for extension to education purposes.	N/A	N/A

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
			This decision notice has been superseded by the decision notice associated with Council reference: DRS/USE/H01-794640 approved on the 12 January 2004.		
DRS/USE/H01-794640	12 January 2004	As above	Change approval related to a development permit for a material change of use for extension to education purposes. This decision notice supersedes the decision notice associated with Council reference: DRS/USE/H01-794640 approved on the 6 December 2001.	N/A	N/A
DRS/USE/H04-890556	13 September 2004	Lot 2 on RP61078	Development permit for a material change of use for an extension to education purposes. This decision notice has been superseded by the decision notice associated with Council reference: A001887689 approved on 29 August 2007.	N/A	N/A
DRS/USE/H05-927384	28 October 2005	As above	Development permit for a material change of use and preliminary approval to carry out building work for an extension to education purposes.	N/A	N/A
DRS/USE/H06-947398	27 July 2006	As above	Development permit for a material change of use and preliminary approval to carry out building work for an extension to education purposes.	N/A	N/A
DRS/USE/H06-949594	1 December 2006	As above	Development permit for a material change of use and preliminary approval to carry out building work for an extension to education purposes.	N/A	N/A
A001887689	29 August 2007	As above	Material change of use extension to educational establishment	Condition 4: *Student and staff numbers shall not exceed an additional 25 students and no additional staff.*	Approved plans and documents associated with this development approval have not been provided and are not available online. Accordingly, it is unclear what built form this development approval relates to and what the student and staff population was at the approval date. Notwithstanding, subsequent development approvals have been granted over the subject land. These development approvals do not place a cap on the total allowable student and staff population on site. Accordingly, Condition 4 is no longer considered relevant to development on the subject land.

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
A001862319	8 October 2007	Lots 49, 50,53, 54 and 55 on RP23386, Lot 1 on RP23391, Lot 3 on RP44027, Lots 1 and 2 on RP61078, Lots 1 and 2 on RP61566, Lot 5 on RP215593, and Lot 370 on SL6328	Negotiated decision for a development permit for a material change of use for education purposes.	Condition 8: *The residence use is limited to the area shown on the approved plan(s) of layout. This area is to remain at all times ancillary and subordinate to the use of the site for Educational Purposes. At no time is this residence to be commercially leased or rented.* Condition 13: *Ensure protection of all trees adjacent to approved construction footprint. Trees to be retained must be protected with temporary protective fencing during the site works and construction phase of the development. Tree protection fencing must be located to protect the root-zone of the trees (edge of drip line of canopy).*	The proposed infrastructure designation maintains the primary use of the subject land for education purposes. Amendments will be made to the existing residences on site, however dwelling houses located on site will continue to be occupied by persons associated with the College. The proposed infrastructure designation therefore will not compromise achievement of Condition 8. It is understood the existing trees required at Condition 13 to be retained are located in the north eastern portion of the subject land. It is unknown at this stage if the proposed infrastructure designation will require removal of these trees. Notwithstanding, City Plan does not identify the part of the subject land containing these trees as within the Biodiversity areas overlay, of the Significant landscape tree overlay. Accordingly, these trees are not protected by the City Plan. In addition, the trees are not located on a part of the subject land identified on the DA Mapping System as within the Native Vegetation Clearing Layer. Accordingly, the proposed infrastructure designation will not compromise the protection of significant vegetation on the subject land.
A002308868	20 July 2009	As above	Change approval related to development permit for a material change of use for education purposes.	Condition 8: *The residence use is limited to the area shown on the approved plan(s) of layout. This area is to remain at all times ancillary and subordinate to the use of the site for Educational Purposes. At no time is this residence to be commercially leased or rented.* Condition 13: *Ensure protection of all trees adjacent to approved construction footprint. Trees to be retained must be protected with temporary protective fencing during the site works and construction phase of the development. Tree protection fencing must be located to protect the root-zone of the trees (edge of drip line of*	Refer to above response.

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
				canopy).	
A002696219	17 June 2010	As above	Development permit for a material change of use and preliminary approval to carry out building work for education purposes (performing arts complex). This decision notice has been superseded by the decision notice associated with Council reference: A003175096	N/A	N/A
A002972897	7 March 2011	As above	Development permit for a material change of use and preliminary approval to carry out building work for education purposes (outdoor learning centre). This decision notice has been superseded by a subsequent decision notice.	N/A	N/A
A003048379	25 August 2011	As above	Development permit for a material change of use for education purposes (amenities complex). This decision notice has been superseded by the decision notice associated with Council reference: A003048379 dated 12 January 2012.	N/A	N/A
A003175096	5 December 2011	As above	Change approval related to a development permit for a material change of use and preliminary approval to carry out building work for education purposes (performing arts complex). This decision notice supersedes the decision notice associated with Council reference: A002696219.	Condition 7: *The use of the Performing Arts Complex is restricted to the following:* • *The use of Performing Arts Complex is to be used for school purposes only; and* • *The Performing Arts Complex must not to be hired out or used by entities other than the entity controlling the school.* Condition 21: *Amplified sound/music is only permitted to be played between the hours of 0700 to 12 Midnight.*	The proposed infrastructure designation will not change the College's ability to continue to meet Conditions 7 and 21.
A003048379	12 January 2012	As above	Negotiated decision related to a development permit for a material change of use for education purposes.	Condition 8: *Any amplified music played in the Health and Physical Education Studio is to be of a low level, as recommended in the acoustic report prepared by James Heddle Pty Ltd and dated 19 October 2011, through small sized enclosed speakers with limited bass output and facing away from the*	It is understood this development approval has not been enacted.

Council Reference	Date	Land Approval Applies Over	Approval	Conditions with Ongoing Operational Obligations for the College	Comment
				opening to the balcony.	
A003247376	29 February 2012	As above	Development permit for a material change of use and preliminary approval to carry out building work for education purposes.	Condition 8: *Retain and protect the existing trees shown as being retained on the approved plan of layout.* Condition 18: Construct and delineate or sign (as required) the following requirements as indicated on the approved plan(s) of layout: … *ii. Parking on the site for 25 cars and for the loading and unloading of vehicles within the site. One of the above parking spaces is to be provided for people with disabilities.*	It is understood the existing trees required at Condition 8 to be retained and protected are located in proximity to the performing arts centre. It is unknown at this stage if the proposed infrastructure designation will require removal of these trees. Notwithstanding, City Plan does not identify the part of the subject land containing these trees as within the Biodiversity areas overlay, of the Significant landscape tree overlay. Accordingly, these trees are not protected by the City Plan. In addition, the trees are not located on a part of the subject land identified on the DA Mapping System as within the Native Vegetation Clearing Layer. Accordingly, the proposed infrastructure designation will not compromise the protection of significant vegetation on the subject land. The proposed infrastructure development will involve amendments to the car parking area identified at Condition 18 of the development approval. Notwithstanding, the total number of car parking spaces within this car park will not be reduced.
A003651450	12 August 2013	As above	Development permit for a material change of use and preliminary approval to carry out building work for an extension to educational establishment (pool/tennis amenities block).	N/A	N/A
A004835990	27 April 2018	As above	Development permit for a material change of use for an extension to educational establishment	N/A	N/A