### Document history

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<th>Description</th>
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<tbody>
<tr>
<td>AHD</td>
<td>Average Height Datum</td>
</tr>
<tr>
<td>ANEF</td>
<td>Australian Noise Exposure Forecast</td>
</tr>
<tr>
<td>ARI</td>
<td>Average Recurrence Interval</td>
</tr>
<tr>
<td>ASS</td>
<td>Acid Sulfate Soils</td>
</tr>
<tr>
<td>BCC</td>
<td>Brisbane City Council</td>
</tr>
<tr>
<td>CLR</td>
<td>Contaminated Land Register</td>
</tr>
<tr>
<td>DEHP</td>
<td>Department of Environment and Heritage Protection</td>
</tr>
<tr>
<td>DTMR</td>
<td>Department of Transport and Main Roads</td>
</tr>
<tr>
<td>EMR</td>
<td>Environmental Management Register</td>
</tr>
<tr>
<td>EPCB</td>
<td>Environmental Protection and Biodiversity Conservation Act 1999 (Cth)</td>
</tr>
<tr>
<td>GC2018</td>
<td>Gold Coast 2018 Commonwealth Games™</td>
</tr>
<tr>
<td>GFA</td>
<td>Gross Floor Area</td>
</tr>
<tr>
<td>HAT</td>
<td>Highest Astronomical Tide</td>
</tr>
<tr>
<td>HES</td>
<td>High Ecological Significance</td>
</tr>
<tr>
<td>IDAS</td>
<td>Integrated Development Assessment System</td>
</tr>
<tr>
<td>LAP</td>
<td>Local Area Plan</td>
</tr>
<tr>
<td>PAN-OPS</td>
<td>Procedures for Air Navigational Services – Operations</td>
</tr>
<tr>
<td>QDC</td>
<td>Queensland Development Code</td>
</tr>
<tr>
<td>QFRS</td>
<td>Queensland Fire and Rescue Services</td>
</tr>
<tr>
<td>QUDM</td>
<td>Queensland Urban Drainage Manual</td>
</tr>
<tr>
<td>SCL</td>
<td>Strategic Cropping Land</td>
</tr>
<tr>
<td>SEQ</td>
<td>South East Queensland</td>
</tr>
<tr>
<td>SEQRP</td>
<td>South East Queensland Regional Plan</td>
</tr>
<tr>
<td>SPA</td>
<td>Sustainable Planning Act 2009 (Qld)</td>
</tr>
<tr>
<td>SPP</td>
<td>State Planning Policy</td>
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<tr>
<td>SPR</td>
<td>Sustainable Planning Regulation 2009</td>
</tr>
<tr>
<td>SPRP</td>
<td>State Planning Regulatory Provision</td>
</tr>
<tr>
<td>SQ</td>
<td>Stadiums Queensland</td>
</tr>
<tr>
<td>WSUD</td>
<td>Water Sensitive Urban Design</td>
</tr>
</tbody>
</table>
1 Introduction

Stadiums Queensland seeks a Ministerial designation for community infrastructure of land within the Brisbane City Council local government area for the purposes of the Sleeman Sport Complex in accordance with the requirements of the SPA. The proposed designation applies to land located at 1699 Old Cleveland Road and 697 Tilley Road, Chandler and described as Lot 1 on Registered Plan SP150590 (refer to Appendix 1).

The allotment is held as an Estate in Fee Simple by Stadiums Queensland.

Development consequent upon a Ministerial approval to designate the land includes the new Queensland State Velodrome. The project proposal will involve immediate delivery of a scope of works, including both permanent and temporary aspects, to provide the quality and extent of facilities necessary for the staging of competition events from time to time, most importantly the Gold Coast 2018 Commonwealth Games™ (GC2018).

The proposed Velodrome is to be sited as the climactic piece of a future north-south pedestrian square extending from the new northern Busway through to the Velodrome at the southern end.

Building and Asset Services’ Town Planning Unit has prepared this Initial Assessment Report for Public Notification to provide information for consideration by the Minister to designate land for community infrastructure.

As part of this report the following documentation is provided—

- Appendix 1 – Designation Area
- Appendix 2 – Extracts from SPA
- Appendix 3 – Designation Flowchart
- Appendix 4 – Existing Master Plan
- Appendix 5 – Property Information
- Appendix 6 – Contour and Detail Survey
- Appendix 7 – CID Master Plan
- Appendix 8 – Velodrome Concept Design
- Appendix 9 – Bushfire Management Plan
- Appendix 10 – State Interest Trigger Maps
- Appendix 11 – Ecological Report
- Appendix 12 – Acoustic Report
- Appendix 13 – EMR / CLR Search
- Appendix 14 – UXO Register Search
- Appendix 15 – Traffic Report
- Appendix 16 – Traffic Technical Note
- Appendix 17 – Copy of Submissions (Initial Assessment Report)
2 Legislative Context

2.1 The Sustainable Planning Act 2009

A list of purposes for which community infrastructure may be developed is set out in Schedule 2 of the SPR and includes sporting facilities, community and cultural facilities, and facilities for parks and recreation.

The SPA prescribes the way in which Ministerial designations can be undertaken. The SPA, Chapter 5 (refer Appendix 2) prescribes that a Minister, before designating land for community infrastructure, must be satisfied that for development the subject of the proposed designation—

• adequate environmental assessment has been carried out
• in carrying out such environmental assessment there was adequate public consultation
• adequate account has been taken of issues raised during the public consultation.

One way in which the requirements for adequate environmental assessment and public consultation may be met is for the assessment of the proposal to be carried out in accordance with the guidelines made by the chief executive under the SPA, section 760. The applicable guideline is the Guidelines for Environmental Assessment and Public Consultation Procedures for Designating Land for Community Infrastructure (April 2014). The Guideline (available at www.dsdip.qld.gov.au) outlines a six-step process which describes two rounds of consultation, one including relevant public sector entities (including the local government) and the other incorporating public notification to involve the wider community (refer Appendix 3). This process is not mandatory and the Minister may choose to be satisfied by alternate means or other material that adequate environmental assessment and public consultation for the proposed designation has been undertaken.

If the proposed Ministerial designation is made, the effect will be that the undertaking of works on the site for the designated community infrastructure is exempt development and not subject to the local government’s planning scheme.

The process for the proposed Ministerial designation is proposed to be undertaken in accordance with Chapter 5, Part 2 of the SPA and the Guideline.
3 Background

3.1 Project history

The Major Projects Office within the Department of State Development, Infrastructure and Planning is responsible for managing the design, procurement and construction of works associated with delivering sporting venues to host the GC2018 to be held in April 2018.

The proposed Queensland State Velodrome, to be located at Sleeman Sports Complex at Chandler, is the nominated venue for the track cycling program during GC2018. The facility has the potential to become a landmark sports venue for the State due to the unique facility characteristic, significant size of the structure as well as its natural surrounding within the Sleeman Sports Complex. Post-Games, it is envisaged that the Velodrome will remain as an iconic piece of legacy infrastructure for Queensland cycling and broader community use within the South East Queensland region and, when combined with the existing BMX track facilities, create a centre for cycling at Sleeman Sports Complex. This international standard indoor track will ensure Queensland has the opportunity to host future national and international cycling championships.

The new indoor velodrome must satisfy international cycling competition standards as it will host the track cycling program during the GC2018. In addition, temporary Games overlay requirements must be considered during the design process and it is anticipated the large span structure will require a high level of complex design and structural considerations. It is intended that the construction of the new Velodrome at Sleeman Sports Complex will deliver a long term positive legacy for Queensland cycling as well as other sports to ensure its continued viability post-Games.

The Queensland State Velodrome is programmed for completion in early 2016.

3.2 Existing Sleeman Sports Complex

The Sleeman Sports Complex is one of Queensland’s premier multi-purpose sporting and entertainment venues and is home to a range of world-class facilities.

The Sleeman Sports Complex was purpose-built for the 1982 Commonwealth Games, the centre has also been host to a number of other sporting events including the 1994 World Masters Games and the 2001 Goodwill Games swimming, diving and cycling events. The centre was originally constructed to host the Commonwealth Games, but has been used for a number of purposes since its completion including private functions, public entertainment events (both in sport and the arts), accommodation, retail, venue hire, and a variety of others.

Notable existing onsite facilities are detailed below and represented in the plan at Appendix 4.

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Description</th>
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<tbody>
<tr>
<td>Brisbane Supercross Track (BMX)</td>
<td>• International standard BMX Supercross Track, which features two start ramps (5m and 8m with an 18/28° sloping angle)</td>
</tr>
<tr>
<td></td>
<td>• Elite training facility</td>
</tr>
<tr>
<td></td>
<td>• Capable of hosting National and UCI certified BMX events</td>
</tr>
<tr>
<td>Brisbane Aquatic Centre</td>
<td>• Queensland’s premier swimming complex featuring international standard indoor 50m and Dive pools capable of hosting 4,500 spectators and with the latest timing and scoring technology to support elite competition. Also a second outdoor 50m</td>
</tr>
</tbody>
</table>
and a 25m community pool.
- Capable of hosting International, National & State wide swimming and diving related events
- Community access and activities are available throughout the year

<table>
<thead>
<tr>
<th>Chandler Theatre</th>
<th>1,500 seated Chandler Theatre is one of SEQ's largest auditoriums – ideal for concerts, sporting and cultural competitions, conferences, product launches, or graduation ceremonies.</th>
</tr>
</thead>
</table>
| H20 Health & Fitness | Gym facility offering cardio equipment, weight training machines and free weights, and housing purpose built aerobics and spin rooms. 
- Extensive group fitness classes available |
| Chandler Arena | Multi-purpose arena, a 2,700 seat indoor sports hall which can be configured to accommodate a range of sporting and cultural events with three basketball, futsal and volleyball court floor capacity 
- Capable of hosting sporting, exhibition and entertainment style events |
| Existing Chandler Velodrome | Outdoor 330m concrete cycling track and general-purpose grassed infield. 
- Covered grandstand seating for 1,200 |
| Dry Diving Training Hall | International standard dry dive training facilities including foam pits, harnesses and trampolines. |
| Queensland State Gymnastics Training Hall | State standard gymnastics training facilities including foam pits, harnesses and trampolines |
| Queensland State Weightlifting Centre | International standard training facilities for elite weightlifting athletes |
| Dormitory and Cabin Accommodation | Dormitory Accommodation 
  - 4 large dormitories with a maximum capacity of 55 
  - Shared bathroom facilities 
  - Sit down dining area in common room with seating for 80 
- Cabin Accommodation 
  - Five cabins, each containing four separate lockable bed rooms with private ensuite and shared kitchenette and dining/lounge. A total of 55 beds available. 
  - Onsite Accommodation Manager |

Ancillary services at the site include:
- Poolside Café
- Resident Catering (located onsite for in-house events and functions)
- Retail Outlet (predominately swim gear)
- Childcare (Adjunct Child Care)
- Sports Medicine Tenancy (physiotherapy, radiology, massage, rehabilitation exercise programs)
- Public Transport Park'n'Ride Facility (to be connected to the proposed Busway)

Data on current patronage has been estimated and detailed in the Traffic Report in Appendix 15.
There are a number of Leases and Licences over buildings or space on site in connection and in addition to these sporting activities.

### 3.3 Local Government area profile

Brisbane is a city and local government area in the southeast corner of Queensland, Australia. It is the State capital of Queensland and is the most populous local government area in the country. Neighbouring local government areas include Moreton Bay, Redland, Logan, Ipswich and Somerset.

The Brisbane local government area has a resident population of approximately 1,041,839 persons (at 2011).

#### 3.3.1 Chandler Suburb Profile

Chandler is an outer suburb of Brisbane, Australia, 14km south-east of the Brisbane central business district.

Chandler is mainly home to acreage properties with few smaller residential lots available. Chandler is made up predominantly of 2.5 acre lots providing homeowners with an acreage lifestyle, close to modern facilities. Located in the Koala Corridor, much of the land not used for housing is listed as conservation parkland and reserves.

Chandler has no rail station and buses are limited to the major arterial roads and nearby Carindale and Capalaba Shopping Centres. As well as being the closest source of major supermarkets and retailers, Westfield Carindale, Capalaba Park and Capalaba Central also offer cinema complexes and restaurants for residents.

The Sleeman Sports Complex is complemented by recreational facilities in proximity, including the Belmont Rifle Ranges, and the Grassdale Country Club in neighbouring Belmont. Although there are no schools in Chandler, families are well catered for with schools in neighbouring Gumdale, Capalaba and Carindale.

#### 3.3.2 2011 Census Profile

The suburb had a population of 1,422 people at the 2011 Census. The median age is 42 years. Census data reveals that there were 720 people who reported being in the labour force in Chandler. Of these, 57.4% were employed full time, 34.4% were employed part-time and 4.2% were unemployed. The most common occupations included Managers, Professionals, Clerical and Administrative Workers, Technicians and Trade Workers, and Sales Workers. The median weekly income for people ages 15 years and over was $698.

Of occupied private dwellings in Chandler, 100% were separate houses. Of occupied private dwellings, 50% were owned outright, 38.9% were owned with a mortgage and 8.8% were rented.
4 Proposed Designation

The proposal seeks to designate land at Chandler as follows—

**Sleeman Sports Complex**

Lot 1 SP150590

1699 Old Cleveland Road / 679 Tilley Road, Chandler

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

Schedule 2, Part 1 Community infrastructure for transport—

1. active transport infrastructure

11. transport infrastructure mentioned in schedule 3 of the Act, definition ‘development infrastructure’

Schedule 2, Part 2 Other community infrastructure—

4. community and cultural facilities

8. facilities for parks and recreation

12. sporting facilities

15. storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in this part

The use is further described as:

Regional multi-purpose sports complex capable of hosting various major sporting events. The use includes social and public support functions including car parking, transport infrastructure and community services, and may engage in commercial activities and alliances that are in support of the community infrastructure function/s of the site. Such uses may include (but are not limited to): café; child care, conference facilities, function rooms, gym, kiosk/takeaway food premises; office; park; retail and ancillary accommodation for visitors, competitors and training squads who use the facilities.

The site details are contained in **Appendix 1** and **Appendix 5** and attachments concerning the community infrastructure proposal are referenced at section 7 of this report.
5 Subject Site

5.1 Property Snapshot

<table>
<thead>
<tr>
<th>Site Overview</th>
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<tbody>
<tr>
<td>Street Address</td>
</tr>
<tr>
<td>Real Property Description</td>
</tr>
<tr>
<td>Site Area</td>
</tr>
<tr>
<td>Local Government Authority</td>
</tr>
<tr>
<td>Strategic Framework</td>
</tr>
</tbody>
</table>

5.2 Site Description

The site is located at the corner of Old Cleveland Road and Tilley Road at Chandler in Brisbane’s south-east. A smart map for the allotment and a copy of the title search included in Appendix 1 and Appendix 5.

To the west and south are rural residential lots containing detached houses and ancillary outbuildings. The site is east of Belmont Shooting Complex and north of a BCC water treatment facility. To the east of the site is the Chandler waste transfer station. Opposite the site on Old Cleveland Road is a landscape nursery and residential dwellings.

The proposed new Velodrome will be located in the south of the complex, on land currently occupied by car parking facilities.
Figure 2 Aerials

Source: Google Earth EC
5.3  **External Road Network, Access and Parking**

The site is bound by Old Cleveland Road to the north and Tilley Road to the east. These two roads intersect at a signalised intersection to the north east of the site. Old Cleveland Road is a State controlled road, while Tilley Road is under the jurisdiction of Brisbane City Council.

Two access/egress points are provided from Tilley Road via a northern three-arm priority controlled intersection allowing all movements in and left only out and an all movements three lane roundabout to the south.

A single access/egress point currently operates from Old Cleveland Road at the north-western edge of the site. This intersection is a four-arm priority controlled intersection, allowing turns between Old Cleveland Road, the site and a garden centre on the north side of Old Cleveland Road. All movements are provided for with the exception of egress from the site, which is limited to left-turns out only.

A further access point to Old Cleveland Road from the site exists at the north east corner, close to the intersection of Old Cleveland Road / Tilley Road. This access point has been locked and is currently used as an Energex substation emergency egress point only.

There are six car parking areas located within the site (excluding the markets car parking area):

In total, there are currently 1420 standard car parking spaces and 19 parking spaces for PWDs. There are approximately 26 additional parking bays on Chandler Road, however, these are for service vehicles, parking for mobility impaired drivers and back of house access to the Aquatic Centre and Theatre.

5.4  **Pedestrian Site Access and Public Transport**

Footway access is limited. Some footways have been constructed along Old Cleveland Road, on both the North and South sides of the road. On the South, this connects to the bus stop facility within the site. On the North side, the footway does not connect to any particular destination or footpath network other than providing partial pedestrian access to a bus stop on the Northern side of Old Cleveland Road. The two footways are connected via signalised crossing facilities on the Western arm of the Old Cleveland Road / Tilley Road intersection.

No dedicated cycle facilities exist within or surrounding the site.

There is currently a bus station with four stops, two located on the internal ring road within the site and two located on Old Cleveland Road. The two stops within the site are located on the Northern end of the site, adjacent to the existing velodrome. The two stops located on Old Cleveland Road are located immediately north of the site, with one stop on each side of the road. The bus station makes use of the car parking areas within the site as a Park n Ride facility. However, it should be noted that while passengers can easily walk between the site car park and Stops A, B and C, Stop D requires passengers to walk at least 500m to access the car park. Stops A and B are indented bus bays 35m long (excluding taper), while Stop C is an indented bus bay with approximately 28m between the boarding point and the end of the taper. Stop D is located in the shoulder of Old Cleveland Road, which allows buses to wait outside the through traffic lanes, however, there is no clearly defined taper.
There is a Park n Ride facility that services eight Translink bus routes (243, 250, 251, 265, 267, 273, 270 and 275) and a Nightlink service (N250). Two bus routes (856 and 5063) also service this station.

Old Cleveland Road is part of the Eastern Busway connecting communities in Brisbane’s eastern suburbs to Brisbane City, major shopping centres, workplaces and the University of Queensland. The first two stages of the Eastern Busway are complete with buses running directly from Coorparoo and the South East Busway to UQ.

5.5 Topography

Existing ground levels slope from approximately 39m AHD in the west of the site, to 29.0m AHD in the East of the site in the location of the proposed Velodrome. Refer to survey at Appendix 6.

Earthworks will be required to create a level building pad. It is feasible that a maximum of 10,000 cubic meters of cure will be removed from the site, however, it is more likely to be in the vicinity of 7,000 to 8,000 cubic meters.

5.6 Easements and Encumbrances

Registered interests in the land include a number of Easements and Leases. Refer to the Title search at Appendix 5 for details.

6.1 Planning Scheme

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

The *Brisbane City Plan 2014* (the ‘planning scheme’) is the relevant planning scheme for the site, as of 30 June 2014.

6.2 Area Classification

Under the planning scheme the subject site is mapped within the Community Facilities zone (CF2 Major Sports Venue), refer Figure 4.

![Figure 3 Zone Map](Source: City Plan 2014)

The purpose of the Community facilities zone code is to provide for community-related activities and facilities whether under public or private ownership. Community-related activities and facilities may include the provision of municipal services, public utilities, government installations, hospitals and schools, transport and telecommunication networks and community infrastructure of an artistic, social or cultural nature.

The overall outcomes of the Major sports venue zone precinct include:
• Development provides large-scale premises for major sporting events and occasional recreation and entertainment activities and special events associated with public and community group gatherings, including venues for conferences, concerts, private functions, clubs, indoor and outdoor sport and recreation, trade exhibitions and displays, and including ancillary catering, administrative office functions, and sale of merchandise and tickets;

• Development for a complementary use directly related to the core functions of the Major sports venue zone precinct, including shop, food and drink outlet, office, health care services or telecommunications facility, may also be accommodated.

The proposed community infrastructure as described in Section 4 of this report is consistent with the land use intent as set out in Section 6.2.6 of the City Plan.

6.3 Overlays

The subject site is affected by a number of constraints flagged by the Council’s eBimap system including—

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Map</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterway Corridor</td>
<td>Waterway Corridors contribute to the protection and enhancement of the City's biodiversity. Development in a Waterway Corridor is subject to the Waterway Code. A mapped waterway corridor traverses the site.</td>
</tr>
<tr>
<td>Flood</td>
<td>This property is partially/wholly within an overland flow path. An overland flow path is merely an indicator of the path excess water runoff may take as it flows through lower areas such as depressions and gullies as it flows down a catchment. Such flooding may result during and after heavy or prolonged rainfall.</td>
</tr>
<tr>
<td><strong>AirPort Environ</strong>s</td>
<td>The site is located within the OLS Horizontal limitation surface contour (surface height is not known). The site is within the 8-13km separation distance from the Brisbane Airport. The site is within the PANS area.</td>
</tr>
<tr>
<td>----------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Bicycle Network</strong></td>
<td>Old Cleveland Road is a Primary cycle route; Tilley Road is a Secondary cycle route.</td>
</tr>
<tr>
<td><strong>Biodiversity Areas</strong></td>
<td>The site includes areas of General and High Ecological Significance</td>
</tr>
<tr>
<td><strong>Bushfire</strong></td>
<td>The site includes areas subject to medium bushfire hazard along the southern boundary of the site, and parts of the site area identified as medium and high hazard buffer area.</td>
</tr>
<tr>
<td><strong>Critical Infrastructure and Movement Network</strong></td>
<td>The site is identified in the critical infrastructure and movement planning area.</td>
</tr>
<tr>
<td><strong>Road Hierarchy</strong></td>
<td>Old Cleveland Road is identified as an Arterial Road and a Primary Freight Route. Tilley Road is identified as an Arterial Road.</td>
</tr>
</tbody>
</table>
### Streetscape Hierarchy

Tilley Road is identified as a subtropical boulevard – out of centre.

### Transport air quality corridor

The site is within transport air quality B area.

### Transport Noise Corridor

The site is affected by Noise Category 4, 3 and 2.

## 6.4 Use Definition

This activity is best described under the planning scheme as 'Major Sport, recreation and entertainment facility' as well as 'Outdoor Sport and Recreation'—

**Major Sport, recreation and entertainment facility** – Premises with large-scale built facilities designed to cater for large-scale events, including major sporting, recreation, conference and entertainment events.

**Outdoor sport and recreation** – Premises used for a recreation or sport activity that is carried on
outside a building and which requires areas of open space and may include ancillary works necessary for safety and sustainability. The use may include ancillary food and drink outlet(s) and the provision of ancillary facilities or amenities conducted indoors such as changing rooms and storage facilities.

The designation may provide for community and commercial uses which are ancillary to and in support of the sporting uses and of the complex. The types of ancillary uses that may be provided at the site could separately be defined as: child care centre, club, educational establishment, health care services, office, food and drink outlet, shop, short term accommodation.

The designation only provides for such commercial activities / alliances to the extent that they provide support to the primary activities or operations on the site. Such activities could include those as mentioned in the description of the community infrastructure in section 4. The list of potential ancillary uses provides an example of the types of uses that either already are or may establish at the site and is not intended to be exhaustive.

The designation will only apply to such uses—

- to the extent that they correlate to the primary purpose of the site—
  - there must be an essential association between the uses; and
  - the use must have a genuine, close and continuing functional relationship in its operation with the other use.

- giving consideration to the scale, intensity, area of land used and characteristics of the land use (purpose served), where the use is correctly regarded as part of and an adjunct to the primary use.

Each case will turn on its own facts.

Activities that do not fall within the scope of the designation will be subject to further planning approval.

6.5 Level of Assessment

Development of the site for Community facilities – Major sports venue (activity group) is Code Assessable under the planning scheme and would ordinarily trigger an IDAS development application to the BCC were statutory approval not being sought by a community infrastructure designation.

The effect of the designation, if made, is that the use of the site for the purposes specified in Section 4 of this report will be exempt from the local government’s planning scheme.


The proposed designation of the land will enable immediate delivery of the new Velodrome for GC2018 and will provide a platform for a range of new and improved sporting facilities and for the co-location of compatible and associated activities. The proposed new Velodrome is consistent with the established use of the site—that is sport and recreation, and support facilities. The proposal is also considered to be consistent with the overall outcomes Major sports venue precinct as identified by the planning scheme.
The designation will enable the conduct of elite sporting competition, provide important infrastructure for both the local community and for regional and national sport and recreation and provide for the development of the Velodrome.
7 Proposed Community Infrastructure Designation

The Sleeman Sports Complex is a significant existing regional sporting facility within Brisbane. The proposed Queensland State Velodrome and future sports facilities are planned as an integrated central component of a substantial legacy sporting venue and facility for the Brisbane and South East Queensland community.

The facility is proposed to support recreation, competition and training activities. The facility is designed to facilitate major events from time to time.

This section of the report should be read in conjunction with the following Attachments—

- Appendix 7 CID Master Plan
- Appendix 8 Concept Design

Note that any reference within Appendix 8 to ‘Final Masterplan’ refers only to the Velodrome concept and is not to be misread as a reference to the site wide Masterplan represented in Appendix 7.

7.1 Existing Facility

The use and function of the existing Sleeman Sports Complex is described in section 3.2 of this report.

7.2 Precinct Strategy

The Queensland State Velodrome is proposed to be sited as the climactic piece of a future North-South pedestrian spine extending from the new Busway through to the Velodrome at the southern end. This spine is proposed to be characterised by two connecting plazas:

- A central plaza linking the existing Brisbane Aquatic Centre, Chandler Theatre and Chandler Arena that forms a true ‘precinct heart’.
- A plaza adjoining the Velodrome’s northern end that acts as the gathering space for all public/patrons whether arriving by vehicular setdown or by pedestrian spine from the Busway.

The Velodrome siting adjacent to the Brisbane Supercross BMX track is configured to create an integrated functional relationship between the cycling activities, including a grassed berm along the Velodrome edge which acts as a spectator berm for the BMX events.

The Velodrome siting is to maximise the development potential for the Eastern and Northern areas of the site, creating the best space for the Overlay compounds required for GC2018. The siting of the Velodrome also optimises its setting adjacent to the conservation forest, creating the design opportunity for it to become a ‘landscape’ as well as an ‘architectural’ solution to the brief.

Design Philosophy

The design philosophy for the Velodrome is that of a sweeping, undulating roof ‘floating’ over a landscape podium which will significantly enhance the character of the Sleeman complex like a ‘sculpture in the park’. This dynamic character will be enjoyed in both overlay and legacy modes due to the extent of the roof canopy, and more so in legacy mode when the temporary seating and temporary airconditioning units (if required will be screened during the overlay) are removed.
The Velodrome will be constructed to blend into the topography so that its lower level coincides with the ring road and its upper level coincides with a northern arrival plaza at grade. This configuration will allow patrons ease of access in both event and non-event mode.

A large northern arrival plaza will provide for capacity crowd control and will be sited to use the existing forest setting to enhance the public amenity of the space.

### 7.3 Queensland State Velodrome Project

The brief for the Velodrome project is a landmark sports venue for the State, to be used to host the track cycling program during GC2018 and remain as an iconic piece of legacy infrastructure for the Queensland community for use post-Games. The facility must comply with Commonwealth Games Federation and international cycling standards to enable the facility to effectively host international track cycling competitions, including the GC2018.

There will be two operational modes for the structure. The first is the Games mode, the time during which the structure is to be used for GC2018. Additional seating will be required during this time to cater for the large crowds. The second operational mode of the structure is its legacy mode, which is post-games operation and will require less seating. Therefore, the facility is to have legacy seating capacity for 1,500 spectators, with an additional 2,500 temporary seats to be installed for GC2018. The track infield will house a multipurpose area for activities such as netball, futsal, basketball or other indoor events.

The Velodrome is to be located within the Sleeman Sports Complex in the Southern end of the site in proximity to the existing Brisbane Supercross BMX track and Qld State Gymnastics training hall.

### Brisbane Supercross BMX Track Integration

The proposal maintains use of the Athlete’s setdown circuit off the ring road as the main arrival circuit to the Velodrome. From it is created a ‘Cycle Plaza’, which connects the BMX track entrance across the plaza to the main Velodrome entrance. The idea is that this plaza acts as a fulcrum space to enable BMX track users to readily access the under concourse community, change and lounge/dining facilities.

The main Velodrome entrance is flanked by the Administration Centre on one side for good surveillance and for direct access from the Cycle Plaza.

The turfed berm wrapping around the eastern side of the Velodrome from the ‘Cycle Plaza’ is proposed to be used for BMX track spectator viewing.

The joint use of the Velodrome facilities together with this spectator berm will generate a highly integral and synergistic relationship between the Velodrome and BMX track. It can include outstanding event facilities such as for Centurion Cycling, as well as for multiple social functions held simultaneously in the plazas and terraces.

### Post GC2018 Potentials

Legacy uses of the concourse and track in field will be considered. The track in field will allow a number of Indoor sports uses and as such will need to be provided with protective nets and appropriate sports flooring equipment fixing points.
The concourse will be able to be used as a café plaza serving both the velodrome and the BMX track. The covered area to the West side of the internal concourse may be considered for indoor sports use if possible.

7.4 Stadiums Queensland Master planning for the Sleeman Sports Complex

Stadiums Queensland is assessing potential future development opportunities for the site for sporting facilities and aligned purposes. Assessments undertaken for this proposed Ministerial designation have had regard to the possibilities that sports and ancillary uses may be needed some time in the future. However, it will be necessary that any such future development as identified in the site master plan be carried out on the subject land pursuant to further planning assessment.

7.5 Statement of Public Benefit

The Sleeman Sports Complex is defined as community infrastructure under Schedule 2 Part 2 of the SPR, providing sport, community and recreational assets necessary to support the community and for the public benefit. The designation will facilitate the efficient allocation of resources; satisfy statutory requirements and budgetary commitments of the State Government for the supply of community infrastructure.

The “legacy” use is for a competition standard Velodrome for both elite sport and community use. The facility upgrade will deliver an important indoor infrastructure to the community beyond GC2018, namely a world-class competition and training venue for the region’s current and future elite athletes as well as the City’s residents.

The project will be constructed and operated in a manner that avoids adverse environmental impacts on the surrounding natural environment.
8 Legislation and Policy Requirements

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

In relation to building works, these will be self-assessable development in accordance with Schedule 3, Part 2, Table 1, Item 1 of the SPR where carried out by or on behalf of the State, a public sector entity or a local government.

8.1 State and Commonwealth Legislation

Ministerial Designation is being sought for the site, and if designated this will exempt the State from any development approval requirements triggered under the local government’s planning scheme. It is acknowledged that this does not exempt the State from obtaining approvals/licenses and meeting obligations under relevant Commonwealth and State legislation.

Any proposed and future development on the site is to be carried out in a manner that avoids significant adverse impacts to the onsite and surrounding environment and which gives appropriate regard to the provisions of the following (but not limited to) Commonwealth and State legislation—

- Aboriginal Cultural Heritage Act 2003
- Building Act 1975
- Coastal Protection and Management Act 1995
- Environmental Protection Act 1994
- Environmental Protection and Biodiversity Conservation Act 1999
- Nature Conservation Act 1992
- Queensland Heritage Act 1992
- Sustainable Planning Act 2009
- Transport Infrastructure Act 1994
- Vegetation Management Act 1999

As part of the consultation stages of the proposed designation, State agencies have the opportunity to advise of any other relevant legislation.

8.2 State Planning Policies

Section 207(2) (d) of the SPA provides that the designating Minister must consider each relevant State Planning Policy (SPP). SPPs are the policy documents through which the State Government describes its interest in development related matters.

The single State Planning Policy came into effect early December 2013. The new State Planning Policy and the State interests described therein are discussed as follows.
### State Interest

<table>
<thead>
<tr>
<th>State Interest</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planning for Liveable Communities and Housing</strong></td>
<td></td>
</tr>
<tr>
<td>Liveable Communities</td>
<td>Yes</td>
</tr>
<tr>
<td>Housing Supply and Diversity</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Planning for Economic Growth</strong></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>N/A</td>
</tr>
<tr>
<td>Development and construction</td>
<td>N/A</td>
</tr>
<tr>
<td>Mining and extractive resources</td>
<td>N/A</td>
</tr>
<tr>
<td>Tourism</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Planning for the environment and heritage</strong></td>
<td></td>
</tr>
<tr>
<td>Biodiversity</td>
<td>Yes</td>
</tr>
<tr>
<td>Coastal Environment</td>
<td>N/A</td>
</tr>
<tr>
<td>Cultural Heritage</td>
<td>Yes</td>
</tr>
<tr>
<td>Water Quality</td>
<td></td>
</tr>
<tr>
<td><strong>Planning for hazards and safety</strong></td>
<td></td>
</tr>
<tr>
<td>Emissions and hazardous activities</td>
<td>N/A</td>
</tr>
<tr>
<td>Natural Hazards</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Energy and Water Supply</td>
<td>N/A</td>
</tr>
<tr>
<td>State Transport and Infrastructure Networks</td>
<td>Yes</td>
</tr>
<tr>
<td>Strategic airports and aviation facilities</td>
<td>N/A</td>
</tr>
<tr>
<td>Strategic Ports</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### 8.2.1 Planning for Liveable Communities and Housing

**Liveable communities**

The proposal contributes to the State interest of liveable communities through the recognition and development of sport and recreation oriented community infrastructure and services.

**Housing supply and diversity**

The proposal seeks to designate land for the purposes of community infrastructure and does not propose residential uses. This State interest is not relevant to the proposal.

#### 8.2.2 Planning for Economic Growth

**Agriculture**

The site is located in an urban area and does not comprise land identified as suitable for agricultural production. The proposal does not affect the agricultural sector and this State interest is not relevant to the proposal.

**Development and construction**
The proposal seeks to designate land for the purposes of community infrastructure and does not impede the achievement of the State interest.

**Mining and extractive resources**

The site is not identified as a key resource area or area suitable for coal, mineral, petroleum and gas resources. This State interest is not relevant to the proposal.

**Tourism**

The proposed designation is to enable infill development consistent with the established land use on site. The proposal will not adversely impact upon any existing or planned tourism development, but will support national and international sports events that may stimulate sports tourism.

### 8.2.3 Planning for the environment and heritage

**Biodiversity**

The site is affected by regulated vegetation and wildlife habitats requirements. The environmental assessment documented in section 9 of this report identifies the impact of the designation proposal in relation to this State interest.

**Coastal Environment**

The site is not located within a coastal zone or management district and is not affected by coastal hazards.

**Cultural Heritage**

- **All cultural heritage:** The site is not identified as a world heritage property or national heritage place.
- **Indigenous cultural heritage:** Department of Aboriginal and Torres Strait Islander and Multicultural Affairs (DATSIMA) Cultural Heritage Database indicate no Aboriginal Cultural Heritage is recorded for the site.

Any Aboriginal cultural heritage, if found, is protected under the terms of the *Aboriginal Cultural Heritage Act 2003* even if DATSIMA has not record relating to it. Contract documents are to include provisions for works to cease and the relevant Aboriginal Party to be contacted if evidence of Aboriginal cultural heritage is encountered during site clearing and excavation works.

The construction of the proposed Velodrome will take place on a site that is currently developed and is therefore considered a ‘Category 4 activity’ as determined from the Guidelines. Where an activity is proposed in a Developed Area, it is generally unlikely that the activity will harm Aboriginal Cultural Heritage and the activity will comply with the Guidelines. There is no further formal advice from DATSIMA, however it is noted that any Aboriginal Cultural Heritage, if found, is protected under the terms of the ACHA.

- **Non-indigenous cultural heritage:** The site is not entered on the Queensland Heritage Register.

**Water Quality**

- **Stormwater Management:** A Site Based Stormwater Management Plan will be prepared for the Velodrome project.
Any future development undertaken on the site pursuant to the proposed designation is subject to the development of detailed Site Based Stormwater Management Plan that addresses present day policy in relation to water quality and quantity.

**Erosion and Sediment Control:** To minimise the risk of releasing sediment (and other contaminants) to waters during Velodrome construction and to meet the General Environmental Duty under the *Environmental Protection Act 1994*, a site Erosion and Sediment Control Plan (ESCP) will be prepared/certified by a Certified Professional in Erosion and Sediment Control (CPESC) prior to commencing construction. Similar controls will be put in place for future proposed development.

**Acid Sulfate Soils:** The BCC eBimap indicates that site is not affected by Acid Sulfate Soils. This is confirmed by the site contours which are between approximately 25m and 45m AHD. The State interest is only applicable to development involving any of the following activities at or below 5m AHD:
- excavating or otherwise removing 100m³ or more of soil or sediment; or
- filling of land involving 500m³ or more of material with an average depth of 0.5 of a metre or greater.

8.2.4 Planning for hazards and safety

**Emissions and hazardous activities**

The project is not subject to emissions or hazards including contaminated land. This State interest is not relevant to the proposal.

**Natural Hazards**

**Flooding**

The guideline for this State interest indicates that development in flood affected areas be compatible with the level of risk associated with the flood hazard. In reference to Table 1, sporting facilities and facilities for parks and recreation have no specific recommended flood level but development proponents should ensure that the infrastructure is optimally located and designed to achieve suitable levels of service, having regard to the processes and policies of the administering government agency. Community and cultural facilities must achieve a recommended flood level of 1% AEP.

A BCC Floodwise Property Report identifies that the site has an Overland Flow Path Flag and that there is a Waterway Corridor traversing the site.

A Registered Professional Engineer of Queensland is engaged on this project to advise in relation to floor levels, flooding depth and stormwater management.

**Bushfire**

Under the SPP Interactive Mapping System the site is identified as having areas of high and very high bushfire hazard adjoining the site and a significant portion of the site is covered by the bushfire impact buffer. A Bushfire Management Plan is in operation for the existing Sleeman Sports Complex, and has been updated for the purposes of this proposed designation (refer to Appendix 9).

The SPP provides broad guidelines for planning:
- Development avoids natural hazard areas or mitigates the risk of the natural hazard;
• Development supports, and does not unduly burden, disaster management response, or recovery capacity and capabilities;
• Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties;
• Development avoids the risk to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard; and
• Development maintains or enhances natural processes and the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard.

The policy requirements of the SPP have been addressed as part of the Bushfire Management Plan.

Landslide

The site is not identified as subject to landslide hazard or steep / unstable land. Risk of landslide is considered to be very low.

Coastal Hazards

The site is not affected by coastal hazards.

8.2.5 Infrastructure

Energy and Water Supply

The site is not located in proximity to an existing or planned electricity easement or bulk water supply infrastructure. This State interest is not applicable to the proposal.

State transport infrastructure and networks

The site is located adjacent to a State controlled road (Old Cleveland Road) and the northern property alignment is affected by a future public passenger transport corridor and facility. The site is within 400m of an existing public passenger transport facility located at the Old Cleveland Road frontage.

The proposed designation is not anticipated to adversely impact the safety and efficiency of the infrastructure / corridors and networks proximal to the site, although a traffic impact assessment is being conducted for the proposed new Velodrome.

GC2018 will be a major event impacting on traffic in the region. Each venue will be subject to a traffic management plan that is being developed by the Department of Transport and Main Roads.

Strategic airports and aviation facilities

The site is located within the outer limits of the area affected by the operational airspace and contours for the Brisbane Airport. This State interest is not relevant to the proposed designation of land.

Strategic ports

The site is not identified as being in close proximity to a strategic port and this State interest is not applicable to the proposal.
8.3 State Planning Regulatory Provisions

Section 207(2)(b) of the SPA provides that the designating Minister must consider each relevant State Planning Regulatory Provisions (SPRP). SPPs are the policy documents through which the State Government describes its interest in development related matters.

The gazetted SPRPs, operating under the SPA are as follows:

<table>
<thead>
<tr>
<th>State Planning Regulatory Provision</th>
<th>Relevance to the Subject Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Amendment to the South East Queensland Regional Plan 2009-2031</td>
<td>N/A</td>
</tr>
<tr>
<td>State Planning Regulatory Provision</td>
<td>N/A</td>
</tr>
<tr>
<td>State Planning Regulatory Provision (adopted charges)</td>
<td>N/A</td>
</tr>
<tr>
<td>Yeerongpilly Transit Oriented Development State Planning Regulatory Provision</td>
<td>N/A</td>
</tr>
<tr>
<td>Off-road motorcycling facility on State-owned land at Wyaralong</td>
<td>N/A</td>
</tr>
<tr>
<td>State Planning Regulatory Provisions (adult stores)</td>
<td>N/A</td>
</tr>
<tr>
<td>South East Queensland Koala Conservation State Planning Regulatory Provisions</td>
<td>N/A</td>
</tr>
</tbody>
</table>

There are no SPRPs relevant to the proposed designation.

8.4 Regional Planning

The site is included within the Regional Landscape and Rural Production Area of the SEQRP. The SEQRP provides the framework on which to manage growth, change, land use and development in SEQ to 2031. The plan influences land use in urban and rural areas across the region.

The SEQRP identifies sufficient land to accommodate a projected population of 4.4 million people and their employment and economic development needs up to 2031 in a more compact urban form. The plan responds to issues such as continued high population growth, traffic congestion, koala protection, climate change and employment generation. The plan balances population growth with the need to protect the lifestyle that residents of SEQ value and enjoy.

The plan sets out the preferred locations for future urban development by classifying land into categories. This approach to land use provides greater certainty for communities about appropriate kinds of development and where it can occur.

The Sleeman Sports Complex community infrastructure designation responds to the vision and strategic direction of the SEQRP by providing—

- diverse employment opportunities and quality infrastructure and services
- sustainable and well-designed development.
- the celebration, protection and enhancement of ecological and culturally significant landscapes
- community access to quality, open space, recreational opportunities.

The Draft Amendment to the South East Queensland Regional Plan 2009-2031 State Planning Regulatory Provision is considered not a relevant consideration for the proposed designation.
Sections 2.1 and 3.1 of the SPRP do not apply to development in the Regional Landscape and Rural Production Area or Rural Living Area if the premises are in an urban area under a planning scheme. The site is identified in the planning scheme as a Community Facilities CF2 – Major Sports Venue zone precinct, which is considered to be an urban area—being an area intended for urban purposes on a map in a planning scheme.
9 Environmental Assessment and Management

Before designating land for community infrastructure, an assessment must be made of—

- any environmental impacts that the development or use may generate; and
- ways in which those environmental impacts are being managed or mitigated.

Regard is given to natural and physical resources, as well as short and long term effects and impacts on the environment and community from both the construction and operational phase of the proposed community infrastructure. The range of matters considered includes—

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

These matters are considered and addressed in the following sections of this report.

9.1 Soils and Geology

9.1.1 Geology

A topographical survey of the site has been undertaken by AAM (formerly Qasco) in 2009. This survey was updated and extended to cover the extent of the Velodrome site. Most of the site is currently paved, and is used for car parking, and for the Chandler Markets. Existing ground levels slope from approximately 39.0m AHD in the west of the site, to 29.0m AHD in the east of the site.

A ground investigation has been undertaken by Soil Surveys (January 2014). The Geotechnical Investigation Report was completed in February 2014. Preliminary trial pit logs typically show:

- Car park pavement materials (or soft landscape), overlying
- 0.3m to 1.6m of Gravelly Clay/Clayey Gravel, or Silty Clay, overlying
- Extremely weathered, weak to very weak, Siltstone.

As a result, all major structures are to be founded using high level foundations, with piles at column locations to resist large axial uplift and compression forces.

9.1.2 Acid Sulfate Soils

A preliminary investigation indicates the elevation of the site ranges from approximately 32m Australian Height Datum (AHD) to 46m AHD. The site is approximately 6km west of the coast. Generally, Acid Sulfate Soils (ASS) are likely to occur in soils in coastal areas below 5 m AHD.

A review of the Commonwealth Scientific and Industrial Research Organisation’s (CSIRO’s) Australian Soil Resource Information System (ASRIS) mapping indicates the site is ‘C4 – Based on site elevations it is not expected that the site harbours acid sulfate soils. Extremely Low Probability/Very Low Confidence’ of ASS occurring.

It is unlikely that ASS will be encountered during project works.
9.1.3 Erosion Risk

The release of sediments or other contaminants to waters is an offence under Section 440ZG of the Environmental Protection Act 1994 (EP Act). To minimise the risk of releasing sediment (and other contaminants) to waters during construction and to meet the General Environmental Duty under the EP Act, a site Erosion and Sediment Control Plan (ESCP) will be prepared/certified by a Certified Practitioner in Erosion and Sediment Control (CPESC) prior to commencing construction associated with any new development proposed by the masterplan.

The ESCP will be implemented and monitored throughout the construction phases.

9.2 Natural Resources

There are no significant fisheries habitats on or near the property, nor will the proposed use see any removal or damage of recognised marine plants.

The proposal does not involve taking, using or interfering with the overland flow of water on, under or adjoining the site.

The site and adjacent properties are not identified as containing Good Quality Agricultural Land and is not mapped by the State as Strategic Cropping Land.

The site is not located in or adjacent to a State forest or timber reserve, as recognised under the Forestry Act 1959.

9.3 Stormwater Management and Natural Hazards

9.3.1 Stormwater Drainage and Management

The existing stormwater drainage network is owned and maintained by Sleeman Sports Complex.

The topographic survey shows that the existing site drains to a 525mm diameter stormwater pipe located in the southern part of the site. If required this drain will be diverted to accommodate the Velodrome.

The existing stormwater drainage network outfalls into a lake to the east of the stadium site that is used to supply water for irrigation. Water from the lake is recirculated through the central ponds/creek to ensure aeration of the water.

The existing lake overflows into a wetland to the east of the Sleeman complex. There are no reports of local flooding issues within the Sleeman site.

The scope of stormwater design for the Velodrome project includes diversion of existing drains (if required), drainage of external areas, provision of connection points to service the stadium roof drainage, and gravity reticulation to a connection with the existing network.

The design of stormwater drainage infrastructure is to be in accordance with the Brisbane City Council Subdivision and Development Guidelines, and Queensland Urban Drainage Manual (QUDM, 2013).

Brisbane City Council Subdivision and Development Guidelines require that stormwater drainage for commercial areas to be designed for:

- Minor drainage network - 10 year ARI storm event;
Major drainage network - 50 year ARI storm event;

The Queensland State Planning Policy (SPP, Dec 2013) requires that development avoids or minimises adverse impacts on the environmental values of receiving waters arising from altered stormwater quality or flow.

New stormwater drains will be required to collect runoff from the stadium downpipes and concourses. The site topography, and capacity of existing infrastructure, is likely to require a new stormwater outfall to be constructed from the northern part of the stadium to the creek.

The proposed development is unlikely to increase the impervious stormwater catchment, and is unlikely to have a significant effect on the quantity and quality of stormwater runoff from the site.

The development may reduce the time of concentration of stormwater flows, and locally increase peak flow rates, however, all runoff from the site drains to the existing lake, which acts as a detention/retention pond. It is anticipated that no additional infrastructure will be required to comply with the SPP.

Minor modifications will be required to the drainage on the southwest perimeter of the BMX track site, and drainage flow paths in the existing car parks immediately to the North of the proposed Velodrome.

Opportunities to harvest stormwater runoff from the Velodrome roof for use in flushing toilets and/or subsurface irrigation will be considered.

9.3.2 Flooding

Brisbane City Council’s Floodwise Property Report indicates a number of flags.

SPP Mapping indicates that the site is within the Floodplain Assessment Overlay in a Local Government Level 1 Flood Hazard Area.

The Guideline for the SPP (natural hazards state interest) indicates that development in flood affected areas be compatible with the level of risk associated with the flood hazard. In reference to Table 1, sporting facilities and facilities for parks and recreation have no specific recommended flood level but development proponents should ensure that the infrastructure is optimally located and designed to achieve suitable levels of service, having regard to the processes and policies of the administering government agency. Community and cultural facilities must achieve a recommended flood level of 1% AEP.

The Preliminary Design Plan has been reviewed by a suitably qualified Hydraulic Engineer to ensure the development footprint of the proposed new Velodrome does not impact on or be impacted by overland flow.

9.3.3 Coastal Management

The site is not located within a coastal zone or management district and is not affected by coastal hazards.

9.3.4 Bushfire

Under the SPP mapping, areas of the site are mapped as medium and high bushfire hazard areas with the balance of the site mapped as a low bushfire hazard (refer to SPP Bushfire Map in
Appendix 10. The SPP states that development should avoid natural hazard areas and mitigate the risks of natural hazards. Due to the medium and high potential bushfire hazard and high density of people which potentially require evacuation (in both legacy and overlay operation) in case of a bushfire, the site Bushfire Management Plan (BMP) by Bushfire Risk Rescuers has been updated (March, 2013) (refer to Appendix 9) to include for the proposed Velodrome works

The BMP has assessed that the Sleeman Sports Complex is in an exposed and potentially vulnerable asset, with some potential risk to life and property if worst case foreseeable wildfire should occur in this location. The Risk Assessment in the BMP indicates medium to low levels of risk with some management action required but generally managed by routine procedures.

The proposed Velodrome and BMX facilities effectively increase the amount of site use and numbers of people closest to the bushland interface and elevating bushfire protection measures are warranted. The BMP recommend the following measures:

- **Enhancement of APZs on the site:**
  - Promoting a landscaping program which selects for less flammable species, and which fragments landscaping areas by paths, rocky drainage swales and other non-combustible design features.
  - Continuing the program of suppressing surface fuels through mulching, also enhancing line of-sight, including Zones 5, 6 and 8. (Regular Hazard reduction burning is an alternative option, but for this to occur a fireline would need to be constructed adjacent to the fence in Zone 5).
  - Increasing the capacity to irrigate generously during dry times – desilting the eastern lake to increase its capacity. This is planned by Stadiums Queensland.
  - Increasing setback from intact fuel around the cabins to a minimum of 4m, particularly to the west.
  - Limiting fuel accumulation in the 1 ha (Zone 5) area on the eastern side of the site, either by the use of fire or by mulching.

- **Additional Protection Zone on adjacent land to protect the ring road and increase defendable space in the southern portion of the site.** It is recommended to increase the fire frequency on the fire management block immediately south of the complex, designating it as a Protection Zone for the Sleeman Sports Complex. Burn frequency should be guided by fuel accumulation levels, aimed at not exceeding 8 – 10t/ha total available fuel. This should be supported by removal of available fuel in Fuel Zone 8 as explained in Section 4.2.2.
  - It is noted that this recommendation impacts upon the adjacent land owner, Brisbane City Council. Stadiums Queensland is presently arranging a meeting to consult with Brisbane City Council regarding this measure before any commitment is made to this strategy.

- **If large capacity events are scheduled coinciding with the September to November (peak fire season) period, ensure that additional preparation and wildfire practice drills are conducted in the month or two beforehand.**

- **Enhanced emergency management arrangements, including:**
  - Drills which practice large scale site evacuation and also sheltering on site, selecting the areas within the Aquatic Centre and Theatre which are best sealed against smoke entry.
  - Equipping fire wardens and assistant fire wardens with P2 smoke mask and smoke goggles in the kits held at the existing emergency response stations.

- **Enhanced water access options for emergency services, including the static tanks East of the BMX facility.** Continued protection and maintenance of hydrants and 19mm plug in points.
• Review of BMP for currency and adequacy at least every 5 years or immediately following any unplanned bushfire incident impacting the site.

9.3.5 Landslide

The site is not identified as subject to landslide hazard or steep / unstable land under the planning scheme. Risk of landslide is considered to be very low.

9.4 Conservation and Ecological Values

9.4.1 Flora and Fauna

Due to the sensitive environmental area, waterway and wetland in the southern portion of the site an Ecological Assessment was completed to ensure the long-term conservation of this area throughout the legacy and overlay operation of the planned Velodrome site works.

The majority of the development area is hardstand bitumen and is used currently as a carparking facility. The only vegetation within the hardstand areas is localised within formalised garden beds. The ecological report prepared by Lambert and Rehbein (April 2014) and included at Appendix 11 indicates that at the northern extents of the development area, small pockets of native vegetation established in less formal native landscaping and bushland areas were present. The RE’s mapped on the site were not considered to be an accurate representation of the site conditions – the conflicts and consistencies are described in the ecological report.

As described the EPBC Protected Matters, Queensland Herbarium, and the Department of Environment and Heritage Protection (DEHP) WildNet data searches (included in Appendix 11), a number of flora species were returned by these searches as listed to occur within a 4 km radius of the site. The likelihood of these species occurring on site was then assessed and these species were targeted in fieldwork. A single threatened flora species was recorded during the site inspection, being the Near Threatened, Plunkett Mallee.

As described the EPBC Protected Matters, Queensland Museum, and the Department of Environment and Heritage Protection (DEHP) WildNet data searches (included in Appendix 11), a number of fauna species were returned by these searches as listed within the locality. The likelihood of these species occurring on site was then assessed and these species were targeted in fieldwork. Table 3 of the Ecological Report summarises the significant fauna species and their likely occurrence on the site, in the context of the location and habitat available.

A small number of trees on the site showed scratch markings characteristic of Koalas. No visual confirmation of Koalas was obtained within the development area of the Velodrome site, nor were any Koala scats detected at the base of scratched trees. However, a Koala was sighted near the Aquatic centre, approximately 130 metres from the edge of the Velodrome development area. The Wildnet data search indicated that 88 records of Koala have been identified within 1 km of the site.

Parts of the site are currently mapped as Essential Habitat for Koalas under the Vegetation Management Act 1999. The development area does have direct connectivity to large areas of core Koala habitat, however, it is anticipated that the development area will not have a significant impact on the local Koala population. It is therefore, considered likely that Koalas may traverse the development area from time to time as individuals move throughout their large territories in search of forage and potential mates. Koalas appear not to have used the area proposed for the Velodrome Project as core habitat.
The ecological report indicates that it is possible that Grey Headed Flying Foxes and Grey Goshawks may utilise the site and the development area for foraging opportunities from time to time, as the site does provide foraging resources for these highly mobile species. No flying fox roosts were present in the development area.

**Matters of National Environmental Significance**

The matters of national environmental significance which are applicable to the proposed works include the potential to impact upon:

- Wetlands of International Significance;
- Listed threatened Ecological Communities;
- Listed threatened species; and
- Migratory species protected under international agreements.

Within the Ecological Report, these matters and each species recorded or likely to occur on the site has been assessed against the significant impact guidelines. For fauna and flora species, their likely presence within the site and any impact resultant of the proposed works has been considered. Lambert & Rehbein have determined that a significant impact on the above mentioned matters of national environmental significance will not occur and therefore will not require referral to Department of Environment.

**Matters of State Environmental Significance**

**Vegetation Management Act 1999**

Approval is required under the *Vegetation Management Act 1999* (VMA) when clearing is to be undertaken within a declared area or within a remnant ecosystem, unless listed under the exemptions relating to the VMA or listed in the *Sustainable Planning Regulation 2009* (SPR). A declared area is an area declared by the Minister to be of high conservation value or vulnerable to land degradation. However, the DNRM states that any clearing for community infrastructure is exempt.

The site contains Essential Habitat for the Koala. DRNM states that any clearing for community infrastructure is exempt, including Essential Habitat.

Therefore, removal of Regulated Vegetation and Essential Habitat does NOT require approval or offsetting under State Government Regulation for that purpose.

**Koala Policy Framework**

The South East Queensland Koala Conservation State Planning Regulatory Provisions (SPRP) are made under the SPA does not apply to development for community infrastructure that is conducted by or on behalf of the State of Queensland.

As removal of some mapped Koala Bushland Habitat and Rehabilitation Areas are proposed, Koala habitat offsets will be required for the project in accordance with the State Planning Policy.

Any clearing of non-juvenile koala habitat trees (NJKHTs) within areas mapped as Bushland Habitat and suitable for High Value Rehabilitation of Koala habitat will require offsetting. Therefore, offsets will be required for the clearing of non-juvenile koala habitat (NJKHT’s) trees within the development area.
The site assessment conducted by Lambert and Rehbein on the 25th of March, 2014 quantified NJKHTs by counting trees which meet the criteria outlined above for a NJKHT. A total of 372 NJKHTs were present within the development area. As the project is still being designed the actual figure affected may change.

Stadiums Queensland will review the offset delivery options available to it for the project as set out in the Offsets for Net Gain of Koala Habitat in South East Queensland Policy.

Nature Conservation (Protected Plans) Conservation Plan 2000

The site is mapped within a High Risk Trigger Area and therefore an appropriate vegetation survey was conducted. The survey covered all areas of the development site and a detailed flora inventory was obtained. One (1) EVNT plant species was identified within the development area and another specimen was identified adjacent to, but just outside the development extent. Both specimens were identified as Plunkett Mallee (Eucalyptus curtisii), which is listed as Near Threatened under the Nature Conservation (Wildlife) Regulation 2006. The specimen within the development site was growing in an established garden bed, adjacent to the ring road.

If removal of this specimen or removal of any plants directly adjacent to it are required for the project, a Clearing Permit for removal of Protected Plants will be sought from DEHP.

Environmental Protection Regulation 2008

The Department of Environment and Heritage Protection’s Referable Wetlands Mapping indicates that the site is not located within a Wetland Management Area, therefore referral to DEHP will not be required in relation to wetland management.

Recommendations and Mitigation Measures

As part of the Ecological Report, Lambert and Rehbein have tabulated a number of recommendations and mitigation measures for this project’s consideration.

9.4.2 Pests and Weeds

Under the Land Protection (Pest and Stock Route Management) Act 2002 declared plant species of Queensland are classified under three (3) categories:

- Class 1: By Law, landholders must keep their land free of this class of declared plant species;
- Class 2: By law, landholders must try to keep their land free of this class of pest plant, it is illegal to possess, sell or release these species without a permit; and
- Class 3: Control by landowners is not deemed to be warranted unless the plant is impacting, or has the potential to impact, on a nearby environmentally significant area. It is an offence to sell, introduce, release or supply a Class 3 species.

The Federal EPBC Protected Matters Report identified 20 invasive animals and 20 invasive Weeds of National Significance (WoNS) within a one (1) km radius of the site.

A limited number of exotic and invasive pest plants were recorded within the development area during site investigations. Declared pest species recorded on the site are summarised in Table 4 of the ecological report.

No pest animals or signs of their presence were identified on the site.
Any declared plants encountered during construction will be removed and disposed of appropriately.

The site is not located within a ‘Low Risk Area (Orange Zone)’ declared fire ant restriction area. Movement of restricted items is allowed within the restricted area. Movement outside of the restricted area requires an Approved Risk Management Plan which must be followed.

### 9.5 Historical and Cultural Heritage

#### 9.5.1 Historical Heritage

The site is not listed on the local heritage register. The site is not listed on the Department of Environment and Heritage Protection (EHP) heritage database or the Australian Government’s Australian Heritage Places Inventory (refer to search results in Appendix 10).

#### 9.5.2 Cultural Heritage

Consideration has been given by the State to potential Indigenous cultural heritage issues relating to the proposed development at the Sleeman Sports Complex.

The proposed development is located in areas of the site which have been cleared and are currently maintained (i.e. areas occupied by car parks) would be classified as Category 4 – areas previously subject to significant ground disturbance. In these areas of the site, it is reasonable and practicable that the activity proceeds without further cultural heritage assessment, subject to the measures set out in paragraphs 5.6 – 5.12 of the Guidelines.

The Duty of Care Guidelines recognise that it is generally unlikely that a Category 3 activity will harm Aboriginal cultural heritage. Accordingly, the above-mentioned activity will comply with the Duty of Care Guidelines and may proceed without further cultural heritage assessment. If, however, at any time during the activity it is necessary to excavate, relocate, remove or harm a Cultural Heritage Find, the activity is to cease immediately. The relevant Aboriginal parties for the area must be notified their advice and agreement sought as to how to avoid or minimise harm to the Aboriginal cultural heritage.

DSDIP has engaged with the relevant Aboriginal group in relation to requirements in respect to the Aboriginal Cultural Heritage Act 2003.

#### 9.5.3 Native Title

Lot 1 on SP150590 is Freehold land. The lot was created as an Estate in Fee Simple (Freehold) on 09/09/2002 when Lot 2 on RP180303 was subdivided into Lots 1 and 2 on SP150590.

Native Title rights and interest have been wholly extinguished over Lot 1 SP150590. Any Native Title right or interest that may have existed at the time of the creation of the Estate in Fee Simple over Lot 2 RP180303 on 4 February 1985, were extinguished on registration of the Certificate of Title.

The creation of the Estate in Fee Simple is a ‘previous exclusive possession act’ (PEPA) as set out in section 23B of the Native Title Act 1993 (Cth).
9.6  Health, Safety and Amenity Impacts

9.6.1  Air Quality

The contribution to air pollutants from the site will be negligible.

Construction may lead to a temporary increase in air pollution from the site through dust and emission from construction machinery. There are no residential properties within close proximity to the proposed Velodrome and any ancillary development, and users of the sports park would be most at risk of experiencing nuisance from poor air quality during construction. This will be temporary and can be adequately controlled through good site practices which will be specified in a Construction Environmental Management Plan for each development activity undertaken.

9.6.2  Lighting

All lighting will be designed to produce illuminance levels in accordance with the design criteria including Australian Standard AS/NZS 1680 “Interior Lighting and the Visual Environment” and the applicable parts of AS/NZS 1158 series (Lighting for roads and public spaces) and AS 4282 Control of the obtrusive effects of outdoor lighting as applicable.

The following is a summary of the relevant standards and requirements for the project.

- AS2560.2.2 – Sports Lighting : Lighting of Multipurpose Indoor Sports Halls.
- Union Cycliste Internationale (UCI) Cycling Regulations – Part 3 Track Races.
- British Standard BS EN 12193 : Light and lighting — Sports lighting.
- GOLDOC Venue Requirements Version 1.
- Queensland Velodrome Feasibility Study 2012.

The proposed roofing is unresolved but will be translucent – in part to maximise day lighting opportunities. As the design of the roofing is resolved, and where transmittance information is available for the materials chosen, the effect of spill lighting through the material can be modelled to assist with determining the effect on surrounding premises and fauna, particularly when operating with all lights on in fully televised mode.

9.6.3  Noise Nuisance

The subject site is located approximately 600m from the nearest noise sensitive receiver to the North of the proposed development, 500m from the nearest receiver to the West and 500m from the nearest receiver to the South.

An Acoustic Report has been undertaken for the Velodrome development works as follows (refer Appendix 12):

- Study of ambient noise at site to determine the existing noise amenity and relevant environmental noise criteria.
- Characterisation of noise emissions associated with the mechanical plant (including pumps and fan noise) and activities (e.g. on site vehicle movements) associated with the development.
- Acoustic Design of Noise Control Measures for Mechanical Ventilation. The noise emanating from the mechanical ventilation system shall be in accordance with the requirements of
Appendix B of the Australia Standard AS 1055.2-1984 (Description and Measurement of Environmental Noise).

- Acoustic design based on measured Environmental Noise statistical noise characterisation parameters accounting for:—
  - Tonality.
  - Frequency weighting.
  - Impulsive characteristics.
  - Fluctuations and temporal content.
  - Recommended maximum planning noise levels.

- Calculations to determine the extent of noise impact at the site boundary and to the nearest noise sensitive receivers.

The Acoustic Report makes the following conclusions:

- The noise levels due to the Mechanical Plant at the receivers adjacent to the site boundaries are acceptable provided the plant design incorporates the attenuation measures as specified in this report or equivalent.

- Adequate acoustic separation between space types is obtained provided the proposed construction types detailed in the report are integrated into the building design.

- Noise levels within the various space types will be acceptable provided the proposed construction types detailed in the report are integrated into the building design.

- The open structure of the velodrome and use of a lightweight roof limits the use of the space for music events. Rain noise will not be controlled within the space and the space is reverberant. Options to improve the quality of the reverberant space have been recommended and can be incorporated as part of the subsequent design stages as required.

- The open external building fabric required for natural ventilation and the lightweight roof limit the use of the space for events with a high level of amplified noise. A noise management plan and controls of the amplified noise level are required for these events and are recommended to be developed in accordance with the BCC requirements for Entertainment Venues.

- The increase in traffic noise due to the site redevelopment is negligible due to the minimal increase traffic volumes associated with the relocation of the velodrome and the future leisure facility.

Noise studies for future development will be required to be undertaken, and action taken to mitigate noise impacts assessed as exceeding desirable values.

9.6.4 Construction Nuisance

Measures are to be taken to reduce noise, dust and other construction based nuisance. The Contractor for each development site will be required to prepare and implement a Construction Environmental Management Plan which will regulate on-site operation during construction.

9.6.5 Personal Safety and Building Security

Facilities design and landscaping incorporates appropriate CPTED and security strategies.

Building security and surveillance is to be considered as part of the detailed design for the project for the Velodrome project and future development.
9.6.6 Contamination and Hazardous Materials

The property is not listed on the EMR or on the CLR (Appendix 13).

Limited site history is available regarding contamination. Sources of contamination could include fill of an unknown origin and/or construction waste including asbestos. Contamination investigations will be undertaken if a risk of contamination is identified before or during site works.

A search of the Department of Defence’s Unexploded Ordinance (UXO) register, indicates the site is not on the UXO register (refer to UXO Search in Appendix 14).

In relation to future works on the site, the risk of encountering hazardous material is to be assessed prior to any demolition of existing facilities.

9.6.7 Economic Impacts

It is not anticipated that the proposal will have negative impacts on economic activities of the area including labour and markets; service delivery; and / or local industries.

Positive impacts on these economic activities may arise through the construction process.

Local Industry Participation (LIP) Policy is being implemented. A LIP Plan is currently being developed with stakeholders and will be finalised in consultation with the Managing Contractor for the Velodrome development works.

9.7 Infrastructure and Servicing

9.7.1 Stormwater

Refer to 9.3.1 of this report.

9.7.2 Sewer

The topographic survey shows a gravity sewer to the north of the site, with a stub to serve the BMX track.

The sewer materials, diameter, and invert levels, are not shown on the topographic survey. Brisbane City Council eBimap records show that the invert level at the manhole closest to the site is MH39752, which is shown to have a surface level of 29.714m AHD, and an outgoing invert level of 27.926m AHD. The downstream sewer is shown as 150mm diameter vitrified clay.

The sewer drains to a pump station on Old Cleveland Road, to the northeast of the site. QUU have been contacted to advise them of the proposed Velodrome development. QUU have confirmed that "the existing sewerage infrastructure serving the site has adequate capacity to service the proposed additional development (Permanent Velodrome facility – 1500 spectators and temporary facility – 2500 spectators) in accordance with SEQ Water Supply and Sewerage Design and Construction Code." QUU would not require upgrade as it believes the pump station has adequate capacity.

The design of sewerage infrastructure is to be in accordance with the SEQ Water Supply and Sewerage Design and Construction Code Amendments to the Sewerage Code of Australia (July 2013), and Design Criteria. Design to be to the requirements for the Queensland Urban Utilities (QUU)-serviced area.
QUU are to be consulted should future development be proposed to be undertaken on the site.

### 9.7.3 Water

The topographic survey shows a water main crossing the site from North to South. The water main services a fire hydrant on the ring road, and provides a stub for any future development to the South of the road. This water main will need to be diverted around the proposed development.

The water main materials and diameter are not shown on the topographic survey. Brisbane City Council eBimap records show that water main is 150mm dia. cast iron (CISL).

Building and Asset Services records show additional 25mm and 50mm diameter supplies to hose cocks in the landscape areas around Car Park 2.

Stadiums Queensland has advised that the pressures in the existing water network are unlikely to meet the required flow and pressures for the development. Pressure and flow tests have been commissioned and Stadiums Queensland may consider installing a booster pump to service the existing facilities.

Stadiums Queensland has advised that the Sleeman Complex has an irrigation network, fed by water from the lake. Anecdotally, there is limited demand for irrigation around the complex. Sprayed irrigation of the BMX track is fed by potable water, as the lake water does not meet required quality standards for spraying.

The design of water infrastructure is to be in accordance with the SEQ Water Supply and Sewerage Design and Construction Code Amendments to the Water Supply Code of Australia (July 2013), and Design Criteria. Design to be to the requirements for the Queensland Urban Utilities (QUU)-serviced area for all proposed development.

A fire hydrant system for the complex will be required and designed in accordance with AS 2419.1 and QFRS requirements.

### 9.7.4 Power and Telecommunications

#### Maximum Demand

The preliminary maximum demand of the Velodrome is estimated at 1MVA (1000kVA) including 20% space capacity. Approximately 20% of this load is assumed to be essential or on a generator supply. These calculations are based on preliminary floor areas not on actual building loads and will be fine-tuned once equipment loads are available.

The sports lighting in competition mode is approximately 200kW and will be accommodated via mobile generators and thus not part of the maximum demand calculations.

Liaison has been commenced with Energex in regards to supply arrangements.

#### Electricity Supply

There are 3 existing substations on the site. One for the existing Velodrome (2 x 750kVA transformers), Aquatic Centre (1000kVA transformer) and Sports Hall (2 x 750kVA transformers). There is also an Energex RMU located near the entry into the sports complex. The existing arrangement is Low Voltage (LV) supply to the sports complex. The transformers are arranged in a ring formation to allow potential backup of each transformer. There is also a generator bank installed on site that belongs to Energex. We have been informed that each of the existing
transformers is currently close to capacity. Consequently, it would not be possible to supply the Velodrome from any of the existing transformers.

The Velodrome will be provided with a new transformer dedicated to the building. A padmount transformer rated at 750kVA is proposed. However, there is an existing padmount (SC776468) located adjacent the existing BCC water treatment plant (South of the Velodrome site) and appears to be unused or has minimal usage. We have confirmed that this transformer is 1000kVA and has a peak usage of only 200A with Energex. The project team is discussing with Energex regarding opportunities to use this padmount for the Velodrome.

The project team are awaiting feedback from Energex for confirmation if the existing HV grid has sufficient capacity, otherwise an upgrade will be required.

Once the location of the transformer is established, a set of underground consumers mains will be provided to the building Main Switchboard (MSB). The MSB will be located in the main switch room that will be in close proximity to the transformer. The mains cables between the substation and the main switchboard will be rated at 1200A and installed in underground conduits. Four 125mm electrical conduits will be provided between the substation and the main switch room.

The main switchboard (MSB) will meet the requirements of AS 3439 and the degree of protection shall be IP53. The form of separation for functional units shall be Form 3a to AS 3439. The MSB will have a fault current rating of 28kA.

A backup generator may be provided for the essential lighting, essential electrical loads, essential equipment, equipment kitchen equipment, essential mechanical services and lift services. The generator would be connected to the MSB and control will be automatic in the event of a power failure. If a generator is included, the appropriate noise and fuel checks will be undertaken.

**Communications Services**

The communications services will be provided in accordance with the following standards—

- National Construction Code of Australia (NCC 2013)
- ACMA requirements, ACIFS008, ACIFS009
- Authority guidelines (Telstra, NBN Co.)
- Local Government Act
- Work Place Health and Safety Act
- AS/NZS 3000, Australian/New Zealand Wiring Rules
- AS/NZS 3080, Information Technology – Generic cabling for customer premises
- AS/NZS 3084, Telecommunications installations – Telecommunications pathways and spaces for commercial buildings
- AS3085 Telecommunication Installations – Administration of Communications Cabling Systems – Basic Requirements
- AS3159 Electronic Sound and Vision Equipment
- AS4117 Surge Suppression Devices for Telecommunications Applications
- AS/ACIFS009 Installation requirements for customer cabling (Wiring rules).

The existing telecommunications infrastructure will be increased where necessary to accommodate the new facility.
9.8 Road Infrastructure, Site Access and Traffic

Arup have been appointed by Cox Architecture Pty Ltd. to provide traffic engineering and transport planning advice for the development of a master plan for the Sleeman Sports Complex, Brisbane (refer Appendix 15).

The Sleeman Sports Complex site includes a number of sporting-and leisure related uses. All sporting facilities are typically used for training purposes, but also host events on a regular basis. The sport medicine centre operates as a typical medical facility, while the theatre is used regularly with some sold-out events. The lodge and cabins can be booked by the public, but tend to provide visitor accommodation in association with athletes using the facilities.

Existing road network and access is described in section 5.3 of this report. Vehicular access to the Sleeman Sports Complex is not proposed to be changed as part of this project.

Bus service availability is described in section 5.4 of this report.

Parking Demand

An assessment of the future parking demands for the Sleeman site has been undertaken by Arup, based upon the following information:

- Observations and event knowledge by Stadiums Qld;
- On-site observations undertaken during recent traffic surveys;
- Local planning requirements; and
- Benchmarking of other velodrome sites.

The assessment analyses day to day parking demand, typical events and non-typical events.

A summary of the peak background parking demand occurring on a daily basis is presented in the traffic report, section 5.1.1 to 5.1.13 and demonstrated in the following table:

<table>
<thead>
<tr>
<th>Use</th>
<th>Weekday daytime</th>
<th>Weeknight</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aquatics</td>
<td>125</td>
<td>125</td>
<td>100</td>
</tr>
<tr>
<td>Physio</td>
<td>30</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>BMX</td>
<td>0</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Theatre</td>
<td>30</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Fitness Centre</td>
<td>70</td>
<td>70</td>
<td>30</td>
</tr>
<tr>
<td>Arena</td>
<td>0</td>
<td>60</td>
<td>0</td>
</tr>
<tr>
<td>Velodrome</td>
<td>10</td>
<td>30</td>
<td>10</td>
</tr>
<tr>
<td>Dry dive training hall</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Gymnastics training hall</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>State weightlifting centre</td>
<td>0</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>Lodge / cabins</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Park n Ride</td>
<td>134</td>
<td>20</td>
<td>0</td>
</tr>
<tr>
<td>Driver training</td>
<td>200</td>
<td>0</td>
<td>200</td>
</tr>
<tr>
<td>Total</td>
<td>639</td>
<td>545</td>
<td>580</td>
</tr>
</tbody>
</table>
The traffic study considers the parking demand for typical events in addition to the day-to-day usage of the Sleeman facilities, including a number of event combinations. Based on the data presented in the report, the peak parking demand during a combined event would occur when there is a sold out event at Chandler Theatre while there is maximum background usage of other venues, which would have an estimated parking demand of 1,332 spaces. However, sold out events are only expected five times year. Although a combination of events at the site is possible, the probability of multiple events occurring at the same time without staggered start and finish times would be low.

Non-typical event parking demand was also assessed. For these non-typical events, it is considered that visitors to the site would be encouraged to car pool and/or take special event buses to the site. As such, vehicles travelling to these events are likely to have higher levels of vehicle occupancy than at typical events. Due to the size and low frequency of these events, it was assumed that they would not coincide with any other typical or non-typical events, and certain background uses.

The traffic assessment concludes that a suitable provision of car parking of at least 1,332 is required. Due to the nature of events taking place at the site, some events can be combined over the same weekends and total demand could reach 1,500 (similar to the current provision) depending on the management of these events. Therefore a parking provision within the range of 1,332 to 1,500 is deemed suitable. The proposal has a provision of 1,318 standard spaces plus 19 PWD parking spaces. The proposed parking provision is therefore within the nominated range of parking required.

The proposed parking provision does require management of the timing of events to avoid combinations of events taking place at the site simultaneously. The traffic report assumes that for large events, the increased use of public transport is necessary and the possible application of event overlays.

The design of access roads and car parking is to be in accordance with Brisbane City Council Subdivision and Development Guidelines, AS2890.1 Parking Facilities Part 1 – Off-Street Parking, Austroads Guide to Pavement Technology Part 2 and Part 3.

Any additional parking required by potential new uses such as a Sports and Leisure Centre on the vacated existing velodrome site at the northern end of the complex would be contained within the site boundary and may provide further car parking spaces to those currently shown.

**Traffic Generation**

The existing traffic volumes on the surrounding road network were surveyed on Thursday 20 March 2014 and Saturday 22 March 2014. Surveys were conducted at the Old Cleveland Road / Tilley Road intersection, and at each of the three Sleeman Sports Complex site access points. While no major events were noted during Thursday (morning or evening), there was a swimming club carnival conducted at the Aquatic Centre during the Saturday survey.

The majority of the proposed changes to the site are not expected to generate any additional traffic, because the redevelopment of the velodrome is not expected to increase demand. The relocation of the Velodrome to the southern side of the site is not expected to cause any change to

<table>
<thead>
<tr>
<th>New Sporting / Leisure Facility</th>
<th>0</th>
<th>100</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>639</td>
<td>645</td>
<td>680</td>
</tr>
</tbody>
</table>
the overall traffic generation on site, but rather the distribution of Velodrome-related trips to surrounding access points.

The traffic impact assessment does make provision and accounts for traffic generation by potential future uses of the vacated Velodrome site, including a Sports and Leisure Centre. As the exact nature of a possible future facility is currently undetermined, the number of new trips generated has been estimated assuming that the trip generation rate is equal to the average trip generation rate of the other uses within complex. If such a use was to proceed in the future it would be subject to further detailed assessment of traffic impacts.

In order to assess the operation of the surrounding road network following the proposed redevelopment, two scenarios were considered:

- The new day-to-day level of activity on the site.
- The traffic generated during a typical event at the site on the weekend.

The findings are presented and detailed in the traffic report in Appendix 15.

A key conclusion from the traffic assessment was that while the north-west access to the site operates at capacity during the several of the peak hours considered, the other access points have ample capacity. As such, a potential method of improving the traffic operation of the site would be to encourage more traffic travelling to/from the west to use the Tilley Road access points rather than the Old Cleveland Road access point.

The impacts of the redevelopment are considered minimal and while the Old Cleveland Road / Tilley Road intersection operates at capacity, this is the case in the existing and future scenarios. Therefore, no external road upgrades are proposed as part of this redevelopment.

9.8.1 GC2018 Traffic Management

DTMR were a key stakeholder to the Commonwealth Games bid. DTMR have completed a range of transport studies to support the CG2018 and are in the process of developing an event Transport Management Plan for the Sleeman Sports Complex.
10 Matters Likely To Be Of Concern to Other Parties

Stakeholder consultation is required as part of the community infrastructure designation process.

10.1 Brisbane City Council

BCC are being consulted throughout the designation process, and are asked to provide any relevant comments through a written submission.

10.2 Adjoining Land Owners and Other Parties

Matters considered likely to be of interest to adjoining land owners included—

- built form, height and bulk
- design, including architectural and landscape treatments
- intended site population
- vehicular and pedestrian access and circulation
- hours of operation
- potential future implications for the ongoing and viable development of adjacent lands
- impacts during construction.

Interested stakeholders who were consulted with on the proposed designation included—

10.2.1 Council and Government Departments

- Brisbane City Council
- Department of Environment and Heritage Protection
- Department of Natural Resources and Mines
- Department of State Development, Infrastructure and Planning
- Department of Transport and Main Roads

10.2.2 Elected Representatives

- Brisbane City Council Lord Mayor Graham Quirk
- Councillor Adrian Schrinner – BCC, Chandler Ward
- Mr Steve Minnikin MP – State Electoral Division of Chatsworth
- Mr Ross Vasta MP – Federal Electoral Division of Bonner

This Initial Assessment Report represents step 1 of the designation process (refer to Appendix 3) and is intended to support the initial consultation stage (step 2). Submissions received as part of the consultation stage will be reviewed and addressed within the revised Initial Assessment Report which will then be made available during public notification.
11 Consultation

Stakeholder consultation is a requirement of the designation process undertaken pursuant to the Guidelines, and was undertaken as a single consultation stage (refer to Step 4 of the flowchart at Appendix 2).

11.1 Initial Consultation

A minimum 15 business day consultation period ran from 7 May 2014 until 29 May 2014. The initial consultation included distribution of the Initial Assessment Report to the Brisbane City Council, relevant State agencies, and relevant elected representatives.

The following table identifies the stakeholders included in the initial consultation and details of their responses. A total of four submissions were received during the consultation.

<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>Brisbane City Council</td>
<td>Letter from the Lord Mayor 5 June 2014</td>
</tr>
<tr>
<td>Department of Transport and Main Roads</td>
<td>Email dated 29 May 2014</td>
</tr>
<tr>
<td>Department of State Development Infrastructure and Planning</td>
<td>No response received</td>
</tr>
<tr>
<td>Department of Environment and Heritage Protection</td>
<td>Email dated 11 June 2014</td>
</tr>
<tr>
<td>Department of Natural Resources and Mines</td>
<td>Letter dated 10 June 2014</td>
</tr>
<tr>
<td>Department of Community Safety</td>
<td>No response received</td>
</tr>
<tr>
<td>Office of the Lord Mayor</td>
<td>Letter dated 5 June 2014</td>
</tr>
<tr>
<td>Chandler Ward Office</td>
<td>No response received</td>
</tr>
<tr>
<td>Bonner Electoral Office</td>
<td>No response received</td>
</tr>
<tr>
<td>Chatsworth Electoral Office</td>
<td>No response received</td>
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</tbody>
</table>

Submissions received as part of the initial consultation phase of the designation process are included as Attachment 17 of this report. A summary and response to those submissions is provided in Table 1.
### Table 1 Review of Submissions

<table>
<thead>
<tr>
<th>Summary of Issues</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Department of Transport and Main Road</strong>&lt;br&gt;Email dated 29 May 2014</td>
<td></td>
</tr>
<tr>
<td><strong>Public Passenger Transport and Active Transport</strong></td>
<td>For major events i.e.; Commonwealth Games, temporary event overlay plans for the Sleeman Sports Complex are being developed with TMR which include facilities for all event transport modes.</td>
</tr>
<tr>
<td>a) An assessment of the overall impact of the proposed development on all forms of public passenger transport (urban bus services, private/chartered coaches/buses/mini-buses, taxis, railway passenger services). This assessment should address the following, amongst other relevant considerations:</td>
<td></td>
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<tr>
<td>i. all existing public passenger transport services (the current report only addresses urban bus services);</td>
<td>The traffic impact assessment (TIA) concerns the legacy operations of the Sleeman Sports Complex and the report has assumed almost all arrive by car. Any impacts on other modes would be negligible considering the lack of infrastructure for travel by other modes.</td>
</tr>
<tr>
<td>ii. an assessment of the impact (including demand) of the proposed development in ‘legacy’ and ‘games’ modes on all forms of existing and planned public passenger transport. This should include the impact of the anticipated site population (athletes, visitors, employees, spectators, patrons etc.) and the likely timing, frequency and nature of events. The intended site population and capacity during ‘legacy’ and ‘games’ modes should be addressed;</td>
<td>DSDIP and SQ will engage with DTMR regarding the scope of any additional assessment necessary to support the designation.</td>
</tr>
<tr>
<td>iii. the likely modal split between private vehicle travel, public passenger transport and active transport supported by appropriate justifications;</td>
<td></td>
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<tr>
<td>iv. the capacity of the existing public transport network to support the anticipated development impacts, including demand, in ‘legacy’ and ‘games’ modes. This should give consideration to, for example, consultation with relevant operators and TMR and factors such as bus size, public passenger transport timetables, demographics and other relevant considerations;</td>
<td>It is noted that the master plan aligns with future infrastructure upgrades and the existing provision of park and ride along with the reservation of a wider corridor along Old Cleveland Road.</td>
</tr>
<tr>
<td>v. the development may need to make suitable provision for private buses/coaches, mini-buses and taxi facilities where existing scheduled public passenger services cannot accommodate the impact of the development;</td>
<td></td>
</tr>
<tr>
<td>vi. the identification of necessary public passenger transport infrastructure required to support the development</td>
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</tbody>
</table>
Summary of Issues | Response
--- | ---
both 'legacy' and 'games' modes. This should consider how public passenger transport outcomes will be achieved. In particular, the following should be addressed:
- any nominated bus zones (temporary and permanent) must be sufficient to cater for the demand generated by the development in 'legacy' and 'games' modes. The number of bus parking bays (temporary and permanent) required, the length of buses and whether nose to tail or independent operation is required should be addressed;
- demonstrate how an appropriate design vehicle can safely and conveniently access the site, manoeuvre into and out of any proposed bus zones and through the site via a swept path analysis;
- bus zones should be appropriately signed and marked, incorporate weather protection and allow for access by persons with a disability; and
- any required dedicated taxi facility should be provided parallel to the kerb within close proximity to the main entrance and should include at least one taxi parking bay with a length and width suitable for use by people with disabilities.

b) An Access and Mobility Plan demonstrating that the provision, location and design of pedestrian and cyclist pathways is safe, direct and sufficient to meet the anticipated demands of pedestrians and cyclists accessing the Sleeman Sports Centre, including to existing or proposed public passenger transport. This should include:
- a cycle network reflecting cycle network planning and projected travel demand. This should provide linkages between trip attractors, including to end of trip facilities within the development and ensure the safety and convenience of users, including separation from pedestrian and vehicular traffic, where possible;
- a pedestrian pathway network within the site that provides convenient and safe access between entries to the
## Summary of Issues

| Development, various building and sporting facilities, end-of-trip facilities, public passenger transport provisions and vehicle drop-off and pick-up areas. The pedestrian pathway network should be in accordance with crime prevention through environmental design principles and provide access for people with a disability; |
| The connectivity of any proposed on-site cycle and pedestrian network with active transport infrastructure adjoining the site and in the surrounding locality; |
| A pedestrian and cycle network that ensures any proposed public passenger transport can be accessed safely and conveniently; and |
| The adequate provision and location of end of trip facilities. |

## State Controlled Road Network

### a) Items to be addressed and clarified regarding the Transport – Community Infrastructure Designation Report

1. The TIA addresses the traffic generated by a new leisure/sport facility and not the proposed new velodrome, which is assumed to generate commensurate trips to the existing velodrome. Clarification is required regarding this assessment, specifically the impacts of the new velodrome, including:
   - The reduction in provisions for permanent on-site car-parking, and for over-flow parking generated by special events;
   - The timing, type, regularity, and coincidence of events.
2. The TIA should also provide:
   - Validation of the suitability of the traffic data used for analysis, according to the daily/monthly variation of traffic flows experienced on Old Cleveland Road, and the scheduling of regular and special events on the site;
   - Validation of the adopted 25 percent additional generated traffic flows (associated with the proposed new sports/leisure centre only); and

The majority of the proposed changes to the site are not expected to generate any additional traffic, because the redevelopment of the velodrome is not expected to increase demand. The relocation of the Velodrome to the southern side of the site is not expected to cause any change to the overall traffic generation on site, but rather the distribution of Velodrome-related trips to surrounding access points.

The traffic assessment concludes that a suitable provision of car parking is within the range of 1,332 to 1,500 spaces. The proposal has a provision of 1,318 standard spaces plus 19 PWD parking spaces. The proposed parking provision is therefore within the nominated range of parking required. It is noted that the Chandler Markets have occupied the hardstand at the north-western corner of the site. This activity is to cease upon the expiry of their licence.

Event combinations have been factored into the TIA and will be managed to prevent excessive car parking demand.

A number of external highway upgrades have been suggested by TMR and the following comments are provided:

- Extension of right turn lane on Old Cleveland Road from Old Cleveland Road
### Summary of Issues

- Validation of the adopted design horizon (year) – which is inconsistent with the standard day-of-opening and/or 10-year scenarios.

### Response

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<tr>
<td>(West) to Tilley Road (South). It is noted that this right turn lane is in fact long enough to accommodate the required storage for right turning vehicles as shown in the TIA, but that the existing queue for through traffic (unaffected by the proposed development) is blocking access to this right turn lane. This is an existing problem that is not significantly compounded by the proposed development. However, a simpler solution would be to ensure that the signals operate with a lagging, rather than leading right turn phase sequence to avoid the blockage;</td>
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<tr>
<td>Conversion of the Tilley Road (South) to Old Cleveland Road (West) left-turn slip to signals or provide an acceleration lane. It is noted that the issue described by TMR here occurs in the morning peak hour of a weekday, a time that does not coincide with peak operation of the Sleeman Sports Complex. The proposed development adds no more than 4% traffic movements at this time. During other peak hours (weekday evening and Saturday midday), the complex does impact this movement more, however with lower background traffic, only short queues and delays are experienced during these times. Therefore, no nexus appears to exist between the proposed development and this particular issue;</td>
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<tr>
<td>Extension of the right turn lane from Old Cleveland Road (West) to the northern site access. It is noted that this facility does not comply with current geometric guidelines. However, while this is a current problem, the TIA shows that the relocation of the velodrome will redistribute some traffic from this access point to those on Tilley Road, thereby mitigating any impact the proposal brings; and</td>
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<tr>
<td>Provision of AUL treatment from Old Cleveland Road (East) to the northern site access. The TIA shows no more than eight vehicles per hour would use this movement. It would therefore be better to restrict this turn.</td>
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<tr>
<td>Stormwater management will ensure no worsening or actionable nuisance to the State-controlled road network caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, and sedimentation and scour effects.</td>
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<tr>
<td>Any new advertising devices visible from the</td>
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b) Items to be addressed and clarified regarding the general proposal

i. The following development requirements for Old Cleveland Road / Tilley Road are recommended:

- The existing right turn lane on Old Cleveland Road (west) approach is to be extended to cater for the increased volume of right turning traffic. This analysis shows that this should be extended to a length of approximately 220m which would be adequate for all but the PM commuter peak where queuing on the through road extended over 800m; and

- Further consideration is required in relation to the free left turn from Tilley Road south. The development would impact on this movement which currently experiences significant delays and queues. A suitable treatment should be considered to ensure that this movement can operate safely. Possible considerations could include signalisation or provision of a formalised acceleration lane.

ii. The following measures should be investigated as requirements for mitigating development impacts on the Old Cleveland Road Northern Access:

- Closure of this Access, including closure of the existing median break. Consideration of this closure will require an investigation of the requirements to provide for the displaced demand for right-turn movements to the Old Cleveland Road/Tilley Road intersection; and

- If the median opening is considered essential for providing a balancing access/egress movements, or essential for use during special events, the following works should be considered in conjunction with any Traffic Management solution.
## Summary of Issues

<table>
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<th>Response</th>
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<tr>
<td>State-controlled road network will comply with the Transport and Main Roads’ Roadside Advertising Guide.</td>
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</tbody>
</table>

### Summary of Issues during events:
- Extend the existing right turn pocket to meet relevant Road Planning and Design Manual (RPDM) Standards;
- Provision of a AUL left turn lane in accordance with the RPDM Standards; and
- Consideration of a left turn acceleration lane for movements from the site heading westbound on Old Cleveland Road.

c) Stormwater

i. Stormwater management of the development must ensure no worsening or actionable nuisance to the State-controlled road network caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, and sedimentation and scour effects.

d) Advertising Devices

i. All advertising devices visible from the State-controlled are to be non-rotating, static illuminated (maximum luminance level 300cd/m²), or non-illuminated;

ii. All advertising devices are to be located entirely on private property; and

iii. Any advertising signs or devices associated with the proposed development are to be in accordance with the Transport and Main Roads’ Roadside Advertising Guide.

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### Department of Natural Resources and Mines

**Letters dated 10 June 2014**

DNRM has reviewed the Initial Assessment Report dated May 2014 and considers that the proposed ministerial designation will not adversely affect the state interests of the agency.

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### Department of Environment and Heritage Protection

**Email dated 11 June 2014**

**Scope of Designation**
The designation seems to relate to the whole Chandler sports precinct including the old velodrome but the IAR only provides detail about proposed development at the new velodrome site. Therefore EHP has not provided comment on the whole area, although some of the comments relating to koala

The CID Master Plan (Appendix 7) indicates the locations within the site that may be suitable for future consideration on incorporating sports and ancillary uses. There is no present project or budget that can be expanded upon in this regard.

The Sleeman site is a significant land holding.
### Summary of Issues

| Habitat and offsets may also apply to that area. Include further information about the proposed development on the balance of the site (outside of the new velodrome site) and consult with EHP on these proposals. |
| which is underutilised for its purpose and the State intends that if the site presents future opportunities and efficiencies for colocation of sporting activities, that the earmarked portions of the site will be investigated for future development. |

### Matters of State Environmental Significance – SPP 12/13

Ensure adequate survey effort to determine all National and State Matters are identified and addressed in the design and mitigation measures proposed.

Ensure that the “avoid, mitigate, offset” policies are met.

Provision of a landscape plan using koala food trees, provision of offset areas (5:1 ratio), provision of safe movement opportunities across roads, provision of signage to promote awareness of the koalas to drivers and visitors of the centre.

Is it preferred that at a minimum, offsetting the clearing of non-juvenile koala habitat trees is to be undertaken in accordance with the Offsets for Net Gain of Koala Habitat in south East Queensland Policy at a ratio of five new koala habitat trees for every non-juvenile koala habitat tree removed or equivalent cash contribution.


As stated in the Offsets for Net Gain of Koala Habitat in south East Queensland Policy (page 1), the Minister responsible for deciding the community infrastructure designation is responsible for ensuring this occurs.

The Velodrome area contains mapped areas identified as Matters of State Environmental Significance (MSES). These matters have been summarised in Section 5.3.7 of the Detailed Ecological Assessment (DEA) report prepared by Lambert & Rehein. The areas within the Velodrome site include Biodiversity State Interests MSES – Wildlife Habitat. This mapping coincides with areas that are also mapped as Regulated Vegetation (under the Vegetation management Act) and High Value Bushland for Koalas (under the Koala State Planning Policy). No watercourses or wetlands are located within the proposed Velodrome area, but are located adjacent to the Velodrome site to the north and the east.

**Frog habitat**

The ecological survey works did not include a fauna survey (diurnal or nocturnal) of the adjacent wetland environments, but did however, broadly inspect their potential ecological values.

Section 3.6 of the DEA describes local data records obtained and the likelihood of the presence of threatened fauna occurring within the Velodrome site. The wildlife online extract (included in the report covering a radius of 1km from Velodrome site) did not list any records of threatened frog species, nor did the protected matters database search. A search of local zoology records, obtained from the Queensland Museum listed a single record of a threatened frog species, the Wallum Froglet, approximately 2km from the Velodrome site (no date was available for this particular record).

The adjacent wetlands within the Sleeman Complex to the north and east of the Velodrome site are man-made wetlands that appeared to consistently hold water throughout the year (i.e. not ephemeral). The wetlands and their surrounding environs are not typical of natural wetlands in the area and do not exhibit the niches required for threatened frog species that...
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<td>are known to occur in the vicinity. The wetland environment was not of a nature that would support acidic conditions required by many locally occurring threatened frogs (‘acid’ frogs, such as the locally occurring Wallum Froglet). It is therefore considered unlikely that threatened amphibian species are present or utilise those wetlands. However, without undertaking a seasonally dependent amphibian survey, their presence cannot be ruled out.</td>
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<td>It is highly likely that a small number of locally common amphibian species would occupy the wetlands from time to time, depending on seasonality and other climatic factors.</td>
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<td>It is considered possible that the Velodrome construction phase may cause downstream impacts to nearby watercourses and/or wetlands through sedimentation. Unprotected or exposed soils caused by construction activities may be washed into adjacent watercourses during rainfall events. This may cause a decrease in water quality. The Velodrome development will reduce the permeable areas within the development site and result in higher levels of stormwater runoff which may impose alternative flow regimes on the adjacent watercourse/wetlands. These effects have the ability to negatively impact upon local amphibian and fish populations that may be present in the wetlands or utilise them seasonally.</td>
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<td>However, the potential impacts on the waterway/wetlands caused by additional sediment, nutrient and gross pollutant flows can be avoided by implementing an approved Erosion and Sediment Control Plan for the construction phase. The stormwater flows resulting from the development will be assessed through a Stormwater Quality and Quantity Assessment.</td>
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<td>NB. A high-level stormwater quality and quality assessment was undertaken to inform engineering input into the CID due diligence. Now that the Velodrome position and site layout is frozen, the engineer will prepare a formal stormwater quality and quality assessment.</td>
</tr>
<tr>
<td></td>
<td>Policy requires that development avoids or minimises adverse impacts on the environmental</td>
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</tbody>
</table>
Summary of Issues | Response
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values of receiving waters arising from altered stormwater quality or flow. The Velodrome site is currently mostly impervious (an asphalt pavement), however there will be a minor increase in imperviousness where some soft landscaping in the existing car park, and in the east of the site, is removed. There will therefore be a minor increase in the rate and volume of runoff (and pollutants) from the velodrome site.

All runoff from the site drains to the existing lake, which acts as a detention/retention pond, and manages the quality and quantity of stormwater leaving the Sleeman Complex. As the change in inflow to this lake will be very minor, there will be no significant change to the outflow from the lake.

**Arboreal fauna**
A nocturnal survey for arboreal mammals has not been conducted at this stage.

The DEA summarises the likely occurrence of Koalas and other arboreal mammals on the site, based on an informed understanding of their habitat requirements. The DEA also examines the values of the Velodrome area as potential Koala Habitat. While it is acknowledged that the Velodrome site was once core Koala habitat, several recent changes to the natural environment have reduced its overall value as Koala Habitat, namely the majority of this area is now bitumen carparking.

A number of Non-juvenile Koala habitat trees (as defined by the Koala policy framework) remain within the Velodrome area, but are localised within formalised landscaping beds and no longer represent a natural ecosystem. No hollow-bearing trees were detected within the Velodrome site, which are needed by hollow-dependent gliders for nesting and breeding. A Koala Self-assessment and Conservation Management Plan is being prepared for the Velodrome site.

As described in the DEA, evidence of Koala and arboreal mammal usage was detected within the Velodrome site and it is highly likely that Koalas and other arboreal fauna, including common species of possums and gliders, may traverse the area from time to time, utilising the remaining
<table>
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<th>Summary of Issues</th>
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<td>vegetation as temporary refuge and regular forage resources, depending on the season. It is considered that removal of vegetation from this area will not inhibit the ability of arboreal fauna to continue safely moving through the Sleeman’s complex to their surrounding core habitats via other vegetated corridors as shown in Figure 3 in the DEA. It is also considered that the removal of this vegetation will marginally decrease available forage resources in the vicinity, however, in the context of surrounding available resources, this loss is considered negligible.</td>
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</table>

The proposed Velodrome location has been chosen to avoid clearing other areas within the Sleeman’s Complex site that contain areas of higher habitat value to Koala and other arboreal fauna. By utilising the area already impacted and fragmented by the car park location, development has been concentrated and edge effects on other habitats reduced. In order to mitigate the loss of Koala habitat trees within the Velodrome site, the number of Non-juvenile Koala habitat trees has been quantified and will be offset as per the Offsets for Net Gain of Koala Habitat in South East Queensland Policy through an approved offsets program.

**Koala Conservation in SEQ – Nature Conservation Act 1992**

The site is in Brisbane and is therefore in a Koala District A. Therefore the proponent should address any requirements of the NCA and the Nature conservation (Koala) Conservation Plan 2005 (current as at 27 September 2013).

The Department of State Development and Planning should provide:

- a plan in the indicating how the location of the proposed building design and location will avoid the need to remove NJHT and incorporate them in landscape plans.
- a Koala Assessment and Conservation Management Plan particularly addressing part 3 – Clearing in particular areas, Section 15 and 16 of the Nature conservation (Koala) Conservation Plan 2005 (current as at 27 September 2013).

A permit may be required under the nature conservation act. Contact PALM on 1300130372 or palm@ehp.qld.gov.au for further information.

**Nature Conservation Act 1992 – Protected Plants**

A Koala Self-assessment and Conservation Management Plan is being prepared for the Velodrome site and will be available for the Minister in determining whether to designate the land. This will be provided to DEHP when it becomes available.

Refer to Section 5.3.5 of the DEA for
## Summary of Issues

| The proponent should be aware of the requirements under the Nature Conservation Act 1992. Prior to any clearing of protected plants, a person must check the flora survey trigger map (published on the EHP website) to determine if the clearing is within a high risk area. If in a high risk area, a flora survey must be undertaken and a clearing permit may be required for clearing endangered, vulnerable and near threatened plants ('EVNT plants') and their supporting habitat. If a flora survey identifies that EVNT plants are not present, or can be avoided by 100m, the clearing activity may be exempt from a permit. An exempt clearing notification form is required. In an area other than a high risk area, a clearing permit is only required where a person is, or becomes, aware that EVNT plants are present and that they can’t be avoided. Clearing of least concern plants is exempt from requiring a clearing permit within a low risk area. |
| Response requirements under this legislation. As described in the DEA, the flora survey trigger map was checked as part of the DEA and it was found that the site IS within the high risk area. The flora survey trigger map is provided in the DEA Appendices. A flora Survey of the Velodrome site was undertaken and a species inventory is presented in the DEA. The survey DID identify the presence of two (2) individual specimens of a listed threatened species (Plunkett Mallee) the locations of these are shown in Figure 1 of the DEA. The DEA has identified that a Clearing Permit for removal of protected plants WILL BE required if the individuals are to be cleared (or if adjacent vegetation is proposed to be cleared) and cannot be avoided. |


The proponent should be aware of the requirements under the NCA.

A person may remove or otherwise tamper with an animal breeding place if the removal or tampering is:

- part of an approved species management program for animals of the same species; or
- authorised under a damage mitigation permit for the animal; or
- if the breeding place is a flying-fox roost:
  - authorised under a flying-fox roost management permit; or
  - undertaken by a local government dealing with a flying-fox roost located in an urban flying-fox management area in the local government area; or
  - a ‘low impact activity’ undertaken by a person acting in compliance with the Code of Practice – Low impact activities affecting flying-fox roosts.

## Environmental Protection Act 1994

The Construction Management Plan, Stormwater Management Plan and other plans required for the development should ensure that they assist in attaining the duty of care required under the Environmental Protection Act 1994.

The contractor will be required to provide a Construction Environmental Management Plan and Stormwater Management Plan and other documents including an Erosion and Sediment Control Plan.
<table>
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<tr>
<th>Summary of Issues</th>
<th>Response</th>
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<tr>
<td>Ensure contractors and construction teams are aware of the requirements of the SWMP/CEMP and other plans and comply with them. Noise is possible an issue of risk for the development if there are sensitive land uses in the vicinity and depending on the design of the velodrome. The Minister should be satisfied that noise nuisance risk is minimised. Consider all the approvals required in the development that might require specific permits etc. For example Sewage Treatment. <a href="http://www.ehp.qld.gov.au/licences-permits/">http://www.ehp.qld.gov.au/licences-permits/</a></td>
<td>The Department is aware of its obligations under s 319 of the Environmental Protection Act 1994. Approvals required under relevant environmental and other legislation will be reviewed as the project progresses and will be sought where necessary.</td>
</tr>
<tr>
<td><strong>SPP 4/10 Health Waters</strong>&lt;br&gt;A Site Based Stormwater Management Plan and a Construction and post construction EMP will need to be prepared which includes management of dust, waste and erosion and sediment. Ensure contractors and construction teams are aware of the requirements of the Plans and comply with them. Consultation with Council should be undertaken to ensure measures are suitable.</td>
<td>The contractor will be required to provide a Construction Environmental Management Plan and Stormwater Management Plan and other documents including an Erosion and Sediment Control Plan.</td>
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**Lord Mayor**<br>Letter dated 5 June 2014

**Nature and Clarity of Proposed Uses**<br>Further clarification on the uses identified in the designation description is necessary (Section 4, page 11). Commercial uses that are not necessarily ancillary to or compatible with the Major Sporting Stadium use envisaged by the planning scheme are proposed. While such uses may be appropriate, Council would appreciate clarification on the following so as to ensure that the impacts of any future development is considered and appropriate addressed in the Master Plan:

- Office
- Retail
- Restaurant, café and takeaway food premises
- Short Term Accommodation
- Conference facilities
- Function rooms
- Child care facility

Council also noted the description in stating that the

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"Regional multi-purpose sports complex capable of hosting various major sporting events. The use includes social and public support functions including car parking, transport infrastructure and community services, and may engage in commercial activities and alliances that are in support of the community infrastructure function/s of the site. Such uses may include (but are not limited to): café; child care, conference facilities, function rooms, gym, kiosk/takeaway food premises; office; park; retail and ancillary accommodation for visitors, competitors and training squads who use the facilities.”
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The designation only provides for such commercial activities / alliances to the extent that they provide support to the primary activities or operations on the site. Such activities could include those as mentioned in the description of the community infrastructure in section 4. The list of potential ancillary uses provides an example of
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<tr>
<td>use and supporting “commercial activities and alliances” may include “but are not limited to” the above stated range of uses. I understand that Council officers raised this several months ago prior to the completion of the Initial Assessment Report. While I understand that Stadiums Queensland are still assessing future development opportunities for the site, it would be appreciated if all uses outlined in the use description are identified so as to meet the legislative requirements for environmental assessment.</td>
<td>the types of uses that either already are or may establish at the site and is not intended to be exhaustive.</td>
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<td>The designation will only apply to such uses—</td>
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<td>• to the extent that they correlate to the primary purpose of the site—</td>
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<tr>
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<td>• there must be an essential association between the uses; and</td>
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<td>• the use must have a genuine, close and continuing functional relationship in its operation with the other use.</td>
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<td>• giving consideration to the scale, intensity, area of land used and characteristics of the land use (purpose served), where the use is correctly regarded as part of and an adjunct to the primary use.</td>
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<td>Each case will turn on its own facts.</td>
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<td>Activities that do not fall within the scope of the designation will be subject to further planning approval.</td>
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<td></td>
<td>The CID Master Plan (Appendix 7) indicates the locations within the site that may be suitable for future consideration on incorporating sports and ancillary uses. There is no present project or budget that can be expanded upon in this regard.</td>
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<td>The TIA does however have regard to a potential future sports and leisure centre on the site and the additional traffic generation of such a use. Section 7.4 of this report acknowledges that such future development will be carried out on the subject land pursuant to further planning assessment (for instance, a subsequent CID).</td>
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<td>A response prepared by Arup to the recommended redirection of left turning traffic to Tilley Road is provided in Appendix 16.</td>
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<td>Consideration will be given to the improved provision of car separation within the facility</td>
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<td>SQ cannot comment as to the scope of any DTMR planned improvements. However, DSDIP and SQ will engage with DTMR regarding the scope of any additional infrastructure necessary to support GC2018.</td>
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<td>Summary of Issues</td>
<td>Response</td>
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<td>capacity for this movement. It is understood that the only upgrade that the Department of Transport and Main Roads are currently considering for the Old Cleveland Road / Tilley Road intersection is the addition of bicycle lanes on the Old Cleveland Road legs. However, this improvement will not increase traffic capacity. Council is also of the opinion that bus stop and pedestrian provision on Old Cleveland Road is very poor and requires improvement.</td>
<td>The Bushfire Management Plan recommends regular hazard reduction burns on the adjoining BCC bushland. This was identified in the Bushfire Management Plan as a risk reduction strategy suggestion in the report for the Sleeman Sports Complex’s consideration however is not a requirement. It is noted that the State met with BCC officers on 9 May 2014 and the Council’s position, as expressed in the meeting and in the formal response to the designation material, is understood. BCC’s comments regarding bushfire risk will be incorporated into a revised Bushfire Management Plan. Bushfire risks will be confirmed and managed through the design of the development.</td>
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<td><strong>Bushfire Hazard</strong> The velodrome development will potentially result in changes to Council’s bushfire risk and maintenance regime and responsibilities. Even though the proposed development is within the existing built footprint, the provision of the velodrome adjacent the southern boundary heightens the bushfire risk with the adjoining Council-owned conservation land. I understand that Ms Rowe has met with Council officers to discuss the Bushfire Management Plan and the suggested “protection Zone”, cleared fire line and recommendation for increased hazard reduction burning on Council land (appendix 9, pages 31 and 39). My understanding is that, at that meeting, Council officers indicated the following considerations: • that the greatest bushfire risk to the proposed velodrome does not originate from the adjoining bushland, given the nature of fire risk in the area and prevailing winds, and that greater risk is from ember attack generated to the northeast and east of the site • that any proposal not adversely impact on the conservation values of Council’s adjacent landholding and • that Council ratepayers would not bear the costs of more frequent hazard reduction burns and construction of a fire line within public conservation land. Council requests that the Master Plan is amended to ensure that all risk to future occupants is mitigated within the bounds of the Sleeman Sports Complex and through the design of any development, without adversely impacting the environmental values of Council bushland.</td>
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<td><strong>Biodiversity</strong> Council understands that accommodating the velodrome development footprint will require the</td>
<td>The proposed Velodrome location has been chosen to avoid clearing other areas within the Sleeman Complex site that contain areas of</td>
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<td>Summary of Issues</td>
<td>Response</td>
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<td>removal of some native vegetation. The proposed velodrome footprint is within a Koala Conservation Area, being partly within a habitat area and ecological corridor and is covered by Council’s Natural Assets Local Law (significant native vegetation category). Council recommends that the impacts on existing biodiversity function (specifically koala habitat) are offset to ensure a net ecological gain is achieved.</td>
<td>higher habitat value to Koala and other arboreal fauna. By utilising the area already impacted and fragmented by the car park location, development has been concentrated and edge effects on other habitats reduced. In order to mitigate the loss of Koala habitat trees within the Velodrome site, the number of Non-juvenile Koala habitat trees has been quantified and will be offset as per the Offsets for Net Gain of Koala Habitat in South East Queensland Policy through an approved offsets program.</td>
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<td><strong>Cessation of Chandler Markets</strong></td>
<td>While this is not a relevant matter to the proposed designation, Council’s comments have been provided to DSDIP and Stadiums Queensland for consideration of what assistance may be offered by the State.</td>
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<td>Following discussions with officers earlier this year, I understand that Council officers have worked with the market operator to assist him with relocating the Chandler Markets form the site. While I appreciate that the markets constrain future sports-related use of the site, Council officers have invested significant time assisting the operator to identify suitable alternative sites. As such, I would appreciate any ongoing assistance that your officers may also be able to offer to the market operator.</td>
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Appendices

The following is a list of attachments to this Initial Assessment Report for Public Notification:

- Appendix 1 – Designation Area
- Appendix 2 – Extracts from SPA
- Appendix 3 – Designation Flowchart
- Appendix 4 – Existing Master Plan
- Appendix 5 – Property Information
- Appendix 6 – Contour and Detail Survey
- Appendix 7 – CID Master Plan
- Appendix 8 – Velodrome Concept Design
- Appendix 9 – Bushfire Management Plan
- Appendix 10 – State Interest Trigger Maps
- Appendix 11 – Ecological Report
- Appendix 12 – Acoustic Report
- Appendix 13 – EMR / CLR Search
- Appendix 14 – UXO Register Search
- Appendix 15 – Traffic Report
- Appendix 16 – Traffic Technical Note
- Appendix 17 – Copy of Submissions (Initial Assessment Report)