PLANNING		
Issue	Summary of Matter Raised	Response
Inconsistency with Planning Intent	The proposal is inconsistent with the MHIDCP, which designates the land for recreational open space and community purposes.	The relevant planning instrument is the Mango Hill Infrastructure Development Control Plan No.14, which identifies the land in the Central Open Space Precinct Plan and the Central Open Space Sector Plan. An application for an educational establishment is a consistent use in the Central Open Space Precinct, and requiring the consent of Council in the Central Open Space Sector Plan. The MHIDCP does not preclude non-recreational community uses, nor does it require land within the Central Open Space Precinct to remain exclusively passive open space. Rather, it contemplates a range of community-serving uses that deliver broader social benefit. The proposed Anglican school constitutes community infrastructure and maintains the open space character of the site, with approximately 65% of the land retained as outdoor open space and playing fields and a building site cover of only approximately 15%. Clause 2.4.9 of the DCP enables consideration of uses not specifically nominated where they are consistent with the strategic intent of the precinct, which the proposal achieves by balancing education infrastructure with landscape, recreational, and open space outcomes consistent with the MHIDCP framework.
Inappropriate Use	The scale and intensity of the development are incompatible with the intended purpose of the land and represent inappropriate intensification of a constrained site designated for open space.	The scale and intensity of the proposal are appropriate for the site and do not represent an over-intensification of land designated for open space. Built form is deliberately limited, with buildings covering only approximately 15% of the site, while the majority of the land (approximately 65%) is retained as open space and playing fields. Development is arranged around large, centrally located open areas and buffered by substantial landscaped setbacks, ensuring that the open space character and visual relief of the former golf course are maintained. The proposal therefore achieves a balanced and integrated outcome that accommodates community infrastructure while preserving the spatial, landscape, and environmental qualities intended for the Central Open Space Precinct.

Development Precedent	Approval of any part of the site would set a precedent for a change of use, signalling broader intentions for redevelopment of the former golf course land.	Approval of the proposed Anglican school does not establish a precedent for broader redevelopment of the former golf course. The proposal responds to a clearly identified community need for educational infrastructure in North Lakes and is consistent with the permissible uses under Clause 2.4.9 of the MHIDCP, which allows educational establishments within the Central Open Space Precinct. Any future proposals on the remaining portions of the former golf course would be assessed on their individual merits, ensuring that this proposal does not automatically justify broader changes of use.
History of Failure	Previous attempts (circa 2020–2021) to develop a school on the site were unsuccessful, with the development application deemed not properly made by Council and the Ministerial Infrastructure Designation not approved by the State Government.	Previous proposals for a school on the site do not diminish the merits of the current development. The current proposal has been prepared in accordance with the Ministerial Infrastructure Designation framework and responds to updated community needs, planning requirements, and site context.
Inadequate Educational Demand	There is no demonstrated educational demand to justify a new school in North Lakes, with demographic data indicating a declining school-aged population and existing schools having available capacity or scope for expansion.	The proposed Anglican school responds to a demonstrated and growing need for additional educational infrastructure within North Lakes and the broader City of Moreton Bay. North Lakes continues to attract young families, contributing to sustained growth in key school-age cohorts. Census-based projections prepared by Think Economics indicate that the City of Moreton Bay will experience an increase of approximately 21,242 school-aged students between 2026 and 2046, equating to demand for an estimated 10–15 additional schools. Many existing public and non-government schools in North Lakes and surrounding suburbs are operating at or near capacity, with current provision insufficient to meet projected demand. Independent schools currently enroll around 15,000 students across the City of Moreton Bay, growing at approximately 4 per cent per year, with forecasts identifying an undersupply of non-government schooling by 2036 in the North Lakes School Catchment. The proposed school therefore directly addresses this infrastructure shortfall, providing additional capacity, choice, and continuity of education.

Property Devaluation	The school's construction is expected to reduce property values and desirability by impacting views, privacy, tranquillity, and overall amenity.	The concerns regarding views, privacy, and overall amenity have been carefully considered in the design of the proposed school. The campus layout, building setbacks, landscaping, and vegetated buffers have been specifically incorporated to minimise impacts on neighbouring properties and maintain the open space character of the site. While potential effects on property values are not a planning consideration, the proposal demonstrates that key planning matters including visual and acoustic amenity, privacy, and interface with surrounding open space have been appropriately addressed, ensuring the development integrates sensitively with the local context.
Assessment Pathway	The proposal relies on a State-led Ministerial Infrastructure Designation assessment rather than the City of Moreton Bay's development assessment process, reducing transparency.	The use of a Ministerial Infrastructure Designation is consistent with the *Planning Act 2016* and the *Planning Regulation 2017* and provides a streamlined process for development of state significance, including educational infrastructure. While the assessment is led by the State, the process includes opportunities for public consultation and engagement with Council and other stakeholders, ensuring transparency and accountability.
Fragmented Consultation	The consultation process was fragmented, addressing only a portion of the open-space corridor rather than a comprehensive master plan.	The consultation program focused solely on the portion of the former golf course subject to the proposed school development. The remainder of the golf course does not form part of this proposal, as it comprises separate and independent land parcels.
Inadequate Notice/Engagement	Genuine community engagement was limited, with only one week's notice for the consultation session and consultation materials not reaching some adjoining residents.	The pre-engagement program was designed to provide meaningful opportunities for stakeholders to review and provide feedback on the proposed development.

AMENITY & BUILT FORM		
Issue	Summary of Matter Raised	Response
Loss of Privacy and Views	The development would create a dominating, intrusive built form, causing significant loss of privacy and replacing open green views with school buildings, hardstand areas, and other structures.	The masterplan has been carefully designed to ensure that buildings are appropriately set back from site boundaries and adjoining properties, with generous landscaping, tree retention, and buffer areas provided along sensitive edges. The proposed development covers approximately 15% percent of the site, with around 65% retained as open space, playing fields, and landscaped areas, ensuring that the overall open character of the site is preserved.
Operational Noise	The school would generate unavoidable daily operational noise, playground activity, PA announcements, and bus movements, detrimentally affecting residential amenity.	The proposed school has been designed to minimise impacts on surrounding residences through careful site layout, building orientation, and the provision of landscaped buffers. Operational noise from playground activity, public address announcements, and bus movements will be further assessed and managed through a comprehensive noise impact assessment, which will be prepared and submitted as part of the MID lodgement material.
Extended Construction Disruption	The proposed staged construction would cause prolonged disruption to residents from machinery noise, dust, vibration, heavy vehicle movements, and visual impacts.	Any potential impacts associated with staged construction, including machinery noise, dust, vibration, heavy vehicle movements, and visual impacts, will be managed through a detailed construction management plan.
Light Spill	Increased lighting from carparks, security systems, and facilities would result in significant light spill onto neighbouring properties.	Any potential light spill from carparks, security systems, and other school facilities will be carefully managed through lighting design and controls in accordance with relevant Australian standards. Measures such as directional lighting, shielding, and operational restrictions will be incorporated to minimise impacts on neighbouring properties and maintain amenity.

FLOODING AND HYDROLOGY		
Issue	Summary of Matter Raised	Response
Site Unsuitability / Floodplain Risk	The site is a frequently inundated floodplain, with observed pooling and overland flows exceeding design specifications, making it unsuitable for a school.	The site has been assessed using the City of Moreton Bay's Hay's Creek and Hay's Inlet flood models, incorporating Australian Rainfall and Runoff guidelines, climate-change allowances, and updated hydrology and culvert information. This modelling demonstrates that the development can be designed to appropriately manage flood risk, with finished levels and critical infrastructure providing suitable flood immunity. Overland flows and temporary pooling will be safely accommodated within the site design, and all stormwater management measures will be implemented using water sensitive urban design principles. Accordingly, the site is suitable for the proposed school use, and a detailed stormwater and flooding assessment will be prepared in support of the Ministerial Infrastructure Designation.
Easement Alteration	The land is within a 100% Moreton Bay City Council stormwater easement, and altering it through major civil works could compromise system performance and increase flood risk upstream and downstream.	The proposed development has been designed to respect existing stormwater infrastructure and easements. Detailed hydrologic and hydraulic modelling has been undertaken to ensure that the proposed works do not compromise the performance of existing drainage networks or increase flood risk upstream or downstream. Stormwater from developed areas will be treated and conveyed using water sensitive urban design features integrated into landscaped corridors, ensuring continued functionality of the broader network. A detailed stormwater and flooding assessment will be prepared in support of the Ministerial Infrastructure Designation.
Increased Flood Exacerbation	The proposed recontouring and altered hydrology disregard the site's flood mitigation role, potentially increasing flows via Wywurri Creek and exacerbating flooding in Mango Hill and surrounding areas.	The proposed school design has been carefully informed by flood modelling undertaken using the City of Moreton Bay's Regional Floodplain Database, incorporating both hydraulic and hydrologic components and climate-change allowances. Finished levels, site layout, and critical infrastructure have been designed to maintain existing flood conveyance and mitigation functions, ensuring that flows to Wywurri Creek and surrounding areas are not exacerbated. Water sensitive urban design features,

		reconfigured wetlands, and vegetated corridors will manage stormwater quality and quantity, reducing potential impacts on downstream catchments. Further refinement will occur during detailed design to ensure ongoing alignment with flood management objectives. A detailed stormwater and flooding assessment will be prepared in support of the Ministerial Infrastructure Designation.

ENVIRONMENT & ECOLOGY		
Issue	Summary of Matter Raised	Response
Loss of Major Green Space	The development would permanently eliminate one of the last major green spaces and corridors in North Lakes.	The proposed Anglican school occupies only a portion of the former North Lakes Golf Course and has been designed to retain significant landscape and open space values. Key vegetation corridors and many of the mature trees along site boundaries will be conserved and enhanced, maintaining connectivity for wildlife and preserving ecological functions within the precinct. Newer planting will occur in areas where earthworks are required. The development incorporates landscaped buffers, open playing fields, and stormwater wetlands that collectively support habitat and green space values. Importantly, the remainder of the former golf course and other open space areas in North Lakes remain unaffected, and the proposal does not preclude continued ecological or recreational functions elsewhere in the precinct. A detailed ecological assessment will be prepared in support of the Ministerial Infrastructure Designation to ensure that potential impacts on flora, fauna, and habitat connectivity are fully addressed.
Wildlife Habitat Destruction	The site provides critical habitat for koalas (endangered), kangaroos, wallabies, frogs, and birdlife. The proposal conflicts with this wildlife corridor, with increased traffic and construction noise likely to cause stress, vehicle strikes, and loss of natural habitat and safe resting areas.	

TRAFFIC & ACCESS		
Issue	Summary of Matter Raised	Response
Increased Network Congestion	The introduction of substantial new traffic would overwhelm the road network, which is already congested during peak commuter and school periods. Particularly, Endeavour Boulevard, a key connector in North Lakes, is already under pressure during peak school and commuter periods. The proposed school would add significant peak-hour traffic, increasing delays, queues, turning conflicts, and reducing the efficiency of intersections and roundabouts.	The proposed Anglican school campus has been designed to manage traffic impacts in a manner that prioritises safety, operational efficiency, and minimisation of effects on surrounding streets and the broader road network. The development provides separate, dedicated vehicular access driveways for the senior and junior campuses. While a vehicular connection between the two campuses is included, it is intended only for contingency, emergency or maintenance use and will not form part of daily operations. The senior campus will be accessed primarily via a left-in / left-out driveway from the southbound carriageway of Endeavour Boulevard, approximately 70 to 90 metres north of the Archer Close roundabout. An additional entry-only driveway from the westbound carriageway of Diamond Jubilee Way will intercept inbound traffic from the east and northeast, reducing reliance on the Endeavour Boulevard / Diamond Jubilee Way intersection. The junior campus will have an all-movements driveway on Finnegan Drive, separated from the senior campus access, ensuring that younger students are not exposed to senior school traffic flows. These arrangements provide each campus with a distinct identity, distribute traffic across multiple access points, and limit localised impacts at individual intersections. Internal circulation has been designed to safely accommodate parent drop-off and pick-up, staff and visitor parking, minibuses, and service vehicles. Student pick-up and drop-off zones are adjacent to building entries, with one-way circulation aisles and passenger-side loading, minimising vehicle-student interactions. Bus parking for large vehicles is concentrated on the senior campus, ensuring safe and efficient operation without intruding on the junior campus. Staff and parent parking is allocated according to usage needs, with pedestrian routes provided to ensure safe movement across both campuses. Preliminary traffic surveys conducted in September 2025, including peak-hour observations at multiple intersections along Endeavour Boulevard, Diamond Jubilee Way, and Finnegan
Residential Street Suitability	Residential streets, including Copeland Drive, are not designed to handle the traffic, turning movements, and associated noise and congestion generated by a major school.	
Arterial Access Concerns	The single access/exit on Diamond Jubilee Way, an 80 km/h four-lane arterial, would concentrate peak movements, with right-turn entries and exits likely to cause queuing and slow arterial traffic.	
Redistributed Traffic and Safety	During busy periods, drivers are likely to divert school traffic into residential streets, such as Copeland Drive, to avoid congestion in drop-off areas, reducing	

	street safety and causing parking overflow.	Drive, have informed the proposed access and circulation strategy. Future traffic volumes have been modelled to 2037, accounting for full school enrolment and a 1 per cent annual background growth rate. Intersection modelling indicates that while minor impacts may occur during peak periods, proposed minor adjustments to lane configurations and signal timings will reduce queuing and delays to acceptable levels. Overall, the proposed access and internal circulation strategy ensures that traffic impacts on Endeavour Boulevard, Diamond Jubilee Way, Finnegan Drive, and adjacent residential streets such as Copeland Drive will be appropriately managed. Dedicated entry points, separated campus circulation, and appropriately sized parking and pick-up/drop-off facilities reduce the likelihood of local traffic diversion or congestion. Pedestrian and cycle movements are accommodated through safe, segregated pathways, maintaining connectivity and protecting vulnerable users. A detailed traffic impact assessment will be prepared in support of the Ministerial Infrastructure Designation submission, including intersection performance modelling, peak-hour analysis, and internal circulation review. Although an increase in traffic will occur, the assessment will identify any additional mitigation measures required to ensure that the development operates safely and efficiently within the existing road network.
Impact on Lakeside Environment	Increased traffic near Lake Eden (Finnegan Drive) may create conflicts with pedestrians, cyclists, joggers, and local wildlife using shared paths.	