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# Appendix 9

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TSDA DEVELOPMENT SCHEME 2019 – SDA WIDE ASSESSMENT CRITERIA

SDA Wide Assessment Criteria	Response
<b>Infrastructure and Services</b>	
<p>1. Development maximises infrastructure efficiency and minimises infrastructure costs for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy.</p>	<p><b>Complies</b> The proposed development will utilise new infrastructure services constructed to support the wider CBIP Western Precinct development.</p> <p>The proposed development will utilise new infrastructure services constructed to support the wider CBIP Western Precinct development.</p>
<p>2. Development plans for and manages impacts on existing and future known telecommunications, transport, water, wastewater, recycled water and energy networks.</p>	<p><b>Complies</b> The CBIP Western Precinct has been designed appropriately service future industrial end users. Therefore, the proposed development is not anticipated to result in an impact on infrastructure services provided. Further detail will be provided as part of a future operational works development application. All future works to achieve essential infrastructure service to the proposed development will be undertaken in accordance with relevant standards.</p>
<p>3. Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.</p>	<p><b>Complies</b> The proposed development will be appropriately connected to infrastructure services provided as part for CBIP Western Precinct development. Further detail will be provided as part of a future operational works development application.</p>
<p>4. Development incorporates waste minimisation practices and considers refuse collection or disposal.</p>	<p><b>Complies</b> The proposed development will be appropriately connected to Council’s reticulated sewerage network and will be accessible for refuse collection and disposal via the local road network (being Penelope Road).</p> <p>The proposed development will incorporate appropriate waste management practices to ensure waste generated is in accordance with relevant requirements.</p>
<p>5. Development avoids or minimises adverse impacts on existing or proposed State or local government infrastructures services.</p>	<p><b>Complies</b> It is considered that the proposed development will not have any adverse impact on existing or proposed State or local government infrastructure given the proposed infrastructure connections will be suitable and appropriate to service the anticipated demand rates. The approved CBIP Western Precinct has been designed to accommodate end users of this nature and therefore there will be sufficient capacity within the networks to accommodate the proposed development.</p>
<p>6. Development provides for and protects the safe and efficient function of the Bruce Highway, the North Coast rail line and Townsville Port Access Road.</p>	<p><b>Complies</b> The proposed development is not anticipated to impact the existing function of the Bruce Highway, the North Coast rail line and Townsville Port Access Road. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP</p>



SDA Wide Assessment Criteria	Response
	<p>development. Refer to Section 3.2 of the Development Application Report.</p> <p>Furthermore, the proposed development will utilise the new Heleen Downs Road, Penelope road and Townsville Port Access Road intersection which has been designed to accommodate traffic anticipated by industrial uses.</p>
<b>Emissions</b>	
<p>1. Development is designed to avoid or minimise:</p> <ul style="list-style-type: none"> <li>(a) Adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals</li> <li>(b) Conflicts arising from (but not limited to), spray drift, odour, noise, dust, light spill, smoke or ash emissions with sensitive and/or incompatible land uses.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development involves the relocation of an existing operation to a more appropriate location which has greater separation distances from sensitive receptors. The proposed development has been designed and will be operation in an appropriate matter to avoid and minimise adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals. For example, a water truck will be utilised where required for dust suppression purposes.</p> <p>The subject site is sufficiently buffered from sensitive land uses, particularly the residential area and caravan park to the west, which is buffered by the balance allotment and the riparian corridor of Stuart Creek, thus minimising the potential for adverse impacts to sensitive land uses.</p>
<p>2. Development supports the achievement of the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental (Air) Protection Policy 2008.</p>	<p><b>Complies</b></p> <p>It is considered the proposed development will be capable of meeting the acoustic and air quality objectives in the <i>Environmental Protection Policy 2008</i> given the separation distance and buffering between the development and surrounding sensitive receptors.</p>
<p>3. Development with the potential to impact on the air quality of Townsville will be expected to conduct air shed modelling, in accordance with the current best practice, to demonstrate compliance with air quality standards.</p>	<p><b>Complies</b></p> <p>The proposed development is not anticipated to have any impacts on the air quality of Townsville and will be operated in accordance with practice.</p>
<b>Contaminated Land</b>	
<p>1. Development on land likely to be contaminated or recorded on the Environmental Management Register or Contaminated Land Register does not adversely impact on human health or the environment by exposure, management, or movement of contaminants.</p>	<p><b>Complies</b></p> <p>The subject site is not known to be included on the Contaminated Land Register (CLR) or Environmental Management Register (EMR). Given the historic use of the subject land as predominantly vacant land and grazing, it is unlikely to be included on the contaminated land register.</p>
<p>2. Where required, develop a strategy to manage any existing contamination and the potential for additional contamination such that human health are not adversely impacted.</p>	<p><b>Complies</b></p> <p>The proposed development is unlikely to cause any contamination and the subject site is not known to be contaminated.</p> <p>While it is unlikely to be encountered, any contaminated land identified during development work will be remediated as required, and this can be managed through conditions of approval and future operational works.</p>



SDA Wide Assessment Criteria	Response
<b>Acid Sulfate Soils</b>	
<p>1. Development, in accordance with current best practice, is to:</p> <ul style="list-style-type: none"> <li>(a) Avoid the disturbance of acid sulfate soils (ASS) or</li> <li>(b) Ensure that the disturbance of ASS avoids or minimises the mobilisation and release of acid and metal contaminants.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development is not anticipated to encounter acid sulfate soils. Particularly as the land has undergone bulk earthworks to ensure the site is above the defined Q100 (1 % AEP) flood level, no extensive earthworks are required to prepare the site for the proposed bulk storage and transport depot.</p> <p>If the event acid sulfate soils are disturbed during construction, best practices measures will be implemented to treat and removed acid sulfate soil from site.</p>
<b>Climate Change</b>	
<p>1. Development minimises emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.</p>	<p><b>Complies</b></p> <p>Given the nature of the proposed use, the development is anticipated to result in minimal greenhouse gas emissions given it is a mobile concrete batching plant with limited emissions of greenhouse gases.</p>
<b>Transport</b>	
<p>1. Increased traffic arising from development is either able to be accommodated within existing road networks or works are undertaken to minimise adverse impacts on existing and future uses and road network.</p>	<p><b>Complies</b></p> <p>Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.</p> <p>The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Western Precinct to involve an hourly peak of 228 vehicles/ hour.</p> <p>Based on the above description of the development, the proposed use is considered to be consistent with the Traffic Impact Assessment. The peak am and pm traffic times are likely to reflect start and finish times for the proposed uses.</p>
<p>2. Local road networks within the Townsville SDA are to be designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development and the precincts.</p>	<p><b>Complies</b></p> <p>Penelope Road, Heleen Downs Road and Townsville Port Access Road has been designed as part of the wider CBIP development to accommodate the anticipated vehicle types and predicted traffic volumes associated with the proposed development.</p>
<p>3. Development is designed to facilitate safe and efficient vehicular ingress and egress and does not unduly impact on the safe and efficient operation of transport infrastructure.</p>	<p><b>Complies</b></p> <p>The proposed site plan has been designed to appropriately accommodate anticipated vehicle types and ensure safe entry, exit and movement within the subject site.</p> <p>It is considered the proposed site access and egress crossovers will not unduly impact on the safe and efficient operation of external road, rail or transport</p>



SDA Wide Assessment Criteria	Response
	infrastructure, as the operation of the proposed development is consistent with the approved Traffic Impact Assessment prepared by Langtree Consulting to support the wider CBIP development.
4. Adequate car parking for the number and nature of vehicles expected are provided on site.	<b>Complies</b> The proposed development has incorporated sufficient car parking to accommodate the nature of the use and anticipated volumes of traffic to the subject site.
<b>Environment, Cultural Heritage and Community</b>	
1. Environmental values, cultural heritage values, and community values of the premises on which the development is undertaken, and immediate surrounds, are identified and managed, consistent with current best practice.	<b>Complies</b> The subject site is located within a newly developed CBIP Western Precinct industrial estate which has been designed to take into consideration potential nearby environmental values, cultural heritage values and community values. Therefore, the subject site does not contain environmental values, cultural heritage values and community values.
2. Development is designed and sited to: <ul style="list-style-type: none"> <li>(a) Avoid adverse impacts on environmental values including matters of local, State and national environmental significance, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset.</li> <li>(b) Maintain ecological connectivity and processes.</li> <li>(c) Maintain the outstanding values of the Great Barrier Reef World Heritage Area</li> <li>(d) Avoid adverse impacts on cultural heritage and community values, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset.</li> </ul>	<b>Complies</b> The subject site does not contain any matters of local State or national environmental significance as it is located within a newly developed CBIP Western Precinct industrial estate which has been designed to take into consideration potential nearby environmental values.  A stormwater quality management plan has been prepared by Premise (refer <b>Appendix 6</b> ) to ensure stormwater quality existing the site is of an appropriate standard. Therefore, the proposed development is not anticipated to adversely impact on the values of the Great Barrier Reef.
3. Environmental offsets are provided in accordance with the relevant commonwealth or State environmental offset framework.	<b>Not Applicable</b> The subject site does not contain any matters of local State or national environmental significance as it is located within a newly developed CBIP Western Precinct industrial estate which has been designed to take into consideration potential nearby environmental values.
4. Environmental offsets should be accommodated within the Environmental Management Precinct before seeking solutions external to the Townsville SDA.	<b>Not Applicable</b> The subject site does not contain any matters of local State or national environmental significance as it is located within a newly developed CBIP Western Precinct industrial estate which has been designed to take into consideration potential nearby environmental values.  Given the above, offsets are not considered necessary as no environmental values will be impacted by the proposal.
5. Where the development requires a buffer to mitigate the impact of development, that buffer must be accommodated within the development site.	<b>Not Applicable</b> The proposed development footprint does not require a buffer to accommodate development within the site.
<b>Engineering and Design Standards</b>	



SDA Wide Assessment Criteria	Response
<p>1. Development is designed and constructed in accordance with relevant engineering and design standards (and any subsequent revisions to the relevant standards) stated in table 8 below. Alternative innovative solutions that demonstrate compliance with the relevant standards are encouraged.</p>	<p><b>Complies</b> The proposed development will be designed constructed in accordance with the relevant engineering standards outlined within the assessment criteria.</p> <p>It is recommended that compliance with relevant standards is conditioned as part of any development approval and managed through future operational work applications.</p>
<b>Other Government Matters</b>	
<p>1. Development is to demonstrate consistency with any other relevant legislative requirements for the development to proceed and operate. Development, to the extent practicable, is to be consistent with regional plans, the State Planning Policy, and the State Development Assessment Provisions where the State interests articulated by these instruments are likely to be affected by the development.</p>	<p><b>Complies</b> The development is considered to be consistent with the relevant legislation and State Planning Policies. It has been demonstrated that the proposed development is consistent with:</p> <ul style="list-style-type: none"> <li>▪ the relevant State referral requirements and SDAP modules that would be triggered by the <i>Planning Act 2016</i> as outlined in Section 6 of the town planning report; and</li> <li>▪ Townsville City Council has issued an Amended Early Referral Response in relation to areas of non-compliance the applicable assessment benchmarks of the planning scheme (refer to <b>Appendix 7</b>).</li> </ul> <p>It is noted that an assessment has been undertaken against the <i>Townsville City Plan 2014</i> rather than the State Planning Policies. The reason for this is that the <i>Townsville City Plan 2014</i> is considered to appropriately integrate the relevant State Planning Policies and will provide for a more streamlined assessment for Townsville City Council as a referral agency.</p>
<b>Energy and Water Efficiency</b>	
<p>1. Building, site design and layout maximises energy efficiency having regard to:</p> <ul style="list-style-type: none"> <li>(a) Building orientation and passive solar design.</li> <li>(b) Maximising opportunities for cross ventilation.</li> <li>(c) Appropriate shade treatments.</li> <li>(d) Landscaping treatments to the western side of building.</li> </ul>	<p><b>Complies</b> The subject site is of a substantial size to accommodate appropriate separation distances between building and accommodated cross ventilation. Given the industrial nature of the site, landscaping has been limited to the road frontages and internally around buildings. However the overall site layout maximises energy efficiencies wherever possible.</p>
<p>2. Water efficiency is optimised through the use of alternative water supply sources, including:</p> <ul style="list-style-type: none"> <li>(a) Rainwater harvesting systems.</li> <li>(b) Recycled water source.</li> </ul>	<p><b>Complies</b> The subject site will connect to Council's reticulated water network.</p> <p>The Proponent may contemplate alternative water supply options in the future to supplement the use of Council's reticulated water network.</p>
<b>Visual Impacts</b>	
<p>1. Visual impacts of buildings, retaining structures or other development are minimised through building design, landscaping or other mitigation when viewed</p>	<p><b>Complies</b> The development has been appropriately designed for the mix of industrial uses proposed and will implement landscaping along the street frontages and internally around buildings. The subject site is unlikely to be</p>



SDA Wide Assessment Criteria	Response
from a publicly accessible view point such as major roads, public parks or Cleveland Bay.	visible from a public accessible view point (i.e. Port Access Road) or Cleveland Bay, given the future industrial lots located to east.
2. Development incorporates high quality urban design and landscape treatments particularly for those areas highly visible from public roads.	<b>Complies</b> The proposed development's design is consistent with industrial uses. The proposed development generally incorporates landscaping along the road frontages, which will assist in softening the build form of the site. Landscaping internal to the development will include a mix of gardens and turf, to break up the hardstand areas.
<b>Built Form</b>	
1. The scale, character and built form of development contributes to a high standard of amenity.	<b>Complies</b> The proposed development involves an appropriate design which is consistent with industrial uses and has been design in accordance with relevant building design guidelines to ensure built form is to a high standard of amenity.
2. Development must incorporate crime prevention through environmental design (CPTED) principles.	<b>Complies</b> The proposal has been designed to ensure appropriate CPTED principles have been incorporated. For example, the development will implement appropriate fencing and lighting.
<b>Reconfiguring a Lot</b>	
1. Development provides lawful, safe and practical access.	<b>Not Applicable</b> The proposed development does not involve reconfiguring a lot.
2. Infrastructure is provided generally in accordance with established infrastructure planning	<b>Not Applicable</b> The proposed development does not involve reconfiguring a lot.
3. Lot sizes are adequate to accommodate a development footprint consistent with the preferred development intent of each precinct. A range of lot sizes is preferred to accommodate development in each precinct. Minimum lot sizes for development precincts are generally consistent with the following: (a) Low Impact Industry Precinct – 1 hectare (ha). (b) Medium Impact Industry Precinct – 2ha. (c) High Impact Industry Precinct – 25h. (d) Port Industry Precinct – 2ha.	<b>Not Applicable</b> The proposed development does not involve reconfiguring a lot.
4. Further subdivision of the Environmental Management, Infrastructure Corridors, and Resources Precincts is not supported, unless being undertaken for operational, management or regulatory purposes, or if there is an overriding need.	<b>Not Applicable</b> The proposed development does not involve reconfiguring a lot.
<b>Landscaping</b>	
1. Development provides landscaping that: (a) Minimises the visual impacts of the development. (b) Incorporates at least 50% local species. (c) Maintains and enhances significant vegetation.	<b>Complies</b> The proposal involves the implementation appropriate landscaping to minimise the visual impacts of development. The proposed development incorporates a 2 m landscaping strip along the road frontage. Landscaping internal to the development will include trees around the perimeter of the car park.



SDA Wide Assessment Criteria	Response
(d) Is low maintenance.	The landscaping is anticipated to involve climate appropriate low maintenance species and can be managed through conditions and future operational work applications.
<b>Natural Hazards – Flooding, including Storm Tide Inundation</b>	
<p>1. Development, in accordance with current best practice:</p> <ul style="list-style-type: none"> <li>(a) Achieves an appropriate level of flood immunity</li> <li>(b) Does not adversely affect existing flow rates, flood heights or cause or contribute to other flooding impacts on upstream, downstream or adjacent properties or the State transport network. This includes potential impacts from changes to stormwater flows and local flooding.</li> <li>(c) Avoids, minimises or mitigates adverse impacts from flooding to protect people and property, and enhances the community's resilience to flooding.</li> <li>(d) Supports, and does not hinder disaster management capacity and capabilities.</li> <li>(e) Avoids risks to public safety and the environment from the location of the storage of hazardous materials and the release of these materials as a result of a natural hazard.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development has been designed taking into consideration best practice measures. In particular, earthworks associated with the development of the subdivision of the land has been undertaken to ensure the land is above the 1% AEP flood level. As appropriate flood immunity has been achieved, the proposed development will only require earthworks to prepare the site for the end use (i.e. building pads, stormwater infrastructure, etc).</p> <p>The development is not considered to hinder disaster management capacity and capabilities.</p>
<p>2. Where development includes flood mitigation works:</p> <ul style="list-style-type: none"> <li>(a) Development may consider flood mitigation works within the Environmental Management Precinct where it cannot otherwise be accommodated within the development precinct. Development will demonstrate that the extent of such works must be proportional to the flood balance and must not restrict the development of other land.</li> <li>(b) Any flood mitigation works are to integrate environmental, cultural heritage and stormwater management outcomes.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development does not involve the construction of flood mitigation work. Rather, the design will utilise the flood mitigation measure constructed to support the wider CBIP Western Precinct development. For example, the proposed stormwater management regime of the site will be discharged to Penelope Road and the stormwater easement located on land to the rear of the subject site.</p>
<b>Natural Hazards - Other</b>	
<p>1. Development, in accordance with current practice:</p> <ul style="list-style-type: none"> <li>(a) Identifies relevant natural hazards that may impact upon the development.</li> <li>(b) Appropriately manages risk associated with identified hazards.</li> <li>(c) Avoids increasing severity of the natural hazard.</li> </ul>	<p><b>Complies</b></p> <p>The subject site is identified a containing low and medium flood hazard areas under the Townsville City Plan. However, the wider CBIP Western Precinct has resulted in Lot 20 being constructed to be above the defined Q100 (1 %) flood level. Therefore, the proposed development is considered to have been designed to minimise impacts by potential natural hazards associated with the land. Furthermore, the proposed development is not situated in an area that</p>



SDA Wide Assessment Criteria	Response
<p>(d) For coastal hazards, avoid erosion prone areas wherever possible.</p>	<p>is susceptible to other natural hazards. The proposed built form will be subject to build approvals and will be designed and constructed in accordance with relevant requirements to ensure the development is not susceptible or considered 'high risk' in natural hazard events such as a bushfire or cyclone.</p> <p>The proposed development is considered compatible with the risk and nature of potential natural hazards. Appropriate preparation methods will be applied in the event of natural hazard and relevant warnings will be observed.</p>
<p><b>Water Quality</b></p>	
<p>1. Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values of receiving waters arising from:</p> <ul style="list-style-type: none"> <li>(a) Altered stormwater quality and hydrology.</li> <li>(b) Wastewater (other than contaminated stormwater and sewage).</li> <li>(c) The creation or expansion of non-tidal man-made waterways.</li> <li>(d) The release and mobilisation of nutrients and sediments.</li> </ul>	<p><b>Complies</b></p> <p>The proposal has been designed to ensure the development will be constructed and operated in a matter which will avoid or minimise adverse impacts on environmental values of receiving waters. In particular, a stormwater quality management plan has been prepared by Premise (refer <b>Appendix 6</b>), which demonstrate the stormwater quality has a minimal impact on environmental values and has avoided impact where possible.</p> <p>The proposed development has been designed to incorporate a combination of stormwater treatment devices, to provide stormwater quality treatment, which achieves the State Planning Policy (SPP) Stormwater Management Design Objectives.</p> <p>Overall, the proposed stormwater management regime effectively minimises adverse impacts from the proposed development and will assist in ensuring the environmental values of receiving waters are maintained.</p>
<p>2. Development encourages a precinct-wide stormwater management approach that achieves an improved water quality outcome.</p>	<p><b>Complies</b></p> <p>The proposed development and associated stormwater quality management plan is considered to appropriately integrate with the wider TSDA.</p>