

# ENVIRONMENTAL ASSESSMENT REPORT

## ANNERLEY HEALTH HUB, IPSWICH ROAD

21 August 2023



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# 1 Introduction

## 1.1 Project Overview

This environmental assessment report ('EAR') has been prepared by Gaskell Planning Consultants ('GPC') on behalf of Cornerstone Group ('the Proponent') for a new private hospital at 97-99 Cornwall Street and 275-281 Ipswich Road, Annerley QLD 4103 and described as Lot 72, 73 and 1-4 on RP37992 ('subject land').

Pursuant to Chapter 2, Part 5 of the *Planning Act 2016* ('the Act'), the Proponent seeks the approval of the Hon. Steven Miles, Deputy Premier and Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure (the 'Minister') to designate land for Health care services<sup>1</sup>.

## 1.2 Supporting Documents

This EAR is accompanied by the following supporting documents and material:

- **Attachment A:** SmartMap
- **Attachment B:** Current Title Search
- **Attachment C:** Architectural drawings prepared by Cottee Parker
- **Attachment D:** Traffic impact assessment prepared by PTT
- **Attachment E:** Noise impact assessment prepared by Noise Measurement Services
- **Attachment F:** State Planning Policy Mapping
- **Attachment G:** Stormwater management plan prepared by Edge Consulting Engineers
- **Attachment H:** DA Mapping
- **Attachment I:** Engineering services report prepared by Edge Consulting Engineers
- **Attachment J:** Contaminated Land and Environmental Management Searches
- **Attachment K:** FloodWise Property Report
- **Attachment L:** Protected Matters Report
- **Attachment M:** Vegetation Management Report
- **Attachment N:** Protected Plants Flora Survey Trigger Map

The detailed assessment outlined in this EAR confirms the proposed designation is appropriate for the subject land and is able to be approved, subject to reasonable and relevant requirements.

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<sup>1</sup> Schedule 5, Part 2, Item 12 of the *Planning Regulation 2017*



## 2 Site Description Context

### 2.1 Site Description

The landholding is made up of five (5) parcels with a combined area of 2,456m<sup>2</sup>. The site has frontage to both Ipswich Road (arterial road) and Cornwall Street (suburban road) and currently contains a commercial tenancy and four dwellings. One of the dwellings (281 Ipswich Road) is identified as pre-1947 with development approval having been obtained for its removal. **Table 1** provides a summary of the subject land. **Figure 2** provides a recent aerial of the subject land.

*Table 1: Subject Land Characteristics Overview*

Site Details	
Address	97-99 Cornwall Street and 275-281 Ipswich Road, Annerley QLD 4103
Lot on Plan	Lot 72 on RP37992, Lot 73 on RP37992, Lot 1 on RP37992, Lot 2 on RP37992, Lot 3 on RP37992 and Lot 4 on RP37992
Lot Area	2,456m <sup>2</sup>
Road Frontage	Cornwall Street (suburban road) and Ipswich Road (arterial road)
Easements	No easements burdening the property

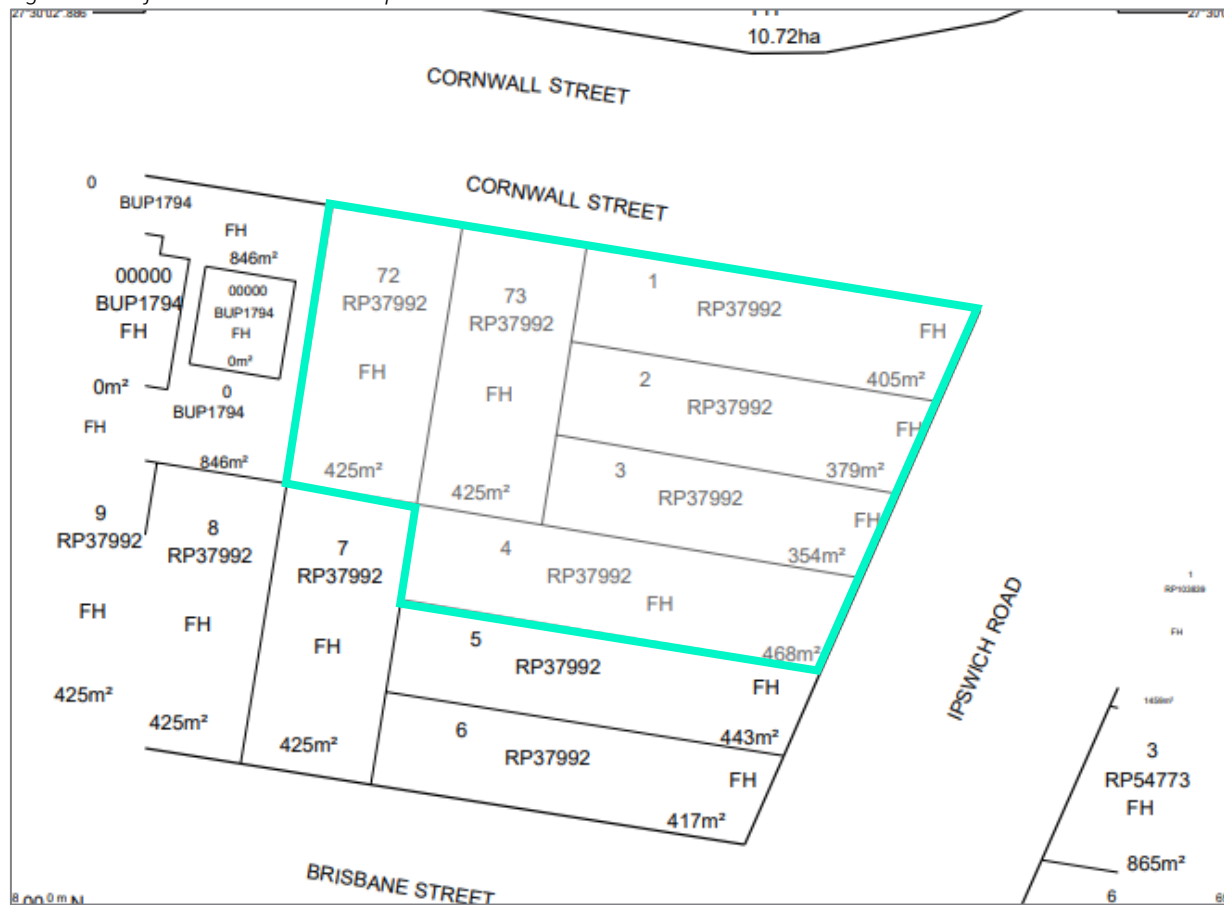
*Figure 1: Aerial photograph of subject land*



Source: Nearmap, 2023

The subject land does not contain any existing easements as confirmed in the Smartmap provided in **Figure 2** and **Attachment B**.

Figure 2: Subject Land Cadastre Map



Source: QLD Globe (2023)

## 2.2 Landowner

The subject land is owned by Richxing Pty Ltd A.C.N and Cornerstone Management No. 1 Pty Ltd (97 Cornwall Street only). A recent title search confirming the landowner details is provided in **Attachment A**.

## 2.3 Site Context

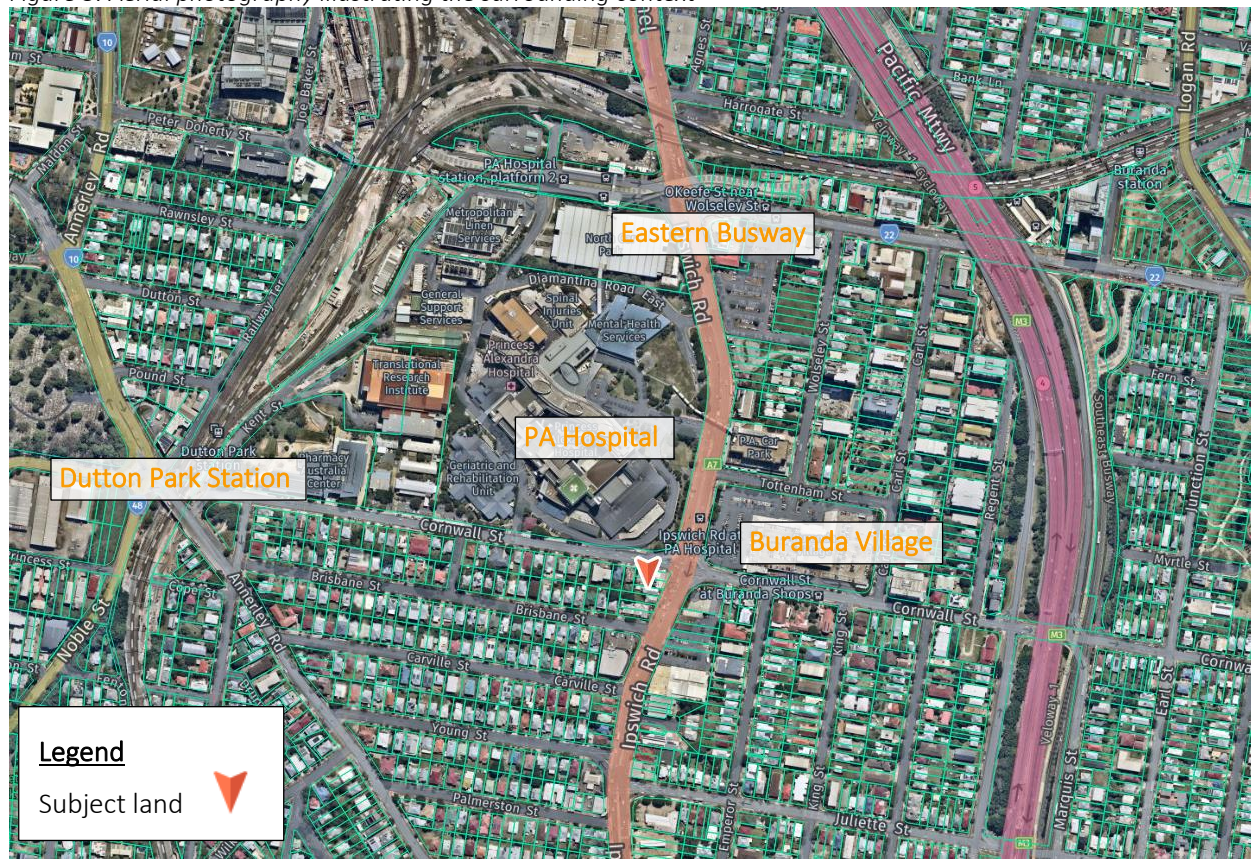
The subject land is located directly south of the Princess Alexandra Hospital precinct on the corner of Cornwall Street and Ipswich Road, in proximity to key transport corridors, bus and train stations and commercial centres, including the recently approved Buranda Village redevelopment site. There are two bus stops fronting the site. A context map is provided in **Figure 3**.

## 2.4 Existing Development Approvals

281 Ipswich Road, Annerley contains a valid development approval for the full demolition of the existing dwelling house (Council reference A006141278 approved 2 December 2022).



Figure 3: Aerial photography illustrating the surrounding context



Source: Nearmap 2023

## 3 Infrastructure Proposal

### 3.1 Type of Infrastructure

The proposed ministerial infrastructure designation ('MID') is to facilitate the efficient allocation of resources and enable the timely supply of community infrastructure. Under Schedule 5, Part 2 of the *Planning Regulation 2017*, it is proposed to designate the subject land for:

- Health care services (Item 12).

### 3.2 Nature, Scale and Intensity of Infrastructure

#### 3.2.1 Overview

The Proponent delivers high quality healthcare, medical and aged care related facilities across Australia. The group focuses on mid-size medical facilities including small private hospitals, medical office buildings, GP clinics and allied health services. This emphasis on smaller-scale projects allows the Proponent to focus on delivering high-quality outcomes with greater benefits to the community.

The Proponent has been working closely with Cottee Parker Architects to develop a master plan to assist with future development over the subject land. Under the master plan, the proposed development will aim to complement the service offerings within the Princess Alexandra Hospital precinct and is comprised of the following attributes:

- 7,761m<sup>2</sup> of health care services
- activated ground level, with retail and an ancillary café along Ipswich Road and a dedicated pedestrian entrance and foyer along Cornwall Street
- streetscape improvements along both road frontages
- vehicle access from the Cornwall Street frontage
- landscaping and deep planting along the building setbacks at ground level to sensitively transition to adjoining neighbours
- transitional building height and setbacks to best manage amenity to neighbours
- sleeve carparking areas within a basement level comprising 200 spaces across 4 basement levels.

The proposed master plan illustrates the proposed 6-7 storey health care facility. The proposed development will provide a flexible tenancy arrangement and will cater for a range of allied health services including general practice, diagnostic imaging, pharmacy, pathology, radiology, and day surgery. A small-scale ancillary shop or café use will also be provided.

The extent of the proposed development is illustrated in further detail in the architectural drawings prepared by Cottee Parker (see **Attachment C**).

#### 3.2.2 Car Parking and Access

The proposed development is supported by a total of 200 on-site car parking spaces provided at ground level and three levels of basement parking. The proposed level 1 and ground floor layouts also provide for service vehicle access including ambulance and RVC bays. Access will be provided along Cornwall Street with all other access points to the site being removed. A detailed traffic impact assessment has been prepared (see **Attachment D**).



### 3.2.3 Proposed Hours of Operation

The proposed MID will maintain 24 hour operations to accommodate health service needs within the area. A noise impact assessment has been prepared by Noise Measurement Services and is included at **Attachment E**.

## 3.3 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 MID achieves the criteria of Section 36(1)(b) of the Act. The proposed MID is requested by the Minister in order to facilitate the efficient allocation of resources and enable the timely supply of the community infrastructure, whilst also affirming the existing use of the subject land.

## 4 Planning Context

### 4.1 Planning Act 2016

As previously discussed, the proposed development seeks the Minister's approval to designate the subject land for:

- Hospitals and health care services (Item 12).

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 2** provides comments specific to the proposed MID against the 'criteria for making or amending designations'.

*Table 2: 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.	Refer to Section 3.4 above.
(2) To make or amend a designation, if the designator is the Minister, the Minister must also be satisfied that adequate environmental assessment, including adequate consultation, has been carried out in relation to the development that is the subject of the designation or amendment.	This EAR has been prepared to provide a detailed assessment of the proposed MID amendment and will be made available during formal consultation. Consultation will be carried out as required by the Department, and the EAR will be amended (if applicable) prior to formal consultation and final endorsement.
(3) The Minister may, in guidelines prescribed by regulation, set out the process for the environmental assessment and consultation.	This EAR 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.
(6) Sections 10 and 11 apply to the making or amendment of the guidelines as if the guidelines were a State planning policy.	No comment required.

(7) To make or amend a designation, a designator must have regard to—	
(a) all planning instruments that relate to the premises; and	Planning instruments relevant to the subject land are discussed within the following sections of this report.
(b) any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and	The relevant assessment benchmarks have been addressed as part of this EAR. There are no known other assessment benchmarks identified.
(c) if the premises are in a State development area under the State Development Act—any approved development scheme for the premises under that Act; and	The subject land is not located in a State Development Area.
(d) if the premises are in a priority development area under the Economic Development Act 2012 —any development scheme for the priority development area under that Act; and	A review of Council and Department records indicates that the subject land is not located in a Priority Development Area.
(e) any properly made submissions made as part of the consultation carried out under section 37; and	Any properly made submissions will be considered and addressed as part of the MID process.
(f) the written submissions of any local government.	Submissions from Council will be considered and addressed as part of the MID process

## 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.'*

Accordingly, 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 State Planning Policy ('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 3** below identifies the State interests contained in the SPP and their applicability to the proposed MID on the subject land.

Table 3: State Planning Policy Provisions

State Planning Policy	Applicability
<b>Planning for liveable communities and housing</b>	
Housing supply and diversity	Not applicable
Liveable communities	Not applicable
<b>Planning for economic growth</b>	
Agriculture	Not applicable
Development and construction	Not applicable
Mining and extractive resources	Not applicable
Tourism	Not applicable
<b>Planning for the environment and heritage</b>	
Biodiversity	Not applicable
Coastal environment	Not applicable
Cultural heritage	Not applicable
Water quality	Yes (refer to comments below)
<b>Planning for safety and resilience to hazards</b>	
Emissions and hazardous activities	Not applicable
Natural hazards, risk and resilience	Yes (refer to comments below)
<b>Planning for infrastructure</b>	
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

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

#### 4.3.1.1 Water quality

The SPP interactive mapping identifies the subject land within the Water resource catchments. A Stormwater Management Plan has been prepared by Edge Consulting Engineers and is provided at



**Attachment G.** This report provides stormwater details and calculations for the development site that shows that stormwater quantity management is not required as per Council policy and stormwater quality measures are not required as per the SPP.

#### **4.3.1.2 Natural hazards, risk and resilience**

The SPP interactive mapping identifies the subject land within the Flood hazard area – Local Government flood mapping area. Under the Brisbane City Plan 2014, the subject land is not impacted by the Flood overlay. Accordingly, the proposed MID is not expected to be impacted by flooding or increase exposure to risks associated with flooding (both within and outside the subject land).

#### **4.3.1.3 Strategic airports and aviation facilities**

The SPP interactive mapping identifies the subject land within the Obstacle limitation surface area and Wildlife hazard buffer zone.

Whilst included on these mapping layers, the proposed MID will not involve works (or lighting) that extend into the OLS and will not involve a use that attracts wildlife (such as birds or bats). The proposed MID is therefore not expected to impact on strategic airports and aviation facilities.

### **4.4 State Development Assessment Provisions**

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

- 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 Planning 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 Planning 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 Planning Regulation has been undertaken which confirmed that if a development application process was required, referral to SARA would not be required.

A copy of the relevant DA Mapping is provided at **Attachment H**.

### **4.5 Regional Plan**

The South East Queensland Regional Plan 2017 ('SEQ Regional Plan') provides a framework for managing growth over the next 25 years and sets a vision for the next 50 years. This includes defining a desired future settlement pattern that aims to use land more efficiently whilst also protecting community values. The SEQ Regional Plan provides a regional growth pattern that designates land into three regional land use classifications: those being, Urban Footprint, Rural Living Area, and Regional Landscape and Rural Production Area. As identified above, the SEQ Regional Plan includes the subject land in the urban footprint. The proposed scope of works as part of this MID will provide an outcome consistent with the urban footprint.

### **4.6 State Development Areas**

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

### **4.7 Priority Development Areas**

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

## 4.8 Local Planning Scheme

The Brisbane City Plan 2014 is the relevant local planning instrument applicable to development over the subject land. **Table 4** below provides a summary of the key City Plan provisions applicable to the site, with **Figure 4** providing a zoning map of the subject land. City Plan Version 27 is the current version in effect and has been considered in this assessment.

*Table 4: City Plan provisions relevant to the subject land*

City Plan 2014	
Zone	Low-medium density residential
Zone Precinct	Up to 3 storeys
Neighbourhood Plan	Dutton Park-Fairfield neighbourhood plan
Neighbourhood Plan Precinct	Not applicable
Overlays	<ul style="list-style-type: none"> <li>• Airport environs</li> <li>• Bicycle network</li> <li>• Critical infrastructure and movement network</li> <li>• Dwelling house character</li> <li>• Potential and actual sulfate soils</li> <li>• Road hierarchy</li> <li>• Streetscape hierarchy</li> <li>• Traditional building character (281 Ipswich Road only)</li> <li>• Transport air quality corridor</li> <li>• Transport noise corridor</li> </ul>

*Figure 4: Subject Land Zoning Map*



## 5 Environmental Assessment

### 5.1 Overview

This section of the EAR provides an assessment of the proposed MID to identify the following:

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

### 5.2 Anticipated Impacts on Surrounding Infrastructure Network

#### 5.2.1 Infrastructure

##### 5.2.1.1 Water

###### Existing and proposed context

The development site is currently serviced via existing water infrastructure in Cornwall Street and Ipswich Road, including a 150mm diameter main connecting to the subject land at the road juncture. Existing connections will be removed and a new DN150 combined fire and potable meter assembly and connection will be provided to the existing ø150 CI water main in Cornwall Street (size of water connection to be confirmed by Hydraulic Services). An engineering services report has been prepared by Edge Consulting Engineers (see **Attachment I**).

###### Actions

Prior to works commencing on the subject land, the adequacy, capability and location of existing infrastructure (water) to service the proposed development will be confirmed with the relevant service provider. If reasonably required, the infrastructure will be upgraded to cater for the proposed development. The proposed development will be connected to all relevant infrastructure.

##### 5.2.1.2 Sewer

###### Existing and proposed context

The subject land is currently serviced by sewer gravity mains infrastructure in Cornwall Street and Ipswich Road, including a ø150 EW main connecting to the subject land at the road juncture. These connections will be made redundant (removed/sealed) and a new DN150 sewer connection to be provided to the existing ø150 EW sewer gravity main for the proposed development.

Location of the proposed sewer property connection arrangement is detailed in the engineering services report prepared by Edge Consulting Engineers at **Attachment I**.

Service Connection Plan included with the Engineering Drawings attached at Appendix C of this report.

The proposed MID will not result in increases to the current operational capacity of the site and will continue to utilise the existing sewer connections. Accordingly, the proposed MID is not anticipated to place significantly more demand on the existing sewer network.

###### Actions

Prior to works commencing on the subject land, the adequacy, capability and location of existing infrastructure (sewer) to service the proposed development will be confirmed with the relevant service provider. If reasonably required, the infrastructure will be upgraded to cater for the proposed development. The proposed development will be connected to all relevant infrastructure.

### 5.2.1.3 Stormwater

#### Existing and proposed context

In the existing case, flows generated from the developed site discharge towards the existing stormwater drainage system in Cornwall Street and Ipswich Road via sheet flow and kerb adaptors.

In the developed case, it is proposed that the site connect into Council's existing stormwater Infrastructure gully pit located at the corner of Cornwall Street and Ipswich Road, which is predominantly using the Ipswich Road drainage system as the preferred lawful point of discharge.

This arrangement and with possible alternative connection locations along Ipswich Road (subject to potholing and confirmation of depths, pipe sizes and flow capacity and confirmation of suitability by Hydraulic Services consultant) is outlined on the stormwater management plan included at **Attachment G**.

This management plan confirms that the proposed development is not considered likely to worsen the flows received by the stormwater infrastructure within Cornwall Street or Ipswich Road, the proposed points of stormwater discharge options are considered to satisfy the requirements set out in QUDM Section 3.9.1 – Lawful and it is not anticipated that any stormwater will be directed to adjacent properties.

#### Actions

The existing Council ø150 stormwater pipe (referenced by BCC as 'foulwater' and assumed to be mainly collecting property roofwater) is to be retained and diverted around the development site.

The proposed development be carried out in accordance with the stormwater management plan.

### 5.2.1.4 Electricity

#### Existing and proposed context

Electricity supply to the subject land is provided via Energex infrastructure running along Ipswich Road. It is proposed that existing connections be utilised for the proposed development, however this should be confirmed when demand for the proposed development is known as part of the design development. An engineering services report has been prepared by Edge Consulting Engineers (see **Attachment I**).

#### Actions

Prior to works commencing on the subject land, the adequacy, capability and location of existing infrastructure (electricity) to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development. The proposed development will be connected to all relevant infrastructure.

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

### 5.2.1.5 Telecommunications and National Broadband Network

#### Existing and proposed context

An NBN property enquiry for the subject land shows the site contains constructed NBN cables. Further, Dial Before You Dig results from Optus show existing assets along Cornwall Street and Ipswich Road. It is proposed that existing connections be utilised for the proposed development, however this should be confirmed when demand for specific buildings is known as part of the design development.

An engineering services report has been prepared by Edge Consulting Engineers (see **Attachment I**).

#### Actions

Prior to works commencing on the subject land, the adequacy, capability and location of existing infrastructure (telecommunications) to service the proposed development will be confirmed. If reasonably required, the infrastructure will be upgraded to cater for the proposed development.



The proposed development will be connected to all relevant infrastructure.

## 5.2.2 Traffic and Transport

### 5.2.2.1 Traffic and Site Access

#### Existing and proposed context

A traffic impact assessment has been prepared by PTT and is included at **Attachment D**. This traffic impact assessment identifies the following:

A single access driveway is proposed on Cornwall Street which provides a significant rationalisation of access points along both site frontages, with the five existing crossovers (including two on the Ipswich Road frontage) being removed. In terms of location, the proposed driveway on Cornwall Street has adequate separation from adjacent intersections and driveways and the westbound bus stop (TransLink Stop ID: 003729), consistent with the BCC TAPS Planning Scheme Policy. In particular, the site access is located approximately 60m and as far as practical from the signal-controlled Ipswich Road / Cornwall Street intersection.

#### Actions

Remove all redundant crossovers and provide consolidated access from Cornwall Street.

### 5.2.2.2 Car Parking and Servicing

#### Existing and proposed context

The proposed development is supported by a total of 200 on-site car parking spaces provided at ground level and three levels of basement parking. The proposed level 1 and ground floor layouts also provide for service vehicle access including ambulance and RVC bays. Access will be provided along Cornwall Street with all other access points to the site being removed. A detailed traffic impact assessment has been prepared (see **Attachment D**).

The design vehicle for the development is expected to be a Refuse Collection Vehicle (RCV) and a Medium Rigid Vehicle (MRV). Provision for a dedicated ambulance bay is also typically provided for health care services use.

To accommodate the design service vehicles the following loading bays are proposed:

- one small rigid vehicle (SRV) / ambulance bay dimensioned 3.5m wide by 7.0m long
- one RCV / MRV bay dimensioned 3.5m wide by 10.5m long

The proposed service bays comply with BCC's TAPS Policy requirements, in terms of minimum bay dimensions and vertical clearance. Swept path analyses of RCV / MRV and SRV access and egress are included in the traffic impact assessment (see Attachment D). As shown the proposed layout is sufficient to accommodate RCV / MRV and SRV access and egress to / from Cornwall Street in a forward gear.

#### Actions

No further actions are required.

### 5.2.2.3 Transport

#### Existing and proposed context

Refer to the attached traffic impact assessment prepared by PPT (see **Attachment D**).

#### Actions

No further actions are required.

## 5.3 Assessment of Environmental, Social and Economic Impacts

### 5.3.1 Soils and Geology

#### 5.3.1.1 Erosion Risk

##### Existing and proposed context

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

##### Actions

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

#### 5.3.1.2 Acid Sulfate Soils

##### Existing and proposed context

The subject land is identified as being impacted by potential acid sulfate soils. An onsite geotechnical report has been prepared which identified no acid sulfate soils present on site.

##### Actions

No further actions are required.

#### 5.3.1.3 Contaminated Land

##### Existing and proposed context

The subject land is not listed on the Contaminated Land Register or the Environmental Management Register. Further, the proposed MID does not involve notifiable activities. Refer to **Attachment J**.

##### Actions

No further actions are required.

### 5.3.2 Natural Hazards

#### 5.3.2.1 Flood

##### Existing and proposed context

The SPP interactive mapping identifies the subject land within a Flood hazard area (Local government flood mapping area). However, the City Plan 2014 mapping does not identify the subject land as being impacted by flood hazards. A FloodWise Property Report is provided at **Attachment K**. Accordingly, the proposed MID will not result in adverse impacts on flooding.

##### Actions

No further actions are required.

### 5.3.3 Water Quality

##### Existing and proposed context

The SPP interactive mapping identifies the subject land within the Water resource catchments. A stormwater management plan has been prepared by Edge Consulting Engineers and is provided at **Attachment G**. The proposed MID is not expected to impact on receiving waters, however further

assessment demonstrating the water quality objectives will be provided as part of future stormwater quality assessment.

#### Actions

No further actions are required.

### **5.3.4 Flora and Fauna**

#### **5.3.4.1 Environment Protection and Biodiversity Conservation Act 1999**

##### Existing and proposed context

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

- 1 Wetlands of International Importance (Ramsar Greater Barrier Reef Marine Park)
- 5 Listed Threatened Ecological Communities
- 44 Listed Threatened Species
- 16 Listed Migratory Species

The proposed masterplan involves development on the subject land only. The subject land is a developed site within an established urban area and does not comprise significant vegetation. Therefore, the proposed MID is unlikely to impact on any species protected by the EPBC Act.

#### **5.3.4.2 Vegetation Management Act 1999**

##### Existing and proposed context

A Regulated Vegetation Management Map and Vegetation Management Report has been obtained for the subject land (see **Attachment M**). The findings of this mapping and reporting indicates the subject land does not contain any significant vegetation requiring further consideration.

#### Actions

No further actions are required.

#### **5.3.4.3 Nature Conservation Act 1992**

##### Existing and proposed context

The State Government's Protected Plants Flora Survey Trigger Map identifies no flora of significance over the subject land (**Attachment N**).

#### Actions

No further actions are required.

### **5.3.5 Cultural Heritage and Queensland Heritage Place**

##### Existing and proposed context

The SPP Interactive Mapping System does not identify the subject land as a Queensland heritage place.

#### Actions

No further actions are required.

#### **5.3.5.1 Local Heritage Place**

##### Existing and proposed context

Council's City Plan 2014 mapping does not identify the subject land a Local heritage place.

#### Actions

No further actions are required.

### **5.3.5.2 Aboriginal and Torres Strait Islander Cultural Heritage**

#### Existing and proposed context

A search of the Aboriginal and Torres Strait Islander Cultural Heritage database was undertaken. The subject land is not listed on the database. However, the ongoing nature of determining and protecting cultural heritage under the *Aboriginal Cultural Heritage Act 2003*, Duty of Care Guidelines is acknowledged and will continue to be incorporated into the project's ongoing operations.

#### Actions

Maintain and protect cultural heritage as an important part of the project's continued and ongoing operations.

### **5.3.5.3 Native Title**

#### Existing and proposed context

A search of the Register of Native Title Claims, and National Native Title Register was undertaken. The National Native Title Register identifies that claims have been made within the Brisbane City Council area, however these claims do not include the subject land.

#### Actions

The ongoing nature of determining and protecting cultural heritage under the *Aboriginal Cultural Heritage Act 2003* and Duty of Care Guidelines be acknowledged and continue to be incorporated as an important part of the project's ongoing operations.

### **5.3.6 Health, Safety, Amenity and Social Impacts**

#### Existing and proposed context

The Proponent delivers high quality healthcare, medical and aged care related facilities across Australia. The group focuses on mid-size medical facilities including small private hospitals, medical office buildings, GP clinics and allied health services. This emphasis on smaller-scale projects allows the Proponent to focus on delivering high-quality outcomes with greater benefits to the community.

The proposed MID will provide:

- ongoing long term health care and associated employment opportunities (employment opportunities during both construction and operation)
- modern, up to date facilities to enable the Proponent to deliver health needs to the community
- significant investment and associated benefits to the economy.

#### Actions

No further actions are required.

### **5.3.7 Construction Management**

#### Existing and proposed context

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

- Public safety, amenity and site security. During staged development works, the construction works will be 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 *Environmental Protection Act 1994* ('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. 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 Construction Management Plan 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.

### **5.3.8 Operational Impacts**

#### **5.3.8.1 Traffic**

##### Existing and proposed context

The intersection of Ipswich Road and Cornwall Street is identified in Council's Local Government Infrastructure Plan maps as a future trunk item (Council reference WOO-R1-002). The proposed MID provides future trunk infrastructure consistent with Council's trunk upgrades.

##### Actions

No further actions are required.

#### **5.3.8.2 Air Quality**

##### Existing and proposed context

The proposed MID is not expected to generate emissions, gasses, or negative air quality impacts.

##### Actions

No further actions are required.

#### **5.3.8.3 Noise**

##### Existing and proposed context

A noise impact assessment has been prepared by Noise Measurement Services (see **Attachment E**). this assessment considers the proposed MID against the relevant State and local government acoustic objectives and provides a series of recommendations. These recommendations include the provision of acoustic treatment at the property boundaries and along vehicle entries. With the acoustic treatments implemented, the proposed hours of operation (24 hours, 7 days per week) can occur.

#### Actions

The proposed MID will provide acoustic treatments consistent with the recommendations of the noise impact assessment.

#### **5.3.8.4 Light**

##### Existing and proposed context

It is not anticipated that the proposed MID will cause adverse impacts in relation to light emissions on adjoining premises. This can be imposed via condition of the approval.

#### Actions

No further actions are required.

#### **5.3.8.5 Safety and Security**

##### Existing and proposed context

The proposed MID will incorporate safety and security measures as part of standard health care operations. A lobby will be provided with suitable security personnel with individual tenancies provided with security access, and alarms monitored by an external security company. Lobby and ground level areas will be patrolled at intervals during the evenings and entry areas will be locked each night by security patrols.

#### Actions

No further actions are required.

#### **5.3.8.6 Visual Amenity**

##### Existing and proposed context

The subject land presents a unique opportunity to develop hospitals and health care services within close proximity to a Special Centre (Princess Alexandra Hospital) under City Plan's Strategic Framework mapping. Special centres are characterised by a dominant purpose (in this case health care) to enhance the benefits to the city<sup>2</sup>. The following land use strategies are considered to provide a planning framework supporting hospitals and health care services over the subject land:

- Special Centres integrate with surrounding areas, respect the amenity of nearby sensitive uses and are accessible and inclusive<sup>3</sup>. The subject land directly adjoins the PA hospital, Buranda Village and an existing pharmacy.
- Special Centres provide for a unique mix of activities in a concentrated or co-located manner and at a scale that optimises the function of uses<sup>4</sup>.
- Development within and around Special Centres will strengthen the role of the area for knowledge-based activities (such as research and development in resources, health and education) and enhance the functioning of the premises as major employment generators<sup>5</sup>.

The subject land is located at a major intersection where building heights of 7 to 15 storeys are anticipated. In our opinion, the proposed building height provides a suitable transition between greater building heights immediately adjacent to the subject land and lower density residential zones to the south and west. The proposed MID is supported based on the following neighbourhood and street context considerations:

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<sup>2</sup> Theme 5, Brisbane's CityShape, Strategic Outcome (1)(f)

<sup>3</sup> Theme 5, Brisbane's CityShape, Element 5.5 – Brisbane's Special Centres, L2.1

<sup>4</sup> Theme 5, Brisbane's CityShape, Element 5.4 – Brisbane's Special Centres, L2.2

<sup>5</sup> Theme 5: Brisbane's CityShape, Element 5.4 – Brisbane's Special Centres, L3.1

- The landholding at 2,456m<sup>2</sup> provides opportunities to support additional building heights.
- The proposed scale of development reinforces the building form outcomes intended for this area of Brisbane.
- Two existing bus stops along the site frontage provide high-frequency public transport services, in addition to Dutton Park Train Station and Boggo Road Busway.
- The building heights of existing and proposed buildings at 7 to 15 storeys in the immediate area, as well as greater building heights (above 15 storeys) along Ipswich Road.
- The existing street widths and site topography along both Cornwall and Ipswich Road.
- Similar commercial centres have development in residential zoned land fronting Ipswich Road, providing a suitable transition to this higher-order transport corridor.
- The development provides a green edge to the south and west to manage the amenity of adjoining residential development, including 4m wide deep planting zones.

In our opinion, the corner of Cornwall Street and Ipswich Road provides a unique opportunity for a landmark outcome within a key intersection of Brisbane's southside. This corner needs a strong architectural statement to bring back the urban appeal of this corner site. A context analysis of the surrounding area has been prepared which illustrates the proposal's integration into this existing and potential fabric. This includes Buranda Village redevelopment, PA Hospital and retail land to the east. At a local context, the adjoining sites have been carefully managed through building separation, setbacks and landscaping responses to ensure the visual amenity is appropriate for this setting (see **Figures 5 to 7**).

Figure 5: Building height context plan showing heights of 7 to 15 storeys



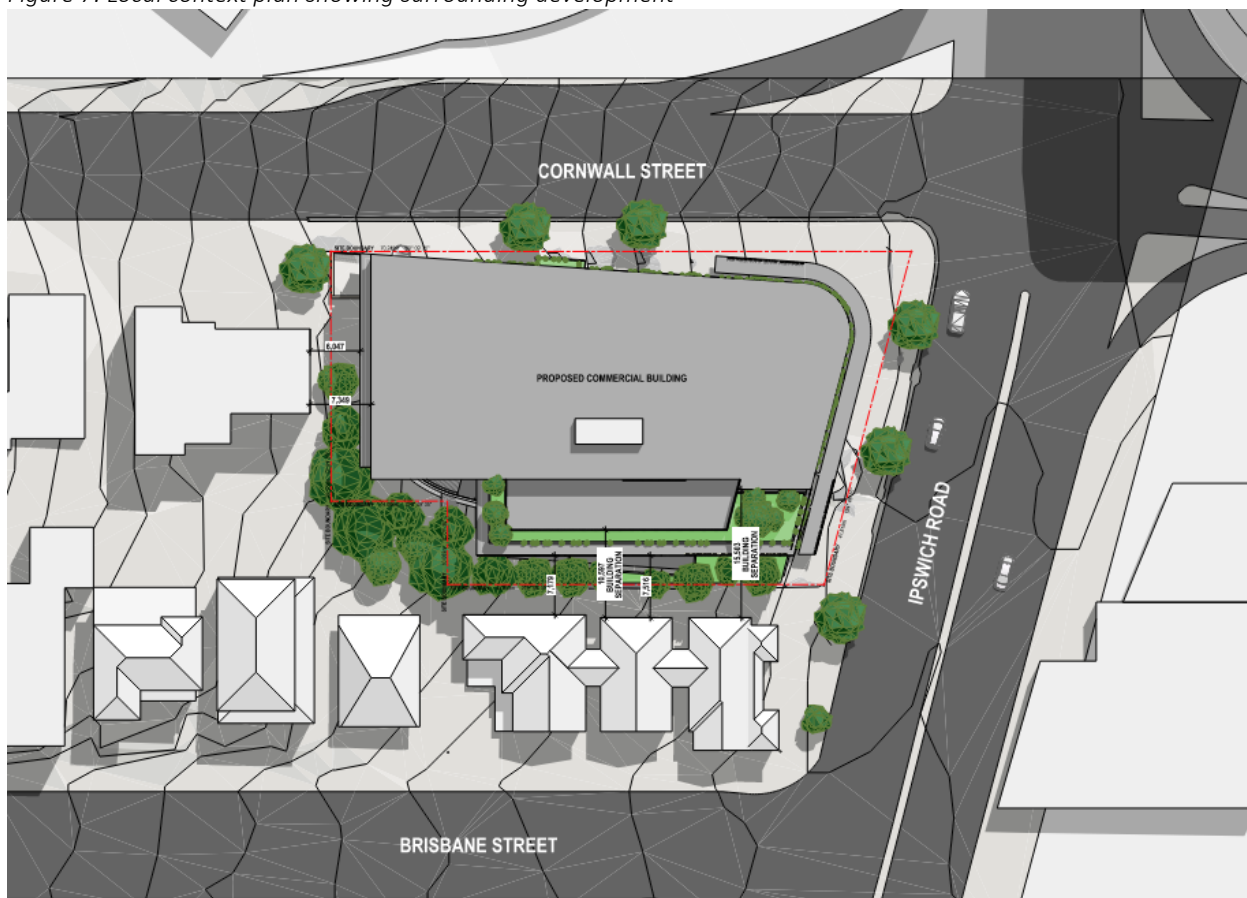
Source: GPC markup

Figure 6: Context plan showing surrounding development



Source: Cottee Parker, 2023

Figure 7: Local context plan showing surrounding development



Source: Cottee Parker, 2023



### Actions

No further actions are required.

## **5.4 Summary of Actions**

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

- Additional works on site to include the construction of water reticulation, sewer reticulation, electrical and telecommunications services and stormwater drainage reticulation.
- All redundant crossovers are removed during construction.
- A construction management plan (inclusive of erosion and sediment control) be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept on-site throughout construction of the development.
- Cultural heritage is maintained and protected where possible as part of the project's continued and ongoing operations.
- The acoustic measures are implemented in accordance with the noise impact assessment.

## 6 Consultation Strategy

### 6.1 Affected Parties and Stakeholders

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

- The Department
- Brisbane City Council
- Native title party:
  - » Western Turrbal People
  - » Western Jagera People #2
- Elected representatives:
  - » Local Member for The Gabba: Cr Trina Massey
  - » State Member for South Brisbane: Dr Amy MacMahon MP
  - » Federal Member for Moreton: Mr Graham Perett MP
- Local residents, including:
  - » adjoining landowners, or immediate neighbours to the subject land
  - » surrounding landowners

### 6.2 Community Consultation Strategy

#### 6.2.1 Early Engagement

Early engagement for the proposed MID has been undertaken by the Proponent in accordance with the table below. Stakeholders were invited to comment on the proposed MID from 22 February to 8 March 2023. 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 5: Early Engagement Activities*

Activity	Consultation actions and stakeholders notified	Affected parties and stakeholders	Comments
<b>Brief local elected representatives</b>	<p>The project team contacted the following representatives on 22 February 2023 to outline the process and offer briefings to discuss the proposed MID:</p> <ul style="list-style-type: none"> <li>• Local Member for The Gabba: Cr Jonathan Sriranganathan</li> <li>• State Member for South Brisbane: Dr Amy MacMahon MP</li> </ul>	Elected representatives	Comments were received from the Local and State Members via email correspondence.

	<ul style="list-style-type: none"> <li>Federal Member for Moreton: Mr Graham Perett MP</li> </ul>		
<b>Native title</b>	The project team contacted the native title party representatives on 22 February 2023 to outline the process and offer briefings to discuss the proposed MID.		Telephone discussions were held with the Turrbal representatives who expressed an interest in being involved in the landscape concept design and landscape works during construction.
<b>Discuss infrastructure requirements with Council</b>	A prelodgement meeting was requested with Brisbane City Council on 30 August 2022.	Local government	Council was supportive of the land use. Council provided advice about the building bulk and scale as well as road widening requirements along the road frontages. The revised scheme accounts for these road widening requirements consistent with Council's long-term plans to upgrade Annerley Road and Cornwall Street.
<b>Letter box drop (flyer) and send letters</b>	<p>Letter box drop (flyer) to adjoining and surrounding landowners and send letter to remaining affected parties and stakeholders. Correspondence outlined:</p> <ul style="list-style-type: none"> <li>proposed MID</li> <li>land to which the proposed designation applies</li> <li>type of infrastructure for which the land is proposed to be designated</li> <li>how to make a submission during the early engagement period</li> </ul>	Adjoining landowners, or immediate neighbours to the subject land, and surrounding landowners.	Telephone enquiries were received from one resident who recently purchased a unit in the adjoining complex. The resident did not raise concerns about the proposed development. A formal submission was not received.

	<ul style="list-style-type: none"> <li>details about one-on-one meetings so that interested community members can meet with the Proponent and the project team to discuss the MID.</li> </ul>	
<b>Meetings with affected parties and stakeholders</b>	One-on-one meetings were offered to elected representatives, native title representatives and affected landowners and surrounding residents were a submission or enquiry was received.	Stakeholders did not request one-on-one briefings about the project.

### 6.2.2 Minister's Consultation

The Minister's Consultation will occur in due course and a summary will be provided upon completion.

## 7 Conclusion

This environmental assessment report ('EAR') has been prepared by Gaskell Planning Consultants ('GPC') on behalf of the Proponent for a new private hospital at 97-99 Cornwall Street and 275-281 Ipswich Road, Annerley QLD 4103 and described as Lot 72, 73 and 1-4 on RP37992.

Pursuant to Chapter 2, Part 5 of the *Planning Act 2016*, the Proponent seeks the approval of the Hon. Steven Miles, Deputy Premier and Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure to designate land for Hospitals and health care services<sup>6</sup>.

This EAR has been prepared in accordance with Chapter 7 (Process for environmental assessment and consultation for making or amending a Ministerial infrastructure designation) of the MGR and will be updated and finalised following consultation and notice from the Minister.

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

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<sup>6</sup> Schedule 5, Part 2, Item 12 of the *Planning Regulation 2017*





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