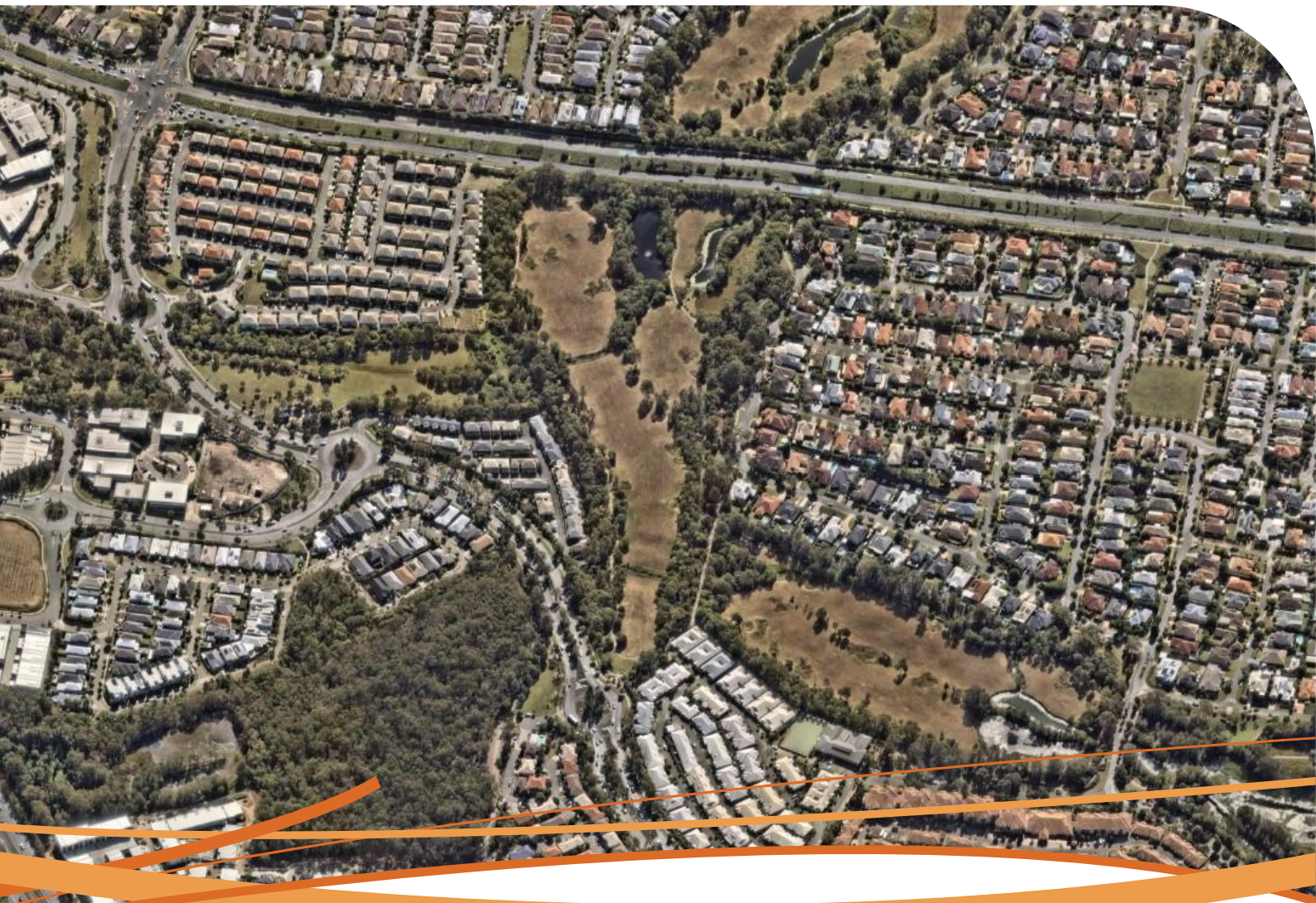
Gaskell Planning Consultants

MINISTERIAL INFRASTRUCTURE DESIGNATION PROPOSAL REPORT

Anglican School in North Lakes

16 July 2026




Gaskell
Planning
Consultants

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Executive Summary

This Ministerial Infrastructure Designation Proposal Report has been prepared by Gaskell Planning Consultants on behalf of JH North Lakes Pty Ltd to support the designation of land at 33 Bridgeport Drive, North Lakes for educational facilities, education and care services, and sporting facilities. The proposed designation will facilitate the delivery of a new master-planned school campus accommodating students from Prep to Year 12, with a capacity of up to 1,550 students. The campus will include a range of educational buildings, indoor and outdoor sporting facilities, administration and community facilities, car parking, landscaping, and associated infrastructure required to support the operation of the school (refer to **Figures 1 – 3**).

The subject land comprises part of the former North Lakes Golf Course and is strategically located within the established North Lakes community. The proposal responds to the continued growth of North Lakes and surrounding suburbs, where increasing demand for educational infrastructure requires the timely delivery of additional schooling opportunities. The MID process provides an efficient mechanism to facilitate the delivery of this important community infrastructure while ensuring that environmental, engineering and operational matters are appropriately considered and addressed.

A comprehensive suite of technical investigations has been undertaken in support of the proposed designation, including assessments relating to ecology, waterways, flooding, stormwater management, traffic and transport, noise, civil infrastructure and servicing. These assessments demonstrate that the site is capable of accommodating the proposed school and that any identified constraints can be appropriately managed through design measures, infrastructure upgrades and detailed design processes. Importantly, the proposal incorporates substantial landscaping, retention of key environmental corridors, waterway enhancement opportunities and targeted road network improvements to ensure the development integrates appropriately with the surrounding community.

Overall, the proposed MID will deliver significant educational and community benefits through the establishment of a modern school campus capable of servicing the current and future needs of the North Lakes region. The proposal represents the adaptive reuse of a former golf course site for essential community infrastructure and provides a logical and sustainable outcome that is consistent with the intent of the *Planning Act 2016*, Mango Hill Infrastructure Development Control Plan and the broader planning framework applying to the area.

Figure 1: *Conceptual Render of the Proposed Development*



Source: ThomsonAdsett

The key outcomes for the North Lakes Anglican College include:

- A Major new investment in an Anglican School to service North Lakes and nearby suburbs with an important education opportunity for the City of Moreton Bay
- A site cover of approximately 20% to retain the majority of the site as open space, play space, recreation and sporting facilities and landscaping
- A traffic management strategy to ensure the safe and efficient access whilst maintaining the capacity of the traffic network
- Stormwater and flood mitigation, to manage water quality of the downstream waterways, and to ensure no worsening of flooding in the corridor
- Revegetation of green space areas and campus edges
- Waterway rehabilitation to create opportunity for fish passage and stormwater and flood flows

Figure 2: *Proposed Site Plan*



Source: ThomsonAdsett

Figure 3: *Conceptual Render of the Proposed Development*



Source: ThomsonAdsett

1 Introduction

1.1 Project Overview

This Ministerial Infrastructure Designation ('MID') Proposal Report has been prepared by Gaskell Planning Consultants ('GPC') on behalf of JH North Lakes Pty Ltd. Pursuant to Chapter 2, Part 5 of the *Planning Act 2016* ('the Act'), JH North Lakes Pty Ltd seeks the approval of the Honourable Jarrod Bleijie MP, Deputy Premier, Minister for State Development, Infrastructure and Planning and Minister for Industrial Relations (the 'Minister') to designate land located at 33 Bridgeport Drive, North Lakes QLD 4509 and described as Lot 1 on SP148201 and Lot 2 on SP291250, part of Lot 3 on SP148201, Volumetric Lots 12, 13 & 14 on SP150148, part of Lot 605 on SP166932 for road widening and access and part of Lot 1770 On SP224076 for road widening (hereafter referred to as the 'subject land').

Under Schedule 5, Part 2 of the Planning Regulation 2017 ('the Regulation'), JH North Lakes Pty Ltd is seeking to designate the land for:

- community and cultural facilities, including community centres, galleries, libraries and meeting halls (Item 3)
- Educational facilities (Item 6)
- Facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated (Item 9).
- Sporting facilities (item 17)

The intent of the proposed designation is to enable the establishment of a new master-planned school campus on the subject land for North Lakes Anglican College. The MID will cater for the recent and ongoing growth in school enrolments in the North Lakes and surrounding area. The school will accommodate students from Prep to Year 12, with capacity for up to 1,550 students.

A summary of the scope of works proposed as part of this designation includes:

- Construction of educational buildings and facilities for prep, primary, and secondary schooling, including classrooms, administrative buildings, library, STEM and performance spaces, chapel, and canteen facilities;
- Provision of two central playing fields, indoor courts, a 50m swimming pool, tennis courts, covered assembly areas, and other recreational infrastructure;
- Retention and enhancement of existing vegetation and landscaped buffers along the site periphery, including stormwater management measures integrated within these corridors;
- Supporting infrastructure and ancillary works necessary for the operation of the school campus, including car parking, bicycle facilities, and outdoor amenity spaces.

This report provides an assessment of the proposal against the relevant statutory planning framework and demonstrates why the proposed designation represents an appropriate planning outcome in the public interest

1.2 Background

The proposed Anglican school forms part of a broader vision to deliver additional educational infrastructure within the rapidly growing North Lakes and City of Moreton Bay region. Over the past two decades, North Lakes has evolved from a greenfield master planned community into a major residential and employment centre, attracting significant population growth and an increasing number of young families. As a consequence, demand for education infrastructure across both the government and non government sectors has continued to increase.

Analysis undertaken by Think Economics indicates that the City of Moreton Bay is projected to experience growth of approximately 21,242 school aged students between 2026 and 2046 (refer to Attachment A). This level of growth is equivalent to demand for approximately 10 to 15 additional schools across the local government area. While existing schools continue to play an important role in servicing the community, forecasts indicate that additional educational infrastructure will be required to accommodate future demand, particularly within the non government sector.

Independent schools currently educate approximately 15,000 students across the City of Moreton Bay and continue to experience strong enrolment growth. This sector plays an important role in providing educational choice for families while reducing demand on the government school network. Forecasts prepared by Think Economics identify an emerging undersupply of non government school places by 2036, reinforcing the need for additional educational infrastructure within the region.

The subject land is strategically located within the established North Lakes community and is well positioned to accommodate a new school campus. The site benefits from proximity to existing residential catchments, public transport services, active transport networks, sporting facilities, and the North Lakes Town Centre. These attributes make the site highly accessible and suitable for the delivery of a major educational facility that can serve both local residents and the broader City of Moreton Bay community.

Accordingly, the proposed Anglican school responds to a demonstrated need for additional educational infrastructure and will provide long term community benefits through the delivery of high quality education, sporting, recreational, and community facilities within an established urban area.

1.3 Report Structure

This MID Proposal Report has been prepared in accordance with the requirements set out in Chapter 7, Part 1[1] of the Minister's Guidelines and Rules Version 3.0 ('MGR') and the Department of State Development, Infrastructure, Local Government and Planning's *Making or amending a ministerial infrastructure designation (MID) Operational Guidance*.

This report includes the following sections:

- Section 1 (this section): Introduces the project and provides an overview of the report
- Section 2: Describes the subject land its surrounds, and the relevant approval history
- Section 3: Provides a detailed description of the proposed infrastructure and MID assessment criteria
- Section 4: Sets out the State, regional and local planning context
- Section 5: Assesses the environmental, social and economic aspects
- Section 6: Provides a detailed planning need for the proposed MID
- Section 7: Sets out the early engagement undertaken for the proposed development
- Section 8: Provides a summary and conclusion.

[1] Chapter 7 Process for environmental assessment and consultation for making or amending a Ministerial infrastructure designation, Part 1 – Process for making a MID

1.4 Supporting Documents

This MID Proposal Report is accompanied by the following supporting documents and material:

- **Attachment A:** Needs Assessment
- **Attachment B:** Cadastral Map
- **Attachment C:** Title Search
- **Attachment D:** Traffic Impact Assessment
- **Attachment E:** Architectural Plans
- **Attachment F:** State Planning Policy Mapping
- **Attachment G:** Waterway Technical Assessment
- **Attachment H:** Stormwater and Flood Impact Assessment
- **Attachment I:** Development Assessment Mapping
- **Attachment J:** Ecological Assessment
- **Attachment K:** Civil Engineering Services Report
- **Attachment L:** Preliminary Bulk Earthworks Plan
- **Attachment M:** Contaminated Land Search
- **Attachment N:** EPBC Protected Matters Search
- **Attachment O:** Vegetation Management Assessment Report
- **Attachment P:** Aboriginal and Torres Strait Islander Cultural Heritage Database
- **Attachment Q:** Acoustic Impact Assessment
- **Attachment R:** Community Engagement Report
- **Attachment S:** Summary of Submissions

The detailed assessment outlined in this MID Proposal Report confirms the proposed designation is appropriate for the subject land, will secure the future of the subject land and is able to be approved, subject to reasonable and relevant requirements.

2 Site Context and Description

2.1 Site Context

The subject land is located at 33 Bridgeport Drive, North Lakes, within the City of Moreton Bay. North Lakes is a master planned community situated approximately 25 kilometres north of the Brisbane Central Business District and forms part of the broader northern growth corridor of South East Queensland. The suburb has experienced significant population growth over the past two decades and now functions as a major residential, retail, employment, and community services centre.

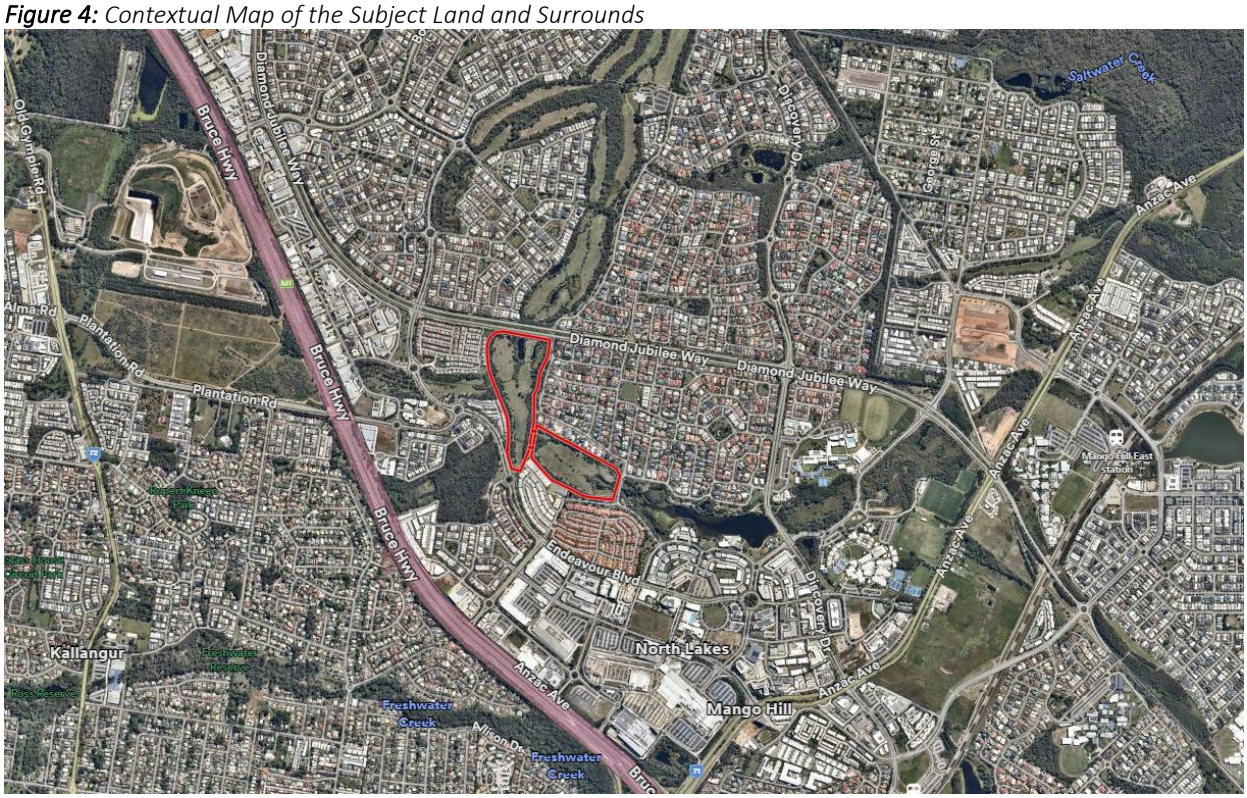
The subject land forms part of the former North Lakes Golf Course and is located between Diamond Jubilee Way and Endeavour Boulevard within the established urban area of North Lakes. The site is centrally positioned within the suburb and is surrounded predominantly by low density residential development to the north, east, and south. The Bruce Highway is located to the west and provides regional connectivity to Brisbane, the Sunshine Coast, and surrounding areas.

North Lakes contains a broad range of community infrastructure, including educational establishments, sporting facilities, parks, open space networks, health services, and the North Lakes Town Centre. Existing schools within the locality include North Lakes State College, The Lakes College, Bounty Boulevard State School, St Benedict's Primary School, St Benedict's College, and Northpine Christian College. The suburb also contains an extensive network of parks, sporting fields, pedestrian pathways, cycleways, and environmental corridors centred around Saltwater Creek and associated open space areas.

The subject land benefits from excellent accessibility to the surrounding residential catchment and is well connected to the broader road network via Diamond Jubilee Way, Endeavour Boulevard, Plantation Road, Anzac Avenue, and the Bruce Highway. The site is also located in proximity to existing pedestrian and cycle networks, public transport services, and community facilities, making it well suited to accommodate a significant item of community infrastructure such as a school campus.

A contextual map of the subject land and surrounding locality is provided in **Figure 4** below.

Figure 4: *Contextual Map of the Subject Land and Surrounds*



Source: Nearmap, 2026 (Image capture date 29/03/2026).

2.2 Description of Land Proposed for the MID

The proposed MID applies to a number of freehold, volumetric, and road widening parcels that collectively facilitate the operation of the proposed school campus. The location of each parcel is described in the sections below.

2.2.1 Secondary School Campus – Lot 2 on SP291250

Lot 2 on SP291250 (refer **Figure 5**) comprises the northern portion of the proposed school campus and will accommodate the majority of the secondary school facilities, including teaching buildings, sporting facilities, student amenities, administration areas, and associated infrastructure.

Figure 5: *Secondary School Campus – Lot 2 on SP291250*



Source: Nearmap, 2026 (Image capture date 29/03/2026).

2.2.2 Primary School Campus – Lot 1 on SP148201

Lot 1 on SP148201 (refer **Figure 6**) comprises the southern portion of the proposed school campus and will accommodate the primary school facilities, including pre prep, prep, and primary teaching areas, associated administration and student facilities, and outdoor recreation areas.

Figure 6: *Primary School Campus – Lot 1 on SP148201*



Source: Nearmap, 2026 (Image capture date 29/03/2026).

2.2.3 Volumetric Lot Access Between Secondary and Primary School – Lots 12 and 13 on SP150148

Lots 12 and 13 on SP150148 (refer **Figure 7**) are volumetric lots located beneath the existing Council owned pedestrian bridge that intersects the Secondary and Primary Schools lots. These volumetric parcels will facilitate pedestrian, emergency, and service vehicle access between the primary and secondary school precincts, providing an important connection between the two campuses.

Figure 7: *Volumetric Lot Access Between Secondary and Primary School – Lots 12 and 13 on SP150148*



Source: Nearmap, 2026 (Image capture date 29/03/2026).

2.2.4 Volumetric Lot Access Between Secondary School and Northern Maintenance Lot – Lot 14 on SP150148 and part of Lot 3 on SP148201

Lot 14 on SP150148 (refer **Figure 8**) is a volumetric lot located beneath Diamond Jubilee Way and provides access between the secondary school campus on Lot 2 on SP291250 and part of Lot 3 on SP148201 located north of Diamond Jubilee Way. Part of Lot 3 on SP148201 will be utilised for maintenance purposes, storage sheds, and ancillary operational functions associated with the school.

Figure 8: *Volumetric Lot Access Between Secondary School and Northern Maintenance Lot – Lot 14 on SP150148 and part of Lot 3 on SP148201*



Source: Nearmap, 2026 (Image capture date 29/03/2026).

2.2.5 Road Widening - Part of Lot 1770 on SP224076

The proposed MID also includes part of Lot 1770 on SP224076 (refer **Figure 9**). This parcel is State-owned reserve land managed by the City of Moreton Bay as trustee for park purposes. The land is required to facilitate the relocation and upgrade of the Archer Close and Endeavour Boulevard roundabout, including the introduction of a new access leg providing direct access to the secondary school campus.

Figure 9: Road Widening - Part of Lot 1770 on SP224076



Source: Nearmap, 2026 (Image capture date 29/03/2026).

2.2.6 Road Widening and Primary School Access – Part of Lot 605 on SP166932

The proposed MID further includes part of Lot 605 on SP166932 (refer **Figure 10**). This parcel is also State-owned reserve land managed by the City of Moreton Bay as trustee for park purposes. The land is required to facilitate road widening and associated access works necessary to support the proposed development.

Figure 10: Road Widening and Primary School Access – Part of Lot 605 on SP166932



Source: Nearmap, 2026 (Image capture date 29/03/2026).

2.3 Site Description and Existing Use

A summary of the key site characteristics for the subject land is provided at **Table 1** below. An aerial image and cadastral map of the subject land is included at **Figure 11**. A complete copy of the cadastral map is enclosed at **Attachment B**.

Table 1: *Subject Land Characteristics Overview*

Site aspect	Description
Address	33 Bridgeport Drive, North Lakes QLD 4509
Lot and plan	Lot 1 on SP148201 and Lot 2 on SP291250, part of Lot 3 on SP148201, Volumetric Lots 12, 13 & 14 on SP150148, part of Lot 605 on SP166932 for road widening and access and part of Lot 1770 On SP224076 for road widening
Site Area	Approx. 146,966.61m^2 (14.69ha) comprising the Secondary and Primary Schools Lots (Lot 1 on SP148201 and Lot 2 on SP291250)
Road Frontage	The subject land has road frontage to: • Approximately 230m to Diamond Jubilee Way • Approximately 67m to Copeland Drive • Approximately 115m to Endeavour Boulevard • Approximately 40m to Finnegan Drive.
Vehicular Access	Access to the subject land is currently obtained via Lot 14 on SP150148, a volumetric lot located beneath Diamond Jubilee Way, which provides access to Lot 2 on SP291250. This access arrangement was originally established to facilitate movement associated with the former North Lakes Golf Course. The subject land also includes Lots 12 and 13 on SP150148, being volumetric lots located beneath the existing pedestrian bridge located centrally between Lots 1 and 2. These lots historically accommodated golf buggy and pedestrian movements between the northern and southern portions of the former golf course and continue to provide a physical connection between Lot 1 on SP148201 and Lot 2 on SP291250. The majority of the subject land is surrounded by land owned by the City of Moreton Bay and held in trust, reflecting the historical planning and ownership arrangements associated with the former golf course and surrounding open space network. Despite these surrounding land holdings, the subject land benefits from frontage to several existing roads within the North Lakes road network. Lot 2 on SP291250 has direct frontage to Endeavour Boulevard in the vicinity of the Archer Close and Endeavour Boulevard roundabout. While no formal vehicular access currently exists from this frontage, it provides an opportunity for future access arrangements to be established as part of the proposed development (as discussed later in this report). Similarly, Lot 1 on SP148201 has direct frontage to Finnegan Drive along its eastern boundary. Whilst this frontage is not currently utilised for vehicular access, it provides an additional opportunity for future access to the site and

	facilitates the separation of traffic movements across the proposed school campus (as discussed later in this report).
Topography	Lot 2 contains contours ranging from approximately 16m AHD to 23m AHD, with slopes across the site. The lowest points are located along the creeks and man-made waterways traversing the land. Lot 3 contains contours ranging from approximately 14m AHD to 20m AHD, with slopes also occurring throughout the site. The highest points are located to the north and south, where the land rises towards adjoining residential development.

Figure 11: *Aerial Image of Subject Land*



Source: Nearmap, 2025

2.4 Landowner

The majority of the subject land is owned by JH North Lakes Pty Ltd. In addition, the proposed MID includes part of Lot 1770 on SP224076 and part of Lot 605 on SP166932, being State-owned reserve land managed by the City of Moreton Bay as trustee for park purposes. These parcels are required to facilitate road widening and access works associated with the proposed development. A recent title search confirming the landowner details is provided in **Attachment C**.

3 Infrastructure Proposal

3.1 Type of Infrastructure

The proposed MID is required to facilitate the efficient allocation of resources and enable the timely supply of community infrastructure. Under Schedule 5, Part 2 of the Regulation, it is proposed to designate the subject land for:

- community and cultural facilities, including community centres, galleries, libraries and meeting halls (Item 3)
- Educational facilities (Item 6)
- Facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated (Item 9).
- Sporting facilities (Item 17)

The intent of this designation is to allow for a new master planned school campus to be established on the subject land. The proposed MID will cater for the recent and ongoing growth in school enrolments in North Lakes and the surrounding catchments.

3.2 Proposed Nature, Scale and Intensity of Infrastructure

3.2.1 Application Area and Lot Context

The proposed development is located on the two most southern parcels of the former North Lakes Golf Course. A northern lot, Lot 3 on SP148201, located on the opposite side of Diamond Jubilee Way, is included solely for service route access and will not accommodate any primary educational buildings. The campus is designed to accommodate a total of 1,550 students across prep, primary, and secondary school cohorts.

3.2.2 Campus Layout and Facilities

The education campus features a mix of prep, primary, and secondary school facilities arranged around two central playing fields, forming the core spatial and visual focus of the site. Secondary school facilities, including indoor courts, a 50m swimming pool, tennis courts, covered assembly areas, a STEM building, and a canteen, are clustered in the northern portion of the southern parcels around the primary playing field. Administrative, library, chapel, and performance facilities are centrally located to provide accessibility for both staff and students. The prep and pre-prep precinct occupies the southern portion of the site around the primary playing field, with classrooms, amenities, and covered courts arranged for efficient access and functionality.

3.2.3 Landscaping and Environmental Considerations

The design seeks to retain and enhance vegetation across the site wherever practicable, particularly along boundaries adjoining residential properties. While some vegetation clearing will be required to facilitate the proposed development and associated infrastructure, substantial landscape buffers are proposed to contain some existing vegetation and supplemented with new planting to reinforce the site's open space character and interface with surrounding residential areas. Landscaped areas are proposed along Copeland Drive, Endeavour Boulevard, and Maddock Street, providing visual screening, assisting in mitigating privacy impacts, and strengthening the transition between the school campus and adjoining neighbourhoods. Stormwater management infrastructure, including swales, bioretention areas, and drainage corridors, has been integrated within the landscape framework to support environmental outcomes while maintaining the amenity and visual character of the site.

3.2.4 Access and Circulation

The proposed school campus has been designed to provide separate access arrangements for the junior and senior school precincts, distributing traffic across the surrounding road network and minimising impacts on any one location. The access strategy has been informed by preliminary traffic investigations undertaken by Colliers and is supported by a series of targeted upgrades to the surrounding road network. Further detail regarding the proposed access arrangements, traffic generation, and intersection upgrades is contained within the Traffic Impact Assessment prepared by Colliers, included at **Attachment D**.

Junior Campus Access

Access to the junior campus is proposed via Maddock Street, facilitated by a new roundabout at the intersection of Maddock Street and Finnegan Drive. This arrangement enables traffic associated with the junior campus to be separated from the senior campus and provides a safe and efficient access point for students, staff, and visitors. The access arrangement requires a short connection across adjoining Council land between Maddock Street and the junior campus.

Senior Campus Access

Access to the senior campus is proposed from Endeavour Boulevard via a new access leg incorporated into the relocated Archer Close and Endeavour Boulevard roundabout. To facilitate this arrangement, the existing roundabout is proposed to be relocated approximately 40 to 50 metres to the north. This access point will provide the primary vehicular entry and exit for the senior campus and associated sporting facilities.

Road Network Upgrades

A number of upgrades are proposed to the surrounding road network to support the operation of the proposed school and improve overall network efficiency. These upgrades include modifications to the Plantation Road and Endeavour Boulevard roundabout and improvements to the Diamond Jubilee Way and Endeavour Boulevard signalised intersection. Collectively, these works are intended to increase intersection capacity, improve traffic flow, and support the safe and efficient operation of the school campus.

Internal Circulation

The campus layout incorporates dedicated student drop off and pick up facilities, staff and visitor parking areas, bus facilities, pedestrian connections, and service vehicle access arrangements. Internal circulation has been designed to safely accommodate the various users of the campus while minimising potential conflicts between vehicles, pedestrians, cyclists, and buses.

3.2.5 Design Integration and Community Interface

The campus layout has been carefully designed to integrate educational facilities, sporting infrastructure, and landscaped open space within the existing landscape framework of the former North Lakes Golf Course. Buildings are clustered around two central playing fields, allowing the majority of the site to remain as open space, recreation areas, landscaping, and environmental corridors. Generous setbacks, retained vegetation, and new landscape buffers assist in managing interfaces with surrounding residential areas while maintaining the open and green character of the site.

The separation of the junior and senior school precincts, together with the distribution of access points and supporting infrastructure, provides an efficient and safe campus environment while minimising impacts on surrounding properties. The arrangement of buildings, open spaces, and circulation networks reflects a balanced response to educational, environmental, and community objectives, ensuring the campus integrates appropriately within the established North Lakes urban context.

3.3 Intended Outcomes of Proposed Uses

The intended outcomes are as follows:

- Designate the subject land for educational facilities and facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated
- Undertake the proposed development generally as outlined in this MID Proposal Report and within the accompanying attachments
- Provide new education, teaching and associated facilities for students and staff
- Cater for a maximum capacity of approximately 1,550 students and 165 FTE staff, with allowance for increases and decreases in population associated with school enrolment cycles.

3.4 Requirements of Section 36(1) of the *Planning Act 2016*

Section 36(1) of the Act sets out the criteria for making or amending designations and states:

(1) To make a designation, a designator must be satisfied that—
(a) the infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure; or
(b) there is or will be a need for the efficient and timely supply of the infrastructure.

The proposed designation satisfies subsection 36(1)(b) as there is a demonstrated need for additional educational infrastructure within North Lakes and the broader City of Moreton Bay. The region continues to experience significant population growth, with forecasts identifying increasing demand for school places and an emerging undersupply of non government education facilities. The proposed school will accommodate up to 1,550 students and provide additional education capacity in a strategically located and accessible area. The MID will facilitate the timely and efficient delivery of this infrastructure to meet current and future community needs. Think Economics has prepared a North Lakes Anglican School Needs Assessment report which is located at Attachment A.

The proposed MID is therefore consistent with the requirements of section 36(1)(b) of the Act, as it facilitates the delivery of infrastructure to address a demonstrated community need.

3.5 Criteria for a MID

Chapter 7, Part 1 of the MGR outlines the process for a MID, and Schedule 3 of the MGR includes the required material to be included within a MID. Accordingly, the proposed MID has been prepared in accordance with Chapter 7, Part 1 and Schedule 3 of the MGR, and as outlined in Table 2 below.

Table 2: *Response to MGR Requirements for Making a MID*

Requirements for Making a MID	Section of this Report
For making a MID under Chapter 7, Part 1 and Schedule 3 of the MGR	
1. *The boundary of the entity's proposal and the cadastral description of all land affected by the proposal.*	The boundary of the entity's proposal and cadastral description of the land affected by the proposal is included at Sections 2.2 and 3.2.
2. *A site and locality description of the entity's proposal.*	The site and locality description of the entity's proposal is included at Section 2.
3. *Plans, drawings, elevations, images and perspectives of the entity's proposal that are suitable for assessment and for communicating*	The drawings of the entity's proposal, suitable for assessment and communicating the scale, intensity and nature of the proposal to

the scale, intensity and nature of the proposal to members of the public during consultation.	members of the public, are described in **Section 3.2** and illustrated at **Attachment E**.
4. *Any existing uses on the premises that would be subject to the entity's proposal.*	Existing uses on the premises, subject to the entity's proposal are described in **Section 2.2**.
5. *Information about:* *(a) existing uses on adjoining sites;* *(b) the type of infrastructure proposed relative to the Planning Regulation 2017;* *(c) approval(s) history for the site;* *(d) the intended outcomes of any proposed amendment to uses on the site.*	Information about existing uses on adjoining sites, type of infrastructure proposed under the *Planning Regulation 2017*, approval history for the site, and the intended outcomes of the amendment are detailed at **Sections 2** and **3**.
6. *Acknowledgement of any adverse impacts on surrounding properties and how these impacts are proposed to be managed.*	Any adverse impacts on surrounding properties and how these impacts are proposed to be managed have been addressed in **Section 5**.
7. *Acknowledgement of any off-site impacts such as traffic, noise, infrastructure capacity and how these impacts are proposed to be managed.*	Any off-site impacts and how these are proposed to be managed have been addressed in **Section 5**.
8. *Acknowledgement of any construction impacts and how these impacts are proposed to be managed.*	Construction impacts and how these are proposed to be managed have been included at **Section 5.3.9**.
9. *Any works and land affected outside the boundary of the site that would be subject to the entity's proposal.*	Details regarding land impacted outside the boundary of the proposed designation is discussed at section **5.2**
10. *Acknowledgement of relevant state interests and planning instruments and how they relate to the entity's proposal.*	Relevant state interests and planning instruments have been addressed in **Section 4**.
11. *Outcomes of any initial stakeholder engagement highlighting if changes were made to the earlier proposal as a result of stakeholder feedback.*	Outcomes of early engagement and changes made to the proposal (as a result of stakeholder feedback) have been addressed in **Section 7**.
12. *A proposed consultation strategy.*	The consultation strategy has been outlined in **Section 7**.
13. *Plans and technical reports to address any of the matters identified above.*	Plans and technical reports to address the above matters are listed under **Section 1.4** and attached to this MID Proposal Report.
14. *If the entity does not have acquisition powers under the Acquisition of Land Act 1967 and is proposing a MID over premises not owned by the entity, the entity must give an assurance to the Minister that the entity will have access to the premises the subject of the proposed MID in order to construct and operate the*	N/A. The entity owns the subject land. Refer **Attachment C** for a copy of the current title search and landowner details.

infrastructure. This may include written landowner consent or a contractual agreement. *If the entity is the trustee or lessee of the premises, the entity must give an assurance to the Minister that the proposed infrastructure is consistent with the purpose of the trust or lease.*	
15. *Sufficient information to address the requirements of section 36(1) of the Act.*	The requirements of Section 36(1) of the Act have been addressed at Sections 3.4 and 4.1.

3.6 Approval History

The subject land formed part of the former North Lakes Golf Course, which was approved by the former Pine Rivers Shire Council on 20 February 2001 under Development Permit 2000/10063 for a Material Change of Use for a golf course, maintenance facility and clubhouse, including a pro shop, food and beverage facilities, and ancillary uses associated with the golf course.

The approval formed part of the broader implementation of the Mango Hill Infrastructure Development Control Plan and established the golf course within the Central Open Space Sector.

4 Planning Context

4.1 Planning Act 2016

Chapter 2, Part 5, Section 36 of the Act (amongst other matters) sets out the criteria for the designation of premises for the development of infrastructure. **Table 3** provides comments specific to the proposed MID against the 'criteria for making or amending designations'.

Table 3: *Response to Criteria for Making or Amending Designations*

Criteria	Responses
(1) To make a designation, a designator must be satisfied that— *(a) the infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure; or* *(b) there is or will be a need for the efficient and timely supply of the infrastructure.*	Need for the efficient and timely supply of the infra structure is demonstrated in Need Assessment report prepared by Think Economics at **Attachment A**.
(2) To make or amend a designation, if the designator is the Minister, the Minister must also be satisfied that adequate environmental assessment, including adequate consultation, has been carried out in relation to the development that is the subject of the designation or amendment.	This MID Proposal Report has been prepared to provide a detailed assessment of the proposed MID. Consultation will be carried out as required by the Department, and the MID Proposal will be amended (if applicable) prior to final endorsement.
(3) The Minister may, in guidelines prescribed by regulation, set out the process for the environmental assessment and consultation.	This MID Proposal Report has been prepared and will include consultation in accordance with Chapter 7 of the MGR.
(4) The Minister is taken to be satisfied of the matters in subsection (2) if the process in the guidelines is followed.	Refer to above comments.
(5) However, the Minister may be satisfied of the matters in another way.	No comment required.
(7) To make or amend a designation, a designator must have regard to—	
(a) all planning instruments that relate to the premises; and	Planning instruments relevant to the subject land are discussed within the following sections of this MID Proposal Report.
(b) any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and	The relevant assessment benchmarks have been addressed as part of this MID Proposal Report. There are no known other assessment benchmarks identified.
(c) if the premises are in a State development area under the State	The subject land is not located within a State Development Area.

Development Act—any approved development scheme for the premises under that Act; and	
(ca) if the premises are in a priority development area, or on PDA-associated land for a priority development area, under the Economic Development Act 2012— *(i) any development scheme for the priority development area under that Act; and* *(ii) any place renewal framework for a place renewal area in which the premises are located that is in effect under that Act; and*	A review of Council and Department records indicates that the subject land is not located in a Priority Development Area ('PDA') or on PDA-associated land for a PDA.
(d) any properly made submissions made as part of the consultation carried out under section 37; and	Any submissions will be considered and addressed as part of the MID.
(e) the written submissions of any local government.	Submissions from Council will be considered and addressed as part of the MID.

4.2 Effect of the Designation if Made

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

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

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

(ii) otherwise—accepted development.

Therefore, if designated, development on the subject land under the designation is accepted development, and no further development approvals against the Planning Scheme are required under the Act.

4.3 State Interests

4.3.1 State Planning Policy

The SPP identifies the State's interests in land use planning and development. The SPP sits above regional plans and local government planning schemes in the hierarchy of Queensland's planning instruments, as set out in Chapter 2, Part 1, Section 8(4)(a) of the Act. **Table 4** below identifies the State interests contained in the SPP and their applicability to the proposed MID on the subject land.

A copy of the SPP interactive mapping is provided at **Attachment F**.

Table 4: State Planning Policy Provisions

State Planning Policy	Applicability
Planning for liveable communities and housing	
Housing supply and diversity	Not applicable
Liveable communities	Not applicable
Planning for economic growth	
Agriculture	Not applicable
Development and construction	Not applicable
Mining and extractive resources	Not applicable
Tourism	Not applicable
Planning for the environment and heritage	
Biodiversity	Yes (refer to comments below)
Coastal environment	Not applicable
Cultural heritage	Not applicable
Water quality	Not applicable
Planning for safety and resilience to hazards	
Emissions and hazardous activities	Not applicable
Natural hazards, risk and resilience	Yes (refer to comments below)
Planning for infrastructure	
Energy and water supply	Not applicable
Infrastructure integration	Not applicable
Transport infrastructure	Not applicable
Strategic airports and aviation facilities	Yes (refer to comments below)
Strategic ports	Not applicable

4.3.1.1 Biodiversity

The SPP Interactive Mapping System identifies the subject land being impacted by the mapping layer "MSES – Regulated vegetation (intersecting a watercourse)". A technical memorandum prepared by Bligh Tanner at **Attachment G** confirms that the mapped waterways comprise highly modified drainage features with existing barriers and limited ecological function. The proposed development adopts a design approach that seeks to avoid impacts where practicable, improve ecological outcomes through natural channel design principles, and ensure all new crossings and waterway works are undertaken in accordance with the relevant requirements of the *Fisheries Act 1994*, SDAP State Code 18, and the Accepted Development Requirements for waterway barrier works.

4.3.1.2 Natural Hazards, Risk and Resilience

The SPP Interactive Mapping System identifies the subject land as being impacted by the Natural Hazards Risk and Resilience State Interest mapping for a Flood Hazard Area (Local Government Flood Mapping Area). A flood assessment undertaken by Bligh Tanner demonstrates that the proposed development can be designed to achieve appropriate flood immunity for buildings and critical infrastructure through the strategic placement of fill within developable areas, while retaining key waterway corridors and flood storage areas across the site. The proposed development maintains the primary flood conveyance function of the existing drainage corridors and incorporates a site layout that responds to the identified flood behaviour, ensuring flood impacts are appropriately managed both on-site and for surrounding properties. Further detail regarding flood levels, flood immunity, hydraulic modelling, and flood impact mitigation measures is provided in the Flood Impact Assessment prepared by Bligh Tanner at **Attachment H**.

4.3.1.3 Strategic Airports and Aviation Facilities

The SPP Interactive Mapping System identifies the subject land being impacted by the Strategic airports and aviation facilities – Obstacle limitation surface area and Obstacle limitation surface contours. Notwithstanding, the proposed development is of a height and scale so as to cause no impacts to the operation or efficiency of aircrafts. Accordingly, the proposed development is considered to comply with this State Interest (and further assessment against this State Interest is not required).

4.3.2 State Development Assessment Provisions

A review of the State Government's DAMS has been undertaken and identified the following layers as applicable to the subject land:

- Regional Plan:
  - » Urban footprint
- Water Resources:
  - » Water resource planning area boundaries.

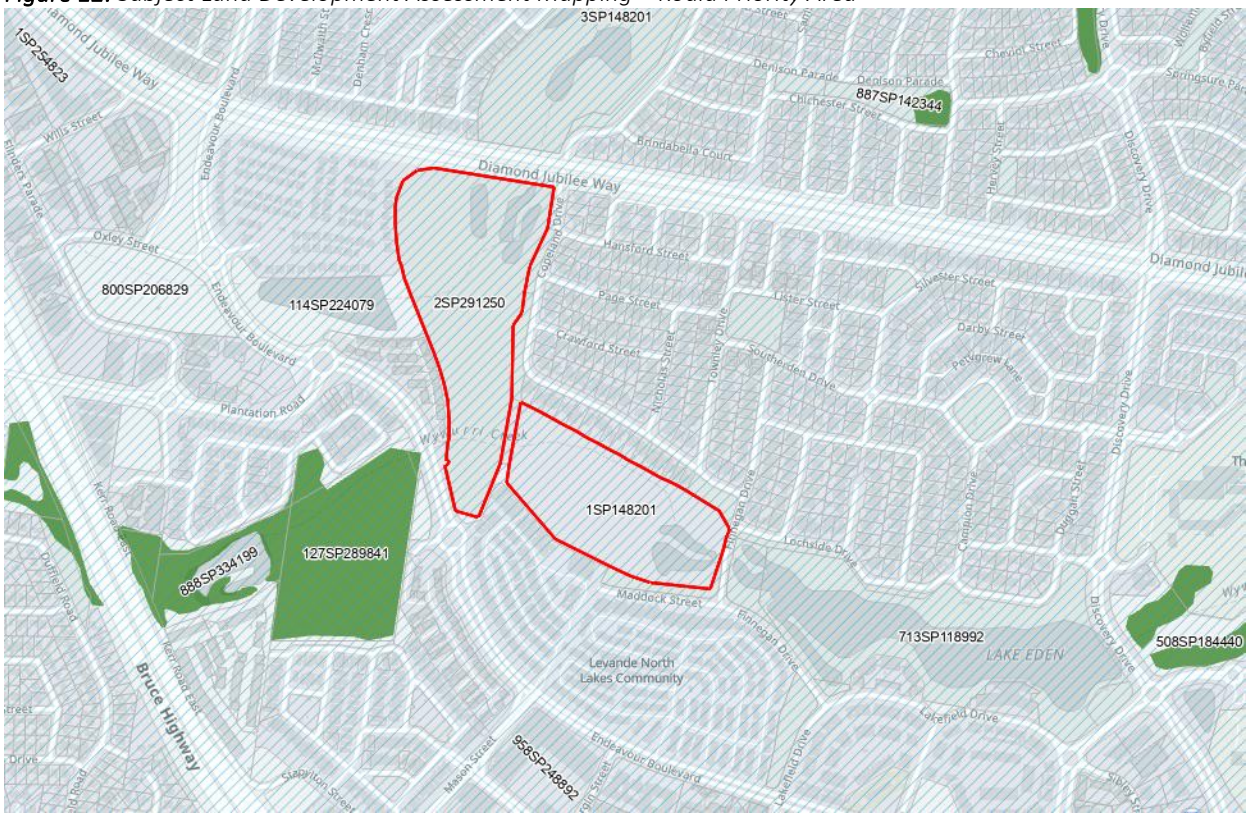
The mapping search is undertaken to establish what aspects of the proposed development may trigger referral (under Schedule 10 of the Regulation) to the State Assessment and Referral Agency ('SARA') (as a concurrence or advice agency) for its assessment against the relevant State Development Assessment Provisions ('SDAP') during the 'normal' development application process. Schedule 10 of the Regulation states referral agencies and their jurisdictions and includes triggers that (amongst other matters) relate to certain thresholds. A review of Schedule 10 of the Regulation has been undertaken which confirmed that if a development application process was required, referral to SARA would be required on the basis that the development exceeds the thresholds identified under Schedule 20 of the Regulation. Accordingly, an assessment of traffic impacts has been undertaken and is included as **Attachment D**. The Traffic Impact Assessment prepared by Colliers demonstrates that safe and efficient access can be achieved for both the junior and senior campuses, with the proposed road network improvements ensuring that traffic impacts are appropriately managed and the operation of the surrounding transport network is maintained.

A copy of the relevant DAMS is provided at **Attachment I**.

4.3.2.1 Koala Mapping

The State Development Assessment Mapping System identifies the subject land as being located within a Koala Priority Area (refer to **Figure 12**). However, the subject land is not mapped as a Koala Habitat Area under the State mapping. Accordingly, while koala considerations remain relevant to the assessment of the proposal, the land does not contain mapped core koala habitat requiring protection under the State assessment framework.

Figure 12: *Subject Land Development Assessment Mapping – Koala Priority Area*



Source: Nearmap, 2025

A detailed ecological assessment of the subject land has been undertaken by Saunders Havill and is provided at **Attachment J**. The assessment confirms that the proposal has been designed to retain key vegetated corridors where practicable, maintain habitat connectivity across the site, and minimise impacts on ecological values. Appropriate measures will also be implemented during construction and operation of the school to manage impacts on native fauna and habitat areas.

For completeness, an assessment has been undertaken against Schedule 11, Part 2 of the Regulation, notwithstanding that Schedule 10, Part 10, Division 5 does not apply to development within an area subject to a Development Control Plan pursuant to section 857 of the repealed *Integrated Planning Act 1997*.

With respect to the assessment benchmarks, the proposal maintains and enhances vegetated corridors throughout the site and incorporates landscape buffers that facilitate fauna movement across the broader former golf course land. The development has been designed to minimise vegetation clearing where practicable, with buildings, infrastructure, and access arrangements concentrated within developable areas. The proposal will not result in adverse impacts to mapped koala habitat areas, and detailed design measures relating to stormwater management, hydrology, erosion and sediment control, landscaping, and weed management will ensure that adjoining ecological values are protected. On this basis, the proposal is considered to satisfy the intent of the Schedule 11, Part 2 assessment benchmarks.

4.4 South East Queensland Regional Plan 2023

The South East Queensland Regional Plan 2023 ('ShapingSEQ') provides a framework for managing growth over the next 25 years and sets a vision for the next 50 years. The plan seeks to balance the economic and environmental issues, which compete in the region, through delivering viable long-term strategies.

ShapingSEQ includes a number of regional policies and sub-regional outcomes, principles and policies to address growth management in SEQ. Of most relevance to the proposed development is the regional growth pattern included in ShapingSEQ.

ShapingSEQ defines a spatial framework for the region and allocates land into regional land use categories. Under ShapingSEQ the subject land is contained within the 'Urban Footprint'. The proposed MID facilitates the development of a new school campus within the North Lakes locality. When considering the nature of the proposed development and the subject lands location within the 'Urban Footprint', the intended use of the subject land accords with and promotes the outcomes, strategies, and overall vision of ShapingSEQ.

4.5 State Development Areas and Priority Development Areas

The subject land is not identified in a State Development Area or a Priority Development Area.

4.6 Local Planning Scheme

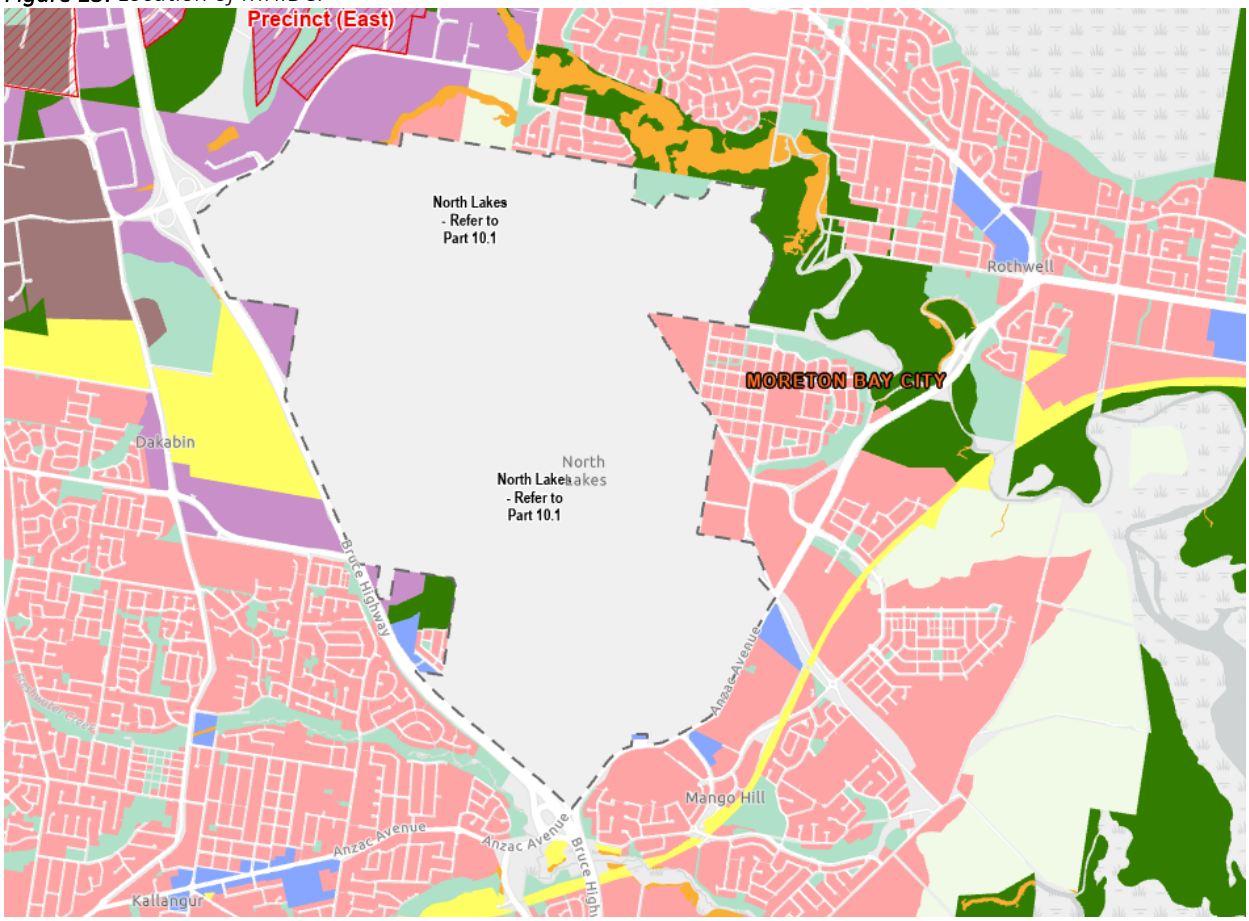
4.6.1 Overview of DCP

In accordance with Section 316 of the Act and Section 10 of the Moreton Bay Regional Council Planning Scheme 2016 ('Planning Scheme'), the Mango Hill Infrastructure Development Control Plan No.14 ('MHIDCP') is an adopted development control plan that continues to have effect as part of the Planning Scheme. The MHIDCP applies to the part of the Planning Scheme identified as the North Lakes Locality on Council's zone maps (refer to Figure 13 below).

As the subject land is located within the North Lakes Locality, the MHIDCP is the relevant local planning instrument applicable to development over the subject land and has been considered in this assessment. Whilst the proposed MID will result in development being accepted (and therefore not requiring assessment against the Planning Scheme or MHIDCP), regard has been given to the MHIDCP to ensure the proposal remains consistent with its overall planning intent.

Table 5 below provides a summary of the key MHIDCP provisions relevant to the subject land. Relevant MHIDCP provisions have also been referenced in Sections 5 and 6 of this MID Proposal Report in the environmental assessment of the proposed MID and the planning need discussion.

Figure 13: Location of MHIDCP



Source: City of Moreton Bay Planning Scheme Mapping

Table 5: MHIDCP Provisions Relevant to the Subject Land

MHIDCP Provisions	Details
Zone	North Lakes Locality
Precinct	Precinct Plan 003 – Central Open Space Precinct
Sector	Sector Plan 003-1000 – Central Open Space Sector

4.6.2 Precinct Plan

Within the MHIDCP, development and use of land is guided by precinct plans. A precinct plan establishes the planning intent for a defined area of the North Lakes Locality and sets out the overall outcomes, desired land use pattern, and performance criteria to be met. Precinct plans provide the strategic framework for development, identifying how land should be developed over time, the location of key land uses, and the integration of transport, open space, and community facilities.

The subject land is located within Precinct Plan 003 – Central Open Space Precinct (refer to **Figure 14**).

Figure 14: *Precinct Plan of the Subject Land*



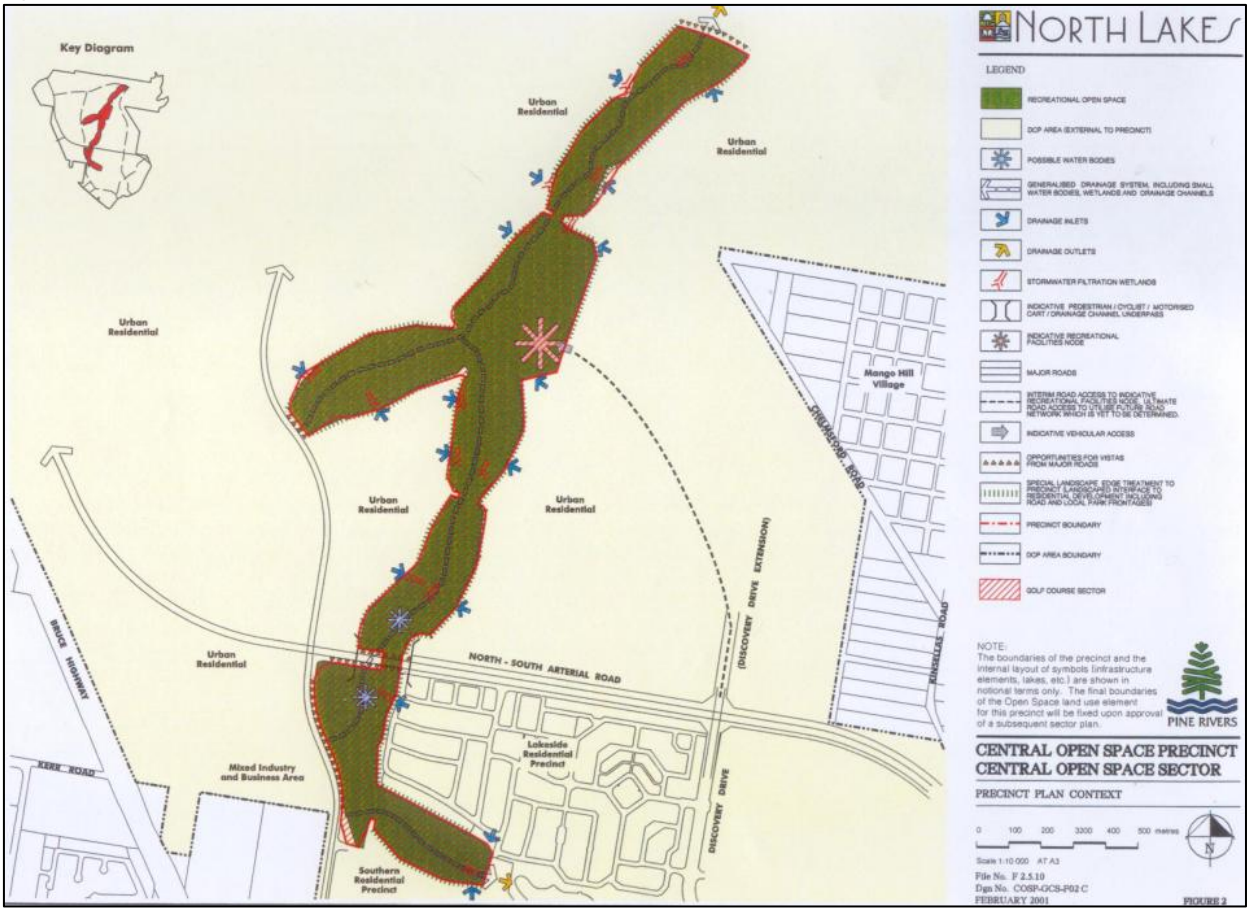
Source: Mango Hill DCP Mapping.

4.6.3 Sector Plan

Sector plans provide the next level of detail within the MHIDCP framework, acting as the code of development for land within a sector, outlining the specific planning provisions that apply. Sector plans include acceptable solutions, which, when satisfied, are taken to achieve the intent of the relevant precinct plan.

The subject land is located within Sector Plan 003-1000 – Central Open Space Sector, which provides detailed planning controls and acceptable solutions for development in this part of the North Lakes Locality (refer to **Figure 15**).

Figure 15: *Sector Plan of the Subject Land*



Source: Mango Hill DCP Mapping.

5 Environmental Assessment

5.1 Overview

This section of the MID Proposal Report provides an assessment of the proposed MID to identify:

- Anticipated impacts on the surrounding infrastructure network
- Environmental, social and economic impacts (both positive and negative) and identifies how potential negative impacts will be mitigated.

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

5.2 Anticipated Impacts on Surrounding Infrastructure Network

5.2.1 Infrastructure

5.2.1.1 Water

Existing and proposed context

A Civil Engineering Services Report has been prepared by Bligh Tanner and is included at **Attachment K**. The ESR identifies that the site is well serviced by existing water supply infrastructure, including a 750 mm diameter trunk water main traversing the site and significant reticulation infrastructure within Endeavour Boulevard, Copeland Drive and Finnegan Drive. The site is also serviced by a recycled water main connected to the Murrumba Downs Sewerage Treatment Plant. Based on the existing infrastructure network, Bligh Tanner considers there is likely to be sufficient capacity and pressure available to service the proposed school. Further investigation and detailed hydraulic design will be undertaken as part of the detailed design process to confirm connection requirements and any necessary network upgrades.

Actions

Prior to works commencing on the subject land, the adequacy, capability and location of the existing water supply infrastructure required to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development. The proposed development will be connected to the reticulated water supply network.

Any works required on the water supply network to service the site will be undertaken in consultation with the relevant service authority and, where required, will be subject to separate approvals and operational works permits from the City of Moreton Bay.

5.2.1.2 Sewer

Existing and proposed context

A Civil Engineering Services Report has been prepared by Bligh Tanner and is included at **Attachment K**. The ESR identifies that the site is well serviced by existing sewerage infrastructure, with two 300 mm diameter trunk sewer mains traversing the subject land. Bligh Tanner notes that sewer loads generated by educational establishments are typically modest and generally occur outside the peak morning and evening residential demand periods. Accordingly, there is likely to be sufficient capacity within the existing sewerage network to accommodate the proposed school. Further investigation and detailed hydraulic design will be undertaken as part of the detailed design process to confirm connection requirements and any necessary network upgrades.

Actions

Prior to works commencing on the subject land, the adequacy, capability and location of the existing sewerage infrastructure required to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development. The proposed development will be connected to the reticulated sewerage network.

Any works required on the sewerage network to service the site will be undertaken in consultation with the relevant service authority and, where required, will be subject to separate approvals and operational works permits from the City of Moreton Bay and Unitywater.

5.2.1.3 Stormwater

Existing and proposed context

A Stormwater and Flooding Assessment has been prepared by Bligh Tanner and is included at **Attachment H**. The assessment identifies that the subject land is traversed by two regional catchments, being a 56-hectare catchment flowing north towards Saltwater Creek and Hays Inlet and a 71-hectare catchment flowing east towards Lake Eden. These catchments currently pass through the site via a series of drainage channels, culverts and water bodies associated with the former golf course.

The proposed development has been designed to maintain the flood conveyance and storage functions of the floodplain while accommodating the educational facilities. This will be achieved through a combination of strategic filling, suspended structures, retention of flood storage areas, and the realignment and restoration of existing waterways using natural channel design principles. The proposal also includes the replacement of an existing concrete weir with a fish friendly rock ramp and the enhancement of in stream habitat values.

Flood modelling has been undertaken using a refined version of the City of Moreton Bay's Hays Inlet flood model, updated to incorporate current Australian Rainfall and Runoff methodologies, climate change allowances to the year 2100, revised hydraulic structures and site specific topographic information. The assessment demonstrates that the proposed development can be accommodated without causing material adverse flood impacts to surrounding properties, roads or infrastructure. In several locations, including along Copeland Drive, the proposed works are predicted to provide localised flood mitigation benefits through reductions in flood levels and flood extents. The assessment further confirms that the proposed development can achieve the applicable flood planning levels under the City of Moreton Bay Planning Scheme.

Stormwater runoff generated by the development will be managed through an integrated stormwater management strategy to ensure post development discharge characteristics remain comparable to existing conditions and that downstream environmental values are protected. Detailed stormwater management measures will be refined during the detailed design phase.

Actions

Bligh Tanner provided the following recommendations for the stormwater management and flood response of the proposed development:

- The existing flood conveyance and flood storage functions of the site are to be maintained through the detailed design process.
- Stormwater infrastructure is to be designed such that post development discharge characteristics remain comparable to existing conditions.
- Proposed waterways are to be designed in accordance with natural channel design principles and relevant fish passage requirements.
- Detailed stormwater management, earthworks and hydraulic design is to be undertaken as part of the detailed design process to confirm the final stormwater treatment strategy and flood immunity outcomes.

- Any substantial changes to the development layout, earthworks or stormwater management strategy are to be supported by further hydraulic modelling to demonstrate that surrounding properties and road networks are not materially affected.
- Appropriate erosion and sediment control measures are to be implemented during construction to protect downstream waterways and environmental values.

5.2.1.4 Electricity

Existing and proposed context

A Civil Engineering Services Report has been prepared by Bligh Tanner and is included at **Attachment K**. The ESR identifies that existing electrical infrastructure is available within the surrounding road network, including along Copeland Drive and Endeavour Boulevard. Preliminary investigations indicate that the proposed school can be serviced by the existing electricity network, although minor local network upgrades and augmentation works may be required. The final supply arrangement, including any substation requirements, will be determined through detailed design and consultation with Energex. No significant servicing constraints have been identified that would prevent the orderly development of the proposed school campus.

Actions

Prior to works commencing on the subject land, the adequacy, capability and location of the existing electrical infrastructure required to service the proposed development will be confirmed. If reasonably required, upgrades to the electricity network will be undertaken to cater for the proposed development. The proposed development will be connected to the electricity network in accordance with the requirements of Energex and any other relevant service authorities.

Any works required on the electricity network to service the site will be undertaken in consultation with Energex and, where required, will be subject to separate approvals and operational works permits.

5.2.1.5 Telecommunications and National Broadband Network

Existing and proposed context

A Civil Engineering Services Report has been prepared by Bligh Tanner and is included at **Attachment K**. The ESR identifies that existing telecommunications infrastructure is available within the surrounding road network, including NBN, Telstra and Optus infrastructure located in proximity to the subject land. Existing NBN infrastructure is located within Endeavour Boulevard and Finnegan Drive, while Telstra and Optus infrastructure is available within Copeland Drive, Endeavour Boulevard and Finnegan Drive. While network extensions and augmentation works may be required to service all areas of the proposed development, no significant telecommunications servicing constraints have been identified. Further consultation with the relevant service providers will be undertaken during detailed design to confirm connection arrangements and infrastructure requirements.

Actions

Prior to works commencing on the subject land, the adequacy, capability and location of the existing telecommunications infrastructure required to service the proposed development will be confirmed. If reasonably required, extensions or upgrades to the telecommunications network will be undertaken to cater for the proposed development. The proposed development will be connected to appropriate telecommunications services in accordance with the requirements of the relevant infrastructure providers.

Any works required on the telecommunications network to service the site will be undertaken in consultation with the relevant service authorities and, where required, will be subject to separate approvals and permits.

5.2.2 Traffic and Transport

5.2.2.1 Traffic, Transport and Site Access

Existing and proposed context

A Traffic Impact Assessment has been prepared by Colliers and is included as **Attachment D**. The assessment considers the impacts of the proposed North Lakes Anglican Education Precinct on the surrounding transport network, including traffic generation, intersection performance, site access arrangements and active transport connectivity.

The subject land is strategically located within the North Lakes road network and is bounded by Diamond Jubilee Way, Endeavour Boulevard, Finnegan Drive and Maddock Street. The surrounding road network comprises a combination of arterial, sub-arterial, collector and local roads administered by the City of Moreton Bay. The site benefits from direct access to the broader North Lakes transport network and is well positioned to accommodate educational uses.

The proposed development incorporates separate access arrangements for the junior and senior campuses to distribute traffic movements across the surrounding road network and minimise traffic concentration at any single location. Access to the senior campus is proposed via a new all-movements access leg incorporated into a relocated roundabout at the intersection of Endeavour Boulevard and Archer Close. Access to the junior campus is proposed via Maddock Street, supported by the upgrade of the existing Finnegan Drive / Maddock Street intersection to a roundabout. These arrangements provide each campus with a distinct point of access, improve operational efficiency and assist in separating junior and senior school traffic movements.

Traffic modelling has been undertaken having regard to existing traffic conditions, future background traffic growth and the projected traffic generation associated with the proposed school at full development. The assessment demonstrates that whilst the development will generate additional traffic demand, the surrounding road network can continue to operate efficiently when supported by a package of targeted transport network improvements. Importantly, the modelling demonstrates that the proposed upgrades not only mitigate the impacts of the development but improve the operation of key intersections compared to the future base case scenario without the school.

The Traffic Impact Assessment identifies the following key transport network improvements:

- Construction of a new roundabout at the intersection of Finnegan Drive and Maddock Street to facilitate access to the junior campus.
- Relocation of the existing Endeavour Boulevard / Archer Close roundabout to enable the provision of a new access leg directly servicing the senior campus.
- Modification of the Endeavour Boulevard / Plantation Road roundabout, including changes to lane configuration and provision of a dedicated left-turn slip lane.
- Provision of a second right-turn lane from Diamond Jubilee Way into Endeavour Boulevard to increase intersection capacity and improve network performance.

Actions

To facilitate the proposed development, the following transport and access works are proposed:

- Delivery of the identified intersection upgrades and access arrangements as outlined within the Traffic Impact Assessment.
- Detailed design of all access points, intersections and associated road infrastructure in consultation with the City of Moreton Bay.
- Provision of safe pedestrian and cyclist connections between the proposed educational facilities and the surrounding transport network.

- Preparation and implementation of detailed engineering designs for all transport infrastructure required to support the development.
- Obtaining all necessary approvals from the City of Moreton Bay for works within the road reserve and associated transport infrastructure upgrades.

The detailed design of all transport infrastructure, access arrangements and associated upgrades will be undertaken following designation and will be subject to the relevant operational works and engineering approval processes.

5.2.2.2 Parking and Servicing

Existing and proposed context

A Traffic Impact Assessment has been prepared by Colliers and is included as **Attachment D**. The assessment considers the parking, servicing and operational requirements associated with the proposed educational precinct.

The proposed development incorporates a comprehensive on-site parking strategy designed to accommodate staff, visitors, parents, students and persons with disabilities. Parking areas have been distributed throughout the site to support the operational requirements of the junior and senior campuses, while dedicated pick up and drop off facilities are proposed to facilitate the safe and efficient movement of students during peak periods. The parking layout has been developed having regard to the Queensland Government's Planning for Safe Transport Infrastructure at Schools guideline and relevant Australian Standards.

A dedicated bus facility is proposed within the senior campus, with buses accessing the site via Endeavour Boulevard. The bus facilities have been designed to provide safe and efficient passenger loading and unloading arrangements, while minimising interaction with other vehicle movements. Pedestrian connections between the bus facilities and the school campuses are provided to maximise student safety.

Servicing and maintenance activities will be accommodated within the site through a dedicated internal circulation network that allows service vehicles to access key operational areas while minimising interaction with student and visitor movements. The proposed arrangements ensure the ongoing operation and maintenance requirements of the school can be accommodated in a safe and efficient manner.

Actions

The detailed design of parking areas, pick up and drop off facilities, bus facilities and servicing areas will be undertaken as part of the detailed design process. The final design will be prepared in accordance with relevant Australian Standards, the Queensland Government's school transport planning guidelines and any requirements of the City of Moreton Bay.

All parking, servicing and bus facilities will be provided on site and designed to safely accommodate the operational requirements of the proposed educational precinct.

5.3 Assessment of Environmental, Social and Economic Impacts

5.3.1 Soils and Geology

5.3.1.1 Earthworks

Existing and proposed context

Earthworks will be required across portions of the subject land to facilitate the delivery of the proposed educational facilities, associated infrastructure and flood resilient building platforms. A Preliminary Earthworks Plan prepared by Bligh Tanner is included at **Attachment L** and demonstrates the indicative cut and fill requirements necessary to accommodate the proposed development. The earthworks strategy has been developed in conjunction with the flood assessment and seeks to establish suitable development platforms whilst maintaining the flood conveyance and storage functions of the site. Significant areas of the site, including waterways, drainage corridors and open space areas, are proposed to remain substantially unaltered.

Actions

The Preliminary Earthworks Plan prepared by Bligh Tanner identifies the following actions in relation to earthworks associated with the proposed development:

- Detailed earthworks design will be undertaken as part of the detailed design phase to confirm final cut and fill quantities and finished surface levels.
- Earthworks are to be undertaken in conjunction with the proposed stormwater and flood management strategy to ensure the flood conveyance and storage functions of the site are maintained.
- Appropriate geotechnical investigations will be undertaken to confirm subsurface conditions and determine any ground improvement requirements.
- Earthworks are to be undertaken under the supervision of suitably qualified and experienced professionals, including certification by a Registered Professional Engineer of Queensland (RPEQ), where required.
- Appropriate erosion and sediment control measures are to be implemented during construction to minimise impacts on adjoining properties, waterways and environmental values.

5.3.1.2 Erosion Risk

Existing and proposed context

Construction activities will be carried out in accordance with a Preliminary erosion and sediment control strategies ('ESCP') during detailed design phases. The ESCP will be implemented to acceptably minimise the nature of any adverse impacts during the construction phase.

Post construction, the proposed MID will not result in land without some form of treatment/cover (i.e., ground covers, trees, grassed areas, etc.).

Actions

Preliminary erosion and sediment control strategies will be developed during detailed design phases. This will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept onsite throughout construction. During construction, the contractor will be responsible for the implementation of the ESCP.

5.3.1.3 Acid Sulfate Soils

Existing and proposed context

A review of the North Lakes DCP mapping confirms that the subject land is not located within an area identified as containing Acid Sulfate Soils. Accordingly, Acid Sulfate Soils are not anticipated to represent a constraint to the proposed development and no specific management measures are expected to be required.

Actions

Notwithstanding the above, should potential Acid Sulfate Soils be encountered during construction, appropriate investigations and management measures will be undertaken in accordance with the relevant statutory requirements and best practice guidelines to mitigate any potential environmental impacts.

5.3.1.4 Contaminated Land

Existing and proposed context

The subject land is not known to be listed on the Contaminated Land Register or the Environmental Management Register (refer to Appendix J of the Environmental Checklist Report enclosed at **Attachment M** for a CLR/EMR Search).

Actions

No further actions are considered to be required.

5.3.1.5 Natural Resources

Existing and proposed context

The subject land is not identified on the SPP Interactive Mapping System as containing:

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

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

Actions

No further actions are required.

5.3.2 Natural Hazards

5.3.2.1 Bushfire

Existing and proposed context

A review of the State Planning Policy Interactive Mapping System identifies a small portion of the southern extent of the subject land as being affected by the Natural Hazards Risk and Resilience State Interest mapping for a Bushfire Prone Area (Potential Impact Buffer) (refer to **Figure 16**). The mapped area is generally confined to the south western corner of Lot 1 on SP148201 and is proposed to accommodate access roads, car parking and associated infrastructure rather than educational buildings.

The majority of the subject land, including the proposed teaching buildings, sporting facilities and primary activity areas, is located outside the mapped bushfire prone area. Given the limited extent of the mapping and the nature of the proposed development within the affected area, bushfire is not considered to represent a significant constraint to the development of the site.

Figure 16: *Subject Land SPP Bushfire Mapping*



Source: SPP Mapping

Actions

A Bushfire Hazard Assessment will be prepared as part of the detailed design process to confirm the appropriate bushfire management measures, if any, required for the development. Any required mitigation measures will be incorporated into the final design in accordance with the relevant State and building requirements.

Based on the current mapping and proposed land use arrangement, no significant bushfire constraints have been identified that would prevent the development of the proposed educational precinct.

5.3.2.2 Flood

Existing and proposed context

The subject land is affected by flooding associated with the Hays Inlet catchment and contains two existing drainage corridors that convey flows towards Saltwater Creek and Lake Eden. A Stormwater and Flooding Assessment has been prepared by Bligh Tanner and is included at **Attachment H**. The assessment comprises detailed hydraulic modelling based on the City of Moreton Bay's flood models, updated to incorporate current Australian Rainfall and Runoff methodologies, climate change allowances and the proposed development layout.

The assessment identifies that portions of the subject land are affected by flood inundation under existing conditions. However, the proposed development has been specifically designed to respond to these constraints through a combination of strategic filling, retention of flood storage areas, maintenance of flood conveyance corridors and appropriate building siting. The assessment demonstrates that the proposed development can achieve the applicable flood immunity requirements and can be accommodated without causing material adverse flood impacts to surrounding properties, infrastructure or the broader floodplain. In several locations, including areas adjacent to Copeland Drive, the proposed works are predicted to provide localised reductions in flood levels and flood extents.

Actions

Bligh Tanner has identified the following flood management measures for the proposed development:

- Building platforms and critical infrastructure are to be established at levels that achieve the required flood immunity.
- Existing flood conveyance corridors and overland flow paths are to be maintained and enhanced through the detailed design process.
- Flood storage areas are to be retained across the site to ensure that flood impacts are not increased elsewhere within the catchment.
- Detailed earthworks, stormwater and hydraulic design is to be undertaken as part of the detailed design phase to confirm final flood levels and flood mitigation measures.
- Any future changes to the site layout or earthworks strategy are to be supported by further hydraulic modelling to demonstrate that no material adverse flood impacts arise for surrounding properties, roads or infrastructure.

Based on the findings of the Stormwater and Flooding Assessment, flooding is not considered to represent a constraint to the development of the proposed educational precinct.

5.3.2.3 Landslide

Existing and proposed context

A review of the North Lakes Sector Planning mapping does not identify any landslide overlay constraints applicable to the subject land.

Actions

No further actions are considered to be required.

5.3.3 Water Quality

Existing and proposed context

A Stormwater and Flooding Assessment has been prepared by Bligh Tanner and is included at **Attachment H**. The assessment considers the water quality implications of the proposed development and identifies that the subject land currently drains via a series of waterways, drainage corridors and water bodies towards Saltwater Creek and Lake Eden.

The assessment notes that the former golf course utilised significant quantities of fertilisers, herbicides, fungicides and other chemicals as part of its ongoing maintenance regime. In comparison, the proposed educational use will substantially reduce the use of these products and incorporates a contemporary stormwater treatment strategy based on Water Sensitive Urban Design (WSUD) principles. Bligh Tanner has determined that stormwater runoff generated by the development can be appropriately managed to achieve best practice stormwater quality objectives and protect downstream environmental values.

Actions

Bligh Tanner has identified the following measures to maintain and enhance stormwater quality outcomes across the site:

- Stormwater runoff from developed areas is to be treated using Water Sensitive Urban Design measures integrated throughout the site.
- Bioretention systems and raingardens are to be incorporated within the landscape design to achieve best practice stormwater quality objectives.
- Existing stormwater treatment wetlands are to be reconfigured into contemporary treatment systems that provide improved water quality outcomes and enhanced long term maintenance capability.

- Opportunities to utilise recycled water for irrigation of sporting fields are to be explored, reducing potable water demand and assisting in minimising wastewater discharges to the Lower Pine River.
- Appropriate erosion and sediment control measures are to be implemented during construction to prevent sediment and pollutants entering downstream waterways.

Based on the findings of the Stormwater and Flooding Assessment, the proposed development is capable of achieving appropriate water quality outcomes and is expected to provide an overall improvement in stormwater quality compared to the historical golf course use of the site.

5.3.4 Flora and Fauna

5.3.4.1 Environment Protection and Biodiversity Conservation Act 1999

The purpose of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is to provide for the protection and management of nationally and internationally significant environmental values, including matters of national environmental significance (MNES). An EPBC Protected Matters Search Tool Report has been prepared for the subject land and is included at Attachment N.

The Protected Matters Search Tool identifies a number of matters of national environmental significance that have the potential to occur within the broader locality. The presence of these matters does not confirm their occurrence on the subject land, nor does it determine whether a referral under the EPBC Act is required.

Actions

Further ecological investigations and assessment of matters relevant to the EPBC Act will be undertaken as the project progresses. Should it be determined that the proposed development has the potential to significantly impact a matter of national environmental significance, the appropriate referral and assessment processes under the EPBC Act will be undertaken.

5.3.4.2 Vegetation Management Act 1999

Existing and proposed context

The DA Mapping System identifies the majority of the subject land as Category X on the Regulated Vegetation Management Map. A Vegetation Management Assessment has been prepared and is included at Attachment O. The assessment confirms that the majority of the vegetation proposed to be impacted by the development is located within areas mapped as Category X vegetation on freehold land.

The State Government's Accepted Development Vegetation Clearing Codes and Vegetation Management Framework identifies that clearing of Category X vegetation on freehold land does not require assessment under the Vegetation Management Act 1999 (VM Act). Accordingly, the majority of vegetation clearing associated with the proposed development is not regulated under the VM Act. Any vegetation associated with mapped waterways or other regulated environmental values will be considered through the relevant State assessment frameworks and supporting technical investigations.

Actions

Vegetation clearing associated with the proposed development will be undertaken in accordance with the requirements of the Vegetation Management Act 1999 and any other applicable environmental legislation. Detailed ecological investigations will continue to inform the design and implementation of the development, including the retention, enhancement and revegetation of key environmental corridors throughout the site.

Based on the current mapping, the Vegetation Management Act 1999 is not considered to represent a significant constraint to the proposed development.

5.3.4.3 Nature Conservation Act 1992

Existing and proposed context

The State Government's Protected Plants Flora Survey Trigger Map shows majority of the subject land is not mapped as 'high risk' area for protected plants (included as part of the vegetation management report at **Attachment O**). No development or vegetation removal is proposed in the area of the subject land identified as 'high risk'. Further to this, the location of the subject land is within an established urban area, with developed industrial land to the north and west, and residential land to the east and south.

Actions

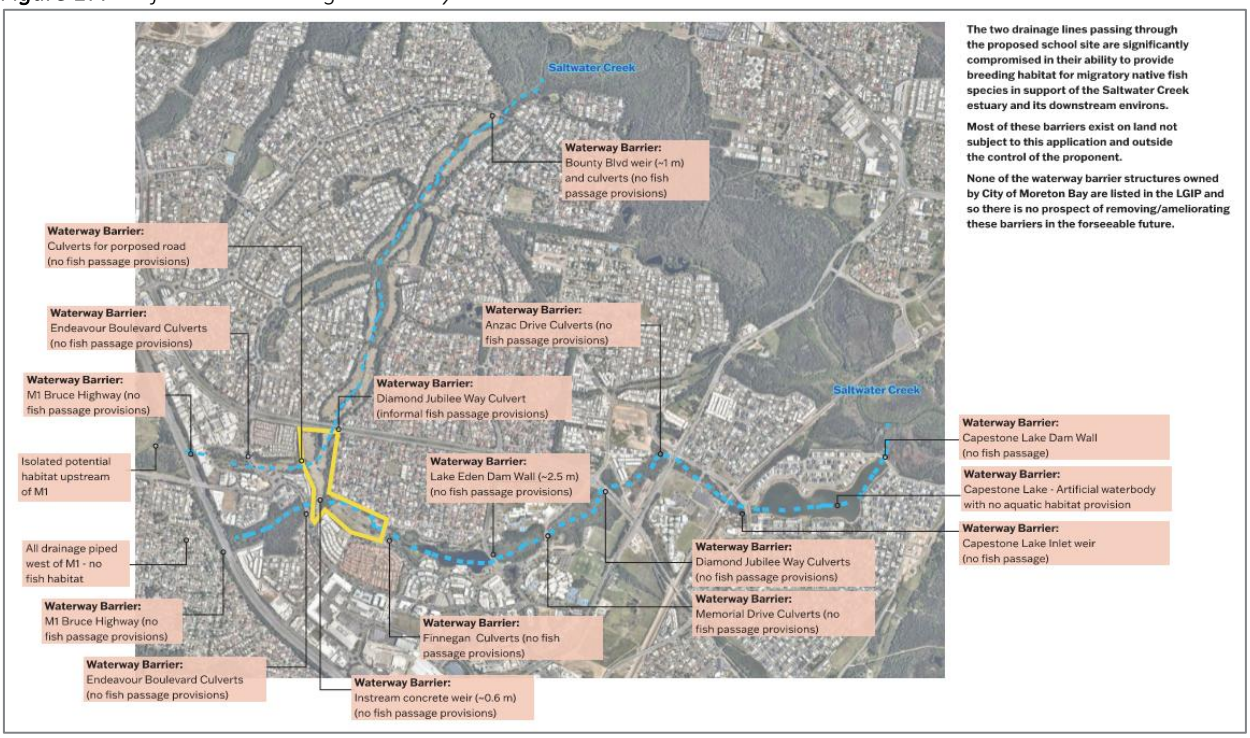
No further actions are necessary.

5.3.4.4 Waterway and Wetland Corridors

Existing and proposed context

The SPP Interactive Mapping System identifies portions of the subject land as being affected by the "Waterways for Waterway Barrier Works" mapping. A Waterways and Stormwater Quality Technical Memorandum has been prepared by Bligh Tanner and is included at **Attachment G**. The assessment identifies that two drainage lines traverse the site, draining toward Saltwater Creek and Lake Eden respectively, and are mapped as low-risk ("Green") waterways for the purposes of waterway barrier works. As shown on **Figure 17**, the waterways within the site comprise highly modified drainage corridors associated with the former golf course, including constructed channels, waterbodies and existing crossing structures. The assessment also identifies numerous existing downstream barriers to fish passage, including culverts, weirs and other structures located outside the subject land and beyond the control of the proponent.

Figure 17: *Subject Land Existing Waterway Barriers*

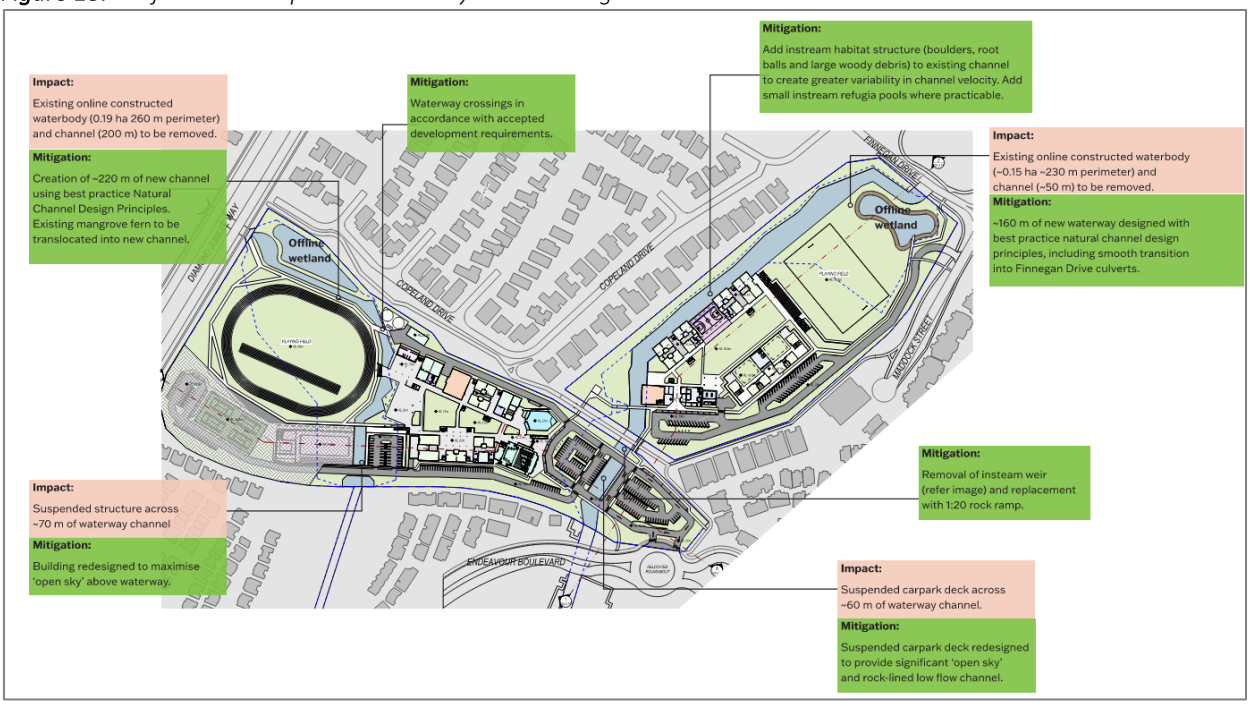


Source: Bligh Tanner

The proposed development has been designed to retain the primary drainage corridors and maintain their flood conveyance function. Where works are proposed within or adjacent to waterways, these will be undertaken in accordance with natural channel design principles. As illustrated on **Figure 18**, the proposal includes the creation of new naturalised channel sections, reconfiguration of existing artificial waterbodies, removal of an existing in-stream weir, installation of a fish-friendly rock ramp, and the

provision of waterway crossings designed in accordance with the Accepted Development Requirements for fish passage. These measures are intended to maintain and improve ecological function, habitat values and fish passage outcomes within the site.

Figure 18: *Subject Land Proposed Waterway Barrier Mitigation Measures*



Source: Bligh Tanner

Actions

Detailed design of all waterway works will be undertaken as part of subsequent design phases and in consultation with the Department of Primary Industries, having regard to the Fisheries Act 1994, State Development Assessment Provisions State Code 18 and the Accepted Development Requirements for waterway barrier works.

The proposed development demonstrates a clear and achievable pathway to managing waterway impacts while maintaining flood conveyance, improving fish passage outcomes and enhancing the ecological function of the existing drainage corridors.

5.3.4.5 Invasive Species

Existing and proposed context

Works associated with the MID will not introduce any invasive species to the subject land.

Actions

No further actions are required.

5.3.5 Local, State or National Heritage Place

Existing and proposed context

The subject land does not include any local, state, or national heritage and does not adjoin any heritage-listed places.

Actions

No further action is required.

5.3.6 Queensland Estate, Aboriginal and Torres Strait Islander Cultural Heritage

Existing and proposed 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 the ACHA.

Search results from the Aboriginal and Torres Strait Islander Cultural Heritage Database shows no records of indigenous cultural heritage within or nearby the subject land (refer **Attachment P**). The ongoing nature of determining and protecting cultural heritage under the ACHA, Duty of Care Guidelines is acknowledged and will continue to be incorporated into ongoing operations.

Actions

Maintain and protect cultural heritage as an important aspect of the Special School's ongoing operations.

5.3.7 Native Title

Existing and proposed 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* ('NTA').

Actions

Maintain and protect cultural heritage as an important aspect of the Special School's ongoing operations.

5.3.8 Health, Safety, Amenity and Social Impacts

Existing and proposed context

The proposed school development will provide positive socio-economic impacts. The proposed MID will provide:

- Contemporary and long-term education infrastructure and associated (i.e., trades) employment opportunities
- Employment for a range of teaching and supporting professionals involved in delivery services at the educational precinct
- Significant financial investment and the associated benefits to the economy
- New educational facilities for students and staff.

Actions

No further actions are considered necessary.

5.3.9 Construction Management

Existing and proposed context

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

- Public safety, amenity and site security. During staged development works, the construction works will be clearly managed through appropriate construction management measures.
- Construction hours. Works will be carried out in accordance with the minimum default noise standards stated in the EPA unless otherwise granted through permits etc. The EPA states building work must not make audible noise:
    - » before 6:30am and after 6:30pm on a business day or Saturday or

» on any other day, at any time

- Noise control is carried out similar to construction hours.
- Dust management. Dust control will be implemented in accordance with relevant Australian Standards and *Workplace Health and Safety Act 2011* and regulations.
- Stormwater and sediment control. Works will be carried out in accordance with a site-specific erosion and sediment control plan.
- Light emissions. External lighting will be provided in accordance with the relevant Australian Standards.
- Waste management. Waste generated from development works will be handled and disposed of in accordance with the requirements of the EPA.
- Traffic management. Traffic management during construction phases will be carried out in accordance with a Construction Management Plan.

Actions

Prior to work commencing on the subject land a CMP will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept on-site while the internal refurbishment works are being carried out.

5.3.10 Operational Impacts

5.3.10.1 Traffic

Existing and proposed context

Traffic Impact Assessment (TIA) has been prepared by Colliers and is included at **Attachment D**. The assessment considers the anticipated traffic generation associated with the proposed North Lakes Anglican College and evaluates the operational performance of the surrounding road network, including key intersections along Endeavour Boulevard, Diamond Jubilee Way and Finnegan Drive.

The TIA confirms that the subject land is well located within the existing transport network and is capable of being serviced by a combination of dedicated primary and secondary access arrangements for the proposed junior and senior campuses. The proposed access strategy distributes traffic across multiple access points, reducing reliance on any single intersection and minimising impacts on surrounding residential streets.

The assessment included traffic surveys, future traffic growth modelling and intersection performance analysis for both opening year and ultimate development scenarios. The modelling demonstrates that, subject to the implementation of targeted intersection upgrades, the surrounding road network can appropriately accommodate the projected traffic demands associated with the proposed school.

Colliers concluded that the proposed development can be accommodated within the surrounding transport network without resulting in unacceptable traffic, safety or operational impacts.

Actions

The TIA identifies the following road network improvements to support the proposed development:

- Construction of a new roundabout at the intersection of Maddock Street and Finnegan Drive to facilitate access to the junior campus.
- Relocation of the existing Endeavour Boulevard / Archer Close roundabout to provide direct access to the senior campus.
- Modification of the Plantation Road / Endeavour Boulevard roundabout, including changes to lane configuration and turning movements to improve operational performance.
- Upgrade of the Diamond Jubilee Way / Endeavour Boulevard signalised intersection through the provision of an additional right-turn lane on the Diamond Jubilee Way approach.

- Provision of internal road, access and circulation arrangements designed to accommodate student, staff, visitor, service and emergency vehicle movements.

Detailed design of the proposed roadworks, access arrangements and associated transport infrastructure will be undertaken in consultation with the City of Moreton Bay and relevant stakeholders as part of subsequent design and approval processes.

5.3.10.2 Air Quality

Existing and proposed context

The proposed development comprises an educational establishment and associated sporting and recreational facilities. The development does not involve any industrial activities, manufacturing processes, intensive agricultural uses or other land uses that would generate significant air emissions.

The subject land is located within an established urban area and is surrounded predominantly by residential development, open space and community uses. The operation of the proposed school is not expected to generate any adverse air quality impacts beyond those typically associated with educational facilities.

Accordingly, air quality is not considered to represent a constraint to the proposed development.

Actions

No further actions are required.

5.3.10.3 Noise

Existing and proposed context

An Acoustic Assessment has been prepared by Assured Environmental and is included as **Attachment Q**. The assessment considered the potential operational noise impacts associated with the proposed school, including student activities, sporting and recreation facilities, public address systems, vehicle movements, buses, maintenance activities, mechanical plant and equipment, and after-hours community use activities.

The assessment included detailed acoustic modelling of surrounding sensitive receptors and evaluated a range of operational scenarios, including student drop-off and pick-up periods, recess and lunch breaks, teaching periods, maintenance activities and after-hours use of school facilities. The assessment concluded that the proposed development is capable of complying with the relevant acoustic criteria under the Moreton Bay Planning Scheme, the Mango Hill Infrastructure Development Control Plan and the Environmental Protection (Noise) Policy 2019.

The assessment further determined that the proposed campus layout, building locations, setbacks and landscaped buffers provide an appropriate interface with surrounding residential areas and that operational noise associated with the school is not expected to result in unreasonable impacts on nearby sensitive receptors.

Accordingly, noise is not considered to represent a constraint to the proposed development.

Actions

The proposed development will be undertaken generally in accordance with the recommendations of the Acoustic Assessment.

No further actions are required.

5.3.10.4 Light

Existing and proposed context

It is expected that new lighting will be included as part of the MID to cater to the proposed Special School. Lighting will also be required during construction works. Internal works to the site will be filtered by existing and proposed development located within the subject land as well as boundary vegetation. The proposal is not considered to result in the generation of adverse lighting impacts.

Actions

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

5.3.10.5 Safety and Security

Existing and proposed context

Existing safety and security measures are employed, buildings will be locked and alarmed, and the alarms are monitored by an external security company. Grounds are patrolled at intervals during the evenings and School holidays and gates are locked each night by security patrols.

Actions

No further actions are considered to be required.

5.3.10.6 Visual Amenity

Existing and proposed context

The proposed buildings generally achieve the Council requirements in relation to setbacks and building separation to nearby premises. Further, the design of the proposed buildings has taken into consideration the surrounding built form, incorporating visual patterns and architectural interest to ensure a compatible built form with the streetscape and surrounds. The proposed MID is not considered to adversely impact upon visual amenity with all buildings onsite being a combination of one to two storeys and maintaining a significant setback to Bardon Road.

Actions

No further actions are considered necessary.

5.4 Summary of Actions

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

- Prior to works commencing, the adequacy, capability, and location of the existing infrastructure to service the proposed development (water, sewer, electricity, telecommunications and NBN) will be confirmed. An assessment of capacity of the infrastructure will be undertaken and any water or sewer works external to the site will require operational works approvals from Council.
- If reasonably required, the infrastructure will be upgraded to cater for the proposed development.
- The proposed development will be connected to all relevant urban infrastructure.
- Prior to work commencing on the subject land an ESCP will be prepared and managed by the Principal Contractor in accordance with the relevant requirements and will be implemented and kept onsite throughout construction of the development.
- If any Acid Sulfate Soils are encountered during construction, a management plan will be implemented to mitigate potential environmental impacts.
- Prior to work commencing on the subject land a CMP will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept onsite throughout construction of the development.
- The ongoing nature of determining and protecting cultural heritage under the *Aboriginal Cultural Heritage Act 2003* and Duty of Care Guidelines be acknowledged and incorporated as part of ongoing operations.
- Any new lighting will be provided in accordance with the relevant Australian Standards and will be positioned / screened so as to not shine directly into neighbouring properties.
- Implement the recommendations of the specialist reporting accompanying the submitted MID.

6 Planning Need

6.1 Overview

This section provides the planning assessment criteria for the proposed Anglican school having regard to both strategic planning considerations and the established planning framework for North Lakes. The assessment considers the significant population growth occurring within North Lakes and surrounding catchments, the resulting demand for additional educational infrastructure, and the role of the proposed school in addressing this demand. The section also examines the extent to which the proposal aligns with the intent of the Mango Hill Infrastructure Development Control Plan, including the relevant precinct and sector plans, and demonstrates how the development contributes to the orderly planning and delivery of community infrastructure within the North Lakes community.

6.2 Strategic Need

The proposed Anglican school represents an important addition to the educational infrastructure network serving North Lakes and the broader northern growth corridor of the City of Moreton Bay. Over the past two decades, North Lakes has transformed from a greenfield master planned community into a well established urban centre supporting a substantial resident population. As communities mature and continue to grow, there is an increasing need to provide a diverse range of community infrastructure, including educational facilities, to support the needs of residents.

Schools perform a critical community function and are a fundamental component of social infrastructure. In addition to providing educational opportunities, schools contribute to community identity, support local employment, facilitate sporting and cultural activities, and provide facilities that are often utilised by the broader community outside school hours. The provision of additional educational infrastructure within North Lakes will therefore contribute to the continued development of a complete and well serviced community.

The location of the proposed school is particularly appropriate from a land use planning perspective. The site is situated within the existing urban area and is surrounded by established residential neighbourhoods that will form the primary catchment for the school. The site benefits from access to the existing road network and is connected to surrounding areas via pedestrian and cycle infrastructure. As a result, the school can be readily accessed by a range of transport modes and is located in close proximity to the community it is intended to serve.

Importantly, the proposal will increase educational choice within the region by introducing an additional independent schooling option for families. The provision of greater diversity within the education sector is a recognised community benefit, allowing families to select schooling options that best align with their educational, cultural and faith based preferences. The proposal will also contribute additional student capacity within the local area, reducing the need for students to travel longer distances to access schooling opportunities elsewhere.

At a broader strategic level, the proposal supports the orderly planning of North Lakes by delivering community infrastructure within an established urban area where supporting services and infrastructure already exist. Rather than requiring expansion into a new growth area, the proposal utilises land that is centrally located within the community and capable of accommodating educational uses. This represents an efficient use of urban land and ensures that essential community infrastructure is provided in a location that is both accessible and convenient for residents.

Overall, the proposed school responds to the ongoing needs of a growing and evolving community. It will provide additional educational opportunities, strengthen the provision of community infrastructure within North Lakes, and contribute to the creation of a more self sufficient and resilient urban community.

6.3 Mango Hill Infrastructure Development Control Plan

6.3.1 Land Use Rights

Section 6.0 of the Central Open Space Sector Plan outlines the process for determining the final specification of land use rights applying to land within the sector. Relevantly, Clause 2.4.9 of the DCP provides that where a purpose listed in Column B of the supplementary table of development is not specifically nominated within the relevant Sector Plan, that purpose does not become prohibited but instead defaults to Column C and remains a permissible form of development.

An educational establishment is identified as a Column B purpose within the supplementary table of development. However, it is not one of the Column B uses specifically nominated within the Central Open Space Sector Plan, which identifies outdoor recreation as the primary nominated use. Pursuant to Clause 2.4.9, the consequence of this omission is that an educational establishment defaults to a Column C use.

Importantly, the DCP does not prohibit educational establishments within the sector. Had this outcome been intended, the use would have been identified as a Column D purpose. Instead, the planning framework expressly contemplates that Column B uses not nominated within a Sector Plan remain permissible and capable of being considered on their merits.

Accordingly, the proposed Anglican school constitutes a permissible use of the land under the DCP. The proposal is therefore appropriately assessed against the broader intent and outcomes of the Mango Hill Infrastructure Development Control Plan rather than being precluded by the land use framework applying to the Central Open Space Sector.

6.3.2 Major Open Space – Desired Environmental Outcomes (S.3.3.7)

Section 3.3.7 of the MHIDCP identifies the Major Open Space network as a key structural element of North Lakes, intended to provide a combination of recreation opportunities, environmental protection, landscape amenity and community benefit. The desired environmental outcomes recognise the importance of preserving environmental values whilst also ensuring that the open space framework continues to support the needs of an expanding urban community.

Importantly, the MHIDCP does not envisage the Major Open Space network remaining static over time. Rather, it expressly acknowledges that a high degree of transformation will occur within these areas to accommodate a variety of community functions. Relevantly, the DCP states that:

"A high degree of transformation is anticipated in the open space areas to provide for a multitude of purposes including passive and active recreation, environmental corridors, environmental management areas and pedestrian and cycle networks."

This statement is significant as it recognises that the open space framework would evolve over time in response to the changing needs of the North Lakes community.

The proposed Anglican school is located on a portion of the former North Lakes Golf Course that forms part of the Major Open Space designation. While the proposal introduces a different land use outcome to that originally contemplated for the golf course, it remains consistent with the broader intent of Section 3.3.7. The development represents the delivery of essential community infrastructure within an established urban area and responds to the changing needs of the North Lakes community following the cessation of the golf course use.

Importantly, the proposal does not result in the wholesale loss of the Major Open Space network. The broader open space framework surrounding the site is retained, including extensive areas of environmental land, landscape corridors, pedestrian and cycle connections, and recreation opportunities. In addition, the proposed Anglican School incorporates a number of open space and recreation facilities.

The proposal therefore represents the repurposing of a discrete portion of the former golf course whilst maintaining the broader open space function envisaged by the DCP.

The development has also been designed to integrate with the surrounding open space network through the provision of landscaping, pedestrian connectivity and appropriate interface treatments. Environmental values associated with the wider Saltwater Creek corridor are retained and protected, with detailed ecological, stormwater and environmental assessments confirming that the proposal can proceed without compromising the broader environmental outcomes sought by the MHIDCP.

Having regard to the above, the proposal is considered consistent with the intent of Section 3.3.7. It reflects the DCP's expectation that the Major Open Space network would evolve over time, whilst continuing to deliver environmental, recreational and community outcomes for North Lakes residents.

6.4 Precinct Plan 003 Central Open Space Precinct

6.4.1 S3.0 General Desired Environmental Outcomes

The general desired environmental outcome for the Central Open Space Precinct is *"to provide a comprehensive and integrated system of open space fulfilling aesthetic, recreation, conservation, transportation and environmental management functions for the DCP area."*

The proposed Anglican school is located on a discrete portion of the former North Lakes Golf Course and does not compromise the ability of the wider open space network to continue performing these functions. While the proposal introduces an educational use, the broader open space framework surrounding the site will remain intact, including environmental corridors, pedestrian and cycle connections, landscaped areas and recreation opportunities. The development therefore represents the repurposing of part of the former golf course whilst retaining the overall integrity of the Central Open Space Precinct.

The proposal has also been designed to integrate with the surrounding open space network. Existing pedestrian and cycle connections are retained, substantial landscaping is incorporated throughout the site, and appropriate interface treatments are provided to adjoining open space areas. In addition, detailed ecological and stormwater investigations confirm that the proposal can be accommodated without adversely impacting the environmental values that form part of the broader open space system.

Accordingly, the proposal is considered consistent with the general desired environmental outcome for the precinct, as it maintains the function and connectivity of the wider open space network whilst delivering an important piece of community infrastructure for the North Lakes community.

6.4.2 S4.0 Planning Intent

The planning intent for the Central Open Space Precinct seeks to ensure that a full range of open space opportunities are conveniently available to the community as North Lakes continues to develop. The precinct is intended to provide a combination of recreation, environmental and landscape functions whilst forming an integrated component of the broader urban structure.

The proposed Anglican school is located on a portion of the former North Lakes Golf Course and does not undermine the ability of the broader precinct to achieve this intent. While the proposal introduces an educational use, substantial areas of open space within the precinct will remain available to the community, including environmental corridors, pedestrian and cycle connections, landscaped areas and recreation opportunities. The proposal therefore represents the repurposing of a discrete area of the former golf course whilst maintaining the broader open space function envisaged by the precinct plan.

The development has been designed to integrate with the surrounding open space network through the retention of key pedestrian and cycle linkages, the provision of extensive landscaping, and the protection of adjoining environmental areas. These measures ensure that the site continues to contribute to the connectivity, visual amenity and environmental values of the precinct.

Accordingly, the proposal is considered consistent with the planning intent for the Central Open Space Precinct. It delivers an important piece of community infrastructure within an established urban area while maintaining the broader open space outcomes sought by the precinct plan.

Further detailed assessment of how these outcomes are achieved is provided in the Sector Plan section below.

6.5 Sector Plan 003-1000 Central Open Space Sector

6.5.1 S3.1 General Desired Environmental Outcomes

Section 3.1 of the Sector Plan establishes a series of general desired environmental outcomes directed towards environmental protection, sustainable development, active transport, habitat connectivity and the efficient use of resources. While the proposed development introduces an educational establishment within part of the former golf course, the proposal has been designed to respond to these outcomes through the retention of key landscape elements, protection of environmental values, integration of active transport infrastructure and implementation of contemporary stormwater management measures.

The following table demonstrates how the proposal responds to the relevant desired environmental outcomes of the Sector Plan.

General Desired Environmental Outcome	Proposal Response
(c) Adopt appropriate environmental management practices to avoid, or mitigate and manage the potential adverse impacts of development and environmental harm as required by the Environmental Protection Act 1994 (EPA).	Stormwater management, erosion controls, and water-sensitive urban design features ensure downstream environments (including Saltwater Creek) are protected. Vegetated buffers are maintained to mitigate any environmental harm.
(d) Reduce resource and energy requirements for the Mango Hill development through opportunities for walking and cycling, viable public transport, innovative building designs, shared use of facilities, and low-maintenance landscapes.	Pedestrian and cycle paths are integrated into the site design, supporting active transport and linking with the wider open space system. Buildings are designed to contemporary energy efficiency standards, with landscaping treatments selected for durability and low maintenance.
(f) Provide the means for the establishment or enhancement of habitat areas and wildlife corridors primarily along linear parks through the DCP area connecting with the regional open space network.	Vegetated buffers and landscape corridors are retained and enhanced along site boundaries, reinforcing ecological connections and habitat opportunities consistent with the DCP's intent for open space integration.
(g) Minimise the loss of remaining stands of native vegetation when undertaking development wherever practicable.	Existing vegetation along drainage lines and site edges is retained where possible, and supplemented with new native plantings to strengthen ecological and visual values.

As demonstrated above, the proposal incorporates a range of measures that respond directly to the environmental outcomes sought by the Sector Plan. Detailed ecological, stormwater, transport and landscape assessments submitted in support of the application confirm that the development can be accommodated without compromising the broader environmental functions of the Central Open Space Sector.

Importantly, the proposal is confined to a portion of the former golf course and does not diminish the broader role of the open space network in providing environmental, landscape and recreational functions for the North Lakes community. The development has been designed to maintain appropriate interfaces with adjoining environmental areas, retain and enhance landscaping opportunities, and integrate with the surrounding pedestrian and cycle network.

Accordingly, the proposal is considered to be consistent with the general desired environmental outcomes of Section 3.1 of the Sector Plan.

6.5.2 S 3.2 Specific Desired Environmental Outcomes

Section 3.2 of the Sector Plan establishes a series of specific desired environmental outcomes directed towards the ongoing function, management and integration of the open space network within the DCP area. These outcomes address matters including landscape character, environmental protection, recreation, connectivity and the relationship between the open space network and surrounding urban development.

The proposed Anglican school has been assessed against each relevant outcome having regard to the design of the development, the characteristics of the site and the findings of the supporting technical investigations. The following table demonstrates how the proposal responds to the specific desired environmental outcomes of Section 3.2.

Specific Desired Environmental Outcome	Proposal Response
(a) Integrate the open space system, as a key structural element, with other elements of the DCP area such as the transport network and the community facilities network.	The proposal reinforces the role of the site as a structural green space by retaining open space corridors, integrating pedestrian and cycle links with the wider network, and co-locating an essential community facility within the landscape framework.
(c) Provide visual relief and aesthetic amenity to the urban landscape as part of the integrated approach to planning, design and development of the DCP area.	Significant landscaped setbacks, retention of mature trees, and the introduction of new native planting provide visual relief and soften built form, maintaining the aesthetic quality of the urban landscape.
(d) Provide a wide range of satisfying, structured and unstructured recreation opportunities for residents.	While the site is no longer a golf course, the development includes passive open space areas, shared pathways, and landscaped edges that continue to support informal recreation opportunities for the local community.
(e) Ensure that, through integrated planning and good design, recreation opportunities offered in the open space system will be rewarding and can be pursued safely by the public.	Pedestrian and cycle connections are designed to contemporary safety standards, with clear sightlines, appropriate lighting, and landscaping that enhances amenity while ensuring public safety.
(f) Conserve and protect land of local and wider conservation value within the open space system for the enjoyment of present and future generations.	Existing vegetated corridors and drainage features are conserved, with additional plantings introduced to improve ecological values and ensure long-term environmental function.

(g) Integrate pedestrian and bicycle modes of transport within the open space system, linking urban residential areas with local community facilities, the MIBA and the town centre.	The school design incorporates dedicated pedestrian and cycle access points that connect with the wider community network, facilitating safe and convenient non-vehicular movement through the open space system.
(h) Use the open space system as an effective means for maintaining high levels of environmental quality through water management, habitat protection, wildlife corridors and acoustic buffering.	Water-sensitive urban design elements manage runoff and protect downstream waterways. Vegetated buffers function as habitat corridors, provide acoustic relief to neighbours, and reinforce the environmental quality of the open space system.

As demonstrated in the assessment above, the proposal responds appropriately to the specific desired environmental outcomes of the Sector Plan. The development has been designed to integrate with the broader open space network, maintain appropriate environmental and landscape outcomes, and provide an important piece of community infrastructure within the North Lakes community.

Importantly, the proposal is confined to a portion of the former golf course and does not compromise the broader environmental, recreational and connectivity functions of the Central Open Space Sector. Accordingly, the development is considered to be consistent with the specific desired environmental outcomes of Section 3.2.

6.5.3 S4.0 Planning Intent

Section 4.0 of the Sector Plan establishes the planning intent for the Open Space land use element and provides guidance regarding the role and function of the Central Open Space Sector within the broader DCP area. The planning intent addresses matters including the provision of open space opportunities, the establishment of the linear park system, environmental protection and rehabilitation, pedestrian and cycle connectivity, stormwater management, and the integration of the open space network with surrounding urban development.

The proposed Anglican school has been assessed against the relevant components of the Planning Intent having regard to the characteristics of the site, the cessation of the former golf course use, and the findings of the supporting technical investigations. The following table provides an assessment of the proposal against the key elements of the Planning Intent.

Summary of Intent Statement	Proposal Response
4.1 Clause 9.2 – Range of open space opportunities (parks, landscaping, buffers, paths, waterways, recreation areas).	The school development retains large areas of landscaped open space and vegetated buffers, incorporates pedestrian and cycle paths, and delivers water-sensitive design features that manage stormwater. These elements ensure that the site continues to function as an open space resource, albeit in a modified form.
4.2 – Linear park system to serve district-level open space, recreational and environmental needs.	The proposal maintains connectivity through pathways and landscaped corridors, reinforces vegetated buffers that support habitat and movement, and integrates water management features consistent with the linear park objectives.

4.3 – Environmental protection and regeneration (rehabilitation of drainage lines, habitat corridors, stormwater retention).	Rehabilitation and enhancement of vegetated corridors is proposed, including tree retention and supplementary planting along drainage areas. Stormwater management systems are incorporated to improve runoff quality and provide retention capacity.
4.4 – Open space aligned with natural drainage and Saltwater Creek catchment; inclusion of wetlands, waterbodies, and natural landscapes.	The proposal respects the natural drainage function of the site by incorporating water-sensitive urban design, maintaining drainage lines, and retaining vegetation where practicable. Landscaping is designed to reinforce the natural character of the open space system.
4.5 – Contribution to stormwater management.	The school integrates stormwater detention and treatment measures on-site to manage runoff and mitigate downstream impacts, consistent with the DCP's environmental management requirements.
4.6 – Preservation and rehabilitation of vegetation and fauna habitats, including habitat for vulnerable species such as the Wallum Froglet.	The proposal retains existing vegetation where practicable and provides supplementary native planting to improve habitat values. Corridors are maintained to support fauna movement and contribute to the broader ecological network.
4.7 – Provision for outdoor recreation uses such as golf course and associated facilities.	While the proposal departs from the specific outdoor recreation use, it provides an alternative form of community benefit by delivering social infrastructure within a strong open space framework. The land continues to function as a green and accessible space integrated with the DCP area.

As demonstrated by the assessment above, the proposal responds appropriately to the Planning Intent for the Open Space land use element. While the development introduces an educational establishment within part of the former golf course, it does not compromise the broader objectives of the Sector Plan relating to environmental protection, connectivity, landscape character, stormwater management and community function.

Importantly, the proposal is confined to a discrete portion of the former golf course and maintains the broader environmental, recreational and connectivity functions of the Central Open Space Sector. The development also delivers an important piece of community infrastructure within an established urban area, consistent with the DCP's broader recognition that the open space framework would evolve over time to meet the needs of a growing community.

Accordingly, the proposal is considered to be consistent with the Planning Intent of Section 4.0 of the Sector Plan.

7 Summary of Consultation

7.1 Affected Parties and Stakeholders

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

- The Department of State Development, Infrastructure and Planning ('DSDIP')
- City of Moreton Bay ('Council')
- Cultural Heritage Party:
  - » Kabi Kabi First Nation Traditional Owners
  - » Kabi Kabi Peoples Aboriginal Corporation.
- Elected representatives:
  - » Local Councillor for Division 4 and Deputy Mayor: Cr Jodie Shipway
  - » State Member for Bancroft: Mr Chris Whiting
  - » Federal Member for Petrie: Ms Emma Comer MP
- Local residents, including:
  - » Adjoining landowners, or immediate neighbours to the subject land
  - » Surrounding landowners.

7.2 Early Engagement

7.2.1 Overview

Early engagement for the proposed MID has been undertaken in accordance with **Table 6** below. Affected parties and stakeholders were invited to comment on the proposed MID from 20 November 2025 to 12 December 2025. The following section provides a summary of:

- Consultation actions and stakeholders notified
- Affected parties / stakeholders who provided feedback
- Matters raised
- How these matters have been considered and have been/will be addressed.

Table 6: *Early Engagement Strategy and Outcomes*

Activity	Consultation Actions	Affected Stakeholders
Emails and Letters	Written correspondence was provided to the Cultural Heritage Party, elected representatives and distributed to adjoining and nearby residents (in accordance with **Figure 19**).	Cultural Heritage Party, elected representatives, and local residents
Availability to Meet Stakeholders	A community information session to discuss the proposal with stakeholders on 27 November 2025 at the North Lakes Hotel	Broader community
Pre-lodgement Meeting	A prelodgement meeting was held with City of Moreton Bay ('Council') on 11 November 2025.	City of Moreton Bay

Figure 19: Written Correspondence Provided to Neighbouring Properties Marked in Red



Source: QLD Globe 2025 – Amended by GPC

7.2.2 Summary of Matters Raised by Submitters

During the pre-engagement period, sixty-five (65) submissions were received, comprising six (6) submissions in support and fifty-nine (59) submissions in objection. A Community Consultation Report summarising the engagement activities undertaken, the submissions received, and the Proponent's responses is contained in the accompanying report prepared by ThreePlus at **Attachment S**, with a submission summary response prepared by GPC at **Attachment T**.

The primary matters raised by residents related to the suitability of the proposed land use on the former golf course, traffic and transport impacts, flooding and stormwater management, environmental considerations, and the interface between the proposed school buildings and adjoining residential properties.

In response to the issues raised during consultation, the proposal has undergone further refinement and has been supported by additional technical investigations. This has included further traffic analysis and the identification of targeted road network improvements, additional flood modelling and stormwater investigations to demonstrate that flood conveyance and storage functions can be maintained, and further ecological and waterway assessments to ensure environmental values are appropriately protected and enhanced. Collectively, these investigations demonstrate that the proposal can be appropriately accommodated on the site and that the matters raised by submitters can be effectively addressed through the proposed design and associated mitigation measures.

7.3 Proposed Formal Consultation

It is proposed that formal consultation of the MID will include a minimum 20 business day public consultation period. At a minimum this will involve a sign to each road frontage, a notice in the newspaper, and letters to surrounding landowners, elected representatives, and the relevant Cultural Heritage Party (as outlined in Section 7.1 of this report).

The detailed consultation strategy, including the start date, will be finalised closer to the commencement of consultation and will be guided by the Minister's consultation requirements and confirmation to proceed from the DSDIP.

8 Conclusion

8.1 Summary

This Ministerial Infrastructure Designation Proposal Report has been prepared by Gaskell Planning Consultants on behalf of JH North Lakes Pty Ltd. Pursuant to Chapter 2, Part 5 of the *Planning Act 2016*, JH North Lakes Pty Ltd seeks the approval of the Honourable Jarrod Bleijie MP, Deputy Premier, Minister for State Development, Infrastructure and Planning and Minister for Industrial Relations to designate land located at 33 Bridgeport Drive, North Lakes QLD 4509 and described as Lot 1 on SP148201 and Lot 2 on SP291250, part of Lot 3 on SP148201, Volumetric Lots 12, 13 & 14 on SP150148, part of Lot 605 on SP166932 for road widening and access and part of Lot 1770 On SP224076 for road widening.

Under Schedule 5, Part 2 of the Planning Regulation 2017 ('the Regulation'), JH North Lakes Pty Ltd is seeking to designate the land for:

- community and cultural facilities, including community centres, galleries, libraries and meeting halls (Item 3)
- Educational facilities (Item 6)
- Facilities at which an education and care service under the Education and Care Services National Law (Queensland) is operated (Item 9).
- Sporting facilities (item 17)

The proposed designation will facilitate the delivery of a new master planned educational precinct comprising primary and secondary school facilities, associated sporting and recreational infrastructure, community facilities, landscaping and supporting infrastructure. The development will accommodate up to 1,550 students and provide important educational infrastructure to service the North Lakes community and the broader northern growth corridor.

A comprehensive suite of technical investigations has been undertaken in support of the proposed designation, including assessments relating to ecology, waterways, flooding, stormwater management, traffic and transport, bushfire, acoustics and infrastructure servicing. These investigations demonstrate that the site is capable of accommodating the proposed development and that any identified constraints can be appropriately managed through design refinement, infrastructure upgrades and implementation of the recommended mitigation measures.

The proposal represents the logical and sustainable reuse of the former North Lakes Golf Course for essential community infrastructure and responds to a demonstrated need for additional educational capacity within the region. The proposed designation will enable the timely delivery of this infrastructure while protecting environmental values and ensuring appropriate integration with the surrounding urban area.

Having regard to the matters addressed throughout this report, it is considered that the proposed designation satisfies the requirements of section 36 of the Planning Act 2016 and is consistent with the relevant assessment matters outlined within the Minister's Guidelines and Rules. Accordingly, the proposed Ministerial Infrastructure Designation is respectfully recommended for approval.

Attachment A: Needs Assessment

Attachment B: Cadastral Map

Attachment C: Title Search

Attachment D: Traffic Impact Assessment

Attachment E: Architectural Plans

Attachment F: State Planning Policy Mapping

Attachment G: Waterway Technical Assessment

Attachment H: Stormwater and Flood Impact Assessment

Attachment I: Development Assessment Mapping

Attachment J: Ecological Assessment

Attachment K: Civil Engineering Services Report

Attachment L: Preliminary Bulk Earthworks Plan

Attachment M: Contaminated Land Search

Attachment N: EPBC Protected Matters Search

Attachment O: Vegetation Management Assessment Report

Attachment P: Aboriginal and Torres Strait Islander Cultural Heritage Database

Attachment Q: Acoustic Impact Assessment

Attachment R: Community Engagement Report

Attachment S: Summary of Submissions

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