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# Appendix 16

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## SECTION 2.5 – SDA WIDE ASSESSMENT CRITERIA RESPONSE

SDA Wide Assessment Criteria		Response
<b>Infrastructure and Services</b>		
1.	Development maximises infrastructure efficiency and minimises infrastructure costs for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy.	<b>Complies</b> The proposed development can be efficiently and effectively connected to infrastructure services as identified in the Civil Engineering Report prepared by Langtree Consulting (refer <b>Appendix 11</b> ). It is considered that the infrastructure connections will minimise infrastructure costs given limited services will be required for the operation of the hardstand truck pad.
2.	Development plans for and manages impacts on existing and future known telecommunications, transport, water, wastewater, recycled water and energy networks.	<b>Complies</b> The proposed development will be provided infrastructure services appropriate for the use and location of the subject land and will utilise existing connections where provided.  It is not considered the proposed development will impact on the orderly planned provision of infrastructures services in the TSDA and as acknowledged in the Civil Engineering Report prepared by Langtree Consulting (refer <b>Appendix 11</b> ), the proposed development can integrate with planned infrastructure extension required under the approved developments adjoining the subject land.  More specifically, the proposed development should not be limited to on-site waste disposal and provided the opportunity to connect with the reticulated sewer network to be established within proximity of the development in the future.
3.	Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.	<b>Complies</b> The proposed development can be efficiently and effectively connected to infrastructure services as identified in the Civil Engineering Report prepared by Langtree Consulting (refer <b>Appendix 11</b> ). The infrastructure and services provision are considered appropriate for the development given its low impact nature.
4.	Development incorporates waste minimisation practices and considers refuse collection or disposal.	<b>Complies</b> The proposed development will be provided an advanced on-site secondary system for the disposal of wastewater (refer <b>Appendix 11</b> ) and will be accessible for refuse collection and disposal.
5.	Development avoids or minimises adverse impacts on existing or proposed State or local government infrastructures services.	<b>Complies</b> It is considered that the proposed development will not have an adverse impact on existing or proposed State or local government

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	<p>infrastructure given the low impact nature of the use and generally low demand rates.</p> <p>The Traffic Impact Assessment prepared by Langtree Consulting (refer <b>Appendix 10</b>) determine that the proposed development is not predicted to have an adverse impact on the safety or operational efficiency of the surrounding road network and intersections.</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></p> <p>The Traffic Impact Assessment prepared by Langtree Consulting (refer <b>Appendix 10</b>) demonstrates that the proposed development will protect the safety and operational efficiency of the Bruce Highway and Townsville Port Access Road. The proposed development will not adversely impact on the North Coast rail line.</p> <p>The proposed development will accommodate vehicle types which generally already utilise the Bruce Highway and Port Access Road.</p> <p>The proposed development will protect the safe and efficient function of these roads by ensuring access into the facility is upgraded to a reasonable standard, in particular through the upgrading of Heleen Downs Road, which will ensure heavy vehicles can enter the site from a local road, rather than directly from the Bruce Highway and Port Access Road.</p> <p>In addition, it is not anticipated the proposed development will significantly increase the number of heavy vehicles already using the Bruce Highway or Port Access Road.</p>
<b>Emissions</b>	
<p>1. Development is designed to avoid or minimise:</p> <p>(a) Adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals</p> <p>(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.</p>	<p><b>Complies</b></p> <p>The proposed development is unlikely to cause significant air or noise emissions that would adversely impact on the health and safety of surrounding communities or individuals. The development is appropriately setback from sensitive receptors, is buffered by the riparian corridor of Stuart Creek and mitigation measures will be imposed to ensure noise from vehicles within the site is minimal.</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 Environmental Protection Policy 2008 given the separation distance and buffering between the development and surrounding sensitive receptors.</p>

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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.	<b>Complies</b> The proposed development is for a hardstand truck pad and is unlikely to result in impacts to the air quality of Townsville.
<b>Contaminated Land</b>	
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 environmental by exposure, management, or movement of contaminants.	<b>Complies</b> 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 a drive-in theatre, it is not expected to be included on the contaminated land register.
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.	<b>Complies</b> The proposed development is unlikely to cause any contamination and the subject site is not known to be contaminated.
<b>Acid Sulfate Soils</b>	
1. Development, in accordance with current best practice, is to: (a) Avoid the disturbance of acid sulfate soils (ASS) or (b) Ensure that the disturbance of ASS avoids or minimises the mobilisation and release of acid and metal contaminants.	<b>Complies</b> As identified in the Stormwater Management Plan prepared by AECOM (refer <b>Appendix 13</b> ), earthworks for the proposed development on the subject land will generally be above 5m AHD which minimises the risk of disturbing acid sulfate soils, however it is recommended that an acid sulfate soils site investigation be undertaken prior to detailed design. If identified, an acid sulfate soils management plan will be developed and included as part of any future operational work application.  This can be conditioned as part of any approval as required.
<b>Climate Change</b>	
1. Development minimises emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.	<b>Complies</b> Given the very low impact nature of the development, minimal greenhouse gas emissions are expected to occur.  Notwithstanding the developer acknowledges its duty of care to limit greenhouse gases where possible.
<b>Transport</b>	
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.	<b>Complies</b> The proposed development involves the formation of Heleen Downs Road and a new intersection connecting with the TPAR. The existing and proposed road network is capable of accommodating the increased traffic arising from the development as determined by the Traffic Impact Assessment prepared by Langtree Consulting (refer <b>Appendix 10</b> ).  The Traffic Impact Assessment also identified that the existing Bruce Highway access and

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		egress is suitable and able to accommodate light vehicle development traffic.
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><b>Complies</b></p> <p>The proposed formation of Heleen Downs Road and the proposed intersection at the TPAR is designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development as determined by the Traffic Impact Assessment prepared by Langtree Consulting (refer <b>Appendix 10</b>).</p> <p>The Traffic Impact Assessment also identified that the existing Bruce Highway access and egress is suitable and able to accommodate the development traffic.</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><b>Complies</b></p> <p>The proposed access and egress into the subject land is strategically located to facilitate the safe and efficient movement of vehicle types expected from the proposed development. It is considered the proposed site access and egress will not unduly impact on the safe and efficient operation of external road, rail or transport infrastructure, as determined by the Traffic Impact Assessment prepared by Langtree Consulting (refer <b>Appendix 10</b>).</p>
4.	Adequate car parking for the number and nature of vehicles expected are provided on site.	<p><b>Complies</b></p> <p>The proposed development is for a hardstand truck pad and has been designed to accommodate a range of heavy vehicle types. The areas allocated for the different heavy vehicle types are of an appropriate area to facilitate generally short-term parking. Further details of the car parking areas can be provided during operational work, as required.</p>
Environment, Cultural Heritage and Community		
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.	<p>Any identified environmental values, cultural heritage values and community values of the site and surrounding area will be protected to the extent necessary.</p> <p>An Ecological Assessment has been prepared by Base Consulting (refer <b>Appendix 12</b>). The assessment does not identify any areas of environmentally local, regional, State or national significance, and further determines that the land has very limited environmental values. The report includes recommendations to maintain and potentially enhance areas of environmental significance (i.e. the riparian area of Stuart Creek).</p>
2.	Development is designed and sited to:	<b>Complies</b>

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<p>(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.</p> <p>(b) Maintain ecological connectivity and processes.</p> <p>(c) Maintain the outstanding values of the Great Barrier Reef World Heritage Area</p> <p>(d) Avoid adverse impacts on cultural heritage and community values, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset.</p>	<p>The proposed development is capable of maintaining the environmental values of the site. As identified in the reporting prepared by Base Consulting (refer <b>Appendix 14</b>), there are limited environmental values within the site apart from the riparian corridor of Stuart Creek. It is proposed that the riparian corridor will be retained and potentially enhanced. This will ensure that the ecological connectivity of the surrounding environmental areas and habitats is maintained within the site.</p> <p>The proposed development is unlikely to adversely impact on the values of the great Barrier Reef.</p>
<p>3. Environmental offsets are provided in accordance with the relevant commonwealth or State environmental offset framework.</p>	<p><b>Not Applicable</b></p> <p>Offsets are not considered necessary, given the proposed development will not impact on areas within the site that have environmental values.</p> <p>It is acknowledged that opportunities exist to enhance the riparian areas of Stuart Creek.</p>
<p>4. Environmental offsets should be accommodated within the Environmental Management Precinct before seeking solutions external to the Townsville SDA.</p>	<p><b>Not Applicable</b></p> <p>Offsets are not considered necessary, given the proposed development will not impact on areas within the site that have environmental values.</p> <p>It is acknowledged that opportunities exist to enhance the riparian areas of Stuart Creek.</p>
<p>5. Where the development requires a buffer to mitigate the impact of development, that buffer must be accommodated within the development site.</p>	<p><b>Complies</b></p> <p>The hardstand truck pad will be sufficiently separated from Stuart Creek (approximately 260m) by the flood storage area. It is considered there will be sufficient separation to ensure the environmental values of the riparian area of Stuart Creek are preserved. Refer to the Ecological Assessment Report prepared by Base Consulting (refer <b>Appendix 14</b>).</p> <p>The buffer also separates the proposed development from the adjoining caravan park.</p>
<p><b>Engineering and Design Standards</b></p>	
<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></p> <p>The construction, design and preparation of the site will be in accordance with the relevant engineering standards outlined within the assessment criteria.</p> <p>It is recommended that compliance with these standards is conditioned as part of any development approval.</p>
<p><b>Other Government Matters</b></p>	

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<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 Planning Act 2016 as outlined in Section 7 of the town planning report; and</li> <li>▪ the proposal has demonstrated compliance with the relevant Townsville City Plan 2014 assessment benchmarks as outlined in Section 8 of the town planning report.</li> </ul> <p>It is noted that an assessment has been undertaken against the City Plan 2014 rather than the State Planning Policies. The reason for this is that the City Plan 2014 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>The proposed development will not involve any major building work.</p> <p>It is considered the location of the amenities block and the overall site layout maximises energy efficiencies wherever possible.</p> <p>Shading will be provided around the designated landscape areas.</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>The subject land has an existing water connection and it is proposed that this will be maintained to service the proposed development. Refer to the Civil Engineering Report prepared by Langtree Consulting (refer <b>Appendix 11</b>) for further details on the proposed connection to the 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 from a publicly Cleveland Bay accessible view point such as major roads, public parks or</p>	<p>The proposed development will include a small amenity building. This building will be setback from the Bruce Highway and screened by landscaping features in the 20 metre front boundary setback.</p>
<p>2. Development incorporates high quality urban design and landscape treatments particularly for those areas highly visible from public roads.</p>	<p><b>Complies</b>  The proposed development will not impact on the visual amenity from the Bruce Highway or areas external to the TSDA given:</p>

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	<ul style="list-style-type: none"> <li>▪ the proposal will include landscaping in the 20 metre buffer along the property frontage;</li> <li>▪ landscape features will be provided along the perimeter of the side and rear boundaries of the hardstand truck pad; and</li> <li>▪ the proposal incorporates minimal built form.</li> </ul>
<b>Built Form</b>	
1. The scale, character and built form of development contributes to a high standard of amenity.	<p><b>Complies</b></p> <p>The proposed development will involve a small building for amenities. The scale and character of the development is considered consistent with the surrounding area and intent of the precinct.</p> <p>The hardstand area will be landscaped to soften the image of the development when viewed from areas external to the site.</p>
2. Development must incorporate crime prevention through environmental design (CPTED) principles.	<p><b>Complies</b></p> <p>The proposed development can be fenced with permeable material so as to ensure surveillance of the surrounding road network. In addition, appropriate lighting will be provided within the development area to discourage anti-social behaviour.</p>
<b>Reconfiguring a Lot</b>	
This assessment criteria is not applicable as the proposed development is not for Reconfiguring a Lot.	
<b>Landscaping</b>	
1. Development provides landscaping that: <ul style="list-style-type: none"> <li>(a) Minimises the visual impacts of the development.</li> <li>(b) Incorporates at least 50% local species.</li> <li>(c) Maintains and enhances significant vegetation.</li> <li>(d) Is low maintenance.</li> </ul>	<p><b>Complies</b></p> <p>Landscaping will be provided around the perimeter of the hardstand truck pad to soften the image of the development when viewed from areas external to the site. It is proposed that a 20m landscape buffer will be provided along the frontage of the hardstand truck pad for screening and to improve the visual quality of the land.</p> <p>Any landscape treatments can include species that are low maintenance and incorporates 50% of local species.</p>
<b>Natural Hazards – Flooding, including Storm Tide Inundation</b>	
1. Development, in accordance with current best practice: <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> </ul>	<p><b>Complies</b></p> <p>A Flood Impact Assessment has been prepared by AECOM (refer <b>Appendix 9</b>) in relation to this development proposal.</p> <p>The results of the Flood Impact Assessment indicates that an appropriate levels of flood immunity can be achieved on-site while avoiding alterations to existing flow rates, flood</p>



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<ul style="list-style-type: none"> <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>heights or adverse impacts to upstream, downstream or adjacent properties.</p> <p>It should be noted that considerable flood storage has been integrated into the proposal to offset impacts of raising the land. While there is a small flood impact within the Stuart Creek channel, the area of impact of the proposed excavation for flood mitigation works are within the declared Environmental Management Precinct under the TSDA Development Scheme.</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 Flood Impact Assessment prepared by AECOM (refer <b>Appendix 9</b>) determines that compensatory earthworks are required resulting in the establishment of a flood storage area. The flood storage area is within the Environmental Management Precinct and appropriately offsets any flood impact created from raising the pad of the hardstand truck pad to achieve flood immunity above the 1% AEP flood level.</p> <p>It is therefore considered the flood mitigation works are proportional to the flood balance and does not restrict the development of other land in the TSDA.</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> <li>(d) For coastal hazards, avoid erosion prone areas wherever possible.</li> </ul>	<p><b>Complies</b></p> <p>The subject site and proposed development are unlikely to be impacted by other natural hazards. The proposed development is not situated in an erosion prone area and will generally not contain built infrastructure that is 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>
<b>Water Quality</b>	
<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 artificial waterways.</li> <li>(d) The release and mobilisation of nutrients and sediments.</li> </ul>	<p><b>Complies</b></p> <p>A stormwater management plan (SWMP) has been prepared by AECOM (refer <b>Appendix 13</b>) which specifically deals with stormwater quality from the proposed development.</p> <p>The SWMP determines that the proposed development has been designed to avoid and minimise adverse impacts on environmental values of receiving waters and considers a series of recommendations including:</p>

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	<ul style="list-style-type: none"> <li>• Acid sulfate soil investigation and implementation of management plans as required.</li> <li>• Implementation of a Sediment and Erosion Control Plan prior to the commencement of earthworks.</li> <li>• A vegetated cover is established along drainage channels and within the flood storage area and bunding to act as a buffer between the hardstand and Stuart Creek.</li> <li>• Maintenance plans for bioretention, flood storage area and vegetated swales are implemented.</li> </ul>
<p>2. Development encourages a precinct-wide stormwater management approach that achieves an improved water quality outcome.</p>	<p><b>Complies</b>                      The proposed development and associated SWMP is considered to integrate with the wider TSDA.</p>