Environmental Assessment Report

Department of Education and Training
Sunnybank Special School

November 2017
**Document history**

<table>
<thead>
<tr>
<th>Version</th>
<th>Date</th>
<th>Status</th>
<th>Key changes made</th>
<th>Author/s</th>
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<tr>
<td>1.0</td>
<td>20/09/17</td>
<td>Draft</td>
<td>Document development</td>
<td>NW</td>
<td>BM; PG</td>
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<tr>
<td>1.1</td>
<td>15/11/17</td>
<td>Final</td>
<td>Finalise for issue</td>
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## Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>AHD</td>
<td>Australian Height Datum</td>
</tr>
<tr>
<td>ANEF</td>
<td>Australian Noise Exposure Forecast</td>
</tr>
<tr>
<td>ARI</td>
<td>Average Recurrence Interval</td>
</tr>
<tr>
<td>AS</td>
<td>Australian Standards</td>
</tr>
<tr>
<td>ASS</td>
<td>Acid Sulfate Soils</td>
</tr>
<tr>
<td>BCA</td>
<td>Building Code of Australia</td>
</tr>
<tr>
<td>BCC</td>
<td>Brisbane City Council</td>
</tr>
<tr>
<td>CLR</td>
<td>Contaminated Land Register</td>
</tr>
<tr>
<td>DET</td>
<td>Department of Education and Training</td>
</tr>
<tr>
<td>DEHP</td>
<td>Department of Environment and Heritage Protection</td>
</tr>
<tr>
<td>DHPW</td>
<td>Department of Housing and Public Works</td>
</tr>
<tr>
<td>DILGP</td>
<td>Department of Infrastructure, Local Government and Planning</td>
</tr>
<tr>
<td>DTMR</td>
<td>Department of Transport and Main Roads</td>
</tr>
<tr>
<td>EMR</td>
<td>Environmental Management Register</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Act 1994</td>
</tr>
<tr>
<td>EPBC</td>
<td>Environmental Protection and Biodiversity Conservation Act 1999 (Cth)</td>
</tr>
<tr>
<td>GFA</td>
<td>Gross Floor Area</td>
</tr>
<tr>
<td>NCA</td>
<td>Nature Conservation Act 1992</td>
</tr>
<tr>
<td>PA</td>
<td>Planning Act 2016</td>
</tr>
<tr>
<td>PR</td>
<td>Planning Regulation 2017</td>
</tr>
<tr>
<td>PWD</td>
<td>People with Disability</td>
</tr>
<tr>
<td>QDC</td>
<td>Queensland Development Code</td>
</tr>
<tr>
<td>SEQRP</td>
<td>South East Queensland Regional Plan</td>
</tr>
<tr>
<td>SEQ</td>
<td>South East Queensland</td>
</tr>
<tr>
<td>SPEC</td>
<td>Special School</td>
</tr>
<tr>
<td>SPP</td>
<td>State Planning Policy</td>
</tr>
<tr>
<td>VMA</td>
<td>Vegetation Management Act 1999</td>
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</tbody>
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PART A – EXECUTIVE SUMMARY

1 Infrastructure Proposal

With reference to section 36(3) of the Planning Act 2016, the below sets out the matters required as part of the Infrastructure Proposal, and prepared in accordance with the Minister’s Guidelines and Rules, Chapter 7—Guidelines for the process for environmental assessment and consultation for making or amending a Ministerial designation.

<table>
<thead>
<tr>
<th>Matter</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a)</strong> the site description including the location of the premises proposed to be designated;</td>
</tr>
<tr>
<td>Real property description: Lot 915 on SL7008</td>
</tr>
<tr>
<td>Property address: 85 Troughton Road, Sunnybank</td>
</tr>
<tr>
<td>Registered owner: The State of Queensland (represented by the Department of Education and Training)</td>
</tr>
<tr>
<td>Tenure: Freehold</td>
</tr>
<tr>
<td>Site area: 1.052ha</td>
</tr>
<tr>
<td><strong>b)</strong> any existing uses on the premises proposed to be designated;</td>
</tr>
<tr>
<td>Lot 915 SL7008 is currently improved with the existing Sunnybank Special School (SPEC), and associated and supported facilities.</td>
</tr>
<tr>
<td><strong>c)</strong> existing uses on adjoining sites;</td>
</tr>
<tr>
<td>• Maughan Park adjoins the site to the north and east boundaries.</td>
</tr>
<tr>
<td>• West of the premises is Troughton Road, where the school has 45.128m of road frontage.</td>
</tr>
<tr>
<td>• South of the premises is made up of low set residential dwellings.</td>
</tr>
<tr>
<td><strong>d)</strong> the type of infrastructure;</td>
</tr>
<tr>
<td>6 educational facilities</td>
</tr>
<tr>
<td>9 facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated</td>
</tr>
<tr>
<td>10 facilities at which a QEC approved service under the Education and Care Services Act 2013 is operated</td>
</tr>
<tr>
<td><strong>e)</strong> information about the nature, scale and intensity of the infrastructure and each use proposed;</td>
</tr>
<tr>
<td><strong>Drawings at Appendix 5 – Proposal Plans</strong></td>
</tr>
<tr>
<td><strong>f)</strong> the intended outcomes of the proposed uses on the site;</td>
</tr>
<tr>
<td>The Sunnybank SPEC was originally an opportunity school (Endeavour model) which no longer suits no services the functional needs of a DET special school. DET notes that special schools are currently experiencing significant enrolment growth throughout the State, with the Sunnybank SPEC highlighting a notable increase in enrolments, specifically with the 2017 Prep cohort years.</td>
</tr>
<tr>
<td>The proposed works are intended to future proof the school while providing facilities that improve the amenity of the Sunnybank SPEC consistent with current standards and sited with consideration of the functionality of the buildings, and connection with existing and planned future buildings.</td>
</tr>
<tr>
<td>The works relating to a new GLA building will ensure the school is able to address current capacity challenges and foreseeable expansion of capacity. The building design solution is to deliver educationally functional, comfortable, healthy facilities that inspire student learning and support the...</td>
</tr>
</tbody>
</table>
g) any anticipated impacts on the surrounding infrastructure network (both state and local);

<table>
<thead>
<tr>
<th>CULTURAL HERITAGE</th>
<th>The proposed development is located within an area subject to previous clearing, therefore, the nature of the activity is likely to be classified as ‘area previously subject to significant disturbance – Category 4’, under the <em>Aboriginal Cultural Heritage Act 2003</em> (ACHA), Section 28 Duty of Care Guidelines. Subject to measures set out in paragraph 5.6 – 5.12, under Category 4 of the Duty of Care Guidelines, the proposed activates can proceed without further cultural heritage assessment. It should be noted that any Aboriginal cultural heritage, if found, is protected under the ACHA even if DEHP has not recorded it. Contract documents will include provisions for works to cease and the relevant Aboriginal Party to be contacted if evidence of Aboriginal cultural heritage is encountered during site works.</th>
</tr>
</thead>
<tbody>
<tr>
<td>WATER QUALITY</td>
<td>The site is in a water resource catchment. Stormwater runoff is considered negligible given the proposal will result in an overall decrease of 850m² of impervious area. Given the reduction in area as part of the new development, the proposed development therefore does not trigger the requirement of the state planning policy for installation of stormwater treatment devices.</td>
</tr>
<tr>
<td>NATURAL HAZARDS RISK AND RESILIENCE</td>
<td>The site is not mapped as being located within the flood hazard overlay of the <em>Brisbane City Plan 2014</em>. A FloodWise Property Report has been undertaken and included at <em>Appendix 10</em>.</td>
</tr>
<tr>
<td>STRATEGIC AIRPORTS AND AVIATION FACILITIES</td>
<td>The obstacle limitation surface contour is 59m AHD. The site is in the lighting area buffer 6km. The site is in the 8km wildlife hazard buffer area. Nil impacts are anticipated as the proposed development will not be of a height, emit light, or be an attractor of bird or bat wildlife, that would obstruct the safe movement of aircraft.</td>
</tr>
</tbody>
</table>

Refer to Appendix 6 – State Interest Trigger Maps
i) a statement about any relevant regional plans and state development areas that are applicable to the site and how they are relevant to the infrastructure proposal;

The relevant regional plan is the South East Queensland Regional Plan. The site is in the Urban Footprint land use category. The site is not included in a state development area.

Refer to Appendix 6 – State Interest Trigger Maps

j) sufficient information to address the requirements of section 36(1) of the Act;

The proposed infrastructure meets the criteria in section 36 of the Planning Act 2016 as the infrastructure will satisfy budgetary commitments for the supply of infrastructure.

Details relating to the Advancing Queensland Schools program can be found at: https://det.qld.gov.au/programs-initiatives/education/advancingqlds schools


k) a proposed consultation strategy for the proposed designation that has taken into account the level of impact of the infrastructure proposal and that includes a method for consultation with directly affected landowners, adjoining landowners, and identified Native Title parties, differentiated from general public consultation;

Refer to Part G – Consultation

l) any other matter the infrastructure entity considers relevant to the request.

Nil
PART B – INTRODUCTION

In accordance with the requirements of the Planning Act 2016 (PA), it is proposed to undertake an Infrastructure Designation of land within the Brisbane City Council (BCC) local government area on behalf of the Department of Education and Training (DET) for the Sunnybank Special School (SPEC). The proposed designation applies to land located at 85 Troughton Road, Sunnybank and alternatively described as Lot 915 on SL7008.

In accordance with the Advancing Queensland State Schools program, the Queensland Government is committed to building fit for purpose learning environments that support educational outcomes. The program provides an additional capital investment of $200 million and will be utilised for projects in over 90 schools and includes land acquisitions for new schools, new and refurbished school halls and accelerated capital projects, including administration and special education upgrades.

Over $100 million will be invested in new school halls and upgrading existing halls at 30 state schools. Over 60 additional schools will benefit from a range of capital works including upgrades to existing classrooms, administration facilities, special education facilities and new shade structures or covered learning areas.

To align with the Advancing Queensland State Schools program, the DET has made a funding commitment of $5 million to establish a full site master plan for the Sunnybank SPEC. The purpose of the Infrastructure Designation is to undertake the following scope of works for the Sunnybank SPEC:

- full site masterplan;
- delivery of stage 1 of the master plan, which includes:
  - new General Learning Precinct consisting of eight (8) General Learning Area (GLA) spaces.
  - new associated play spaces, related support spaces (i.e. suitable PWD amenities) and landscaping.
- temporary accommodation to facilitate required decanting required in future Stage 1; and
- rationalisation and demolition of aged school facilities buildings, which includes:
  - demolition of existing Classroom Blocks, Meeting/ Preparation Block, Resource Centre, Amenities Block and Covered Outdoor Areas (Stage 1).
  - refurbishment of existing Administration Block as a Resource Centre (Stage 2).
  - demolish existing Multi-purpose Block (Senior), Gym and Senior Amenities (Stage 3).
  - construct new Administration Block, Multi-purpose/ Assembly Area and Amenities (Stage 3);
  - provide new car parking and landscaping (Stage 3).

The proposed works are intended to future proof the school while providing facilities that improve the amenity of the Sunnybank SPEC consistent with current standards.

Building and Asset Services’ (BAS) Town Planning Unit has prepared this Environmental Assessment Report (EAR) to provide information in the assessment of the proposed Ministerial designation of land for community infrastructure.
2 Legislative Context

2.1 The Planning Act 2016

A list of infrastructure is set out in Schedule 5 of the Planning Regulation 2017 (PR).

The PA prescribes the way in which a designation can be undertaken. Chapter 2, Part 5 of the PA (refer Appendix 1) prescribes that a Minister, before designating land for infrastructure, must be satisfied that for development the subject of the proposed designation:

- the infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure; or
- there is or will be a need for the efficient and timely supply of the infrastructure.

One way in which the requirements for adequate environmental assessment and public consultation may be met is for the assessment of the proposal to be carried out in accordance with the guidelines made by the chief executive under the PA, section 36(3). The applicable guideline is the Minister’s Guidelines and Rules (July 2017) and is available at http://www.dilgp.qld.gov.au. In particular, Chapter 7—Guidelines for the process for environmental assessment and consultation for making or amending a Ministerial designation outlines the five-step process which includes:

1. Planning and Preparation;
2. Minister’s Acknowledgement;
3. Draft Environmental Assessment Report;
4. Consultation and State Interest Review; and
5. Finalise Environmental Assessment.

The EAR has been drafted in accordance with the Chapter 7 of the Minister’s Guidelines and Rules and has been prepared to generally align with Step 3 of the Guidelines.

The effect of a Ministerial designation is that the use of the site for the described community infrastructure and services may proceed despite the local government’s planning scheme.

This designation will be undertaken in accordance with Chapter 2, Part 5 of the PA.
PART C – SITE DETAILS

3 Subject Site

3.1 Property Snapshot

<table>
<thead>
<tr>
<th>Site Overview</th>
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<tbody>
<tr>
<td>Street Address</td>
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<tr>
<td>Real Property Description</td>
</tr>
<tr>
<td>Site Area</td>
</tr>
<tr>
<td>Local Government Authority</td>
</tr>
<tr>
<td>Current Land Use</td>
</tr>
<tr>
<td>Regional Plan</td>
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</tbody>
</table>

3.2 Ownership and Tenure

The allotment is freehold and owned by the State of Queensland (represented by the Department of Education and Training).

3.3 Location

The site is located within the Brisbane City Council local government area. As illustrated in Figure 1 and Figure 2, the site consists of a single allotment with an area of 1.052 hectares. The site is currently improved with the Sunnybank SPEC, which from DET records was established in 1978 and comprised of various school buildings, ancillary outbuildings/structures and infrastructure with a street frontage of 45.128m to Troughton Road.

3.4 Surrounding Land Uses

Maughan Park adjoins the school site along the northern and eastern boundaries is Maughan Park. The park is heavily vegetated and contains a watercourse which traverses east-west across the park towards Brittain Park to the north-west.

The Troughton Road and McCullough Road intersection is located to the immediate north of the subject site. Low set residential dwellings adjoin the southern boundary of the premises, with the school having a direct interface with ten (10) residential properties.

Directly opposite the school site on Troughton Road is ‘Cornerstone Living’, which is a display centre for a multiple dwelling development complex located to the west along Boundary Road. Low set residential dwellings to the south along Troughton Road, with a local centre at the Troughton Road and Turton Street intersection.

3.5 Easements and Encumbrances

There are no easements or encumbrances burdening the site.

A copy of the Certificate of Title, Survey Plan and Smart Map is in Appendix 3 for reference.
Figure 1. Site Aerial
Source: Google Earth

Figure 2. Site Context
Source: DILGP SARA
3.6 Topography

The subject site has a fall of approximately 9m across the site. The south-eastern corner is the highest point on the site at 46.5m AHD and has a slight fall leading towards the oval. The oval is generally flat between 43.5m and 44.5m AHD.

From the bus shed and covered outdoor learning area buildings at the rear of the school, the site then has a general fall to the north-western corner towards the Troughton Road and McCullough Street intersection at 38m AHD.

Figure 3. Contour Plan (2009)  
Source: Brisbane City Council eBIMAP

3.7 Socio-economic Profile

3.7.1 Brisbane City Council Local Government Area Profile

Brisbane is a city and local government area (LGA) in the south-east corner of Queensland, Australia. It is the State capital of Queensland and the most populous LGA in the country. Neighbouring GLAs include Moreton Bay, Redland, Logan, Ipswich and Somerset.

The Brisbane LGA has a resident population of approximately 1,131,155 persons (at 2016).

3.7.2 Sunnybank Profile

Sunnybank is a suburb located approximately 16km from the Brisbane CBD. As at the 2016 Australian Census, 8,697 persons were recorded as residing in Sunnybank.

The median age of people in Sunnybank is 32 years. Children aged 0–14 made up 12.8% of the population and people aged 65 and over made up 14.3% of the population, respectively.

Of the families in Sunnybank, 42.2% were couple families with children, 38.2% were couple families without children and 16% were one parent families.
4 Infrastructure Characteristics

The below provides a description of the existing infrastructure characteristics relating to the subject site. Further discussion on potential impacts and mitigation measures from the proposed development are discussed in further detail in Part F – Environmental Assessment.

4.1 Road Network

4.1.1 Existing Road Network

The site has road frontage of 45.128m to Troughton Road, which is identified as a district road. To the immediate north of the school site is the Troughton Road and McCullough Street intersection. McCullough Street is identified as a suburban road.

Troughton Road is a key north-south road that links to Kessels Road to the north and Beenleigh Road to the south. McCullough Street, Kessels Road and Beenleigh Road all have connections to major arterials and motorways in the Pacific Motorway to the east, and Beaudesert Road and the Ipswich Motorway to the west.

4.1.2 Existing Public Transport Network

The existing public transport network in proximity to the Sunnybank SPEC includes the following rail and Translink bus services.

- Banoon rail station (approximately 600m walking distance south)
- Troughton Road (approximately 90m walking distance to the south)
  - Route 135: Parkinson to City (cityxpress)
  - Route 145: Browns Plains to Griffith University
  - Route 599: Great circle line (clockwise loop)
- Boundary Road (approximately 350m walking distance to the west)
  - Route 124: Sunnybank to Fortitude Valley
  - Route 126: Sunnybank to Acacia Ridge

4.1.3 Existing Active Transport Network

An existing footpath is provided along the Troughton Road frontage of the school and continues south to Banoon Station and north towards the Troughton Road and Kessels Road intersection.

Troughton Road also includes appropriate width to accommodate cycle infrastructure, and is clearly demarcated within the road reserve area.

4.2 Services

4.2.1 Water Infrastructure

With reference to Council’s eBIMAP mapping system the school has access to water infrastructure, via a 40mm and 100mm connection to the trunk main on the western side of Troughton Road.

Refer to Appendix 9 for a copy of the service infrastructure plans.
4.2.2 Sewer Infrastructure

With reference to Council’s eBIMAP mapping system the school has access to sewer infrastructure, via the sewer gravity main link which traverses through the south-eastern corner within the school. An above ground sewer pipe is located within the vegetated area along the southern boundary, to the rear of 4 Valencia Street (Lot 13 S34731), which then leads to Troughton Road before traversing west alongside Boundary Road.

Refer to Appendix 9 for a copy of the service infrastructure plans.

4.2.3 Stormwater Infrastructure

With reference to Council’s eBIMAP mapping system the school has access to stormwater infrastructure. A gully is located on the northern side of the school frontage on Troughton Road, which then connects to the main stormwater drain at the Troughton Road and McCullough Street intersection.

Refer to Appendix 9 for a copy of the service infrastructure plans.

4.2.4 Electricity Infrastructure

The existing site supply to the school is via a single overhead feed from Troughton Rd. The aerial service terminates at a property pole within the carpark area. Based on the cable type, and the main switchboard rating, the incoming supply is assumed to be rated to 100A/phase.

4.2.5 Telecommunications Infrastructure

The existing Network Centre is located in the Administration Building and will be the connection point for backbone data services to the proposed new facilities. The existing site Main Distribution Frame (MDF) is also located within the Administration Building.
PART D – DESIGNATION PROPOSAL

5 Proposed Designation

5.1 Description under the Planning Regulation 2017

The proposal seeks to designate the site as follows:

Sunnybank Special School
85 Troughton Road, Sunnybank
Lot 915 on SL7008

Pursuant to Chapter 2, Part 5 of the PA, it is proposed to designate the land described above for infrastructure. Ministerial designation is proposed in order to facilitate the efficient allocation of resources and enable the timely supply of the community infrastructure. The proposed community infrastructure is best described in the Planning Regulation 2017, Schedule 5, Part 2 as:

6 educational facilities

9 facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated

10 facilities at which a QEC approved service under the Education and Care Services Act 2013 is operated

5.2 Intent of Designation

The designation affirms the existing use of the site as an educational establishment, and will facilitate the immediate planned works at the school and future master planned developments on the site consistent with the designation purpose.

Educational and community facilities are defined as community infrastructure under Schedule 5 of the Planning Regulation 2017, being assets necessary to support the community and for the public benefit. The proposed community infrastructure will facilitate the efficient and timely supply of infrastructure; and satisfy statutory requirements and budgetary commitments of the State for the supply of community infrastructure.

5.3 Project History

The Queensland Government is committed to building fit for purpose learning environments that support educational outcomes. The Advancing Queensland State Schools program is an additional capital investment of $200 million which includes land acquisitions for new schools, new and refurbished school halls and accelerated capital projects, including administration and special education upgrades. This program will see projects delivered in over 90 schools.

Over $100 million will be invested in new school halls and upgrading existing halls at 30 state schools. Over 60 additional schools will benefit from a range of capital works including upgrades to existing classrooms, administration facilities, special education facilities and new shade structures or covered learning areas.

To align with the Advancing Queensland State Schools program, the DET has made a funding commitment of $5 million to deliver the following:
• full site masterplan;
• delivery of stage 1 of the master plan, which includes:
  – new General Learning Precinct consisting of eight (8) GLA spaces.
  – new associated play spaces, related support spaces (i.e. suitable PWD amenities) and landscaping.
• temporary accommodation to facilitate required decanting required in future Stage 1.

5.4 Site Selection

DET and the lead architect lead an informal planning analysis to determine the most suitable location for the proposed development at Sunnybank SPEC. As part of this process consultation was undertaken with relevant stakeholders, such as the school community and Parent's and Citizens' (P&C) Association to discuss key requirements and needs for the school. In particular it is noted the analysis noted the following:

• the location was optimum for cross ventilation within the building;
• ability to maximise exposure to the morning sun along with requirements for access to natural light;
• designed and located to meet requirements that enable high visibility and supervision into the student play spaces and break out areas; and
• minimise noise and amenity impacts to the adjoining residence along the southern boundary by locating the building to the north.

On the basis of the above, the location of the new Learning Precinct was considered the most appropriate location for the proposed development.

5.5 Proposal Description and Details

As an original opportunity school (Endeavour model), the Sunnybank SPEC no longer suits nor services the functional needs of a DET special school. DET notes that special schools are currently experiencing significant enrolment growth throughout the State, with the Sunnybank SPEC highlighting a notable increase in enrolments, specifically with the 2017 Prep cohort years.

The proposal seeks to undertake the following works at Sunnybank SPEC:

• full site masterplan;
• delivery of stage 1 of the master plan, which includes:
  – new General Learning Precinct consisting of eight (8) General Learning Area (GLA) spaces.
  – new associated play spaces, related support spaces (i.e. suitable PWD amenities) and landscaping.
• temporary accommodation to facilitate required decanting required in future Stage 1; and
• rationalisation and demolition of aged school facilities buildings, which includes:
  – demolition of existing Classroom Blocks, Meeting/ Preparation Block, Resource Centre, Amenities Block and Covered Outdoor Areas (Stage 1).
  – refurbishment of existing Administration Block as a Resource Centre (Stage 2).
  – demolish existing Multi-purpose Block (Senior), Gym and Senior Amenities (Stage 3).
  – construct new Administration Block, Multi-purpose/ Assembly Area and Amenities (Stage 3);
  – provide new car parking and landscaping (Stage 3).
The external materials proposed for the new school facilities include a mix of lightweight but durable materials such as compressed fibre cement, colorbond steel, and powdercoated aluminium. The chosen materials are reflected in the surrounding built environment of the school and region, and are cost-effective, practical for their intended function, durable and low maintenance to limit ongoing maintenance and lifecycle costs.

The proposed works are intended to future proof the school while providing facilities that improve the amenity of the Sunnybank SPEC consistent with current standards and sited with consideration of the functionality of the buildings, and connection with existing and planned future buildings.

The works relating to a new GLA building will ensure the school is able to address current capacity challenges and foreseeable expansion of capacity

The building design solution is to deliver educationally functional, comfortable, healthy facilities that inspire student learning and support the delivery of modern curriculum initiatives. In addition to the above the proposal adds value to the brief and existing facilities whilst producing a cost effective scheme. A life expectancy for the major buildings elements is 50 years and major service systems of 25 years.

5.5.1 School Population

The Sunnybank SPEC has a total school population of 77 persons, made up of a full-time equivalent (FTE) of 28.4 staff and student enrolment capacity (SEC) to support 48 students. In the event of increased student enrolments, the current built capacity (BLT) allows opportunity for the school to support up to 56 students.

Based on DET forecasts, it is anticipated the school population will grow to support up to 29.8 FTE staff, a SEC of up to 54 students and BLT to support up to 63 students.

5.5.2 Catchment Area

It is noted Special School’s do not have set catchment areas and are therefore not subject to DET’s School Enrolment Management Plan procedures, which restricts out-of-catchment enrolments. Parents make decisions as to which school is most suitable for their child.

The Sunnybank SPEC draws enrolments from a small geographical area with the majority of students residing in Sunnybank, Sunnybank Hills, Runcorn, Robertson, Nathan, Moorooka, Rocklea, Salisbury, Acacia Ridge and Coopers Plains.

5.5.3 Transport and Car Parking

Transport Assistance is available to students who meet eligibility criteria through the School Transport Assistance Program for Students with Disabilities. Assistance provided takes into consideration family circumstances, the individual student travel capability, and available local transport options.

The below table provides a breakdown of the existing and proposed (SEC and BLT) travel modes. It is noted the proposed SEC and BLT numbers have been extrapolated based on existing percentage travel mode breakdowns:

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Existing</th>
<th>Proposed (SEC)</th>
<th>Proposed (BLT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shuttle bus service</td>
<td>29</td>
<td>33</td>
<td>38</td>
</tr>
<tr>
<td>Translink bus service</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Taxi</td>
<td>3</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>
Parent drop-off and pick-up | 14 | 16 | 18
---|---|---|---
Staff (FTE) | 29 | 30 | 30
**TOTAL** | **77** | **84** | **93**

The site currently provides a total of 40 car parking spaces, made up of 22 spaces (including 3 PWD spaces) to the front and 13 dedicated staff car parking spaces to the rear. Student drop-off and pick-ups operate at the front of the school, within the front car park and dedicated setdown and turnaround area. All staff travel via private vehicles to access the school and parking is fully contained within the available spaces.

An additional seven (7) parking spaces is proposed to the rear car park area as part of the master plan. This will increase the parking provision at the school to a total of 42 car parking spaces (including 3 PWD spaces).

### 5.5.4 Hours of Operation

The Sunnybank SPEC operates from 8:45am and finishes at 2:45pm with office hours open from 7:00am until 5:30pm.

### 5.6 Designation Process

With reference to the Minister’s Guidelines and Rules, this EAR represents Step 2 of the indicative designation process (refer to Appendix 2) and is intended to support the consultation and state interest review stage being undertaken with those stakeholders identified in Part G – Consultation of this report. Section 9.2 also includes an approved Community Engagement Plan in which this Infrastructure Designation Proposal will follow.

Once information gathered as part of this stage is collated, the Final EAR (Step 3) will be prepared for consideration by the Minister for Infrastructure, Local Government and Planning.
PART E – LOCAL AND STATE PLANNING PROVISIONS

6 Planning Assessment

In terms of development under the PA, the designation is proposed to be undertaken in accordance with Chapter 2, Part 5 of the Act. The effect of the designation, if made, is that the use of the site for the designated infrastructure and service will be exempt from the local government’s planning scheme.

In relation to any building works, these will be accepted development in accordance with Schedule 7, Part 1, item 2 of the PR.

6.1 Local Planning Framework

Where land is not designated for infrastructure, any development involving a material change of use should have regard to the requirements of the relevant planning scheme. Whilst the intended designation will result in development being exempt from assessment against the planning scheme, consideration has still been given to its relevant provisions.

The Brisbane City Plan 2014 (Planning Scheme) commenced on 30 June 2014 and is the relevant planning scheme for the site.

6.2 Planning Scheme Provisions

The below table provides a summary of the key planning scheme provisions relevant to the site.

<table>
<thead>
<tr>
<th>Planning scheme information</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning scheme</td>
<td>Brisbane City Plan 2014</td>
</tr>
<tr>
<td>Area classification</td>
<td>Low Density Residential</td>
</tr>
<tr>
<td>Local area plan</td>
<td>N/A</td>
</tr>
<tr>
<td>Overlays</td>
<td>Airport Environcs</td>
</tr>
<tr>
<td></td>
<td>Bicycles Network</td>
</tr>
<tr>
<td></td>
<td>Biodiversity Areas</td>
</tr>
<tr>
<td></td>
<td>Critical Infrastructure and Movement Network</td>
</tr>
<tr>
<td></td>
<td>Dwelling House Character</td>
</tr>
<tr>
<td></td>
<td>Road Hierarchy</td>
</tr>
<tr>
<td></td>
<td>Streetscape Hierarchy</td>
</tr>
</tbody>
</table>

6.3 Use Definition

With reference to the City Plan, Schedule 1 Definitions, the proposal for a new building within an established school is classified under ‘Educational Establishment’ and defined below.

**Educational Establishment:** Premises used for training and instruction designed to impart knowledge and develop skills.

The use may include outside-hours school care for students or on-site student accommodation.

In accordance with Table SC1.1.2.B – Defined activity groups, an Educational Establishment is listed under the Community Facilities – Education Purposes under the Planning Scheme.
6.4 Zoning

Under Part 6 of the Planning Scheme the subject site is identified within the CF5 Community Facilities (Education Purpose) Zone, as indicated in Figure 4 below.

The purpose of the Low Density Residential zone code is to provide for predominantly dwelling houses supported by community uses and small-scale services and facilities which cater for local residents. The following are the key applicable overall outcomes to be achieved by development in the Low Density Residential zone:

- Development for a non-residential use serves a local community facility need only, such as a child care centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low density residential zone.

- Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.

Although within the Low Density Residential Zone, it is acknowledged the Sunnybank SPEC is an existing established use and has been on the site since 1978. The proposed development will
provide additional community uses that is consistent with the existing established use of the site deliver a built form that is in keeping with the surrounding area.

6.4.1 Local Plan

The site is not located within a local plan area under the Planning Scheme.

6.5 Overlays

The planning scheme identifies physical constraints affecting development through the inclusion of overlays. Where a site is affected by a Council constraint, additional development limitations may be placed over the property/s by the Planning Scheme.

It is noted that the site is affected by the following overlays:

<table>
<thead>
<tr>
<th>Overlay</th>
<th>Overlay map</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Airport Environs</strong></td>
<td></td>
</tr>
<tr>
<td>The site is identified within the:</td>
<td></td>
</tr>
<tr>
<td>• Obstacle Limitation Surface (OLS) – Horizontal Limitation Surface Boundary;</td>
<td></td>
</tr>
<tr>
<td>• Procedures for Air Navigation Surfaces (PANS);</td>
<td></td>
</tr>
<tr>
<td>• Bird and Bat Strike zone (Distance from Airport 3-8); and</td>
<td></td>
</tr>
<tr>
<td>• Lighting Intrusion – Within 6km (Max Intensity of Light Sources within 3 Degrees Above Horizon)</td>
<td></td>
</tr>
<tr>
<td><strong>Bicycle Network Overlay</strong></td>
<td></td>
</tr>
<tr>
<td>The Troughton Road frontage of the school site is identified within the:</td>
<td></td>
</tr>
<tr>
<td>• Secondary cycle route.</td>
<td></td>
</tr>
</tbody>
</table>
Biodiversity Areas

The adjoining Maughan Park, and a portion within the school site along the northern boundary is identified within the:

- High Ecological Significance Sub-Category.

Critical Infrastructure and Movement Network

The site is identified within the:

- Critical infrastructure and movement planning area.

Dwelling House Character

The site is identified within the:

- Dwelling house character.
## Road Hierarchy

The Troughton Road frontage of the site is identified as a:

- District Road.

In proximity to the site is McCullough Road, which is identified as a:

- Suburban Road.

## Streetscape Hierarchy

The Troughton Road frontage of the site is identified within the:

- Neighbourhood Street – minor road.
7 State Planning Framework

7.1 The Planning Act 2016

Under Schedule 2 of the PA, a state interest means an interest that the Minister considers—
- affects an economic or environmental interest of the state or a part of the state’ or
- affects the interest of ensuring that the purpose of the Act is achieved.

The State Planning Policy (SPP) is the overarching document which promotes the state’s interests in land use planning and development. Under section 8(4) (a) of the PA the SPP has effect throughout Queensland and sits above regional plans and planning schemes in the hierarchy of planning instruments.

7.2 State Planning Policy

The SPP applies to the extent relevant when designating premises for infrastructure. When making or amending a designation, the Planning Minister must have regard to the relevant parts of the SPP as shown in the table below.

<table>
<thead>
<tr>
<th>Application of the SPP</th>
<th>Who is responsible</th>
<th>Parts of the SPP that are applicable, to the extent relevant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designating premises for infrastructure</td>
<td>State and local government</td>
<td>✓</td>
</tr>
</tbody>
</table>

Consideration of how the proposal meets the relevant parts of the SPP are discussed in further detail below:

7.2.1 The Guiding Principles

**OUTCOME FOCUSED**

- **Clearly focus on the delivery of outcomes**
  - Plans and development outcomes integrate and balance the economic, environmental and social needs of current and future generations in order to achieve ecological sustainability.
  - Plans express clear performance outcomes for development, supported by a range of acceptable outcomes, where possible.
  - Innovative and flexible approaches to design and development are supported and encouraged when consistent with a plan's strategic intent.
  - Decision making ensures that, where acceptable, when outcomes are satisfied by development, then the relevant performance outcome is taken to be satisfied in full. Performance outcomes may still be satisfied, even though an associated acceptable outcome is not met.
  - Plans and development outcomes support stated objectives, needs and aspirations of the community at the state, regional and local level.

The proposal seeks to designate the site for the purposes of delivering improved educational facilities for the school. The designation considers economic, environmental and social needs of current and future generations through the delivery of the infrastructure.
INTEGRATED

Reinforce the role of local planning schemes as the integrated, comprehensive statement of land use policy and development intentions for a local area

- Plans coordinate and integrate land use policy for a local area by considering:
  - international agreements, such as the UNESCO world heritage listing of the Great Barrier Reef and Ramsar Convention
  - national, state, regional and local matters, to the extent relevant.
- Plans integrate land use, resource management and infrastructure needs and considerations.
- Plans support a 15 year supply of land for development.
- The zoning of land reflects and responds to the characteristics of the land that constrain its use.
- Overlays should be compatible with and not operate either individually or cumulatively to prevent or restrict land from being used for the purpose for which it has been zoned.
- Plans include a performance-based assessment of development against a clear hierarchy of policies linked to the achievement of realistic and long-term strategic planning.

Not applicable as the proposal is for a Infrastructure Designation and not for plan making.

EFFICIENT

Support the efficient determination of appropriate development

- Plans and assessment processes result in development outcomes that are certain, responsive and performance-based.
- Plans regulate development only to the extent necessary to address potential impacts. When applied, plans adopt the lowest appropriate level of assessment required to efficiently and effectively address those impacts.
- The level of assessment for development is proportionate to the potential impacts and level of risk of the development being regulated and a plan’s strategic intent and purpose of the relevant zone, local plan and/or precinct, for instance development that is:
  - minor, low-risk and that is encouraged or contemplated in a zone should be identified as accepted development
  - consistent and in accordance with the broad intent of a zone and able to be assessed against assessment benchmarks, should be identified as code assessable development
  - contrary to the intent of a zone, requires public input or is unforeseen by a planning scheme, should be identified as impact assessable development and assessed against a broader range of matters.

The proposal seeks to designate the site for the purposes of providing improved educational facilities at Sunnybank SPEC. The designation forwards the efficient and timely delivery of infrastructure while ensuring that subsequent works on the site can proceed without assessment against the Brisbane City Plan 2014.

POSITIVE

Enable positive responses to change, challenges and opportunities

- Contemporary information, challenges and community needs and aspirations are reflected through up-to-date plans.
- Evidence and objectively assessed needs form a basis for planning that uses the best available knowledge.
- Plans are written using clear, concise and positive language to describe what outcomes are sought, required or encouraged in a particular location, rather than what is to be avoided, prevented or discouraged.
Community health and wellbeing, and resilience and adaptability to change (including economic change, social change, and climate change adaptation and mitigation), are promoted in plans and development outcomes.

Plans adopt a performance-based approach to development assessment to allow for innovation and flexibility in how development in a local area can be achieved.

Plans are drafted to ensure that development is assessed on its individual merits.

Not applicable as the proposal is for an Infrastructure Designation and not for plan making.

**ACCOUNTABLE**

**Promote confidence in the planning system through plans and decisions that are transparent and accountable**

- Plans and development outcomes reflect balanced community views and aspirations based on a clear understanding of the importance of the community’s involvement in plan making.
- Plans resolve competing state and local interests through using an evidence-based approach, which balances community needs, views and aspirations.
- Reasonable, logical and fair development decisions are supported by clear and transparent planning schemes.
- Plans only seek to regulate land use and planning outcomes and do not address matters regulated outside of the planning system, for instance building work regulated under the Building Act 1975 (unless permitted).
- Obtaining access to planning information is simple and direct, capitalising on opportunities presented by information technology.

The infrastructure designation process is proposed in accordance with Chapter 2 of the PA. Development of plans and assessment of impacts has had due consideration to relevant state and local plans and mapping and consultation with relevant State agency stakeholders, political representatives, local government and the community will occur as part of this process.

### 7.2.2 State Interest Statements

The following table lists the State interests contained in the SPP relevant to the subject site.

<table>
<thead>
<tr>
<th>State Planning Policy</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning for Liveable Communities and Housing</td>
<td></td>
</tr>
<tr>
<td>Liveable Communities</td>
<td>N/A</td>
</tr>
<tr>
<td>Housing Supply and Diversity</td>
<td>N/A</td>
</tr>
<tr>
<td>Planning for Economic Growth</td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>N/A</td>
</tr>
<tr>
<td>Development and Construction</td>
<td>N/A</td>
</tr>
<tr>
<td>Mining and Extractive Resources</td>
<td>N/A</td>
</tr>
<tr>
<td>Tourism</td>
<td>N/A</td>
</tr>
<tr>
<td>Planning for the Environment and Heritage</td>
<td></td>
</tr>
<tr>
<td>Biodiversity</td>
<td>N/A</td>
</tr>
<tr>
<td>Coastal Environment</td>
<td>N/A</td>
</tr>
<tr>
<td>Cultural Heritage</td>
<td>Yes</td>
</tr>
<tr>
<td>Water Quality</td>
<td>Yes</td>
</tr>
</tbody>
</table>
### Planning for Safety and Resilience to Hazards

| Planning for Safety and Resilience to Hazards |  
|-----------------------------------------------|---|
| Emissions and Hazardous Activities            | N/A |
| Natural Hazards Risk and Resilience          | Yes |

### Planning for Infrastructure

| Planning for Infrastructure |  
|-------------------------------|---|
| Energy and Water Supply       | N/A |
| Infrastructure Integration   | N/A |
| Transport Infrastructure     | N/A |
| Strategic Airports and Aviation Facilities | Yes |
| Strategic Ports              | N/A |

#### 7.2.3 SPP Interactive Mapping System

Relevant state interests as identified in section 7.2.2 are further described in the following table, as obtained from the SPP Interactive Mapping System:

<table>
<thead>
<tr>
<th>State Interest</th>
<th>Mapping Layer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Water Quality</strong></td>
<td></td>
</tr>
<tr>
<td>The site is within the water resource catchments and reference should be made with the SPP, including the SPP Code: Water Quality.</td>
<td></td>
</tr>
<tr>
<td>Stormwater runoff is considered negligible given the proposal will result in an overall decrease of 850m² of impervious area when compared to existing site conditions. Given the reduction in area as part of the new development, the proposed development therefore does not trigger the requirement of the state planning policy for installation of stormwater treatment devices.</td>
<td></td>
</tr>
</tbody>
</table>

| **Natural Hazards Risk and Resilience** |               |
| The site is within the Flood hazard area – Local Government flood mapping. |               |
| With reference to section 6.5 of the Report the site is not within any Flood Hazard Overlay under the Planning Scheme. |               |
| A FloodWise Property Report has also been undertaken and included at Appendix 10. |               |
Strategic Airports and Aviation Facilities
The site is mapped under the Obstacle Limitation Surface (OLS) Area, OLS Contours (59m), Lighting Area Buffer (6km) and Wildlife Hazard Buffer Zone (8km).

The proposed development will not be of a height, emit light, or be an attractor of bird or bat wildlife, that would obstruct the safe movement of aircraft.

7.2.4 Stormwater Management Design Objectives
Information on how the proposal meets the SPP stormwater management design objectives is discussed further in Part F – Environmental Assessment.

7.3 Regional Planning
The site is included within the Urban Footprint of the South East Queensland Regional Plan 2009 – 2031. The Urban Footprint identifies land that can meet the Region’s urban development needs to 2031 and seeks to accommodate the full range of urban uses, including housing, industry, business, community facilities and urban open space. The Sunnybank SPEC and proposed scope of works are considered consistent with the intent of the Regional Plan, providing additional community infrastructure that supports the existing and future residential community.
PART F – ENVIRONMENTAL ASSESSMENT

8 Planning Assessment

Before designating land for infrastructure, the Minister must be satisfied that adequate environmental assessment, including adequate consultation, has been carried out in relation to the development that is subject to the designation.

The environmental assessment must have regard to—

- all planning instruments that relate to the premises; and
- any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and
- 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
- 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
- any properly made submissions made as part of the consultation carried out under section 37; and
- the written submissions of any local government.

This section of the Report provides an environmental assessment of impacts the development or use may generate, and ways in which those environmental impacts are being managed or mitigated. Regard is given to natural and physical resources, as well as short and long term effects and impacts on the environment and community from both the construction and operational phase of the proposal. The range of matters considered includes:

- infrastructure, traffic and transport;
- flora and fauna;
- soils and geology;
- conservation and heritage values;
- natural resources and hazards; and
- health, safety, amenity and social impacts.

Reference should also be made to Part E – Local and State Planning Provisions with regards to mapping relevant to the subject site.

8.1 Road Infrastructure

8.1.1 Site Access and Traffic

Context

The site is not in proximity to a state-controlled road. Under the Planning Scheme the site has frontage to Troughton Road, which is a District Road. McCullough Street is a Suburban Road with the intersection to the immediate north of the site. The school has primary road frontage along Troughton Road, with vehicle access via an existing crossover at the southernmost point of the school which provides for all movements. The school access point is approximately 32m from the Troughton Road and McCullough Street intersection.
The following provides a breakdown of the existing school population travel modes for the school:
- Five (5) Shuttle bus services – 29 students;
- Translink bus service – 2 students;
- Taxi – 3 students;
- Parent drop-off and pick-up – 14 students; and
- Staff (private vehicle) – 28.4 FTE

The school also operates buses during normal school hours to assist with extra-curricular activities (i.e. excursions). In general, the buses are used to transport students to:
- access the Markets for the school Market program every Thursday;
- work experience twice a week for senior students; and
- excursions, which are generally held once a term for classes.

Proposal

The proposed scope of works will result in an increase to the overall school population to support up to 29.8 FTE staff, SEC of up to 54 students and BLT of up to 63 students. Based on the BLT, there is a potential overall increase to the school population of up to 2 FTE staff and 15 students.

A traffic report has been prepared and included in Appendix 11 and notes the following:
- the estimated staff vehicle movements per peak hour is 68vph and is assumed on a worst-case scenario where all movements occur within the peak hour;
- when applying the same percentage rates from existing private and taxi vehicle movements (36%) to the potential additional 15 students, an additional five (5) students will utilise passenger vehicles, which equates to an additional 11 vehicle movements (both in and out) during peak hours, which includes the additional FTE staff movements;
- the above rates also equates to an additional in/ out movement from the site every 10 minutes during the peak hours;
- the existing capacity within the 5 shuttle buses is suitable to cater for the anticipated 10 additional students;
- the estimated 10vph increase in traffic movements is considered negligible, and unlikely to impact upon the existing operation and safety of the adjacent road network and site; and
- buses utilised by the school will continue to run on an infrequent bases to service extra-curricular activities and remain contained within the existing bus shed and is therefore unlikely to generate additional impacts to the road or traffic network.

Actions and Recommendations

Based on the traffic report the proposed works are not considered to have a material impact to site access or the operation of the road or traffic network.

8.1.2 Car Parking

Context

The site provides a total of 35 car parking spaces, made up of 22 spaces (including 3 PWD spaces) towards the Troughton Road frontage and 13 spaces towards the rear of the site. All staff currently drive to the school and park in the available spaces within the school site.

During the school morning and afternoon peak periods there is 14 students who travel by private vehicle, and 3 students by taxi that potentially require parking. It is noted that some of these
vehicles would not necessarily require parking, and instead utilise the covered setdown area. Outside of peak hours there would be approximately six to seven spaces, including the 3 PWD spaces, available for general visitor parking.

Proposal

Based on the overall BLT school population forecasts of 29.8 FTE staff and 63 students, a traffic report has been prepared and included in Appendix 11 and notes the following:

- with reference to BCC’s Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy, a car park ratio of one (1) car park per staff member, plus an additional 0.1 car parks per staff member for visitors is required;
- based on the 29.8 full time staff, the development requires 33 parking spaces (30 staff spaces and 3 visitor spaces);
- an additional seven (7) car parks and modifications to the rear ‘staff only’ car parking area will be made to improve upon the existing design;
- the proposal will therefore provide an overall parking supply of 42 spaces, made up:
  - 22 spaces within the front parking area
  - 20 spaces within the rear ‘staff only’ parking area
- the number of car parking spaces provided at Sunnybank SPEC is in accordance with BCC’s TAPS Policy.

Actions and Recommendations

The proposed parking provision is considered suitable for the proposed development and also provides sufficient capacity to support the BLT growth forecasts for the school. The proposal is therefore not anticipated to result in any material impacts to the surrounding road or traffic network.

8.1.3 Public Transport Infrastructure

Context

Based on the current 48 student population, 31 students utilise public transport modes to travel to school. The public transportation mode split is as follows:

- Translink bus service – 4% (2 students); and
- Five (5) shuttle bus services – 60% (29 students).

To support the student population the current arrangement involves shuttle buses which arrive from 8:45am during the morning drop-off period and depart from 2:45pm during the afternoon pick-up period. The loading and unloading of students occurs within the dedicated shelter area to ensure students have safe movement and access, whilst allowing staff to assist, where required.

Proposal

Based on the BLT school population forecasts, a total of 3 students are anticipated to utilise Translink bus services and 38 students anticipated to utilise shuttle bus services. The potential increase of one (1) student on the Translink bus services will have no impacts. With respect to the shuttle bus services, the potential increase of up to 9 students is not significant and sufficient capacity will be available within the existing five (5) shuttle buses to transport students to school.

Actions and Recommendations

The existing number of shuttle buses is sufficient to support the school population and as such there is no material impact anticipated to the public transport infrastructure.
8.1.4 Active Transport Infrastructure

Context

Existing active transport infrastructure is available with footpaths along the Troughton Road frontage of the school, which continues south to Banoon Station and north towards the Troughton Road and Kessels Road intersection. Troughton Road also includes appropriate widths to accommodate cycle infrastructure, and is demarcated within the road reserve area.

None of the school population utilises active transport travel modes to the school. All staff arrive to school via vehicles, with students also arriving through various forms of vehicle modes.

Proposal

As a Special School, it is anticipated that vehicles will continue to be the primary travel mode to the school, whether through private vehicle, taxi or bus. No active transport infrastructure is therefore proposed as part of the school.

Actions and Recommendations

The proposed works are not considered to have a material impact to the existing active transport infrastructure or network.

8.2 Services Infrastructure

8.2.1 Water Infrastructure

Context

With reference to Council’s eBIMAP mapping system (refer Appendix 9) the school has access to water infrastructure, via a 40mm and 100mm connection to the trunk main on the western side of Troughton Road.

Proposal

The refurbishment of existing building infrastructure will continue to utilise the existing connections, The water supply to the proposed GLA Buildings will connect to the existing water service, which is adjacent to the existing Administration Block. The existing infrastructure is considered to have sufficient capacity to cater for the proposed development, particularly as the overall proposal only results in an increase of one (1) GLA.

This site has an internal fire main located along the southern boundary of the school. The existing fire main is suspended above ground to a fire hydrant located opposite to the existing student drop zone and gym. The proposal will require the fire main to be extended with new hydrants in order to provide appropriate coverage to the proposed GLA Buildings.

Actions and Recommendations

The adequacy, capability and location of the existing water infrastructure to service the proposed development will be confirmed prior to the construction phase.
8.2.2 Sewer Infrastructure

Context

With reference to Council’s eBIMAP mapping system (refer Appendix 9) the school has access to sewer infrastructure, via the sewer gravity main link which traverses through the south-eastern corner within the school. An above ground sewer pipe is located within the vegetated area along the southern boundary, to the rear of 4 Valencia Street (Lot 13 S34731), which then leads to Troughton Road before traversing west alongside Boundary Road.

Proposal

The existing network is considered to have sufficient capacity to cater for the proposed development. The refurbishment of existing building infrastructure will continue to utilise the existing connections, with the proposed GLA Buildings to implement a new connection that will branch into the existing sewer infrastructure.

Actions and Recommendations

The adequacy, capability and location of the existing sewer infrastructure to service the proposed development will be confirmed prior to the construction phase.

8.2.3 Stormwater Infrastructure

Context

With reference to Council’s eBIMAP system (refer Appendix 9) the school has access to stormwater infrastructure. A gully is located on the northern side of the school frontage on Troughton Road, which then connects to the main stormwater drain at the Troughton Road and McCullough Street intersection.

Proposal

The existing building area (including covered walkways) has a total area of 3,310m², with the proposed building area (including covered walkways) to have a total area of 2,460m². Stormwater runoff is considered negligible given there is an overall decrease of 850m² of impervious area when compared to existing site conditions. The area of the new development therefore does not trigger the requirement of the state planning policy for installation of stormwater treatment devices.

The proposed new building and play areas will drain to a new stormwater line that will be constructed along the northern boundary of the site and through the reconfigured play areas, and connect to the Troughton Road street drainage. If no street drainage is present in Troughton Road the stormwater is to connect to the kerb and channel.

The school also has ongoing issues to the rear car park area during severe storm events, where overland flow channels in a north-west direction into the school building areas. To sufficiently address the overland flow issues, an additional 900mm x 900mm stormwater field inlet and 600mm diameter stormwater pipe is proposed at the north-western corner of the rear car park which will collect discharge and then connect to the new stormwater line on the northern boundary.

Actions and Recommendations

Given the decrease in impervious area when compared to the existing site conditions there is a negligible increase in stormwater runoff and hence no detention is proposed for the site.
8.2.4 Electricity Infrastructure

Context
An overhead electricity supply runs north–south along Troughton Road, and has a connection into the school site. Based on the cable type, and the main switchboard rating, the incoming supply is assumed to be rated to 100A/phase. The existing site load is estimated to be in the order of 70 A/phase.

Proposal
Based on the estimated existing site load, in addition with the estimated maximum demand of the new development, it is expected the existing incoming supply will need to be upgraded. The upgrade strategy will be subject to further consultation with Energex, however it is envisaged the existing overhead supply can be upgraded to either a 250A or 400A service feed. The overall site load is not anticipated to warrant an on-site padmount transformer however the existing property pole within the car park may also require upgrade subject to the final Energex service solution.

To cater for future expansion, and noting the heavy requirement for air conditioning associated with Special School’s, it is recommended the supply be upgraded to 400A.

Actions and Recommendations
The adequacy, capability and location of the existing electricity infrastructure to service the proposed development will be confirmed with Energex prior to the construction phase.

8.2.5 Telecommunications Infrastructure

Context
The existing Network Centre is located within the Administration Building and will be the connection point for backbone data services to the proposed new facilities. The existing site Main Distribution Frame (MDF) is also located within the Administration Building.

The school operates a Concept security alarm system, with the main panel also located within the Administration Building.

Proposal
The new learning blocks will include provision of a communications cabinet (one per block), with cabinets to incorporate UPS provisions to enable backup of switches for security and PA systems.

Actions and Recommendations
The adequacy, capability and location of the existing telecommunications infrastructure to service the proposed development will be confirmed prior to the construction phase.

8.3 Flora and Fauna

8.3.1 Vegetation Management Act 1999

Context
The Department of Environment and Heritage Protection (DEHP) regulated vegetation management mapping shows the entire site free of remnant vegetation (refer to Appendix 6).
The adjoining Maughan Park contains a large area containing the Endangered Regional Ecosystems (RE) 12.5.2 and 12.5.3, and an area of Essential Habitat. The SPP Biodiversity Mapping also identifies the park as containing Matters of State Environmental Significance (MSES) Regulated Vegetation and Protected Area.

Proposal

With respect to the school, the site is not identified under any regulated vegetation mapping. However it is acknowledged construction works will require access from the adjoining Maughan Park and vegetation clearing may be undertaken to facilitate access to the school.

If vegetation clearing is required for the proposed development, it will be considered “operational works” under the PA. Operational works carried out by or on behalf of a public sector entity authorised under State law to carry out the work is exempt development (PA Section 232 (2) as prescribed under Schedule 4 of the Planning Regulation 2017) and therefore development approval is not required for these activities.

Actions and Recommendations

Vegetation that is not required to be cleared for the proposed development should be protected from construction impacts in accordance with the AS 4970-2009 Protection of Trees on Development Sites.

8.3.2 Environmental Protection and Biodiversity Conservation Act 1999 and Nature Conservation Act 1992

Context

With reference to the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC), development on a site which may have an impact on any species protected under the EPBC will require a referral in accordance with the EPBC. The EPBC Protected Matters Report (refer Appendix 7) lists one critically endangered ecological community; four critically endangered, five endangered and ten vulnerable fauna species; one endangered and nine vulnerable flora species, and a number of marine and migratory species which may be present with in a 1km radius of the site.

The Nature Conservation Act 1992 (NCA) protects all plants that are native to Australia. The Nature Conservation (Wildlife Management) Regulation 2006 regulates the clearing of protected plants in Queensland. A search on the NCA Wildlife Online database (refer Appendix 7) returned 2 Vulnerable species within a 1km radius of the site.

The DEHP’s Protected Plants Flora Survey Trigger Map shows the entire site is mapped within a ‘high risk’ area for protected plants (refer to Appendix 6). Prior to any vegetation clearing on site, a flora survey must be undertaken in accordance with the Flora Survey guidelines – Protected Plants to confirm if any Endangered, Vulnerable or Near Threatened plants (EVNT plants) may be affected by the proposed development.

If EVNT plants are recorded during the survey a Clearing Permit (Protected Plants) will be required. If no EVNT plants are recorded during the survey an Exempt Clearing Notification will need to be submitted before clearing commences.

Proposal

A Flora Survey Assessment has been prepared and included in Appendix 13 and undertakes an assessment on the trees likely to be disturbed during construction works. In accordance with the Flora Survey Guidelines – Protected Plants, an additional 100m buffer of the site was also
assessed with Maughan Park. The purpose of the Survey was to determine whether a Clearing Permit is required under the NCA.

Results of the assessment notes that:

- no flora species listed under the EBPC Act or the NCA were recorded on the site or within the adjacent 100m buffer;
- incidental fauna finds were also recorded, and has potential to disturb breeding activities and fauna habitats from any clearing and construction activities;
- the majority of trees in the proposed building envelope are all planted species associated with landscaping of the grounds and not representative of the local vegetation; and
- any proposed removal and/ or trimming of trees associated with the proposed development should be undertaken in conjunction with a licensed fauna spotter-catcher, since evidence of fauna activity was observed on a number of the trees located in the vicinity of the school and in retained vegetation.

**Actions and Recommendations**

The following is therefore recommended:

- a Pre-Clearance Survey is completed no more than 48 hours prior to the removal and/ or trimming of planted trees to check fauna habitat and breeding places;
- a DEHP licensed Fauna Spotter-Catcher is on site during vegetation removal and/ or trimming to manage, capture and relocate any fauna;
- if any breeding places are located within the development footprint a Species Management Plan (SMP) must be approved by DEHP prior to impacting on the breeding place; and
- trimming of trees within the retained vegetation is excluded where possible.

Future development under the designation that involves clearing of vegetated areas will require environmental assessment to identify whether further reporting is required by a qualified ecologist to identify flora and fauna values within the site and identify impacts from development, mitigation strategies, and permit requirements under State legislation.

8.3.3 Protected and Vulnerable Areas

**Context**

With reference to the relevant state interest trigger maps in Appendix 6, the site is not mapped as ‘Fish Habitat’, ‘Waterways for Waterway Barrier Works’ or ‘Referable Wetlands’ under the Fisheries Act 1994 or the Environmental Protection Act 1994.

It is noted the adjoining Maughan Park includes:

- the drainage line that traverses the park is mapped as a Low category ‘Waterway for Waterway Barrier Works’ under the Fisheries Act 1994; and
- the watercourse is mapped as ‘Regulated Vegetation Intersecting a Watercourse’ or ‘Wetland’ on the Vegetation Management Map under the Vegetation Management Act 1999.

**Proposal**

The proposed works relating to the educational facilities will be contained fully within the school site. Construction vehicles will require access through Maughan Park. However it is anticipated construction vehicle routes will be limited towards the southern boundary alongside the school boundary and therefore not impact on the watercourse.
Actions and Recommendations

DET will ensure the Contractor, prior to works commencing on site, prepares and implements a Construction Environmental Management Plan to ensure matters such as sediment control, surface water runoff, dust and noise are managed and protects the surrounding environment from nuisance and harm associated with this development.

If a permanent or temporary barrier is to be erected on the watercourse the requirements of the *Fisheries Act 1994* will need to be complied with. Furthermore any works in the watercourse will need to ensure the requirements of the *Vegetation Management Act 1999* are addressed.

8.3.4 Koala Conservation

Context

With reference to the relevant state interest trigger maps in *Appendix 6*, the site is mapped as ‘Generally not Suitable’ on the SPP Koala Habitat mapping, and it does not fall within the South East Queensland Koala Protection Area.

Proposal

The proposal relates to state government infrastructure and will involve works that will have a total development footprint of more than 500m². As such, the development is to be regulated by the *State Government Supported Infrastructure Koala Conservation Policy 2017*, and requires that a Koala Self-Assessment and Conservation Management Plan be prepared.

A Koala Self-Assessment and Conservation Management Plan is included in *Appendix 15*.

The intended outcomes of the Koala Conservation Policy has been appropriately addressed in the Management Plan. Furthermore, the Management Plan also takes into consideration the koala habitat and connectivity values identified and has been specifically developed for the site and proposed development.

Actions and Recommendations

The Management Plan must be considered in all relevant phases of the project and a copy of the document provided to relevant personnel involved in the project including project managers, principal design consultants, landscape architects and construction contractors.

To ensure adequate records are kept of the implementation of these management strategies, reference should be made to *Column 4, Table 3* of the Management Plan. DET will ensure the Project Manager is responsible in ensuring accurate records are maintained and updated as necessary.

8.3.5 Invasive Species

Context

The *Queensland Biosecurity Act 2014* refers to ‘Designated Biosecurity Matter’ which includes pest plants and animals. These are further classified as either ‘Prohibited’ or ‘Restricted’:

- **Prohibited Matter** is biosecurity matter not currently present or known to be present in Queensland. It is prohibited because it may have a significant adverse effect on a biosecurity consideration if it did enter Queensland.
- **Restricted Matter** is biosecurity matter found in Queensland that may have adverse effects on a biosecurity consideration if conditions or restrictions under the Act were not imposed.
Prohibited Plants are listed in Schedule 1 Part 3 and Prohibited Animals are listed in Schedule 1 Part 4 of the *Biosecurity Act 2014*. Restricted Plants and Restricted Animals are also listed in Schedule 2 Part 2 of the *Biosecurity Act 2014*.

**Proposal**

The Commonwealth EPBC Protected Matter Report as included in Appendix 7 identified invasive fauna and invasive flora species within 1km radius of the site. The Flora Survey Assessment (refer Appendix 13) also identified 12 ‘Restricted Invasive Plants’ or ‘Other Invasive Plants’ listed weeds within the vicinity of the allotment and associated fire break in Maughan Park.

With respect to the above, it is noted the school site is well maintained and therefore unlikely that any declared species will be present on the site.

**Actions and Recommendations**

Prior to works commencing on site, DET will ensure the Contractor undertakes a site inspection to confirm presence of any pest plants and/ or animals. If found, these will be removed in accordance with legislative requirements.

**8.4 Soils and Geology**

**8.4.1 Geotechnical Conditions**

**Context**

A geotechnical investigation is required to understand site ground conditions and confirm building requirements associated with the proposed development.

**Proposal**

A geotechnical investigation has not been undertaken for the site as yet.

Appropriate investigations will be undertaken prior to any development works on the site, and will be carried out to establish the nature and type of subsurface material at the site to allow engineering assessment of site classification (AS2870); earthworks recommendations; rock excavatability; groundwater control; and suitable foundation types.

**Actions and Recommendations**

DET will ensure the Contractor, as part of detailed design, prepares a Geotechnical Investigation that confirms the ground conditions and informs building requirements.

**8.4.2 Erosion Risk**

**Context**

The release of sediments or other contaminants to water is an offence under the *Environmental Protection Act 1994*. All activities that expose soil have the potential to result in release of sediment to waterways or stormwater systems.

**Proposal**

To minimise the risk of releasing sediment (and other contaminants) to waters during construction and to meet the General Environmental Duty under the *Environmental Protection Act 1994*, a site erosion and sediment control plan (ESCP) is to be prepared in accordance with the IECA Best Practice Erosion and Sediment Control prior to commencing construction.
Actions and Recommendations

DET will ensure the Contractor prepares an ESCP that addresses the erosion risks identified for the site, and that the Plan is implemented and monitored throughout the construction phase for the proposed development.

8.4.3 Acid Sulfate Soils

Context

The site is on land between 38m – 47m AHD and not within a low-lying coastal area. The site is not mapped as being affected by acid sulfate soils (ASS) in any local or state mapping and is also mapped as 'Extremely Low Probability/ Very Low Confidence' on the Australian Soil Resource Information System' for the potential for (ASS) to be present.

Proposal

The proposal will involve minor earthworks and is not anticipated to result in any disturbance or impacts to ASS.

Actions and Recommendations

No further actions or recommendations are considered necessary.

However, if potential or actual ASS is identified during construction, an ASS investigation should be carried out and managed in accordance with an ASS management plan. Should development works involve the removal of 100m$^3$ or more; or filling of 500m$^3$ or more of the material with an average depth of >0.5m, then the SPP State Interest – Water Quality will be triggered.

8.4.4 Contaminated Land

Context

With reference to Appendix 8, the site is not listed on the Environmental Management Register (EMR) or Contaminated Land Register (CLR).

Proposal

The proposal will not involve any EMR activities nor involve uses which could contaminate the land.

Actions and Recommendations

No further actions or recommendations are considered necessary.

8.5 Heritage and Native Title

8.5.1 Historical Heritage

Context

The site is not listed on the Local or State Heritage register. A search of the Australian Government’s Australian Heritage Places indicated that the site is not listed on the database.

Proposal

As no heritage values exist on site the proposed development will have no further impacts.
Actions and Recommendations

No further actions or recommendations are considered necessary.

8.5.2 Cultural Heritage

Context

The Aboriginal Cultural Heritage Act 2003 (ACHA) requires that a person must exercise Due Diligence and reasonable precaution before undertaking an activity which may harm Aboriginal Cultural Heritage. The ACHA – Duty of Care Guidelines (the Guidelines) was gazetted in April 2004 to provide guidance on actions required to demonstrate compliance with this Act.

Proposal

Search results from the Department of Aboriginal and Torres Strait Islander Partnership (DATSIP) cultural heritage database shows no records of indigenous cultural heritage within 1km of the school site. It should be noted that often the absence of recorded Aboriginal cultural heritage places reflects a lack of previous cultural heritage surveys of the area. Therefore, the database search may not provide a true picture of the Aboriginal cultural heritage values of the area.

The proposed development is to be located within an area subject to previous clearing, therefore, the nature of the activity is likely to be classified as ‘area previously subject to significant disturbance – Category 4’, under the Aboriginal Cultural Heritage Act 2003, Section 28 Duty of Care Guidelines. Subject to measures set out in paragraph 5.6-5.12, under Category 4 of the Duty of Care Guidelines, the proposed activates can proceed without further cultural heritage assessment.

Actions and Recommendations

No further actions or recommendations are considered necessary.

However it should be noted that any Aboriginal cultural heritage, if found, is protected under the ACHA even if DEHP has not recorded it. Contract documents should include provisions for works to cease and the relevant Aboriginal Party to be contacted if evidence of Aboriginal cultural heritage is encountered during site works.

8.5.3 Native Title

Context

Native title recognises the traditional rights and interests to land and waters of Aboriginal and Torres Strait Islander people in accordance with the Native Title Act 1993.

Proposal

The proposed development will require confirmation of native title prior to works proceeding.

Actions and Recommendations

DET will ensure Native Title is undertaken and confirmed prior to construction.
8.6 Natural Hazards

8.6.1 Flooding

Context
The site is not mapped as affected by flooding. A FloodWise Property Report has been obtained from Council and included at Appendix 10.

Proposal
The proposal will not result in any flooding impacts.

Actions and Recommendations
No further actions or recommendations are considered necessary.

8.6.2 Bushfire

Context
The site is not mapped under local or state mapping as affected by bushfire hazards. Nevertheless it is noted the adjoining Maughan Park to the immediate north contains significant dense vegetation in proximity to the site.

Proposal
Based on pre-lodgement advice from DILGP, a Bushfire Management Report has been prepared and included in Appendix 14. The key findings of the site hazard and assessment notes that:

- the site is considered High Potential Bushfire Intensity, based on mapping methodology of –
  - fire danger index of 55;
  - maximum landscape downslope of 3 degrees; and
  - fire line calculation of approximately 28,000 KW/m;
- the predominate vegetation hazard type is classified as ‘moist to dry eucalypt open forests on coastal lowlands with a potential fuel load of 24.1; and
- all buildings situated within the site are in a Designated Risk Area.

Actions and Recommendations
With reference to the Bushfire Management Report in Appendix 14, DET will ensure the building design, vegetation management and maintenance recommendations as identified in the Risk Management Plan are incorporated into the proposal.

Furthermore, it is noted the Building Code of Australia (BCA) only requires Classes 1, 2 and 3 buildings and Class 10a building to comply with the requirements of Australian Standard 3959 – Construction of buildings in bushfire prone areas (AS 3959-2009). Although educational facilities do not fall under the BCA classes, DET will ensure the Contractor investigates options for the proposal to include construction requirements in accordance with AS 3959-2009. Where budget permits, DET will incorporate these elements into the building design.

The school administration will update existing emergency and evacuation procedures to include the new development. All staff will also undertake training to ensure awareness of procedures during potential fire events.
8.6.3 Landslip

Context
The site is not mapped as affected by landslip.

Proposal
The proposal will involve minor earthworks to accommodate the proposed new facilities however will not result in the creation of any potential landslip areas over the site.

Actions and Recommendations
No further actions or recommendations are considered necessary.

8.7 Socio-economic Impacts

8.7.1 Socio-economic Profile

Context
As a Special School, the Sunnybank SPEC does not operate under defined catchment areas as with traditional public schools. The school instead draws enrolments from a wide catchment area, with parents having the ability to choose which school best suits their child’s needs.

Appropriate consideration should be given to the social and economic impacts from the proposed development, which includes matters such as employment opportunities, access to services, quality of education and the demographics profile.

Proposal
The Sunnybank SPEC will continue to provide positive socio-economic impacts, including:

- continued long-term educational and associated (i.e. trades) employment opportunities;
- investment of $5 million and the associated benefits to the economy;
- improved educational facilities that meets the projected population growth;
- meeting the demographic profile and providing the community with access to educational services; and
- focus on delivering quality education, with a curriculum that caters for the varied needs and skills of students.

Actions and Recommendations
No further actions or recommendations are considered necessary.

8.8 Construction Impacts

8.8.1 Construction Management

Context
During development and construction it is essential to minimise impacts on students, staff, neighbouring residents and the general public. Consideration for the planning of construction works within an operating school environment is paramount.
Proposal

A Construction Environmental Management Plan (CEMP) is to be prepared for the development. The plan will include at a minimum default noise standards detailed in the *Environmental Protection Act 1994*, dust mitigation methods, waste control and erosion and sediment control plans.

Actions and Recommendations

DET will ensure a CEMP is prepared during detailed design and that the Contractor implements and acts in accordance with the Plan during construction.

8.8.2 Hours of Construction Operation

Context

The site is located in an urban area and construction activities should be within appropriate hours to avoid impacts to nearby residences.

Proposal

Unless otherwise approved in any development approvals and/ or statutory permits, works must comply as a minimum with default noise standard detailed in the *Environmental Protection Act 1994* including:

- Building work should be restricted to Monday to Saturday (excluding public holidays) between 6.30am and 6.30pm;
- Operation of regulated devices such as chainsaws, mulches and electrical, mechanical or pneumatic power tools should be restricted to Monday to Saturday (excluding public holidays) between 7:00am and 7:00pm; and
- Work should not be undertaken on public holidays.

Actions and Recommendations

DET will ensure the default noise standards are included as part of the Contractor’s CEMP.

8.8.3 Traffic

Context

Traffic associated with construction activities will require access via Maughan Park (which is not under DET ownership) and may create a nuisance to nearby residences and amenity.

Proposal

Temporary site access via the adjoining Maughan Park will be required during construction works. Given the high order status of Troughton Road and McCullough Street it is proposed for construction access to be via Jamaica Street. DET will ensure the Contractor engages with Council with regards to securing access arrangements into Maughan Park.

Actions and Recommendations

With reference to section 8.8.2, DET will ensure the hours of construction operation are included as part of the Contractor’s CEMP. DET will ensure the Contractor consults with Council, and formalises an agreement, which enables construction access via Maughan Park.
8.8.4 Air Quality

Context
Construction activities may cause air quality impacts (i.e. dust) to nearby residences and the school population.

Proposal
Potential air quality impacts will be treated with water and/or appropriate procedures to limit the likelihood of discomfort to any students, staff and neighbouring personnel.

Actions and Recommendations
DET will ensure appropriate air quality management procedures are included as part of the Contractor’s CEMP.

8.8.5 Noise

Context
The school adjoins sensitive uses in residential dwellings to the immediate south and will likely result in potential noise impacts from construction vehicles and development activities.

Proposal
Potential noise impacts during construction will be identified during detailed design and appropriate mitigation measures included to ensure noise is minimised where possible. As noted in section 8.8.2, DET will ensure the hours of construction operation are included as part of the CEMP and adhered to by the Contractor.

Actions and Recommendations
DET will ensure the hours of construction operation are included as part of the Contractor’s CEMP.

8.8.6 Light

Context
Potential lighting impacts from construction activities to neighbouring properties needs consideration.

Proposal
Unless otherwise approved, construction hours will be limited to the days and hours as specified under the Environmental Protection Act 1994, and listed in section 8.8.2 of this Report.

Given the proposed operation times for construction, the proposed works is unlikely to generate any adverse lighting impacts.

Actions and Recommendations
No further actions or recommendations are considered necessary.
8.8.7 Hazardous Materials

Context

According to the Built Environment Materials Information Register (BEMIR) records, cement based asbestos has been ‘confirmed’ and ‘assumed’ at Sunnybank SPEC.

Proposal

The proposed rationalisation and demolition of aged accommodation, in particular the existing GLA spaces will result in exposure of hazardous materials (asbestos).

Actions and Recommendations

Development activities which involves demolition of existing structures will be subject to a hazardous materials survey to identify the presence of asbestos, lead or other materials hazardous to human health. Where such materials are identified, demolition and removal is to be undertaken by a suitably licenced contractor.

8.8.8 Waste

Context

As an educational establishment the school does not currently generate wastes which requires particular collection and/or disposal (i.e. wood, metals, oils, sludge, pathological, chemical, wet refuse).

Proposal

If any regulated waste is to be generated at the Sunnybank SPEC it is required to be handled and disposed of appropriately and in accordance with the requirements of the Environmental Protection Act 1994.

Actions and Recommendations

It is unlikely the activity will generate any regulated waste. Waste that will be generated by the proposed development is to be confirmed during the planning and design stage. Waste management facilities are to be designed and provided, or modified (if existing), in conjunction with a waste management plan if necessary.

8.9 Operational Impacts

8.9.1 Traffic

Context

Traffic associated with the school has potential to cause impacts to the continuing operation of the road network, in addition to nearby residences and amenity.

Proposal

The proposed works relating to the Sunnybank SPEC will result in only a minor increase in traffic movements to, and from, the school. Based on the BLT school population growth forecast, it is anticipated there will be an increase of up to 2 FTE staff and 15 students.

An additional seven (7) car parking spaces has been included as part of this proposal, providing a total of 42 car parking spaces (inclusive of 3 PWD spaces) at the school. As re-iterated in section
8.1 of this Report the school will only result in a minor increase in proposed traffic movements to the school.

**Actions and Recommendations**

As noted in section 8.1.1, 8.1.2 and 8.1.3, the proposed works is will result in a minor increase in school population and is not anticipated to have a material impact to the existing operation of the road or traffic network.

**8.9.2 Air Quality**

**Context**

The existing school does not produce any emissions, gasses or negative air quality impacts.

**Proposal**

The proposed scope of works is for educational uses which aims to provide improved learning facilities for the school population. The proposal will not result in any emissions, gasses or negative air quality impacts.

**Actions and Recommendations**

No further actions or recommendations are considered necessary.

**8.9.3 Noise**

**Context**

With respect to noise, anticipated impacts to, and from the school, includes:

- road traffic noise levels from Troughton Road and McCullough Street; and
- ambient noise levels from the school to nearby residences.

**Proposal**

An Acoustic Report has been prepared and included in Appendix 12. Noise monitoring was undertaken and focussed on the potential impacts from the existing road network to the school, and the potential ambient noise levels generated from the school to nearby residences.

The Acoustic Report notes that onsite activities from uses associated with the school is in compliance and no additional acoustic treatments will be required.

Road traffic noise levels was measured over a five day period (on weekdays only) and assessed in accordance with section 4.9.3 of DET’s Design Standards for DETE Facilities, version 3.0 and Council’s Noise Impact Assessment Planning Scheme Policy (2014). The results were then modelled against current and future traffic volumes and confirmed that additional acoustic façade treatments are required in order to mitigate noise impacts from the road network.

**Actions and Recommendations**

The Acoustic Report notes that noise associated with road traffic has potential impacts to the school. With reference to section 9 of the Report, the following recommendations are proposed:

- the minimum glazing treatments to the wall, roof and windows of the Junior/ Middle, Senior and Junior Temporary buildings shall be in accordance with Table 10: Minimum Glazing Treatments of the Report;
• buildings identified for glazing treatments should include provisions for an alternative ventilation system (i.e. air-conditioning or mechanical ventilation) to allow closure of doors and windows;

• All masonry wall systems shall comply with the minimum Rw of 30, with masonry systems achieving Rw 45. The following lightweight wall systems is recommended:
  – Rw 30 – 1 layer of 6mm FC externally with 70mm timber stud and 10mm plasterboard internally.

Penetrations through the external walls shall not reduce the overall acoustic performance of the installed wall system;

• For roof systems it is recommend construction is as follows;
  – Rw 30 – Metal sheet roof with ASB4 polyester batts or 50mm glasswool in the cavity with 1 layer of 10mm plasterboard internally.

Penetrations through the ceiling shall not reduce the overall acoustic performance of the installed ceiling system; and

• mechanical plant is designed to comply with the criteria stated in Section 6.2.2 of the Report.

8.9.4 Light

Context

The Sunnybank SPEC operates during normal business hours, with school operating from 8:45am until 2:45pm and office hours from 7:00am until 5:30pm.

The car park lighting operates on a timer and the school has security lights which remain on within the Administration Block and under the bus shelter zone during night periods.

Proposal

New lighting will be provided to the covered walkways/verandahs linking the new GLA Buildings with existing walkways. Security lighting for the Administration Block and bus shelter zone will operate as per normal with no changes proposed.

The proposal is not considered to result in the generation of adverse lighting impacts. Lighting will be provided to the facility, including the parking area, in accordance with the applicable Australian Standards.

Actions and Recommendations

No further actions or recommendations are considered necessary.

8.9.5 Safety and Security

Context

All schools require appropriate safety and security measures and should be prepared in accordance with DET’s Security Design Requirements.

Proposal

The Sunnybank SPEC has a security risk rating of ‘Low’. As such, measures included in the cost plan for physical and electronic security includes:

• Crimsafe to all external glazing;
• External lighting;
• Passive infra-red security sensors;
• Reed switches to all external doors;
• Perimeter/ precinct fencing appropriate for the Special School environment;
• Swipe card security to all external gates; and
• Update existing concept security alarm system.

**Actions and Recommendations**

No further actions or recommendations are considered necessary.
9 Consultation Engagement

9.1 Stakeholders

The stakeholders relevant for consultation with regards to the proposed designation includes:

**Affected Parties**
- Brisbane City Council.

**State Government Departments**
- Department of Infrastructure, Local Government and Planning (DILGP), representing relevant State Agencies.

**Elected Representatives**
- Councillor Kim Marx (Runcorn Ward) – Brisbane City Council;
- Mr Peter Russo MP – State Electoral District of Sunnybank; and
- Mr Graham Perrett MP – Federal Electoral Division of Moreton.

**Stakeholders**
- Adjoining landowners; and
- Surrounding landowners.

**Native Title Party**
- Turrbal People and Jagera People #2

**School Representatives**
- Principal – Sunnybank Special School; and

9.2 Community Engagement Plan

The following community engagement plan has been adopted as part of this Infrastructure Designation process.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
<th>Stakeholder Group</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prior to public notification</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP Engagement</td>
<td>Once the Infrastructure Proposal is acknowledged, give notice in writing to the Local Member about the Infrastructure Designation proposal and the engagement process. Offer a meeting.</td>
<td>Local Member (State MP)</td>
<td>Prepare letter</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Distribute</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Meet if requested</td>
</tr>
<tr>
<td>Email</td>
<td>Email seeking advice about infrastructure requirements.</td>
<td>Brisbane City Council</td>
<td>Email</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Telephone call</td>
</tr>
</tbody>
</table>
Note construction access for infrastructure will be required off Maughan Park. Offer a meeting.

If stakeholder requests a meeting, a meeting will be conducted to present the project and discuss matters of interest to the stakeholder—in particular impacts on local government infrastructure.

**Meeting**

<table>
<thead>
<tr>
<th>Stakeholder Group</th>
<th>Date</th>
<th>Description</th>
</tr>
</thead>
</table>
| Sunnybank SPEC Principal   | 28/03/2017 09/05/2017 | • Preliminary discussions on capacity needs, facility and service requirements, design issues;  
| Sunnybank SPEC P&C         |                    | • Development of the project brief and schematic design project proposal; and  
|                            |                    | • Review and endorsement of final master plan.                                |
|                            | 13/06/2017 11/07/2017 | • Consultation on contract documentation stage;  
|                            | 08/08/2017 12/09/2017 | • Review and updates to contract documentation; and  
|                            |                    | • Endorsement of contract documentation.                                      |
| DILGP                      | 29/08/2017         | • Pre-lodgement meeting to discuss proposal;  
|                            |                    | • Confirm school capacity and technical reporting requirements (i.e. bushfire hazard assessment, traffic statement);  
|                            |                    | • Confirm relevant stakeholder groups; and  
|                            |                    | • Confirm construction access.                                               |

**During public notification**

<table>
<thead>
<tr>
<th>Public notice</th>
<th>Place public notice in local newspaper</th>
<th>Broader community</th>
<th>Prepare and book public notice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update web content</td>
<td>Update DHPW web page with information about the Infrastructure Designation proposal, including the EAR and details about the engagement process.</td>
<td>Broader community</td>
<td>Prepare content update Publish content update</td>
</tr>
<tr>
<td>Letters to stakeholders</td>
<td>Prepare letters that outline the Infrastructure Designation proposal and the engagement process. Distribute the letters.</td>
<td>Affected parties and stakeholders</td>
<td>Prepare letter Distribute</td>
</tr>
<tr>
<td>Email address and telephone contact</td>
<td>Email: <a href="mailto:infrastructuredesignation@dilgp.qld.gov.au">infrastructuredesignation@dilgp.qld.gov.au</a> Phone: 1300 967 433 Submissions during public notification can be made online or by <a href="mailto:infrastructuredesignation@dilgp.qld.gov.au">infrastructuredesignation@dilgp.qld.gov.au</a></td>
<td>Affected parties, stakeholders and broader community</td>
<td>Publish contact information in relevant public notices and letters</td>
</tr>
</tbody>
</table>

### 9.3 Initial Consultation

Prior to the commencement of the Infrastructure Designation, DET and key Sunnybank SPEC representatives undertook initial consultation activities with:
<table>
<thead>
<tr>
<th>Date</th>
<th>Organization</th>
<th>Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>09/10/2017</td>
<td>Mr Peter Russo MP</td>
<td>• Provide letter to State Member with information on Infrastructure Designation Proposal.</td>
</tr>
<tr>
<td>02/11/2017</td>
<td></td>
<td>• Meeting with MP, Principal and DET to discuss proposal.</td>
</tr>
<tr>
<td>09/10/2017</td>
<td>Brisbane City Council</td>
<td>• Provide email correspondence to BCC with information on Infrastructure Designation Proposal;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Discussion on telephone with BCC Officer regarding proposal and designation process; and</td>
</tr>
<tr>
<td>08/11/2017</td>
<td></td>
<td>• Correspondence received from BCC;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• EAR addresses issues as identified in correspondence; and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Access requirements (i.e. permits) to Maughan Park from BCC will be undertaken accordingly by the Contractor during the detailed design stage.</td>
</tr>
</tbody>
</table>
PART H – CONCLUSION

This EAR has been prepared by BAS, on behalf of DET, seeking an Infrastructure Designation of land for the Sunnybank SPEC, located at 85 Troughton Road, Sunnybank and otherwise described as Lot 915 on SL7008.

The PA prescribes the way in which a designation can be undertaken. Chapter 2, Part 5 of the PA prescribes that a Minister, before designating land for infrastructure, must be satisfied that for development the subject of the proposed designation:

- the infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure; or
- there is or will be a need for the efficient and timely supply of the infrastructure.

Educational and community facilities are defined as community infrastructure under Schedule 5, Part 2 of the Planning Regulation 2017, being assets necessary to support the community and for the public benefit. The proposed designation as part of this proposal is therefore best described as:

6. educational facilities
9. facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated
10. Facilities at which a QEC approved service under the Education and Care Services Act 2013 is operated

The designation affirms the existing use of the site as an educational establishment, and will facilitate the immediate planned works at the school and future planned developments on the site consistent with the designation purpose. The proposed infrastructure will facilitate the efficient and timely supply of infrastructure; and satisfy statutory requirements and budgetary commitments of the State for the supply of community infrastructure.

The assessment provided within the EAR provides key details with respect to the Sunnybank SPEC, and has undertaken an assessment of the proposed infrastructure against the relevant statutory frameworks, incorporating local and state assessment criteria and Commonwealth legislation.
PART I – APPENDICES

The following is a list of appendices to this Environmental Assessment Report:

Appendix 1 Extracts from the *Planning Act 2016*
Appendix 2 Designation Flowchart
Appendix 3 Property Information
Appendix 4 Contour and Detail Survey
Appendix 5 Proposal Plans
Appendix 6 State Interest Trigger Mapping
Appendix 7 EPBC Protected Matters Report & NCA Wildlife Online Report
Appendix 8 CLR & EMR Search
Appendix 9 Service Infrastructure Plans
Appendix 10 BCC FloodWise Property Report
Appendix 11 Traffic Report
Appendix 12 Acoustic Assessment
Appendix 13 Flora Survey & Ecological Assessment
Appendix 14 Bushfire Hazard Assessment
Appendix 15 Koala Self Assessment and Management Plan