

Planning for Schools in Ipswich LGA

Contents



- Ipswich Context – Fastest Growing City in Queensland
- Existing & New schools in Ipswich
- Current Process for New Schools - Local Government Perspective
- Key Issues and Impacts
- Local Examples – Existing and Future
- Key Insights and Opportunities
- Conclusion and Way Forward

Ipswich Context – Fastest Growing City in Qld



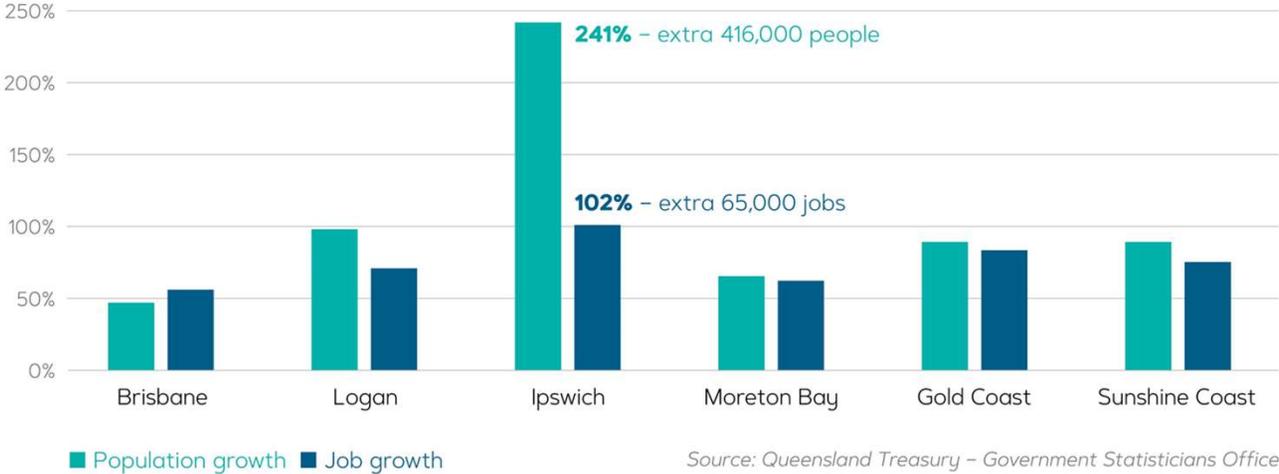
1 July 2021 – 30 June 2022

CITY SNAPSHOT

242,370 ▲ 2% since 2020-2021 period
 Total population

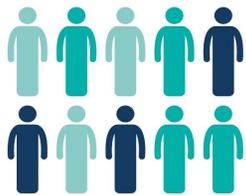
88,238 ▲ 2% since 2020-2021 period
 Total dwellings

Population and Job Growth – 2011 to 2041



Source: Queensland Treasury – Government Statisticians Office

Ipswich Context – Fastest Growing City in Qld



4,820

New residents



1,876

Lots created



Our largest age group is

5 to 9 year olds



1,657

New dwellings



1,867

Lots approved



More than
20% of us
were born overseas

1 July 2021 – 30 June 2022

Existing & New Schools in Ipswich

- **72** existing schools in Ipswich.
- **12** have opened in the last 12 years – over 12,500 students.
- **6 new schools** to open in the next 3 years –approx. 8,500 ultimate enrolments.

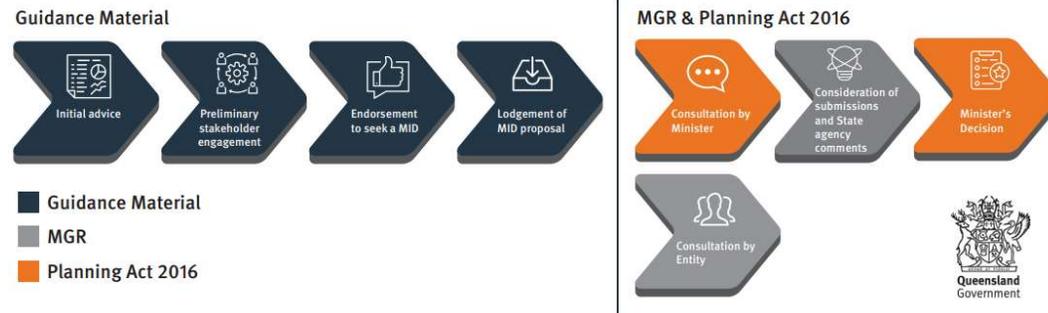


Source: Ipswich Local, 2022

Current process for new schools - Local Government perspective

Ministerial Infrastructure Designation Process

Process for making a Ministerial Infrastructure Designation (MID), and making an amendment to a MID (not a minor amendment)



Source: DSDILGP, 2022

- MID currently used for development of schools.
- MID process makes development of schools 'acceptable development' under the *Planning Act 2016*. Therefore, schools do not require a development approval.
- The Minister for Planning is the final decision maker.
- Local councils provide submissions to the Minister.
- Minister considers submissions before making the final decision.

Key Issues & Impacts

- **School location sites** – Some locations have limited or non existing surrounding transport infrastructure and/or are starting from a low base (Low standards on roads e.g. rural roads).
- **Limited planning** has occurred or been identified in Traffic Impact Assessments (TIAs) identifying impacts on the transport networks such as site access, footpaths, bikeways, pedestrian crossing points, intersection upgrades, road upgrades, parking requirements and Disability Discrimination Act (DDA) compliance requirements.
- Some required transport upgrades are **not on Council’s capital investment programs** at all or there is a need to bring forward investment that is not planned in the short term (Within 3 years for example).



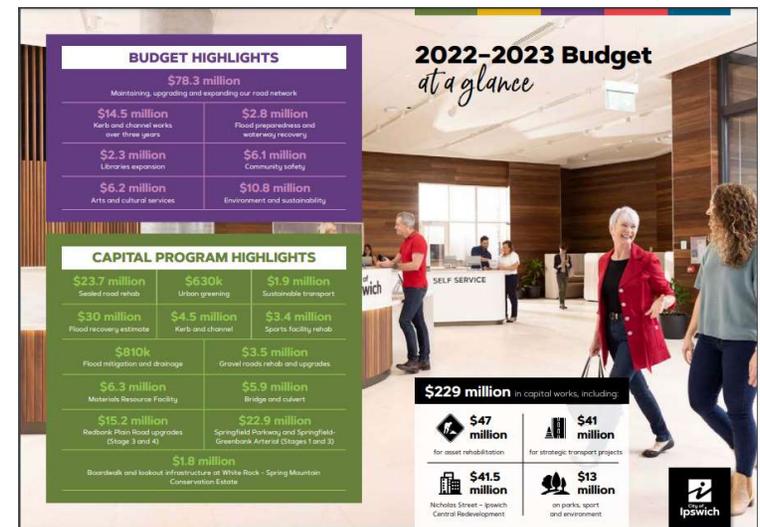
2022-2023 Budget at a glance

BUDGET HIGHLIGHTS	
\$78.3 million Maintaining, upgrading and expanding our road network	
\$14.5 million Kerbs and channel works over three years	\$2.8 million Road preparation and waterway recovery
\$2.3 million Libraries expansion	\$6.4 million Community safety
\$6.2 million Arts and cultural services	\$10.8 million Environment and sustainability

CAPITAL PROGRAM HIGHLIGHTS		
\$23.7 million Sealed road rehab	\$630k Urban greening	\$1.9 million Sustainable transport
\$30 million Flood recovery estimate	\$4.5 million Kerbs and channel	\$3.4 million Sports facility rehab
\$810k Flood mitigation and drainage	\$3.5 million Great roads rehab and upgrades	
\$6.3 million Materials Resource Facility	\$5.9 million Bridge and culvert	
\$15.2 million Redbank Plain Road upgrades (Stage 3 and 4)	\$22.9 million Springfield Parkway and Springfield Greenbank Aerial Stages 1 and 2	
\$1.8 million Boardwalk and lookout infrastructure at White Rock - Spring Mountain Conservation Estate		

\$229 million in capital works, including:

\$47 million for asset rehabilitation	\$41 million for strategic transport projects
\$41.5 million Nicholas Street - Ipswich Central Redevelopment	\$13 million on parks, sport and environment



Key Issues & Impacts



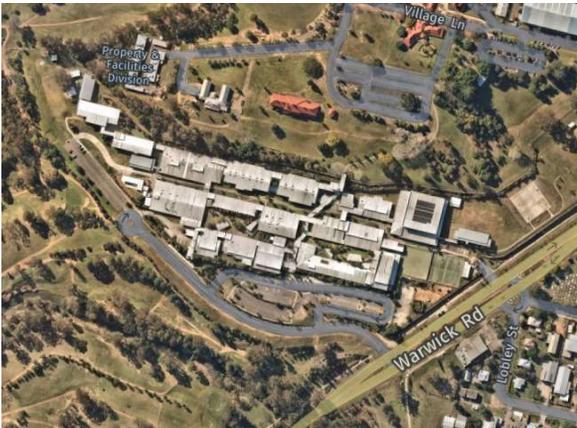
Ipswich North State
School

Source:
Queensland
Government,
2022

- The investment required to address issues is often beyond Council's investment program and financial capabilities and there is currently limited investment from the State surrounding new school sites.
- Community Concerns - including traffic and congestion, road safety around schools, parking, drop off and pick facilities and school crossings.

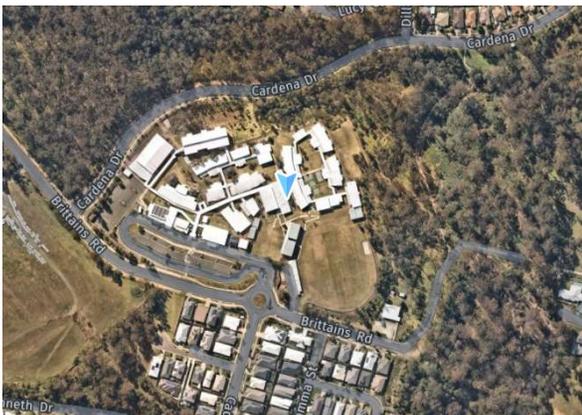


Existing - Local Examples



Bremer State High School, Opened 2011

- Relocated from its previous campus at Silkstone to a new location adjacent to a state controlled road (Warwick Road).
- The school has a single point of access loading and unloading onto an arterial road.
- This causes issues at the school during the pm peak and at the school carpark and drop off area. Pedestrian connectivity issues at the arterial road.



Augusta State School, Opened 2011

- At time of opening the school was built at the end of a lower standard rural road with a single access from Brittain Road.
- The existing intersection at Willow Rd/Keidges Rd/Brittain Rd was unsignalised and there was no pedestrian connections from the school to the broader transport network.

Existing - Local Examples



Ripley Valley State School, Opened 2020

- Parking numbers provided were significantly lower than accepted standards (DOE, TMR or ICC).
- Site planning issues restricted carpark access and design to sub-optimal solution.
- There were significant issues raised regarding the operations of the carpark during the planning phase which were not taken on board.
- There are now significant traffic issues with the carpark (with only half of the enrolment numbers planned).

Future - Local Examples

- New school sites that are currently in the planning or construction phases will have varying impacts to Council's existing transport networks, most of which will not be addressed as part of the school construction / development.
- To the best of councils' knowledge this includes school sites at:
 - Purser Road, Augustine Heights – Primary School opening 2023*
 - Binnies Road, Ripley – Primary School opening 2023
 - Harris Street, Bellbird Park – Primary School opening 2024*
 - Eagle Street, Collingwood Park – High School opening 2024
 - Sinnathamby Boulevard, Springfield Central – Senior High School Campus opening 2024
 - Sandstone Boulevard, Whiterock – Primary School opening 2025
- It is likely that the transport demands associated with the **Purser Road site and the Harris Street site** will have significant impacts on Council's transport network, which will not be addressed by works proposed with the school construction.

Purser Road, Augustine Heights

Case Study 1: Purser Road School Site

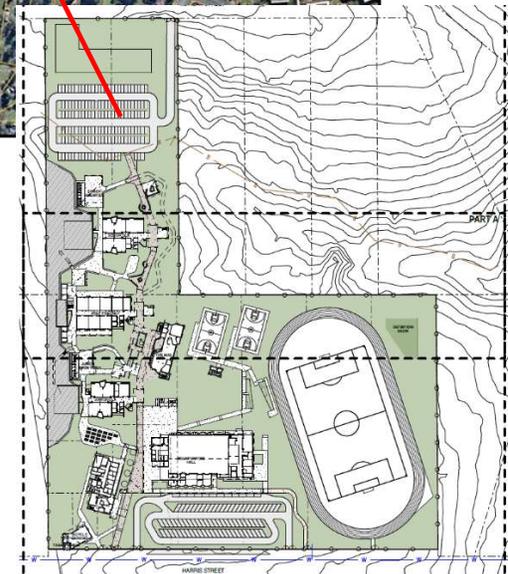
- Located: Southern end of Keidges Road which is currently constructed to a low standard.
- Need to upgrade Keidges Road in the longer term
- The Keidges Road upgrade is not currently included within Council's 3-year capital works program and based on other citywide priorities, may not be within a 10-year timeframe.
- Significant safety and operational issues are likely to occur on the southern section of Keidges Road.
- The new school will also exacerbate operational issues at the intersections of:
 - Keidges Road / Willow Road / Brittians Road
 - Keidges Road / Redbank Plains Road / Jones Road



Harris Street, Bellbird Park

Case Study 2: Harris Street School Site

- Located within an existing local area catchment, with relatively poor access for the type and volume of traffic that will be associated with the school.
- The existing local road network is quite narrow, has a relatively low flood immunity and includes a number of historic traffic calming devices which are unlikely to be compatible with school access requirements.
- It is expected that the school traffic will create significant operational issues within the local catchment and at the existing signalised intersection of Jones Road / Alesana Drive / Harris Street which currently provides the primary access to the Bellbird Park Secondary College.



Key Insights and Opportunities

- It is important that the MID process considers **and resolves** issues raised by local governments.
- Councils should be **consulted on site selection** of new schools as part of the process.
- MID process requires preparation of **'Traffic Report'** to identify impacts on the external road network. There is a need for these reports **to be more comprehensive and highlight the full impacts** that new schools will have on the safety and efficiency of the existing local transport network.
- A **review of roles and responsibilities for school car parking arrangements**, including car parks in existing road reserves
- A **new agreement between State and local government** which addresses the required design standards, construction methods and handover processes that must be followed prior to any transfer of new school supporting site infrastructure to Council for future operation and maintenance.
- **Update of the 1997 Guidelines on Arrangements for Infrastructure External to State Government Sites and Non-State Schools** to:
 - Remove financial obligation on councils to deliver external transport infrastructure
 - Include additional details as to what forms part of a 'traffic report'.

Conclusions & Way Forward

- Acknowledgment that Growth Councils are experiencing key issues with respect to the planning and delivery of new schools.
- The current MID process and associated policies and guidelines do not adequately address the external impacts on the surrounding networks (footpaths, bikeways, roads, intersection upgrades, crossing points etc).
- The impacts result in the need for investment to address significant transport issues and community concerns around schools.
- The capital investment required to address the impacts is currently disproportionately landing on Councils (Funding gap).
- It requires acknowledgment, collaboration and commitment to find agreed solutions.
- Solutions need immediate attention as the impacts are occurring now.
- Can't wait for MID process, policies and guidelines to be addressed to deal with the immediate needs.

Thank you

