



**Townsville City Plan**  
**Proposed Major Amendment**  
Lansdown Station

**Public Consultation Submissions Review Report**

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January 2020

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## 1. Introduction

To facilitate future industrial development within the City of Townsville, Council resolved on 25 July 2017, to undertake the Lansdown major amendment to the Townsville City Plan (2014). The proposed Lansdown major amendment relates to varying the zoning of land at 132 Bidwilli Road, Calcium (former Lansdown Station) from the Rural zone and including the site into zoning that supports the site's longer-term development focus - being the establishment of the proposed motor sport facility (Drive It NQ) and higher impact industrial-based uses.

The Lansdown Station site (the site) was acquired by Council in 2001. Prior to this, the Commonwealth Scientific and Industrial Research Organisation (CSIRO) had been using the site as part of their research station since the 1960s. The property is located approximately 45km south-east of Townsville and has a total land area of 2,100 hectares, comprising of 19 separate land parcels. Historically, the site was previously investigated as the site of the Townsville State Development Area (TSDA) before the TSDA was eventually declared at Stuart.

The site is currently being used for cattle grazing purposes via a short-term lease arrangement with a private enterprise. Furthermore, four additional land parcels have been leased by Council to Drive It NQ for the future development of a motor sports facility, with the first stage of the development having been approved in March 2019.

The Townsville City Plan (2014) presently identifies the site as being in the Rural zone. The locality has also been identified in the Strategic framework as an 'industrial investigation area,' highlighting the site's longer-term development focus to be one that is more suited to higher impact industrial uses to cater for the economic needs of Townsville.

The proposed Lansdown major amendment is being undertaken in terms of a section 18 amendment process as per the requirements outlined in the *Planning Act 2016* and the Minister's Guidelines and Rules (July 2017). Undertaking public consultation on the proposed major amendment is a statutory requirement. Public consultation on the proposed major amendment was undertaken from 4 November 2019 to 20 December 2019 (having been extended from an initial 20 business days, at the request of the public, to 35 business days).

Council received 269 properly made submissions. These submissions have been considered by council and the proposed major amendment has been changed as considered appropriate in response to the matters raised in the submissions. This report has been prepared to summarise the submissions received, provide information on the merits of submissions and the extent to which the proposed major amendment has been changed.

Each person who made a properly made submission will receive an acknowledgement letter providing them with a link to the location of the Public Consultation Submissions Review Report on council's website. The Public Consultation Submissions Review Report details how council has dealt with the submissions received. A hard copy of the Public Consultation Submissions Review Report will be provided to the Woodstock Action Group for dissemination within its members.

## 2. Overview of public consultation process

### 2.1 Community engagement

As part of the Section 18 major amendment process, and as per the requirements outlined in the *Planning Act 2016*, Townsville City Council submitted a Community Engagement Strategy to the Director General that outlined the various communication and engagement activities council proposed to undertake to inform the community of the proposed major amendment.

As per statutory requirements, council undertook the following:

- Undertook public consultation for a period of at least 20 business days. It is noted that council undertook public consultation for a total of 35 business days (4 November 2019 – 20 December 2019).
- Placed a notice in the Public Notice section of the Townsville Bulletin (4 November 2019 and 29 November 2019).
- A hard copy version of the proposed major amendment was available to view at the Customer Service Desk located on the ground floor of the Townsville City Council Administration Building at 103 Walker Street, Townsville City.
- An electronic version of the proposed major amendment was also placed on Council's public website.

In addition to the requirements outlined in the *Planning Act 2016*, council, as per the state-approved Community Engagement Strategy, also undertook a mail out to all landowners located within the suburbs that surround the Lansdown Station site. A total of 472 letters were posted out to landowners in the suburbs of Barringha, Woodstock, Majors Creek, Calcium and Reid River the week of 7 November 2019. Attached to the letter advising the landowner of the proposed major amendment was an information sheet about the proposed amendment, a locality plan and a map illustrating the current and proposed zoning outlined in the proposed major amendment.

During the public consultation period, council was contacted by representatives from the Woodstock community who requested that additional time be provided to enable the community to make informed submissions. They also requested that the background studies that helped inform the proposed major amendment be made available for public viewing.

Council considered these requests and in addition to the abovementioned statutory, undertook the following additional actions:

- Council agreed to extend the public consultation period for a further 15 business days, which meant the revised closing date for submissions was 5pm on 20 December 2019. This meant that the public consultation period associated with the proposed amendment totalled 35 business days.
- A second public notice was placed in the Public Notice section of the Townsville Bulletin on 29 November 2019, which advised of the extension to the public consultation period associated with the proposed amendment to 20 December 2019.
- On 20 November 2019, council made the relevant background studies that helped to inform the proposed major amendment available for public viewing on council's website. The background studies related to cultural heritage, environment, flood hazard and infrastructure, traffic, transport and air quality. In addition, approximately 100 USB with electronic copies of the reports were also issued to the public at the Meet the Planner

session held on 23 November 2019. Furthermore, 5 packs containing the four background studies were also printed out (hard copies) and were provided to the Woodstock community at two Meet the Planner sessions.

- Council also undertook two “Meet the Planner” sessions which were held on Saturday 30 November 2019 (between 9am and 12pm) and on Saturday 7 December 2019 (between 12pm and 4pm). These sessions were attended by council representatives, consultants who undertook the Infrastructure, Traffic, Transport and Air Quality Study background study as well as representatives from the Department of State Development, Manufacturing, Infrastructure and Planning. These sessions enabled members of the public to discuss in greater detail the proposed major amendment and voice any concerns they had. Business cards containing the Department of Transport and Main Roads’ relevant contact details were also made available at the sessions. At both Meet the Planner sessions, council had a registration sheet that all attendees completed. In total, 70 people attended the Meet the Planner sessions (57 people attended on 30 November 2019 and 13 people attended on 7 November 2019).
- A Frequently Asked Questions document was also prepared, in addition to the abovementioned information sheet, and was made available at the Meet the Planner sessions.
- Council provided submission boxes and hard copy submission forms at the Meet the Planner sessions, which provided opportunities for members of the public to make their submission after attending a Meet the Planner session.

The formal public notification period ended at 5pm on 20 December 2019.

## **2.2 Submission registration and review process**

Submissions were received by council via email and post; as well as in person (either via the Submission Box at the Meet the Planner sessions or were delivered to council in person). Upon receipt, each submission was subsequently registered, and a review undertaken. This process was established to:

- consider all submissions in an objective, equitable and fair manner;
- assist in the preparation of the Public Consultation Submissions Review Report;
- where required, obtain technical advice from consultants who had completed the background reports; and
- provide guidance and advice to Council in respect of preparing the final draft of the proposed major amendment.

All submissions were treated as confidential.

If a submitter lodged more than one submission covering different issues, the submissions were counted as separate submissions.

A council submissions database was established to assist in the registration, classification and summary of submissions.

Table 1 below provides an overview of the submission registration and review process.

**Table 1: Submission registration and review process**

Steps	Action/detail
1: Registration of submission	Submissions were received and registered. A submissions database was compiled.
2: Summarising submission issues	<p>Each submission was reviewed and the different issues raised in the respective submissions were then entered into the submissions database. The database was then used to summarise and collate the matters raised into the Public Consultation Submissions Review Report.</p> <p>In many instances the submissions received covered a number of different issues and therefore allowance was made for the same or similar issues being raised in a number of submissions. This included receiving multiple submissions with similar views on a particular issue or submissions having different views on the same issue. For this reason, common issues across submissions were identified and these issues were summarised under common issue topics in the Public Consultation Submissions Review Report.</p>
3: Evaluation and responses to issues	After all issues had been summarised, the issues were assessed and responses were prepared. The assessment and response to issues was undertaken by planning officers and, where required, further specialist technical advice on matters raised in the submissions was obtained. Where required, changes in response to submissions have been proposed to the major amendment.
4: Public Consultation Submissions Review Report	This Public Consultation Submissions Review Report was prepared which collates steps 3 and 4 above, providing a summary of the submissions considered, information about the merits of the submissions, recommendations on amendments to the proposed major amendment to reflect matters raised and details of changes to the amendment.
5: Council approval of report	This Public Consultation Submissions Review Report and the amended Townsville City Plan Lansdown Station Major Amendment are to be submitted to council for consideration in January 2020.
6: Notification of submitters	After council approves the Public Consultation Submissions Review Report and the proposed changes to the Townsville City Plan Lansdown Station Major Amendment, council will then publish the Public Consultation Submissions Review Report on the council website. Additionally, the council will notify each person who made a properly made submission that the Public Consultation Submissions Review Report is available on the council's website.

### 3. Overview of submission statistics

#### 3.1 Quantity of submissions

During the public consultation period, from 7 November 2019 to 20 December 2019, council received a total of 269 submissions (from 207 individual submitters).

#### 3.2 Submitter type

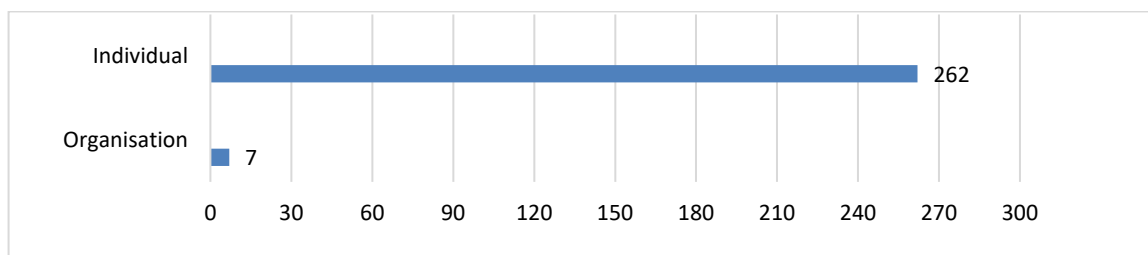
Each submission received in response to the proposed major amendment has been classified into one of the two following categories to define the nature of the submitter as either:

- Individual – a submission lodged on behalf of an individual.
- Group/Organisation - a submission lodged on behalf of a group representing the common interest of its constituents or an organisation or public sector entity representing itself or the interests of its constituents.

The 269 submissions that were received in response to the proposed major amendment had the following number of submitter types:

- Individual - 262.
- Group/Organisation – 7.

Figure 1: Division of Submitter Type



#### 3.3 Submission format

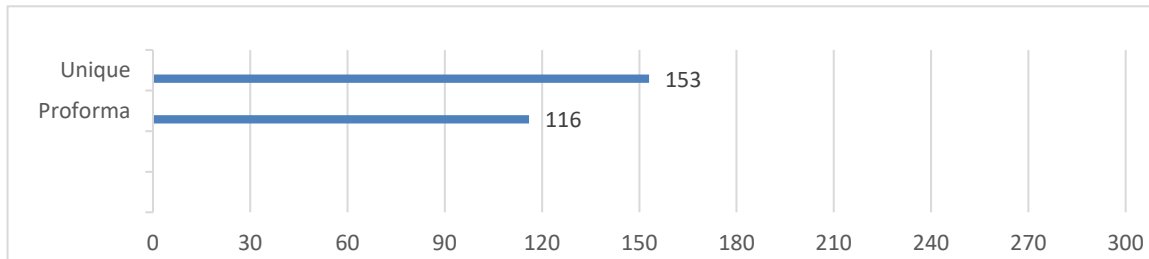
Each submission received by has been classified into one of the two following categories based on the format of the submission:

- Unique Submission; and
- Pro Forma Submission.

The 269 submissions that were received were categorised within the following submission formats:

- Unique Submission - 153; and
- Pro Forma Submission - 116.

Figure 2: Division of Submission Format



### 3.4 Nature of submission

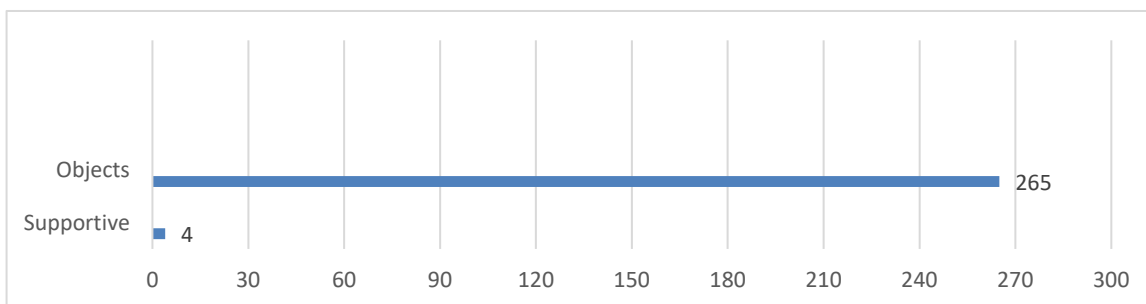
Each submission received has been classified into one of the two following categories based on the tone of the submission:

- Supportive– the submission agrees with the content of the Lansdown Station Major City Plan Amendment; and
- Objects – the submission objects with the content of the Lansdown Station Major City Plan Amendment.

The 269 submissions that were received were categorised within the following submission tones:

- Supportive - 4.
- Objects - 265.

Figure 3: Division of Submission Tone



Each submission received had comments either supporting or objecting to specific parts of the proposed major amendment, as well as suggested changes. Therefore, the tone of submissions for all submissions fits into the two above categories.

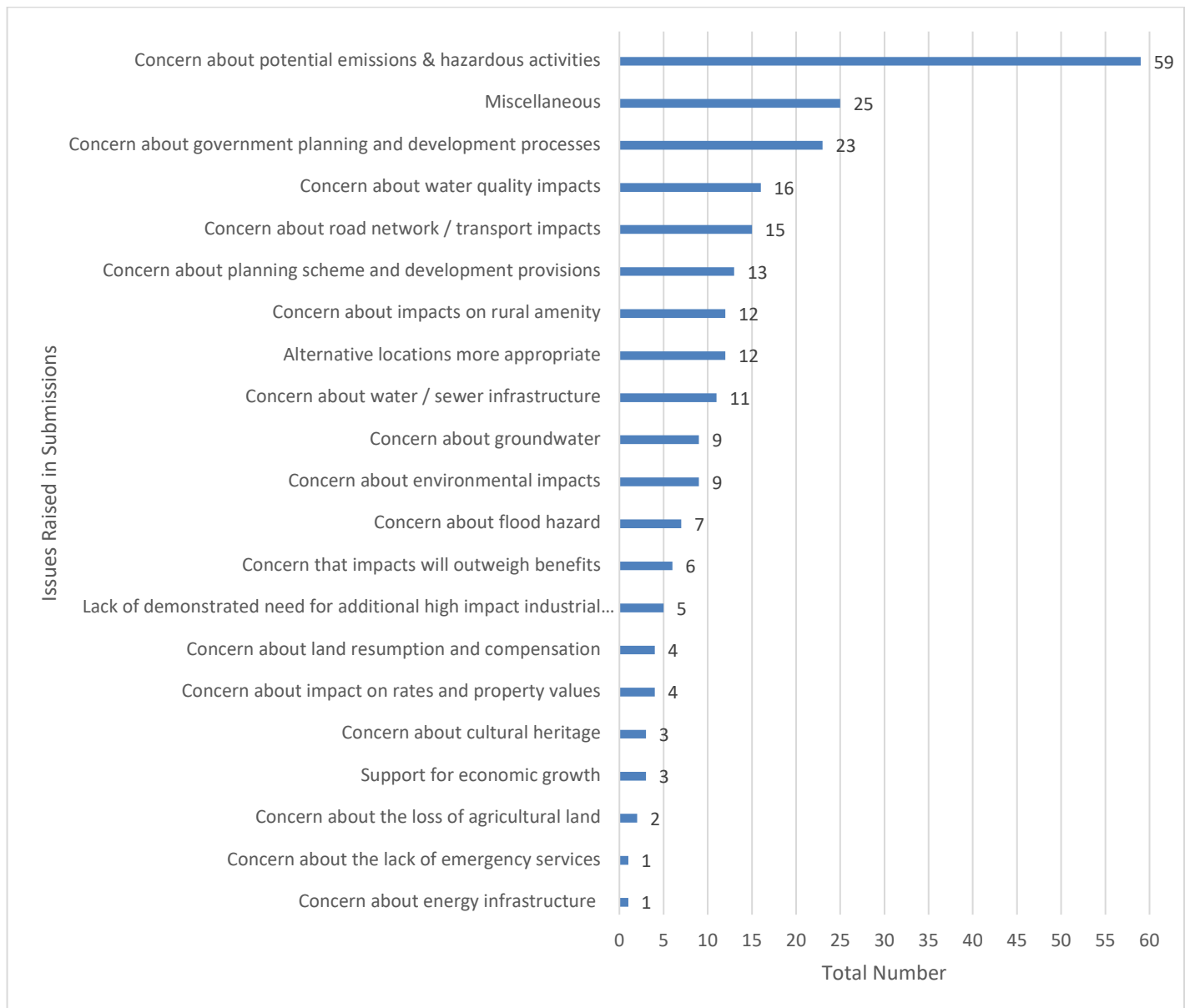


## 4. Overview of submission comments

### 4.1 Division and frequency of comments

317 issues were identified in the review of 269 submissions. The issues raised have been placed into 21 different groupings. The summary in Figure 2 below provides an overview of the division and frequency of comments raised by submitters in response to the proposed Lansdown major amendment.

Figure 4: Division and frequency of comments



## 4.2 Detailed submission reviews

The 269 submissions received raised a variety of issues in relation to the proposed Lansdown major amendment. The summary below highlights the overarching areas of opposition and support in relation to the amendment.

### Overarching areas of opposition

Below is a summary of the overarching areas of opposition identified in submissions.

- Concern that impacts will outweigh benefits.
- Alternative locations are more appropriate.
- Concern about land resumption and compensation.
- Concern about government planning and development processes.
- Concerns about impacts on rural amenity.
- Concerns about potential emissions and hazardous activities.
- Concern about planning scheme and development provisions.
- Concern about water quality impacts.
- Concern about groundwater.
- Concern about flood hazard.
- Concerns about environmental impacts.
- Concern about the lack of emergency services.
- Concern about road network / transport impacts.
- Concern about water / sewer infrastructure.
- Concern about cultural heritage.
- Concern about the loss of agricultural land.
- Miscellaneous.
- Concern about impact on rates and property values.
- Concern about energy infrastructure.
- Support for economic growth.
- Lack of demonstrated need for additional high impact industrial zoned land.

## **Areas of support**

Below is a summary of the overarching areas of support identified in submissions.

- Advocates growth in region.
- Increased demand at nearby quarry.
- Identified as suitable location.
  
- Agrees with the portion of adjacent council land that is not being rezoned remaining under its current zoning.
- In principle support for motorsport facility.

## **4.3 Division of issues – Submissions**

The issues raised in submissions have been reviewed and, where required, changes to the proposed Lansdown major amendment recommended – refer to Table 2 below.

### **Table 2: Division of issues - Submissions**

Issue #	Submissions Grouping	Issue	Review Assessment	Amendment Required (Y/N)	Detail of Proposed Amendment
1	Lack of demonstrated need for additional high impact industrial zoned land	The submitter suggests that the Townsville Land Use Proposal dictated that rezoning of land to high impact Industrial should only occur when high impact Industrial land in other sites has been exhausted.	<p>A series of industrial background studies have been prepared to quantify the demand and need for industrial land particularly, high impact industrial zoned land over the long-term planning horizon (25 years). This includes:</p> <ul style="list-style-type: none"> <li>• Thuringowa Industrial Land Study: Supply, Demand and Location Analysis – AEC Group – April 2006</li> <li>• Townsville Industrial land Demand Study – AEC Group – May 2008</li> <li>• Townsville Industrial Land Use Study – ARUP – April 2011</li> <li>• Bohle Plains Industrial Land Preliminary Masterplan Study – AECOM – April 2014</li> </ul> <p>The strategic background studies that informed the preparation of the Townsville City Plan 2014 identified that there was a shortfall in high impact industrial zoned land over the long-term planning horizon which is generally 25 years. A planning scheme has a ten (10) year planning horizon. The Lansdown location in the Townsville City Plan 2014 was designated for investigation for industrial uses and has been considered a location suited for high impact industry.</p> <p>Council's understanding is that the Townsville State Development Area (TSDA) has limited ability to cater for future high impact industrial uses is limited, because existing activities will be absorbing most of the existing available zoned land for future expansion. Furthermore, it is understood that the TSDA has shifted its primary focus towards industries that will benefit from the freight arterials (Flinders Highway, Bruce Highway, North Coast rail line, Mt Isa rail line) converging at its location adjacent to the Port of Townsville. Additionally, the issue of atmospheric emissions and Great Barrier Reef sensitivity are more difficult to manage in the TSDA.</p> <p>The Yabulu nickel refinery site is the only other area zoned for high impact industry. The Yabulu site is utilised and unavailable for new development. Roseneath was rezoned Medium impact industry in the Townsville City Plan 2014. Bohle Plains remains an area subject of investigation by the State Government for future industrial uses. Lansdown would therefore fill a short fall in land available to accommodate large scale industrial opportunities.</p> <p>Lansdown displays the attributes of a well located and appropriate industrial site given its location on the Flinders Highway and the Mt Isa rail line. Industry located in the proposed precinct would be able to receive product into Lansdown for storage or value add processing prior to on forwarding to Townsville and the Port. The constraints</p>	N	Not applicable

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Issue #	Submissions Grouping	Issue	Review Assessment	Amendment Required (Y/N)	Detail of Proposed Amendment
			explored initially present as being able to be managed appropriately through design to enable industrial development.		
1	Lack of demonstrated need for additional high impact industrial zoned land	Submitters suggest that the Townsville State Development Area (TSDA) and other industrial zoned areas should be utilised for future industrial development needs as they provide sufficient land supply for future high impact industry uses.	<p>Council's understanding is that the Townsville State Development Area's (TSDA) ability to cater for future high impact industrial uses is limited, because existing activities will be absorbing most of the existing available zoned land for future expansion. Furthermore, it is understood that the TSDA has shifted its primary focus towards industries that will benefit from the freight arterials (Flinders Highway, Bruce Highway, North Coast rail line, Mt Isa rail line) converging at its location adjacent to the Port of Townsville. Additionally, the issue of atmospheric emissions and Great Barrier Reef sensitivity are more difficult to manage in the TSDA.</p> <p>The Yabulu nickel refinery site is the only other area zoned for high impact industry. The Yabulu site is utilised and unavailable for new development. Roseneath was rezoned Medium impact industry in the Townsville City Plan 2014. Bohle Plains remains an area subject of investigation by the State Government for future industrial uses. Lansdown would therefore fill a short fall in land available to accommodate large scale industrial opportunities.</p> <p>Lansdown displays the attributes of a well located and appropriate industrial site given its location on the Flinders Highway and the Mt Isa rail line. Industry located in the proposed precinct would be able to receive product into Lansdown for storage or value add processing prior to on forwarding to Townsville and the Port. The constraints explored initially present as being able to be managed appropriately through design to enable industrial development.</p>	N	Not applicable.
1	Lack of demonstrated need for additional high impact industrial zoned land	The submitter asks why the rezoning is occurring.	The City of Townsville currently has a shortage of suitable land available for high impact industrial uses. The proposed Lansdown major amendment will contribute to the economic activation of Townsville, by providing appropriately zoned industrial land for high impact industrial uses that are well located to both the city and the Port of Townsville, via the Flinders Highway. Providing an area of appropriately zoned industrial land for high impact industrial uses, will enable future uses to be brought to market in a timely manner. The proposed amendment will help to attract and facilitate medium and heavy industries to Townsville. This will in turn lead to the creation of new jobs (both in the construction and operation phases), which will lead to further economic investment in Townsville.	N	Not applicable

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Issue #	Submissions Grouping	Issue	Review Assessment	Amendment Required (Y/N)	Detail of Proposed Amendment
1	Lack of demonstrated need for additional high impact industrial zoned land	The submitter suggests the need for rezoning Lansdown Station to high impact industrial zoned land has not been demonstrated. This is inconsistent with the Townsville City Plan 2014 Strategic framework.	<p>A series of industrial background studies have been prepared to quantify the demand and need for industrial land particularly, high impact industrial zoned land over the long-term planning horizon (25 years). This includes:</p> <ul style="list-style-type: none"> <li>• Thuringowa Industrial Land Study: Supply, Demand and Location Analysis – AEC Group – April 2006</li> <li>• Townsville Industrial land Demand Study – AEC Group – May 2008</li> <li>• Townsville Industrial Land Use Study – ARUP – April 2011</li> <li>• Bohle Plains Industrial Land Preliminary Masterplan Study – AECOM – April 2014.</li> </ul> <p>The strategic background studies that informed the preparation of the Townsville City Plan 2014 identified that there was a shortfall in high impact industrial zoned land over the long-term planning horizon which is generally 25 years. A planning scheme has a ten (10) year planning horizon. The Lansdown location in the Townsville City Plan 2014 was designated for investigation for industrial uses and has been considered a location suited for high impact industry.</p> <p>Council's understanding is that the Townsville State Development Area's (TSDA) ability to cater for future high impact industrial uses is limited, because existing activities will be absorbing most of the existing available zoned land for future expansion. Furthermore, it is understood that the TSDA has shifted its primary focus towards industries that will benefit from the freight arterials (Flinders Highway, Bruce Highway, North Coast rail line, Mt Isa rail line) converging at its location adjacent to the Port of Townsville. Additionally, the issue of atmospheric emissions and Great Barrier Reef sensitivity are more difficult to manage in the TSDA.</p> <p>The Yabulu nickel refinery site is the only other area zoned for high impact industry. The Yabulu site is utilised and unavailable for new development. Roseneath was rezoned Medium impact industry in the Townsville City Plan 2014. Bohle Plains remains an area subject of investigation by the State Government for future industrial uses. Lansdown would therefore fill a short fall in land available to accommodate large scale industrial opportunities.</p> <p>Lansdown displays the attributes of a well located and appropriate industrial site given its location on the Flinders Highway and the Mt</p>	N	Not applicable.

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Issue #	Submissions Grouping	Issue	Review Assessment	Amendment Required (Y/N)	Detail of Proposed Amendment
			Isa rail line. Industry located in the proposed precinct would be able to receive product into Lansdown for storage or value add processing prior to on forwarding to Townsville and the Port. The constraints explored initially present as being able to be managed appropriately through design to enable industrial development.		
1	Lack of demonstrated need for additional high impact industrial zoned land	The submitter suggests Council undertakes an independent report assessing the need for the rezoning in the context of existing industrial land supply, including the TDSA. If the need is demonstrated the report should assess alternative locations regarding appropriate land use, physical separation and avoiding the need to manage impacts through engineering controls.	<p>A series of industrial background studies have been prepared to quantify the demand and need for industrial land particularly, high impact industrial zoned land over the long-term planning horizon (25 years). This includes:</p> <ul style="list-style-type: none"> <li>• Thuringowa Industrial Land Study: Supply, Demand and Location Analysis – AEC Group – April 2006</li> <li>• Townsville Industrial land Demand Study – AEC Group – May 2008</li> <li>• Townsville Industrial Land Use Study – ARUP – April 2011</li> <li>• Bohle Plains Industrial Land Preliminary Masterplan Study – AECOM – April 2014.</li> </ul> <p>Since that time, with no delivery of high impact land to the market, no zoning of additional land in that category, and no significant high impact uses having been accommodated, it is reasonable to state that the circumstances of demand have not significantly changed and a similar range of potential supply is now/still required to respond to future needs. Therefore, it is not necessary to undertake an additional industrial land demand study undertaken by another independent entity, as per the request of the submitter.</p>	N	Not applicable.
2	Support for economic growth	The submitter notes the suitability of the location.	<p>The City of Townsville currently has a shortage of suitable land for industrial development, as such the Lansdown Station site which was previously earmarked by Townsville City Council as an industrial investigation area has been proposed to be rezoned from Rural to High impact industry and Sport and recreation zone(s).</p> <p>The proposed Lansdown Station site lends itself for future industrial uses given the fact that much of the site is flat and has previously been cleared of vegetation as well adjoins with the Flinders Highway and is adjacent to a high-pressure gas pipeline. Being set in a rural area, in close proximity to an approved motor sports facility and existing quarry, proposed future industrial uses are suited to the Calcium area.</p>	N	Not applicable
2	Support for economic growth	The submitter notes that the proposed rezoning will advocate growth in the region.	The rezoning of Lansdown Station is an opportunity to promote substantial economic growth in Townsville and the region. Townsville	N	Not applicable

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Issue #	Submissions Grouping	Issue	Review Assessment	Amendment Required (Y/N)	Detail of Proposed Amendment
			is in need of new industrial land to support the demand for development of new industry and technology. Townsville is strategically placed to support this demand as the primary port and freight hub of the Minerals Corridor. Lansdown is the most appropriate location for an industrial precinct due its location adjacent to the Flinders Highway and Mt. Isa Rail line, and the North Queensland Gas Pipeline. The location is also away from established urban areas and is generally free from natural hazards. The development of Lansdown is also expected to promote growth in the local area of Woodstock and surrounds.		
2	Support for economic growth	The submitter notes the development opportunity for region (positive comment)	The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced. The proposed Lansdown major amendment will contribute to the economic activation of Townsville, by providing appropriately zoned industrial land for high impact industrial uses that are well located to both the city and the Port of Townsville, via the Flinders Highway. Providing an area of appropriately zoned industrial land for high impact industrial uses, will enable future uses to be brought to market in a timely manner. The proposed amendment will help to attract and facilitate medium and heavy industries to Townsville. This will in turn lead to the creation of new jobs (both in the construction and operation phases), which will lead to further economic investment in Townsville.	N	Not applicable
2	Concern about impacts on rural amenity	The submitter suggests the site is surrounded by sensitive receptors and will have adverse impacts on existing amenity as a result of noise, dust, odour and environmental impacts.	<p>The constraints over the site have been explored as part of the following independent assessment reports of the locality:</p> <ul style="list-style-type: none"> <li>• Townsville City Council Infrastructure, Traffic, Transport and Air Quality Master Plan Report (GHD, 2019);</li> <li>• Lansdown Station Environmental Study (Earth Environmental, 2018)</li> <li>• Lansdown Station Flood Study (AECOM, 2018); and</li> <li>• Lansdown Station Cultural Heritage Study (Converge Heritage and Community, 2018).</li> </ul> <p>The recommendations of the report have been considered when preparing the proposed amendment. The reports indicate that adverse impacts on sensitive receptors by future industrial activities on the site can be managed appropriately through design to comply with the Townsville City Council City Plan (2014) and State Agency statutory interests to enable industrial development.</p>	Y	Amend Table 5.5.20 High impact industry zone code, Community facilities zone code, Rural zone code and Dam catchment overlay



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			<p>A series of additional amendments have been proposed to manage potential adverse impacts on amenity as a result of noise, dust, odour and environmental impact. The additional proposed amendments include:</p> <ul style="list-style-type: none"> <li>- Amending Table 5.5.20 – High impact industry zone to increase the level of assessment for Emergency services, Medium impact industry, Research and technology industry and Warehouse uses from Accepted development subject to requirements to Assessable development – code assessment if in the Lansdown high impact industry precinct;</li> <li>- Altered the zoning of lots in the precincts located in the Dam catchment overlay, so that land located in the overlay is now in the Rural zone rather than the Lansdown high impact industry precinct;</li> <li>- Included a provision in the Rural zone code which states that development for the purposes of a sensitive land use within 500m of land included in the High impact industry zone can achieve indoor noise levels consistent with the objectives set out in the Environmental protection (Noise) Policy 2008 and the air quality levels consistent with the objectives set out in the Environmental Protection (Air) Policy 2008 and the relevant national standard; and does not experience offensive odours;</li> <li>- A provision has been included in the Lansdown motor sport facility precinct and Lansdown high impact industry precinct that states that development does not cause noise nuisance to nearby sensitive land uses and that development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008 and the Department of Environment and Heritage Protection Planning for Noise Control Guideline. The guideline requires a higher level of noise control than the policy.</li> <li>- Included provisions within the Dam catchment overlay, Lansdown motor sport facility precinct and Lansdown high impact industry precinct which states that development avoids impacts on groundwater;</li> <li>- Additional provisions included in the High impact industry zone code which states that development is to achieve the</li> </ul>		

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Issue #	Submissions Grouping	Issue	Review Assessment	Amendment Required (Y/N)	Detail of Proposed Amendment
			<p>human comfort vibration limits set out in the code at all nearby sensitive land uses</p> <ul style="list-style-type: none"> <li>- Included provisions in the Lansdown high impact industry precinct that states that a dense landscaping buffer is required along all boundaries fronting a road or land in another zone.</li> </ul>		
3	Concern about impacts on rural amenity	Submitter suggests that the proposed amendment will limit the community's opportunity to comment on future development within the site and potential amenity impacts on surrounding land.	The submitters matters have been noted and further refinement to the amendment has been proposed as detailed above to respond to the matter raised.	Y	Amend Table 5.5.20 High impact industry zone code, High impact industry zone code, Community facilities zone code, Rural zone code and Dam catchment overlay
3	Concern about impacts on rural amenity	<p>The submitter notes that the Rural zone code states that the purpose of code is to ensure 6.6.1.2. (2) (a) "the productive capacity of all rural land and opportunities to diversify and add value to rural production are maximised, within the ecological constraints of the land".</p> <p>The submitter states that heavy industry is not a long-term reward only another rate payer headache, it does not meet the Council's own rural zone guidelines.</p>	<p>The Townsville City Plan 2014 has included a rural zoning over much of the Woodstock area, which encourages a wide range of rural activities such as cropping, farming, animal husbandry and intensive horticulture.</p> <p>The Woodstock area has also been identified in the Townsville City Plan 2014 Strategic framework as 'industrial investigation area' highlighting that within the next 20 years it may be utilised for high impact industries.</p> <p>The Lansdown site has been identified as an appropriate location for high impact industrial activities, due to the limited land constraints and its proximity to major transport infrastructure facilities.</p> <p>The Woodstock industry investigation area (being the proposed Lansdown major amendment) is further supported by the Rural zone code which states within (PO19) Table 6.6.1.3 – Accepted development subject to requirements and assessable development that:</p> <p>"Development in the vicinity of the Woodstock industry investigation area does not prejudice its future potential for industry".</p>	Y	Amend PO19 in the Rural zone code so that it states that development in the vicinity of the Lansdown high impact industry precinct and the Lansdown motor sport facility precinct does not prejudice the precincts development potential for industry and motor sport facility.
3	Concern about impacts on rural amenity	The submitter suggests 24/7 operations will impact upon people's lives.	It is noted that the Townsville City Plan 2014 presently identifies in PO5 of The High impact industry zone code that, "Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on	N	Not applicable

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			<p>the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.”</p> <p>The State Environmental Protection (Noise) Policy sets out appropriate noise generation levels and is used as a standard for industry. Light emanating from any source must also comply with Australian Standard AS 4282 Control of the Obtrusive Effects of Outdoor Lighting.</p> <p>PO12 of the Sport and Recreation Zone Code states, “Development maintains a high level of general amenity within the site and for surrounding areas, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) visual impact;</li> <li>(e) signage;</li> <li>(f) odour and emissions;</li> <li>(g) lighting;</li> <li>(h) access to sunlight;</li> <li>(i) privacy; and</li> <li>(j) outlook.” <p>Future industrial uses will require the submission of a development application and the applicant will need to demonstrate how they can mitigate impacts of noise and light. This will often be addressed via a Noise management plan. In addition, developments may have conditions placed on their approval which limits hours of operation.</p> </li></ul>		
3	Concern about impacts on rural amenity	The submitter is concerned with impacts on social fabric, increase numbers of people.	Whilst it is envisaged that residents of Woodstock, Calcium and other surrounding areas may have the opportunity to gain employment with future industrial uses located at Lansdown Station, it is likely that the majority of workers will reside in Townsville. Council does not propose an increase in the number of residences in the suburbs that surround Lansdown and propose the surrounding areas maintain their ongoing rural pursuits.	N	Not applicable
3	Concern about impacts on rural amenity	The submitter suggests there will be adverse impacts on Rural amenity and sensitive uses such as Houses and the Woodstock State School.	The Townsville City Plan 2014 has included a Rural zoning over the Woodstock area, which encourages a wide range of rural activities such as cropping, farming, animal husbandry and intensive horticulture.	N	Not applicable

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			<p>An area within the Calcium area has also been identified in the Townsville City Plan 2014 Strategic framework as 'industrial investigation area' highlighting that within the next 20 years it may be utilised for high impact industries.</p> <p>The Lansdown site has been identified as an appropriate location for high impact industrial activities, due to the limited land constraints and its proximity to major transport infrastructure facilities.</p> <p>The Woodstock industry investigation area (being the proposed Lansdown major amendment) is further supported by the Rural zone code which states within (PO19) Table 6.6.1.3 – Accepted development subject to requirements and assessable development that:</p> <p>“Development in the vicinity of the Woodstock industry investigation area does not prejudice its future potential for industry”.</p> <p>The High impact industry zone code provides numerous benchmarks designed to protect amenity of surrounding areas.</p> <p>PO3 states, “Utility elements (including refuse areas, outdoor storage, plant and equipment, loading and unloading areas) are screened from view from major roads.”</p> <p>PO4 states, “Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.”</p> <p>PO5 states, “Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.”</p> <p>In addition, the Landscape code provides further benchmarks aimed at softening built form and enhancing streetscapes. These benchmarks serve to protect the amenity of the surrounding rural area and sensitive land uses, including Woodstock State School and houses.</p>		

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3	Concern about impacts on rural amenity	The submitter suggests there will be disturbances, preventing sleep.	<p>It is noted that the Townsville City Plan 2014 presently identifies in PO5 of The High impact industry zone code that, "Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised."</p> <p>The State Environmental Protection (Noise) Policy sets out appropriate noise generation levels and is used as a standard for industry. Light emanating from any source must also comply with Australian Standard AS 4282 Control of the Obtrusive Effects of Outdoor Lighting.</p> <p>PO12 of the Sport and Recreation Zone Code states, "Development maintains a high level of general amenity within the site and for surrounding areas, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) visual impact;</li> <li>(e) signage;</li> <li>(f) odour and emissions;</li> <li>(g) lighting;</li> <li>(h) access to sunlight;</li> <li>(i) privacy; and</li> <li>(j) outlook." <p>Future industrial uses will require the submission of a development application and the applicant will need to demonstrate how they can mitigate impacts of noise and light. This will often be addressed via a noise management plan. In addition, developments may have conditions placed on their approval which limits hours of operation.</p> <p>Additional noise criteria standards have also been included in the amendment to the High impact industry zone code.</p> </li></ul>	Y	Additional noise criteria standards have been added to PO24 of the High impact industry zone code.
3	Concern about impacts on rural amenity	The submitter suggests that the proposed rezoning is incompatible with other current land uses.	<p>It is noted that the Townsville City Plan 2014 presently identifies in PO5 of The High impact industry zone code that, "Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised."</p>	Y	Additional noise criteria standards have been added to PO24 of the High impact industry zone code.

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			<p>The State Environmental Protection (Noise) Policy sets out appropriate noise generation levels and is used as a standard for industry. Additional noise criteria has also been included in the amendment. Light emanating from any source must also comply with Australian Standard AS 4282 Control of the Obtrusive Effects of Outdoor Lighting.</p> <p>PO12 of the Sport and Recreation Zone Code states, "Development maintains a high level of general amenity within the site and for surrounding areas, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) visual impact; (e) signage; (f) odour and emissions; (g) lighting; (h) access to sunlight; (i) privacy; and (j) outlook."</p> <p>Future industrial uses will require the submission of a development application and the applicant will need to demonstrate how they can mitigate impacts of noise and light. This will often be addressed via a noise management plan. In addition, developments may have conditions placed on their approval which limits hours of operation.</p> <p>Additional noise criteria standards have also been included in the amendment.</p>		
3	Concern about impacts on rural amenity	The submitter asks who from Queensland Government approaches this industry when there is an incident? Who in Queensland Government and Council will be responsible for short- and long-term problems and compensation?	<p>Risks associated with high impact industries are assessed and managed through the development assessment and environmental licensing process by both council and DES. Conditions of approval may typically deal with actions required to minimise risks, monitoring and management etc. Ultimately, responsibility rests with operators to undertake the activity lawfully.</p> <p>If incidents were to occur, it would depend on the type of incident. An environmental incident may dictate a response from the Department of Environment and Science at the state level and the Department of Environment and Energy at the Federal Level. Both levels of</p>	N	Not applicable

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			<p>government have legislation which deals with corporate responsibilities with relation to the environment.</p> <p>Compensation provisions exist under section 30 of the <i>Planning Act 2016</i> but are unlikely to provide an avenue to compensation as a result of the proposed amendment.</p>		
3	Concern about impacts on rural amenity	The submitter suggests income from farming might be affected.	<p>Please note that all future industrial development will be required to ensure that the impacts of future uses are managed to minimise impact on surrounding areas.</p> <p>Presently the High impact industry zone code of the Townsville City Plan 2014 identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve relevant standards, as outlined above.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses may need to be addressed as part of any relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause pollution impacts to surrounding existing rural uses.</p>	N	Not applicable.
3	Concern about impacts on rural amenity	The submitter suggests there will be an impact upon rural amenity.	<p>The Townsville City Plan 2014 has included a Rural zoning over the Woodstock area, which encourages a wide range of rural activities such as cropping, farming, animal husbandry and intensive horticulture.</p> <p>An area within the Calcium area has also been identified in the Townsville City Plan 2014 Strategic framework as 'industrial investigation area' highlighting that within the next 20 years it may be utilised for high impact industries.</p> <p>The Lansdown site has been identified as an appropriate location for high impact industrial activities, due to the limited land constraints and its proximity to major transport infrastructure facilities.</p> <p>The Woodstock industry investigation area (being the proposed Lansdown major amendment) is further supported by the Rural zone code which states within (PO19) Table 6.6.1.3 – Accepted development subject to requirements and assessable development that:</p>	N	Not applicable.

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			<p>“Development in the vicinity of the Woodstock industry investigation area does not prejudice its future potential for industry”.</p> <p>The High impact industry zone code provides numerous benchmarks designed to protect amenity of surrounding areas.</p> <p>PO3 states, “Utility elements (including refuse areas, outdoor storage, plant and equipment, loading and unloading areas) are screened from view from major roads.”</p> <p>PO4 states, “Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.”</p> <p>PO5 states, “Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.”</p> <p>In addition, the Landscape code provides further benchmarks aimed at softening built form and enhancing streetscapes. These benchmarks serve to protect the amenity of the surrounding rural area and sensitive land uses, including Woodstock State School and houses.</p>		
3	Concern about impacts on rural amenity	The submitter suggests that Lansdown is an unsuitable location for high impact industrial zoning regarding surrounding uses.	The proposed Lansdown Station site lends itself to future industrial uses given the fact that much of the site is flat and has previously been cleared of vegetation as well adjoins with the Flinders Highway and is adjacent to a high-pressure gas pipeline. Being set in a rural area, in close proximity to an approved motor sports facility and existing quarry, proposed future industrial uses are suited to the Calcium area.	N	Not applicable
4	Concern that impacts will outweigh benefits	The submitter suggests there will be a degrading rural lifestyle.	The Townsville City Plan 2014 and the proposed amendment will protect rural lifestyle through provisions around amenity. The proposed amendment to Part 3 Strategic framework will ensure that impacts of proposed industry are managed to protect rural amenity by ensuring that industrial development is managed to protect environmental values, avoid risk to life and property and reasonably protect the amenity of surrounding areas. Furthermore, the purpose statement for the High impact industry zone code ensures that high impact industry developments do not detract from the function and	N	Not applicable



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			viability of centres and minimises impacts on the amenity of nearby sensitive uses. The above will ensure that impacts on health, safety or amenity of nearby sensitive land uses, which includes dwelling houses and educational establishments, do not occur.		
4	Concern that impacts will outweigh benefits	Submitter suggests benefit does not outweigh impacts or offset possible adverse impacts.	The proposed Lansdown major amendment will contribute to the economic activation of Townsville, by providing appropriately zoned industrial land for high impact industrial uses that are well located to both the city and the Port of Townsville, via the Flinders Highway. Providing an area of appropriately zoned industrial land for high impact industrial uses, will enable future uses to be brought to market in a timely manner. The proposed amendment will help to attract and facilitate medium and heavy industries to Townsville. This will in turn lead to the creation of new jobs (both in the construction and operation phases), which will lead to further economic investment in Townsville.	N	Not applicable
	Concern that impacts will outweigh benefits	The submitter suggests the benefit that will flow from the proposed re-zoning does not offset the likelihood of significant, unacceptable and irreversible impacts upon the surrounding rural and residential land uses, and the local community generally.	<p>The proposed Lansdown major amendment will contribute to the economic activation of Townsville, by providing appropriately zoned industrial land for high impact industrial uses that are well located to both the city and the Port of Townsville, via the Flinders Highway. Providing an area of appropriately zoned industrial land for high impact industrial uses, will enable future uses to be brought to market in a timely manner. The proposed amendment will help to attract and facilitate medium and heavy industries to Townsville. This will in turn lead to the creation of new jobs (both in the construction and operation phases), which will lead to further economic investment in Townsville.</p> <p>Future development will be required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008, which is presently contained within the High impact industry zone code.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.</p> <p>An additional provision has also been included in the High impact industry zone code (PO24) which states that development is to</p>	Y	Additional noise criteria standards have been added to PO24 of the High impact industry zone code.

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			achieve the human comfort vibration limits set out in the code at all nearby sensitive land uses.		
4	Concern that impacts will outweigh benefits	The submitter suggests the benefits from the rezoning will not actually benefit the local populace.	<p>The proposed Townsville City Plan 2014 amendment to change the zoning of Lansdown Station from Rural to High impact industrial and Sport and recreation zone(s) is intended to promote industrial development and economic activation of both the Woodstock and the Townsville region as a whole. It is expected that local residents may be able to take advantage of employment opportunities close to their homes.</p> <p>Furthermore, future high impact industrial developments will have effects on the entirety of Townsville by contributing to the upskilling of Townsville's workforce and increased employment opportunities, resulting in more money being spent in the local economy.</p>	N	Not applicable
4	Concern that impacts will outweigh benefits	The submitter is in favour of progress, but it must be the right progress.	<p>The proposed Lansdown Station site lends itself for future industrial uses given the fact that much of the site is flat and has previously been cleared of vegetation as well adjoins with the Flinders Highway and is adjacent to a high-pressure gas pipeline. Being set in a rural area, in close proximity to an approved motor sports facility and existing quarry, proposed future industrial uses are suited to the Calcium area.</p> <p>The proposed Lansdown major amendment will contribute to the economic activation of Townsville, by providing appropriately zoned industrial land for high impact industrial uses that are well located to both the city and the Port of Townsville, via the Flinders Highway. Providing an area of appropriately zoned industrial land for high impact industrial uses, will enable future uses to be brought to market in a timely manner. The proposed amendment will help to attract and facilitate medium and heavy industries to Townsville. This will in turn lead to the creation of new jobs (both in the construction and operation phases), which will lead to further economic investment in Townsville.</p>	N	Not applicable
4	Concern that impacts will outweigh benefits	The submitter suggests that Council owned land (4,915 Ha?) in TDSA and Stuart are more appropriate for industrial development?	<p>The City of Townsville currently has a shortage of suitable land available for high impact industrial uses.</p> <p>Land situated at Stuart is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development.</p>	N	Not applicable

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			<p>Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.</p> <p>The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced.</p> <p>Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site being previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.</p>		
5	Alternative locations more appropriate	The submitter suggests there is no evidence of consideration of alternative locations.	<p>In 2017, the Queensland State Government completed a study in which a number of sites were investigated for the purposes of future additional high impact industry zoned land.</p> <p>The study identified that the City of Townsville currently has a shortage of suitable land available for high impact industrial uses.</p> <p>Whilst the existing site at Yabulu is included in the High impact industry zone, the site is presently in the ownership of a private organisation. Furthermore, the Yabulu site is fully developed and therefore there is no available high impact industrial land available for future development on the Yabulu site itself.</p> <p>Land situated at Stuart is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development.</p> <p>Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.</p> <p>The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced.</p>	N	Not applicable

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			Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site being previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.		
5	Alternative locations more appropriate	The submitters recommend that if Yabulu is contaminated then use it or use land at Stuart.	<p>Whilst the existing site at Yabulu is included in the High impact industry zone, the site is presently in the ownership of a private organisation. Furthermore, the Yabulu site is fully developed and therefore there is no available high impact industrial land available for future development on the Yabulu site itself.</p> <p>Land situated at Stuart is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development.</p> <p>Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.</p> <p>The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced.</p> <p>Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site been previously cleared, the Lansdown Station site lends itself as being a future industrial area for high impact industrial uses.</p>	N	Not applicable
5	Alternative locations more appropriate	The submitters state that 20 years ago they did not support a similar proposal in the area.	<p>The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced.</p> <p>Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site been previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.</p>	N	Not applicable

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5	Alternative locations more appropriate	The submitter suggests land at Stuart and Yabulu.	The City of Townsville currently has a shortage of suitable land available for high impact industrial uses.  Whilst the existing site at Yabulu is included in the High impact industry zone, the site is presently in the ownership of a private organisation. Furthermore, the Yabulu site is fully developed and therefore there is no available high impact industrial land available for future development on the Yabulu site itself.	N	Not applicable
5	Alternative locations more appropriate	The submitter asks why not rezoning does not occur along Port Access Road.	Land situated along the Port Access Road is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development. Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.	N	Not applicable
5	Alternative locations more appropriate	The submitter suggests selling the land and buying a more suitable site.	The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced. Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site been previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.	N	Not applicable
5	Alternative locations more appropriate	The submitter suggests that it is an inappropriate and unsuitable location.	The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced. Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site been previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.	N	Not applicable
5	Alternative locations more appropriate	The submitter suggests that it would be better located in Port Road Industrial Estate.	Land situated along the Port Access Road is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development. Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.	N	Not applicable

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5	Alternative locations more appropriate	The submitter suggests there is suitable land close to port.	Land situated along the Port Access Road is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development. Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.	N	Not applicable
5	Alternative locations more appropriate	The submitter queries why not other already zoned areas?	<p>The City of Townsville currently has a shortage of suitable land available for high impact industrial uses.</p> <p>Whilst the existing site at Yabulu is included in the High impact industry zone, the site is presently in the ownership of a private organisation. Furthermore, the Yabulu site is fully developed and therefore there is no available high impact industrial land available for future development on the Yabulu site itself.</p> <p>Land situated at Stuart is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development.</p> <p>Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.</p> <p>The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced.</p> <p>Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site been previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.</p>	N	Not applicable
5	Alternative locations more appropriate	The submitter suggests finding another location.	<p>The City of Townsville currently has a shortage of suitable land available for high impact industrial uses.</p> <p>Whilst the existing site at Yabulu is included in the High impact industry zone, the site is presently in the ownership of a private</p>	N	Not applicable

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			<p>organisation. Furthermore, the Yabulu site is fully developed and therefore there is no available high impact industrial land available for future development on the Yabulu site itself.</p> <p>Land situated at Stuart is located within the Townsville State Development Area (TSDA). Much of the developable area within the TSDA has already been taken up by development. Much of the remaining available TSDA land is privately owned with land parcel sizes not conducive for large scale development.</p> <p>Furthermore, many of the remaining sites within the TSDA are also constrained by environmental factors such as storm tide inundation and flood hazard.</p> <p>The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced.</p> <p>Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site been previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.</p>		
5	Alternative locations more appropriate	The submitter suggests everything fails, and the site should be on the coast.	<p>Future uses will be required to, as part of the development application process, demonstrate via specialised reports that a future development address all relevant issues relating to human safety as well as ensuring the development does not impact the surrounding environment.</p> <p>The proposed Lansdown Station site lends itself for future industrial uses given the fact that much of the site is flat and has previously been cleared of vegetation as well adjoins with the Flinders Highway and is adjacent to a high-pressure gas pipeline. Being set in a rural area, in close proximity to an approved motor sports facility, future proposed industrial uses are suited for the Calcium area.</p>	N	Not applicable
6	Concern about land resumption and compensation	The submitter asks if there will there be any compensation for any losses in income as a result of Lansdown Station developments, especially regarding pollution.	Given that all proposed development must adhere to stringent State and Federal Government regulations (alongside the Townsville City Council development assessment process) potential negative impacts will be managed. As such, no compensation to landowners is offered.	N	Not applicable

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6	Concern about land resumption and compensation	The submitter raises the issue of land resumption.	Land resumption is undertaken via a separate process and is not part of the planning scheme amendment process. The Department of Transport and Main Roads (DTMR) has recently completed a study relating to traffic and access to the Lansdown Station site that helped inform the proposed amendment. The proposed access to the Lansdown Station site has not yet been determined. The Department will undertake consultation with the Woodstock community.	N	Not applicable
6	Concern about land resumption and compensation	The submitter objects to the proposed intersection, particularly in areas that include properties' bores.	<p>The Townsville City Council Infrastructure, Traffic and Air Quality Integrated Master Plan Report (GHD, 2019) which was prepared to inform the proposed major amendment included a Traffic and Transport Assessment which referenced the AECOM study for the Department of Transport and Main Roads (DTMR). The study provided a proposed intersection and associated resumption requirements for the Flinders Highway/Ghost Gum Road intersection. The proposed intersection has not been approved by DTMR; it is only a preliminary road design.</p> <p>Property identified to be resumed by the State Government would be contacted by the necessary government department such as DTMR. With regards to the proposed amendment this has not occurred as it is only a preliminary design. Under the Acquisition of Land Act, a person who has a legal interest in the proposed acquired land can make a claim for compensation within three years from the day the Taking a Land Notice is published in the Queensland Government Gazette.</p> <p>To find out more about the Department of Transport and Main Roads land and property resumptions visit <a href="http://www.tmr.qld.gov.au/Community-and-environment/Property-information/Land-and-property-resumptions">www.tmr.qld.gov.au/Community-and-environment/Property-information/Land-and-property-resumptions</a>.</p>	N	Not applicable.
6	Concern about land resumption and compensation	Submitters questions the intention of proposed land resumption regarding the proposed Department of Transport and Main Roads (DTMR) road layout. The submitter seeks to understand the process of compensation.	The Townsville City Council Infrastructure, Traffic and Air Quality Integrated Master Plan Report (GHD, 2019) which was prepared to inform the proposed major amendment included a Traffic and Transport Assessment which referenced the AECOM study for the Department of Transport and Main Roads (DTMR). The study provided a proposed intersection and associated resumption requirements for the Flinders Highway/Ghost Gum Road intersection. The proposed intersection has not been approved by DTMR; it is only a preliminary road design.	N	Not applicable.



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			<p>Property identified to be resumed by the State Government would be contacted by the necessary government department such as DTMR. With regards to the proposed amendment this has not occurred as it is only a preliminary design. Under the Acquisition of Land Act, a person who has a legal interest in the proposed acquired land can make a claim for compensation within three years from the day the Taking a Land Notice is published in the Queensland Government Gazette.</p> <p>DTMR will undertake further consultation with the Woodstock community.</p>		
7	Concern about government planning and development processes	The submitter recommends that proposals that impact on amenity, health or community safety should be made impact assessable to enable the community to consider the proposed development.	<p>The constraints over the site have been explored as part of the following independent assessment reports of the locality:</p> <ul style="list-style-type: none"> <li>• Townsville City Council Infrastructure, Traffic, Transport and Air Quality Master Plan Report (GHD, 2019);</li> <li>• Lansdown Station Environmental Study (Earth Environmental, 2018)</li> <li>• Lansdown Station Flood Study (AECOM, 2018); and</li> <li>• Lansdown Station Cultural Heritage Study (Converge Heritage and Community, 2018).</li> </ul> <p>The recommendations of the report have been considered when preparing the proposed amendment. The reports indicate that adverse impacts on sensitive receptors by future industrial activities on the site can be managed appropriately through design to comply with Townsville City Council City Plan (2014) and State Agency statutory interests to enable industrial development.</p> <p>Further, based on the matters raised in submissions a series of additional amendments have been proposed to manage potential adverse impacts on amenity as a result of noise, dust, odour and environmental impact. The additional proposed amendments include:</p> <ul style="list-style-type: none"> <li>- Amending Table 5.5.20 – High impact industry zone to increase the level of assessment for Emergency services, Medium impact industry, Research and technology industry and Warehouse uses from Accepted development subject to requirements to Assessable development – code assessment if in the Lansdown high impact industry precinct;</li> </ul>	Y	Amend Table 5.5.20 High impact industry zone code, High impact industry zone code, Community facilities zone code, Rural zone code and Dam catchment overlay

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			<ul style="list-style-type: none"> <li>- Altered the zoning of lots in the precincts located in the Dam catchment overlay, so that land located in the overlay is now in the Rural zone rather than the Lansdown high impact industry precinct;</li> <li>- Included a provision in the Rural zone code which states that development for the purposes of a sensitive land use within 500m of land included in the High impact industry zone can achieve indoor noise levels consistent with the objectives set out in the Environmental protection (Noise) Policy 2008 and the air quality levels consistent with the objectives set out in the Environmental Protection (Air) Policy 2008 and the relevant national standard; and does not experience offensive odours;</li> <li>- A provision has been included in the Lansdown motor sport facility precinct and Lansdown high impact industry precinct that states that development does not cause noise nuisance to nearby sensitive land uses and that Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008 and the <i>Department of Environment and Heritage Protection Planning for Noise Control Guideline</i>. The guideline requires a higher level of noise control than the policy.</li> <li>- Included provisions within the Dam catchment overlay, Lansdown motor sport facility precinct and Lansdown high impact industry precinct which states that development avoids impacts on groundwater;</li> <li>- Additional provisions included in the High impact industry zone code which states that development is to achieve the human comfort vibration limits set out in the code at all nearby sensitive land uses; and</li> <li>- Included provisions in the Lansdown high impact industry precinct that states that a dense landscaping buffer is required along all boundaries fronting a road or land in another zone.</li> </ul>		
7	Concern about government planning and development processes	The submitter notes that the Integrated Master Plan Report (GHD, May 2019), specifies high level engineering controls necessary comply standards. This considered with removal opportunity for the community to	The recommendations of the Integrated Master Plan Report (GHD 2019) have been considered when preparing the proposed amendment. The report indicates that adverse impacts on sensitive receptors by future industrial activities on the site can be managed appropriately through design to comply with Townsville City Council	Y	Amend Table 5.5.20 High impact industry zone code, High impact industry zone code,

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		comment on future developments through public notification does not provide robust management development outcomes.	<p>City Plan 2014 and State Agency statutory interests to enable industrial development.</p> <p>Based on the matters raised in submissions a series of additional amendments have been proposed to manage potential adverse impacts on amenity as a result of noise, dust, odour and environmental impact. The additional proposed amendments include:</p> <ul style="list-style-type: none"> <li>- Amending Table 5.5.20 – High impact industry zone to increase the level of assessment for Emergency services, Medium impact industry, Research and technology industry and Warehouse uses from Accepted development subject to requirements to Assessable development – code assessment if in the Lansdown high impact industry precinct;</li> <li>- Altered the zoning of lots in the precincts located in the Dam catchment overlay, so that land located in the overlay is now in the Rural zone rather than the Lansdown high impact industry precinct;</li> <li>- Included a provision in the Rural zone code which states that development for the purposes of a sensitive land use within 500m of land included in the High impact industry zone can achieve indoor noise levels consistent with the objectives set out in the Environmental protection (Noise) Policy 2008 and the air quality levels consistent with the objectives set out in the Environmental Protection (Air) Policy 2008 and the relevant national standard; and does not experience offensive odours;</li> <li>- A provision has been included in the Lansdown motor sport facility precinct and Lansdown high impact industry precinct that states that development does not cause noise nuisance to nearby sensitive land uses and that Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008 and the <i>Department of Environment and Heritage Protection Planning for Noise Control Guideline</i>. The guideline requires a higher level of noise control than the policy.</li> </ul>		Community facilities zone code, Rural zone code and Dam catchment overlay

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			<ul style="list-style-type: none"> <li>- Included provisions within the Dam catchment overlay, Lansdown motor sport facility precinct and Lansdown high impact industry precinct which states that development avoids impacts on groundwater;</li> <li>- Additional provisions included in the High impact industry zone code which states that development is to achieve the human comfort vibration limits set out in the code at all nearby sensitive land uses</li> <li>- Included provisions in the Lansdown high impact industry precinct that states that a dense landscaping buffer is required along all boundaries fronting a road or land in another zone.</li> </ul>		
7	Concern about government planning and development processes	The submitter recommends that Council should proactively engage local community to progress the proposed major amendment moving forward.	Noted.	N	Not applicable
7	Concern about government planning and development processes	The submitter wants local community representation in decisions.	<p>Please note that whilst the levels of assessment will change with respect to High impact industry uses being developed in the High impact industry zone, a number of additional changes have been made to the amendment to ensure that future uses do not impact the surrounding rural area.</p> <p>Based on the matters raised in submissions a series of additional amendments have been proposed to manage potential adverse impacts on amenity as a result of noise, dust, odour and environmental impact. The additional proposed amendments include:</p> <ul style="list-style-type: none"> <li>- Amending Table 5.5.20 – High impact industry zone to increase the level of assessment for Emergency services, Medium impact industry, Research and technology industry and Warehouse uses from Accepted development subject to requirements to Assessable development – code assessment if in the Lansdown high impact industry precinct;</li> <li>- Altered the zoning of lots in the precincts located in the Dam catchment overlay, so that land located in the overlay is now in the Rural zone rather than the Lansdown high impact industry precinct;</li> </ul>	Y	Amend Table 5.5.20 High impact industry zone code, High impact industry zone code, Community facilities zone code, Rural zone code and Dam catchment overlay

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			<ul style="list-style-type: none"> <li>- Included a provision in the Rural zone code which states that development for the purposes of a sensitive land use within 500m of land included in the High impact industry zone can achieve indoor noise levels consistent with the objectives set out in the Environmental protection (Noise) Policy 2008 and the air quality levels consistent with the objectives set out in the Environmental Protection (Air) Policy 2008 and the relevant national standard; and does not experience offensive odours;</li> <li>- A provision has been included in the Lansdown motor sport facility precinct and Lansdown high impact industry precinct that states that development does not cause noise nuisance to nearby sensitive land uses and that Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008 and the <i>Department of Environment and Heritage Protection Planning for Noise Control Guideline</i>. The guideline requires a higher level of noise control than the policy.</li> <li>- Included provisions within the Dam catchment overlay, Lansdown motor sport facility precinct and Lansdown high impact industry precinct which states that development avoids impacts on groundwater;</li> <li>- Additional provisions included in the High impact industry zone code which states that development is to achieve the human comfort vibration limits set out in the code at all nearby sensitive land uses</li> <li>- Included provisions in the Lansdown high impact industry precinct that states that a dense landscaping buffer is required along all boundaries fronting a road or land in another zone.</li> </ul>		
7	Concern about government planning and development process	The submitter wants to know why they were given permission to build given knowledge of project, as they state it is possible that they may lose his land and house.	Industrial development does not preclude houses in the vicinity as there is no intention to remove rights from the surrounding land and (as per previous responses) land required for road access is yet to be determined.	N	Not applicable
7	Concern about government planning and development processes	The submitter queries government procedures.	The proposed amendment to the Townsville City Plan 2014 with respect to rezoning of the Lansdown Station site is being undertaken under the requirements of the <i>Planning Act 2016</i> . The <i>Planning Act 2016</i> outlines the respective requirements that council must adhere to as part of the overall amendment process including the	N	Not applicable

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			undertaking public notification for a period of at least 20 business days.		
7	Concern about government planning and development processes	The submitter queries the amendment process.	The proposed amendment to the Townsville City Plan 2014 with respect to rezoning of the Lansdown Station site is being undertaken under the requirements of the <i>Planning Act 2016</i> . The <i>Planning Act 2016</i> outlines the respective requirements that council must adhere to as part of the overall amendment process including the undertaking public notification for a period of at least 20 business days.	N	Not applicable
7	Concern about government planning and development processes	The submitter suggests that the length of the notification period was inadequate.	The proposed amendment to the Townsville City Plan 2014 with respect to rezoning of the Lansdown Station site is being undertaken under the requirements of the <i>Planning Act 2016</i> . The <i>Planning Act 2016</i> outlines the respective requirements that council must adhere to as part of the overall amendment process including the undertaking public notification for a period of at least 20 business days.  The proposed amendment was publicly notified for a period of 35 business days. In addition, council undertook two meet the planner sessions on consecutive Saturdays during the notification period to enable residents to get additional information on the proposed amendment.	N	Not applicable
7	Concern about government planning and development processes	The submitter claims the <i>Planning Act 2016</i> was not followed	The proposed Lansdown Station planning scheme amendment is being undertaken under the requirements of the <i>Planning Act 2016</i> .	N	Not applicable
7	Concern about government planning and development processes	The submitter suggests stakeholders not corresponded with about new road.	With respect to access to the Lansdown Station site, the Department of Transport and Main Roads are presently reviewing potential road layouts to accommodate future access to the site. The Department will undertake consultation with the Woodstock community.	N	Not applicable
7	Concern about government planning and development processes	The submitter queries the treatment of stakeholders regarding land resumption, leaving no access to water.	With respect to access to the Lansdown Station site, the Department of Transport and Main Roads are presently reviewing potential road layouts to accommodate future access to the site, including a proposed overpass. The access to the Lansdown Station site has not yet been determined. The Department will undertake consultation with the Woodstock community.	N	Not applicable
7	Concern about government planning and development processes	The submitter states only some Woodstock people received letter about proposed rezoning, and not all Townsville people.	The proposed amendment to the Townsville City Plan 2014 with respect to rezoning of the Lansdown Station site is being undertaken under the requirements of the <i>Planning Act 2016</i> . The <i>Planning Act 2016</i> nominates the respective requirements that council must adhere to as part of the overall amendment process including the	N	Not applicable

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			<p>undertaking public notification for a period of at least 20 business days.</p> <p>The proposed amendment was publicly notified for a period of 35 business days. In addition, council undertook two meet the planner sessions on consecutive Saturdays during the notification period to enable residents to get additional information on the proposed amendment.</p> <p>Letters that were sent to all landowners within the suburbs that surround Lansdown Station were provided by council to inform the landowners of the proposed amendment to the Townsville City Plan 2014. The letter provided by council was not a requirement under the <i>Planning Act 2016</i>.</p>		
7	Concern about government planning and development processes	The submitter states there was no consultation with Mt. Elliott Springs.	<p>The proposed amendment to the Townsville City Plan 2014 with respect to rezoning of the Lansdown Station site is being undertaken under the requirements of the <i>Planning Act 2016</i>. <i>The Planning Act 2016</i> nominates the respective requirements that council must adhere to as part of the overall amendment process including the undertaking public notification for a period of at least 20 business days.</p> <p>The proposed amendment was publicly notified for a period of 35 business days. In addition, council undertook two meet the planner sessions on consecutive Saturdays during the notification period to enable residents to get additional information on the proposed amendment.</p> <p>Letters that were sent to all landowners within the suburbs that surround Lansdown Station were provided by council to inform the landowners of the proposed amendment to the Townsville City Plan 2014. The letter provided by council was not a requirement under the <i>Planning Act 2016</i>.</p>	N	Not applicable
7	Concern about government planning and development processes	Submitters suggests a lack of transparency and lack of information from Council and no proactive engagement.	<p>The proposed amendment to the Townsville City Plan 2014 with respect to rezoning of the Lansdown Station site is being undertaken under the requirements of the <i>Planning Act 2016</i>. <i>The Planning Act 2016</i> nominates the respective requirements that council must adhere to as part of the overall amendment process including the undertaking public notification for a period of at least 20 business days.</p>	N	Not applicable

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			The proposed amendment was publicly notified for a period of 35 business days. In addition, council undertook two meet the planner sessions on consecutive Saturdays during the notification period to enable residents to get additional information on the proposed amendment. Furthermore, council undertook a mail out to notify all landowners surrounding Lansdown Station of the proposed amendment.		
7	Concern about government planning and development processes	The submitter notes the name of the person in baseline flood study was blacked out and questions the confidence in the report. The submitter further notes that the study was completed prior to the monsoon event, limiting the accuracy of data.	To address privacy concerns, all names included within the background studies that were completed to inform the proposed Lansdown Station Planning Scheme amendment have been redacted. With respect to the Flood hazard study, the study was completed in late 2018.	N	Not applicable
7	Concern about government planning and development processes	The submitter states they were given uninformed planning permission.	The proposed amendment does not seek to make changes to any Rural zoned land outside of the confines of the land parcels that comprise the Lansdown Station precinct. Existing material change of use development approvals and building works approvals will continue to have effect.	N	Not applicable
7	Concern about government planning and development processes	The submitter notes the Townsville Bulletin article of 25/07/2017. In the article Mayor Jenny Hill talks about community consultation, and vigorous assessment and background investigations.	<p>The proposed amendment to the Townsville City Plan 2014 with respect to rezoning of the Lansdown Station site is being undertaken under the requirements of the <i>Planning Act 2016</i>. The <i>Planning Act 2016</i> outlines the respective requirements that council must adhere to as part of the overall amendment process including the undertaking public notification for a period of at least 20 business days.</p> <p>The proposed amendment was publicly notified for a period of 35 business days. In addition, council undertook two meet the planner sessions on consecutive Saturdays during the notification period to enable residents to get additional information on the proposed amendment.</p> <p>In addition, all background studies associated with the proposed amendment were made available to the public via council's website, hard copies were also available at the Meet the Planner Sessions and electronic copies of the studies were distributed on approximately 100 USBs. The background studies helped to inform the proposed amendment.</p>	N	Not applicable



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			Furthermore, during the notification period, letters were sent to local residents to inform them of the proposed amendment, the amendment process and the ways to make a properly made submission.		
7	Concern about government planning and development processes	The submitter asks if the submissions are meaningful/impactful?	The proposed amendment to the Townsville City Plan 2014, with respect to rezoning of the Lansdown Station site is being completed under the requirements of the <i>Planning Act 2016</i> . The <i>Planning Act 2016</i> identifies the respective requirements that council must adhere to as part of the overall amendment process including consideration of public submissions. A report will be compiled identifying all issues raised in the submissions received by Council and how each issue has been considered. This report will be forwarded to the Queensland State Government for review as part of the overall amendment process. A copy of this report will also be available to each submitter.	N	Not applicable
7	Concern about government planning and development processes	The submitter claims background studies have information gaps.	The background studies commissioned by Townsville City Council have been conducted by experts in their respective fields and had sufficient timeframes to ensure the most comprehensive assessment and subsequent reports could be produced.	N	Not applicable
7	Concern about government planning and development processes	The submitter suggests no independent, suitably qualified academic, peer reviewed research into all potential impacts of the amendments.	The background studies commissioned by Townsville City Council have been conducted by experts in their respective fields and had sufficient timeframes to ensure the most comprehensive assessment and subsequent reports could be produced.	N	Not applicable
7	Concern about government planning and development processes	The submitter suggests a lack of Information and consultation with local residents.	<p>The proposed amendment to the Townsville City Plan 2014, with respect to rezoning of the Lansdown Station site is being completed under the requirements of the <i>Planning Act 2016</i>.</p> <p>The <i>Planning Act 2016</i> identifies the respective requirements that council must adhere to as part of the overall amendment process including undertaking public notification for a period of at least 20 business days, a public notice in the local paper and hard copies of the amendment available at Council's Office. Townsville City Council undertook for a period of 20 business days (4 November to 29 November 2019).</p> <p>The notification period was then further extended for an additional 15 business days with the final public notification day being extended to 20 December 2019.</p>	N	Not applicable

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			<p>In total, the proposed amendment was publicly notified for a period of 35 business days. During the public notification period council undertook 2 Meet the Planner Sessions at the Woodstock and District Sports and Recreation Centre to discuss concerns/issues members of the public may have had with the proposed amendment. In addition, all background studies associated with the proposed amendment were made available to the public via council's website, hard copies were also available at the Meet the Planner Sessions and electronic copies of the studies were distributed on approximately 60-70 USBs.</p> <p>Furthermore, during the notification period, letters were sent to local residents to inform them of the proposed amendment, the amendment process and the ways to make a properly made submission.</p> <p>The abovementioned actions undertaken by council exceeds the statutory requirements of the <i>Planning Act 2016</i>.</p>		
7	Concern about government planning and development processes	The submitter claims Council has a conflict of interest (as landowner, financial beneficiary and development assessor).	<p>It is noted that at this point in time, Townsville City Council has not made a decision as to whether land will be sold off to private entities or whether council and a proponent will enter into a long-term lease arrangement.</p> <p>As part of the planning approval process, Council, as the Assessment Manager must undertake a thorough assessment of future applications as per the requirements outlined in the <i>Planning Act 2016</i> as well as the relevant requirements outlined in the <i>Local Government Act 2009</i>.</p>	N	Not applicable
7	Concern about government planning and development processes	The submitter is concerned with Council selling off land and having no control over the industries.	<p>It is noted that at this point in time, Townsville City Council has not made a decision as to whether land will be sold off to private entities or whether council and a proponent will enter into a long-term lease arrangement.</p> <p>Regarding no control over future industries, future high impact industries will be required to obtain a development approval via a development application. As part of the application process a thorough assessment will be undertaken and as part of any approval conditions will be issued that the proposed development will have to comply with to ensure the development does not impact the surrounding residences or the environment.</p>	N	Not applicable

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8	Concerns about potential emissions and hazardous activities	The submitter suggests that cattle grazing and cropping may be jeopardised from emissions.	The <i>Planning Act 2016</i> provides the framework for coordinating local, regional and state planning. Given the nature of future development on the site, applications will not only trigger assessment against the Townsville City Plan 2014 but will most often trigger a State Assessment and Referral against State Code 22: Environmentally Relevant Activities of the State Development Assessment Provisions (SDAP). An Environmental Impact Assessment (EIA) would need to be prepared and address State Code 22 and also the planning scheme requirements. The assessment would need to demonstrate that the proposed development is consistent with and compliments the site and can be undertaken in a manner which will avoid and minimise impacts (such as the potential to release emissions) on the environment and surrounding land uses.	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter notes that emissions will potentially impair rural enterprise via airborne particles on cropping and contamination of grass consumed by livestock.	The <i>Planning Act 2016</i> provides the framework for coordinating local, regional and state planning. Given the nature of future development on the site, applications will not only trigger assessment against the Townsville City Plan 2014 but will most often trigger a State Assessment and Referral against State Code 22: Environmentally Relevant Activities of the State Development Assessment Provisions (SDAP). An Environmental Impact Assessment (EIA) would need to be prepared and address State Code 22 and specialist studies will also be required to meet the planning scheme requirements. The assessment would need to demonstrate that the proposed development can be undertaken in a manner which will avoid and minimise impacts (such as the potential to release emissions) on the environment and surrounding land uses.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter opposes the use of chemicals in the area.	The future storage of any type of chemicals on the Lansdown Station site would be addressed in the future as part of relevant development application. An applicant may need to demonstrate via specialised reports that chemicals can be stored on the Lansdown Station site in a safe manner that will not jeopardise surrounding residents and the environment.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter asks if minerals will end up in creeks and on other properties?	To ensure that minerals do not end up in creeks or on other properties, such an issue would be addressed as part of relevant development application. An applicant may need to demonstrate via plans as well as specialised reports that the proposed development does not cause impacts to creeks or to other properties.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter suggests minerals may be stacked on land.	With respect to concerns over the storage of minerals stacked on land, please note that such an issue would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development	N	Not applicable

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			stores products (including minerals) in a safe and controlled manner that will not cause impacts to surrounding properties and the environment.		
8	Concerns about potential emissions and hazardous activities	The submitter raises concerns about the Impacts of vibration from industry, rail and road on the local area, especially combined with ground saturation.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of vibration.</p> <p>Furthermore, future potential vibration impacts associated with future uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause vibration impacts to surrounding uses. Further, additional criteria has been included in the amendment to the High impact industry zone code in relation to vibration impacts.</p> <p>With respect to matters relating to impacts of vibration from a road and rail perspective, given the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads and the rail line is under the jurisdiction of Queensland Rail, both state government agencies are responsible for ensuring their respective infrastructure does not cause detriment to surrounding uses.</p>	Y	Additional noise vibration standards.
8	Concerns about potential emissions and hazardous activities	The submitter raises the issue of the risk from lithium if there is an accident.	Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to lithium. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises concern with the possible use of lithium and cobalt.	Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to lithium and cobalt. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned by the possible development of other noxious industries.	Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to noxious industries. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned by the possible development of other hazardous Industries.	Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to noxious industries. Future development at the Lansdown Station site	N	Not applicable

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			<p>will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.</p> <p>All future development proposed at Lansdown Station will be required to acquire the relevant planning permits and comply with the relevant conditions to ensure the proposed development does not impact surrounding residences and the environment.</p>		
8	Concerns about potential emissions and hazardous activities	The submitter queries what uses might come after battery plant.	<p>Please note that the proposed amendment relates to changing the zoning of the land. No development, including a battery plant has been approved at the Lansdown Station site.</p> <p>Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned by the possible development of other unannounced toxic industries.	Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to noxious industries. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises concerns about other noxious industries coming to Lansdown Station once the amendment is approved.	Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to noxious industries. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is raises concern about the proximity to Woodstock State School.	<p>Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. The air quality component of the study included baseline monitoring being conducted on the south western side of the proposed site. Key conclusions of the traffic, transport, infrastructure and air quality study was that future industrial uses may be required to undertake engineering measures to ensure that such uses do not impact surrounding areas.</p> <p>Presently the High impact industry zone code of the Townsville City Plan 2014 identifies development criteria to address the issue of</p>	N	Not applicable

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			<p>pollution whereby development is required to meet the relevant standards.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses may need to be addressed as part of any relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause pollution impacts to surrounding uses including the existing Woodstock State School.</p>		
8	Concerns about potential emissions and hazardous activities	The submitter claims the proposed site is not isolated from sensitive uses.	<p>Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. The air quality component of the study included baseline monitoring being conducted on the south western side of the proposed site. Key conclusions of the traffic, transport, infrastructure and air quality study was that future industrial uses may be required to undertake engineering measures to ensure that such uses do not impact surrounding areas.</p> <p>Presently the High impact industry zone code of the Townsville City Plan 2014 identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses may need to be addressed as part of any relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause pollution impacts to surrounding uses including the existing Woodstock State School.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter asks for air monitoring on the north-western side of proposed area.	<p>Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. As part of the air quality component, baseline monitoring was conducted on the south western side of the proposed site.</p> <p>As part of future industrial development, there may be opportunities for additional air monitoring to occur in the north western side of the proposed Lansdown Station site.</p>	N	Not applicable

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8	Concerns about potential emissions and hazardous activities	The submitter raises the issue of air pollution and questions prevailing wind direction in report.	<p>Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. The air quality component of the study included baseline monitoring being conducted on the south western side of the proposed site. Key conclusions of the traffic, transport, infrastructure and air quality study was that future industrial uses may be required to undertake engineering measures to ensure that such uses do not impact surrounding areas.</p> <p>As part of the air quality component, baseline monitoring was conducted on the south western side of the proposed site. As part of future industrial development, there may be opportunities for additional air monitoring to occur in the north western side of the proposed Lansdown Station site.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issue of airborne dust.	<p>Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. The air quality component of the study included baseline monitoring being conducted on the south western side of the proposed site. Key conclusions of the traffic, transport, infrastructure and air quality study was that future industrial uses may be required to undertake engineering measures to ensure that such uses do not impact surrounding areas.</p> <p>Presently the High impact industry zone code of the Townsville City Plan 2014 identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses may need to be addressed as part of any relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause airborne dust pollution impacts to surrounding uses.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issue of air contamination from bitumen/asphalt.	Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. The air quality component of the study included baseline monitoring being conducted on the south western side of the proposed site. Key	N	Not applicable

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			<p>conclusions of the traffic, transport, infrastructure and air quality study was that future industrial uses may be required to undertake engineering measures to ensure that such uses do not impact surrounding areas.</p> <p>Presently the High impact industry zone code of the Townsville City Plan 2014 identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses may need to be addressed as part of any relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause airborne pollution impacts to surrounding uses.</p>		
8	Concerns about potential emissions and hazardous activities	The submitter has concerns with possible impacts on rainwater.	Council acknowledges that many of those who live in Woodstock access their water supplies from rainwater tanks, and as such have concerns over these reserves becoming polluted due to the developments at nearby Lansdown Station. Please note that future industrial development at Lansdown Station will be required to demonstrate through specialist reports that future development does not impact water quality as part of the development assessment process. All future industrial development will be required to submit a development application and obtain subsequent approval for council before construction may begin.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about the impacts of increased traffic on air quality and rainwater quality.	<p>Given that the site will be zoned industrial, it is highly likely that there will be additional traffic on the road network. However, additional traffic should only impact the Flinders Highway and not the surrounding local road network. As part of ongoing planning associated with the Flinders Highway, the Department of Transport and Main Roads will be responsible for any future upgrades that may occur to the Flinders Highway and or Woodstock Giru Road.</p> <p>The issues of increased traffic impacts on air and rainwater quality may also be required to be addressed as part of any future development application whereby an applicant will need to demonstrate via specialised reports that a future development address all issues relating to increased traffic as well as impacts on air and rainwater quality.</p>	N	Not applicable



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8	Concerns about potential emissions and hazardous activities	The submitter is concerned with the risks associated with tailings dams.	<p>The proposed Lansdown Station planning scheme amendment process was initiated in 2017, with the public notification and response to issues component part of the overall planning scheme amendment process. The proposed planning scheme amendment process sets out to amend only the zoning of the relevant land parcels subject to the proposed amendment. The planning scheme amendment is only the first stage of an overall process before development may occur in the future. The proposed amendment does not include any type of industrial development and therefore, at this point in time, there are no proposals relating to tailings dams on the Lansdown Station site.</p> <p>The development of tailings dams would be addressed in the future as part of relevant development application. An applicant may need to demonstrate via specialised reports that tailings dam is constructed to ensure it is not impacted by major events (floods) as well as mitigation measures to ensure there is no impact on the surrounding environment.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issue of overflow from tailings dams during major flood events.	<p>The proposed Lansdown Station planning scheme amendment process was initiated in 2017, with the public notification and response to issues component part of the overall planning scheme amendment process. The proposed planning scheme amendment process sets out to amend only the zoning of the relevant land parcels subject to the proposed amendment. The planning scheme amendment is only the first stage of an overall process before development may occur in the future. The proposed amendment does not include any type of industrial development and therefore, at this point in time, there are no proposals relating to tailings dams on the Lansdown Station site.</p> <p>The development of tailings dams would be addressed in the future as part of relevant development application. An applicant may need to demonstrate via specialised reports that tailings dam is constructed to ensure it is not impacted by major events (floods) as well as mitigation measures to ensure there is no impact on the surrounding environment.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issues of emissions, noise and odour.	Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008, and other relevant standards These	N	Not applicable

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			standards will also be applied through the requirements for environmentally relevant activities under state codes.  Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.		
8	Concerns about potential emissions and hazardous activities	The submitter is concerned by potential poisoning of trees and crops.	Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes  Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses including rural pursuits such as crops.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned with land contamination.	The issue of land contamination will be addressed as part of any future development application whereby an applicant may need to demonstrate via specialised reports that future development will not cause contamination of the land.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned by possible rainwater contaminated from air pollution.	Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.  Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause contamination to rainwater.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issue of pollution.	The proposed planning scheme amendment itself relates specifically to undertaking a change of zoning for the Lansdown Station site, from the Rural zone and including much of the site within the High	N	Not applicable

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			<p>impact industry zone. A small part of the site will be included within the Sport and recreation zone.</p> <p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause pollution impacts to surrounding uses.</p>		
8	Concerns about potential emissions and hazardous activities	The submitter is concerned with the risk of air particle contamination of the Woodstock State Primary School.	<p>Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. As part of the air quality component, baseline monitoring was conducted on the south western side of the proposed site. Key conclusions of the traffic, transport, infrastructure and air quality study was that future industrial uses may be required to undertake engineering measures to ensure that such uses do not impact surrounding areas.</p> <p>Presently the High impact industry zone code of the Townsville City Plan 2014 identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses may need to be addressed as part of any relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause pollution impacts to surrounding uses including the existing Woodstock State School.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned by the risk of air particle contamination of dam and surrounding residents.	<p>Please be advised that as part of the planning scheme amendment process, a number of background studies were completed including a traffic, transport, infrastructure and air quality study. As part of the air quality component, baseline monitoring was conducted on the south</p>	Y	Land impacted by the Ross Dam Catchment has been amended from

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			<p>western side of the proposed site. Key conclusions of the traffic, transport, infrastructure and air quality study was that future industrial uses may be required to undertake engineering measures to ensure that such uses do not impact surrounding areas.</p> <p>Presently the High impact industry zone code of the Townsville City Plan 2014 identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes.</p> <p>In the future, potential pollution impacts associated with industrial uses may need to be addressed as part of any relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause pollution impacts to surrounding uses including the Dam and surrounding residents.</p> <p>Furthermore, with respect to the possible contamination of the dam catchment, currently the Townsville City Plan 2014, includes a Water resource catchment overlay code. The intent of the overlay code is to ensure that the water resource catchment area (Ross Dam Catchment) is maintained predominantly in a natural state and is protected from development and activities that would have unacceptable impacts on water quality, either directly or indirectly. Both the zone code and the Catchment overlay code state that development is to be avoided in the dam catchment area.</p> <p>Further, the land impacted by the Ross Dam Catchment has been amended from the High impact industry zone and will remain in the Rural zone and Grazing precinct.</p> <p>The proposed planning scheme amendment includes additional provisions within both the Sport and recreation zone and High impact industry zone codes that relate directly to ensuring the Ross Dam Catchment is protected. For example, in the High impact industry zone code two (2) additional provisions (PO18 and PO19) have been included to:</p>		<p>the High impact industry zone and has been included in the Rural zone and Grazing precinct.</p>

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			<ul style="list-style-type: none"> <li>to maintain the natural environmental values, ecological processes and the quality of waterways development does not establish within the areas identified as 'environmental corridors and 'water resource catchment area'; and</li> <li>development does not discharge wastewater into the Ross River Dam catchment.</li> </ul> <p>These additional provisions as well the existing Water resource catchment overlay code will ensure that the Ross Dam Catchment is protected and maintained.</p>		
8	Concerns about potential emissions and hazardous activities	The submitter is concerned by the threat to existing industries from contamination.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of dust contamination whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate existing surrounding industries.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about possible biosecurity risks to agriculture due to contamination.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of dust contamination whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not impact biosecurity requirements for surrounding agricultural businesses.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises concerns about the impact on the school, community centre, park, shop and CWA gathering place.	Presently the High impact industry zone code identifies development criteria relating to addressing the issue of dust contamination whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the	N	Not applicable

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			<p>requirements for environmentally relevant activities under state codes.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses including the existing school, community centre, park, shop and Country Women's Association gathering place.</p>		
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about possible dust contamination of water and crops, and impact on the school.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of dust contamination whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses including rural pursuits such as crops as well as the existing school.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issue of contamination protection.	<p>The proposed planning scheme amendment itself relates specifically to undertaking a change of zoning for the Lansdown Station site, from the Rural zone and including much of the site within the High impact industry zone. A small part of the site will be included within the Sport and recreation zone.</p> <p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development</p>	N	Not applicable

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			application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.		
8	Concerns about potential emissions and hazardous activities	The submitter asks if in the event of contamination will they have Council's backing for lawsuits.	Any future industrial uses proposed within the Lansdown Station site will be required to go through the relevant development application process which will require the proposed development to address all relevant criteria outlined in the planning scheme as well as submitting where required, specialist/expert reports that demonstrate that the proposed industrial use will not impact surrounding areas.  In addition, the proposed use may be required to obtain the relevant state approvals before operations can begin.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issues of air quality, dust contamination, asthma concerns and toxins.	Please note that the proposed amendment relates to changing the zoning of the land. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.  As part of the development application process, a future development would be required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter raises the issues of dust and contaminants, toxins, carcinogens, specifically cobalt and lithium and toxic fumes.	Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to lithium and cobalt. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.  As part of the development application process, a future development would be required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.	N	Not applicable

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8	Concerns about potential emissions and hazardous activities	The submitter is concerned about the long-term cumulative effect of toxins.	<p>Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to lithium and cobalt. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.</p> <p>As part of the development application process, a future development would be required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about air quality.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of air quality whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.</p>	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about acid rain.	<p>Please note that the proposed amendment relates to changing the zoning of the land. No development has been approved relating to uses that may cause acid rain. Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future.</p> <p>As part of the development application process, a future development would be required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008. An applicant may need to demonstrate via specialised reports that the proposed development does not cause acid rain to occur in the future.</p>	N	Not applicable



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8	Concerns about potential emissions and hazardous activities	The submitter is concerned about the visual impact.	Council recognises the community's concerns over potential visual impacts of the proposed developments at Lansdown Station. Within the development assessment process, it is likely that any proposed developments will need to demonstrate how they intend on screening their visual amenity impacts. The High impact industry zone code in the Townsville City Plan 2014 accounts for visual amenity by mandating that Utility elements be "located within or behind the building; or... screened by a 1.8m high solid wall or fence; or... behind landscaping having the same screening effect as a 1.8m screen fence" among other provisions to maintain an acceptable level of amenity for adjoining uses. Further additional criteria has been included in the amendment in relation to vegetation buffers.	Y	Further criteria has been included in the High impact industry zone code (PO23) relating to vegetation screening of future uses.
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about odour.	Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.  Furthermore, in the future, potential pollution (odour) impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not contaminate the environment and cause impacts to surrounding uses.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about light pollution.	Presently the High impact industry zone code identifies development criteria relating to addressing the issue of light pollution whereby development is required to achieve the requirements outlined in Light emanating from any source complies with <i>Australian Standard AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i> .  Any future industrial development would be required to address this issue.	N	Not applicable
8	Concerns about potential emissions and hazardous activities	The submitter is concerned about 24-hour lights, noise and movement affecting residents.	With respect to issues relating to lighting and noise please note that presently the High impact industry zone code identifies development criteria addressing these two issues. Regarding light, future development would be required to comply with the requirements outlined in the <i>Australian Standard AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i> .  With respect to noise, future development would be required to comply with the requirements outlined in the Environmental	N	Not applicable

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			<p>Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These standards will also be applied through the requirements for environmentally relevant activities under state codes.</p> <p>On the matter of movement, a future development may be required to demonstrate via a traffic report that future traffic movements would not impact the surrounding residences by way of providing noise amelioration standards such as noise mounds.</p>		
8	Concern about potential emissions and hazardous activities	The submitter has concerns with Health impacts.	<p>The <i>Planning Act 2016</i> provides the framework for coordinating local, regional and state planning. Given the nature of future development on the site, applications will not only trigger assessment against the Townsville City Plan 2014 but will most often trigger a State Assessment and Referral against State Code 22: Environmentally Relevant Activities of the State Development Assessment Provisions (SDAP). An Environmental Impact Assessment (EIA) would need to be prepared and address State Code 22 and the planning scheme requirements. The assessment would need to demonstrate that the proposed development is consistent with and compliments the site and can be undertaken in a manner which will avoid and minimise impacts (such as the potential to release emissions) on the environment and surrounding land uses.</p> <p>Furthermore, PO5 of the High impact industry zone code of the Townsville City Plan 2014 states, "Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised."</p> <p>PO6 of the code states, "Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off- site releases of contaminants do not occur."</p> <p>PO15 of the code states, "Development is designed and managed so that it provides appropriate protection for community health and safety, and avoids unacceptable risk to life and property."</p> <p>Any development that occurs must adhere to all statutory requirements, including the Environmental Protection, Biodiversity</p>	N	Not applicable

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			and Conservation Act, The Environmental Protection Act, and the Environmental Protection Policy.		
8	Concern about potential emissions and hazardous activities	The submitter has concerns with the proximity of the Driving School to Industry.	With respect to the approved motorsport facility to be located within the confines of Lansdown Station, council considers this to be a complementary use alongside future high impact industrial developments also to be located on the Lansdown Station site.  As part of the planning process, future industrial uses will be required to ensure such uses do not cause detrimental impact to the motorsport facility.	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter asks, "Bio-security: are the laws going to be obeyed?"	Noted, all relevant bio-security laws associated with the Lansdown Station site will be addressed and adhered to.	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter is concerned with a potential for plant explosion.	Future development at the Lansdown Station site will be required to obtain all the relevant approvals via a development application to ensure both surrounding residents and the environment are not impacted in the future. This would include ensuring safeguards (at a local and state levels) were in place to mitigate the chances of an explosion occurring at the Lansdown Station site.	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter is concerned about having access to children at school in the case of a disaster.	In the instance of a disaster, it is envisaged that access to the school would be via the designated entrance at Woodstock Avenue. Access to the Lansdown Station site is not expected to impede this entrance, as such in the extremely unlikely event of a disaster access to the children would be via the aforementioned entrance point at Woodstock Avenue.	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter requests an increase of buffers.	Council engaged a relevantly experienced consultant to undertake an environmental report (completed by Earth Environmental).  Council has reviewed and endorsed the recommendations provided in the environmental report including the provision of the nominated Environmental protection areas mapped in the study. These areas will provide natural buffers to existing waterways as well as providing connectivity between environmental areas east and west of the Lansdown Station site. These have been reflected on the amended Natural asset overlay mapping.  Any future industrial uses established at the site will need to obtain the relevant planning approval via a development application. Through the development application process contamination issues (including ensuring run off does not occur) will be addressed through	N	Not applicable

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			the submission of specialist reports and the design of the overall development.		
8	Concern about potential emissions and hazardous activities	The submitter is concerned with noise. The submitter can hear the motocross track from 10km away.	<p>With respect to the proposed planning scheme amendment, the amendment itself relates specifically to undertaking a change to the zoning of the Lansdown Station site, from the Rural zone and including much of the site within the High impact industry zone. A small part of the site will also be included within the Sport and recreation zone.</p> <p>Presently the High impact industry zone code identifies the relevant development criteria relating to addressing the issue of noise via the requirements outlined in the Environmental Protection (Noise) Policy 2008 and other relevant standards.</p> <p>Furthermore, with respect to future potential noise impacts, noise impacts would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause noise impacts to surrounding uses.</p>	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter is concerned that "Hazardous Industrial" could destroy livelihood and health.	<p>With respect to noise, the proposed planning scheme amendment relates specifically to undertaking a change of zoning for the Lansdown Station site, from the Rural zone and including much of the site within the High impact industry zone. A small part of the site will be included within the Sport and recreation zone.</p> <p>With respect to future potential industrial uses, such uses would be required to address as part of a development application the relevant sections of the planning scheme to ensure such a use does not impact either the immediate surrounding area or the wider North Queensland Region. An applicant may be required to demonstrate via specialised reports that the proposed development does not cause any impacts on the surrounding area.</p>	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter is concerned with Lithium Health Issues ("the Spiralling Environmental Cost of Our Lithium Battery Addiction").	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised</p>	N	Not applicable

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			reports that the proposed development does not cause impacts to surrounding uses.		
8	Concern about potential emissions and hazardous activities	The submitter is concerned with the Mental Health Impact.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of the relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause impacts to surrounding uses.</p>	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter is medically ill and concerned about contaminants.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of the relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause impacts to surrounding uses.</p>	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter is concerned with potential impact on Woodstock State School, Woodstock and Rec Clubhouse.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of the relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause impacts to surrounding uses.</p>	N	Not applicable
8	Concern about potential emissions and hazardous activities	The submitter is concerned with light pollution.	The proposed amendment to the Townsville City Plan 2014 will ensure impacts on sensitive land uses are minimised and the natural environment is managed. Proposed developments will be required to submit a development application. Protection of the environment can be observed in the purpose statement for the High impact industry zone code, which states "development avoids significant adverse	N	Not applicable

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			effects on water quality and the natural environment” and “development minimises impacts on the amenity of nearby sensitive uses”. PO5 and AO5.4 ensures that light emissions are managed to prevent adverse impacts.		
8	Concern about potential emissions and hazardous activities	The submitter has raised the issue of Air quality, referencing a report saying a 5,000m buffer is required. They are within that distance. No information on impact of people, animals and the local environment.	The buffer zones nominated by the various industries are based on historical guidelines for typical industries and not for any specific Industry user. No specific industry proposal was assessed and therefore no residents were identified to be within a specific industrial buffer. Proposed industries would need to consider properties within any relevant buffer zones and develop mitigation measures (engineering controls) or detailed assessments as part of any individual application.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter notes that community feedback on future development has been removed by the proposed development making high impact industry uses code assessable, rather than impact assessable. The submitter considers it inappropriate to remove the need for public consultation of future development.	<p>Please note that whilst the levels of assessment will change with respect to High impact industry uses being developed in the High impact industry zone, a number of additional changes have been made to the amendment to ensure that future uses do not impact the surrounding rural area.</p> <p>Based on the matters raised in submissions a series of additional amendments have been proposed to manage potential adverse impacts on amenity as a result of noise, dust, odour and environmental impact. The additional proposed amendments include:</p> <ul style="list-style-type: none"> <li>- Amending Table 5.5.20 – High impact industry zone to increase the level of assessment for Emergency services, Medium impact industry, Research and technology industry and Warehouse uses from Accepted development subject to requirements to Assessable development – code assessment if in the Lansdown high impact industry precinct;</li> <li>- Altered the zoning of lots in the precincts located in the Dam catchment overlay, so that land located in the overlay is now in the Rural zone rather than the Lansdown high impact industry precinct;</li> <li>- Included a provision in the Rural zone code which states that development for the purposes of a sensitive land use within 500m of land included in the High impact industry zone can achieve indoor noise levels consistent with the objectives set out in the Environmental protection (Noise)</li> </ul>	Y	Amend Table 5.5.20 High impact industry zone code, High impact industry zone code, Community facilities zone code, Rural zone code and Dam catchment overlay

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			<p>Policy 2008 and the air quality levels consistent with the objectives set out in the Environmental Protection (Air) Policy 2008 and the relevant national standard; and does not experience offensive odours;</p> <ul style="list-style-type: none"> <li>- A provision has been included in the Lansdown motor sport facility precinct and Lansdown high impact industry precinct that states that development does not cause noise nuisance to nearby sensitive land uses and that Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008 and the <i>Department of Environment and Heritage Protection Planning for Noise Control Guideline</i>. The guideline requires a higher level of noise control than the policy.</li> <li>- Included provisions within the Dam catchment overlay, Lansdown motor sport facility precinct and Lansdown high impact industry precinct which states that development avoids impacts on groundwater;</li> <li>- Additional provisions included in the High impact industry zone code which states that development is to achieve the human comfort vibration limits set out in the code at all nearby sensitive land uses</li> <li>- Included provisions in the Lansdown high impact industry precinct that states that a dense landscaping buffer is required along all boundaries fronting a road or land in another zone.</li> </ul>		
9	Planning scheme and development provision related submission	The submitter is concerned with urban design and character.	<p>With respect to urban design and character, the proposed planning scheme amendment relates specifically to undertaking a change of zoning for the Lansdown Station site, from the Rural zone and including much of the site within the High impact industry zone. A small part of the site will be included within the Sport and recreation zone.</p> <p>Urban design and character will be considered as part future ongoing master planning of the overall Lansdown Station site.</p>	N	Not applicable
9	Planning scheme and development provision related submission	The submitter states they have existing sensitive land use and live only 480m from site.	Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards. These	N	Not applicable

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			standards will also be applied through the requirements for environmentally relevant activities under state codes.  Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of the relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not impact the existing surrounding sensitive uses located in close proximity to the Lansdown Station site.		
9	Planning scheme and development provision related submission	The submitter requests an extension of the buffer for the motorsport facility.	With respect to the request for an extension of the buffer for the Motor sport facility, please be advised that as part ongoing master planning of the Lansdown Station site, council is proposing to investigate the opportunities to develop a reverse amenity buffer that will ensure that future uses to be established at the Lansdown Station site do not cause detriment to the already approved Motor Sport Facility also to be located within the confines of Lansdown Station.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter agrees with the portion of adjacent council land that is not being rezoned remaining under its current zoning.	All land parcels that comprise the proposed Lansdown Station site (except where impacted by the Ross Dam Catchment), with the exception of Lot 500 on E12466 are to be included in the High impact industry zone or Sport and recreation zone. Lot 500 on E12466 located on the western side of Lansdown Station will remain in the Rural zone due to the land parcel containing local heritage significance in the form of the site of the original Lansdown Station homestead as well as the location of an unmarked grave.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter requests Calcium Quarry be recognised as a resource area in overlay maps.	With respect to the existing quarry use operating on an adjoining land parcel to the south west of the Lansdown Station site, the nomination of the existing quarry as a Key Resource Area (KRA) is a matter to be determined by the Queensland State Government rather than Townsville City Council.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter queries the types of development allowed.	The rezoning of the land at Lansdown Station from the Rural zone to the High impact industry zone will allow for the establishment of a wide range of industrial uses.  The Townsville City Plan 2014 definition of “High impact industry” covers a number of different uses including abattoirs, asphalt plants, concrete batching plant, boiler making and engineering and metal foundries.  The definition of high impact industry does not however deem that all developments will emit noxious pollutants as these may be defined under a separate definition, that being Special industry.	N	Not applicable



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			In addition, future high impact industry uses will be required to go through a development application process which will require the proposed development to address all relevant criteria outlined in the planning scheme as well as submitting where required, specialist/expert reports that demonstrate that the proposed industrial use will not impact surrounding residents or the environment.		
9	Planning scheme and development provision related submission	The submitter asks why build road to Drive IT NQ from Jones Road through Agri Business lots when there are four other access points?"	Access to the Drive It NQ will be off Jones Road and via an unnamed road reserve that already exists. Existing vehicular access points off the Flinders Highway into the Lansdown Station site are proposed to be closed and a consolidated access point to be determined in the future. Given the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads, the Department will be responsible for determining access into the Lansdown Station site.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter is concerned about losing access to the bore and dam on property due to proposed overpass.	With respect to access to the Lansdown Station site, the Department of Transport and Main Roads are presently reviewing potential road layouts to accommodate future access to the site, including a proposed overpass. The access to the Lansdown Station site has not yet been determined. The Department will undertake consultation with the Woodstock community.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter asks if there has been an anticipated total impact study done, how often will it be done, and will the results be made public?	No total impact study has been completed by council. As part of the planning scheme amendment process, a number of background reports were completed to inform the overall planning scheme amendment. During the public notification period these background reports were made available to the public. These studies helped to determine where industrial development may be able to be established in the future.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter asks where most of the operation is going to be on the map?	It is envisaged that there may be opportunities for future industrial uses to be located on land contained within the High impact industry zone. However, constraints such as flood hazard and environmental significance will influence where future industrial development is to be located on the Lansdown Station site. Through a development application, taking into consideration all relevant constraints (i.e. flood and environmental) will determine where future industry is located on the Lansdown Station site.	N	Not applicable
9	Planning scheme and development provision related submission	The submitter advocates breaking up land for use by families and livestock.	The proposed planning scheme amendment relates to land parcels contained only within the Lansdown Station site. All land parcels located outside the confines of the Lansdown Station site will remain in their current zoning, that being predominantly in the Rural zone. Land contained within the Rural zone as per the requirements of the	N	Not applicable

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			Townsville City Plan 2014 must have a minimum lot size of 40 hectares (if included in the Mixed farming precinct) and 400 hectares (if located in the Grazing precinct). The creation of land parcels smaller than the above nominated sizes outside the Lansdown Station site would not be supported by council.		
9	Planning scheme and development provision related submission	The submitter requests a 1000 meter separation buffer (consistent with SPP), amendment to extractive resources overlay protecting the quarry from other land uses.	The proposed 1000 meter separation buffer relates to those extractive industries uses that are identified as a Key Resource Area (KRA). Given that the Manton Quarry is not designated as a KRA, a 1000 meter separation buffer has not been identified.	N	Not applicable
10	Concern about water quality impacts	The submitter suggests that high impact industrial development will adversely impact on: 1. dam catchment (due proximity to Ross River and its catchment area) 2. groundwater supply; 3. rainwater supply	<p>The submitters concerns are noted. With regards to the dam catchment, the Water Catchment Overlay in the Townsville City Plan 2014 impacts properties in the norther-western area of Lansdown Station. Specifically, the Water resource catchment area extends from Ross Dam in the west and covers portions of Lot 20 on E12189, Lot 61 on EP223, Lot 39 on E124247, Lot 38 on E124269, Lot 31 on E124247, Lot 500 on E12466 and Lot 44 on SP260018.</p> <p>As part of the proposed amendment these lots have been placed in the Rural zone, Sport and recreation zone (Lansdown motor sport facility precinct) and the High impact industry zone.</p> <p>Development is required to avoid the Water resource catchment area under both the zone code and the catchment overlay code. More generally, development is required to minimise land disturbance and avoid intensification of activities which may degrade or contribute to degradation of water quality in the catchment area.</p> <p>As a significant area of Lansdown is not impacted by the Water resource catchment overlay, it is considered that the water catchment constraints on the site can be managed as part of detailed design. A stormwater management plan with a water quality component will be required by future development applications to determine an appropriate management response that ensure water quality is not impacted.</p> <p>Accordingly, it is proposed to further refine the amendment the zoning of lots in the precincts located in the Dam catchment overlay, so that land located in the overlay is now in the Rural zone rather than the Lansdown high impact industry precinct.</p>	Y	<p>Amend zoning of land located in the Dam catchment overlay from High impact industry zone (Lansdown high impact industry precinct) to Rural zone and the Grazing precinct.</p> <p>Council will also undertake a groundwater study with respect to the Lansdown Station site and immediate area.</p>

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			<p>The submitters raise concerns about the uncertainty pertained to how the proposed amendment will hinder groundwater supply in the area. This has been noted and further provisions have been included within the Dam catchment overlay, Lansdown motor sport facility precinct and Lansdown high impact industry precinct which states that development avoids impacts on groundwater. Furthermore, to help inform the ongoing master planning of the site and water supply infrastructure strategy, Council is commissioning a groundwater study. It will be a study that will undertake a more detailed hydrogeological assessment of the groundwater aquifer in the locality and ascertain the sustainable long-term yields. It may ultimately assist in establishing more detailed site-specific solutions. In the meantime, both the zone code and the Healthy waters code contain overarching requirements that the natural hydrological regimes and water quality (whether surface or groundwater) is protected. Applicants will typically be required to undertake specialist studies to demonstrate these outcomes can be met.</p>		
10	Concern about water quality impacts	<p>The submitter notes that there are 'choke points' in the local drainage features that hold back flow, specifically catchments Double Barrel and Four Mile Creeks. Water backs up and surface water inundates lower and flatter areas north of precinct, causing water inundation areas mapped as being limit of the dam catchment area.</p>	<p>The Lansdown Station Flood Study (AECOM, 2018) shows that whole Lansdown Station area drains eastwards towards Major Creek, and ultimately to the Houghton River.</p> <p>The elevations along the creeks based on Council's contour data. The bed level at the confluence of Four Mile Creek (about 17 km away from the Lansdown Station) and Major Creek is about 28 m AHD (Australian Height Datum), at the confluence of Two Mile Creek and Double Barrel Creek is about 44 m AHD, at the road crossing in the Two Mile Creek is about 67 m AHD and near the Ross River Dam catchment is about 119 m AHD.</p> <p>It also shows that a number of streams/creeks fall to the Serpentine Lagoon having bed level varies from 42.75 to 43 m AHD. The upstream bed level of one of the creeks is about 70.5 m AHD.</p> <p>The reverse flow mentioned in the submission may occur locally, but it will not affect the Lansdown Station area/ Ross River Dam catchment due to the distance and the elevation difference.</p> <p>The recent baseline flood study (AECOM 2018) developed a number of design flood maps for Lansdown Station area. The simulation result of 1% AEP (1 in 100 Year ARI) flood shows that all of the creeks of Lansdown Station drains eastward towards Major Creek.</p>	N	NA

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10	Concern about water quality impacts	The submitter suggests that council prepare an independent report on the hydrology of the land, in light of local knowledge about discharge to the dam catchment.	<p>A series of independent background studies have been prepared to quantify the hydrology of the site and inform the proposed amendment. This includes the:</p> <ul style="list-style-type: none"> <li>• The Lansdown Station Flood Study (AECOM, 2018);</li> <li>• Townsville City Council Infrastructure, Traffic, Transport and Air Quality Integrated Master Plan Report (GHD, 2019).</li> </ul> <p>Furthermore, the areas of the site impacted by the Townsville City Plan 2014 Flood hazard overlay - Medium hazard – further investigation area will need to meet the requirements of the Flood hazard overlay code as part of any development application. The code generally requires that flood risk be managed to ensure no increase in risk to people and limit the risk to property.</p> <p>As large areas of the site are not impacted by the medium hazard – further investigation area and given the proposed future uses are for industrial activities the flood constraints on the site have been appropriately considered by the independent background studies undertaken as part of the preparation of the amendment and that the flood constraints on the site can be managed as part of detailed design. It is likely a flood hazard assessment would be required as part of a development application to determine the actual flood hazard and appropriate management response.</p>	N	Not applicable
10	Concern about water quality impacts	The submitter notes that there is no reticulated water in Woodstock, the area is reliant on groundwater supply for potable water and rural production purposes therefore, quality groundwater is integral. Rainwater tanks are also used as a secondary source for potable water. The submitter suggests High-Impact industry uses may contaminate rainwater via airborne particles.	<p>The submitters raise concerns about the uncertainty pertained to how the proposed amendment will hinder groundwater supply in the area. This has been noted and to help inform the ongoing master planning of the site and water supply infrastructure strategy, Council has commissioned a groundwater study. It will be a study that will undertake a more detailed hydrogeological assessment of the groundwater aquifer in the locality and ascertain the sustainable long-term yields.</p> <p>As part of any future development application, an applicant may need to demonstrate via specialised reports that future development will not cause contamination to rainwater. As part of an approval, an applicant may be required to undertake rainwater monitoring.</p>	N	Not applicable

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10	Concern about water quality impacts	The submitter suggests that on-site sewerage will be required which may result in impacts on groundwater system and resource.	<p>The submitters raise concerns about the uncertainty pertained to how the proposed amendment will hinder groundwater supply in the area. This has been noted and to help inform the ongoing master planning of the site and water supply infrastructure strategy, Council has commissioned a groundwater study. It will be a study that will undertake a more detailed hydrogeological assessment of the groundwater aquifer in the locality and ascertain the sustainable long-term yields.</p> <p>As part of any future development application, applicant will need to comply with conditions of an approval which will include requirements and licence approvals for sewage treatment and associated disposal/re-use.</p>	N	Not applicable
10	Concern about water quality impacts	The submitter recommends that council prepare an independent report on groundwater resources.	<p>The submitters raise concerns about the uncertainty pertained to how the proposed amendment will hinder groundwater supply in the area. This has been noted and to help inform the ongoing master planning of the site and water supply infrastructure strategy, Council has commissioned a groundwater study. It will be a study that will undertake a more detailed hydrogeological assessment of the groundwater aquifer in the locality and ascertain the sustainable long-term yields.</p>	N	Not applicable
10	Concern about water quality impacts	The submitter suggests that the information used to formulate the Lansdown Station Flood Study (AECOM 2018) is doubtful. The submitter states the calibrated rainfall is to the Major Creek gauge, in a different creek system. The Majors Creek Flood gauge was used.	<p>The Lansdown Station Flood Study, 2018 was carried out based on the methodology of Australian Rainfall Runoff (ARR) 2016. It developed design flood maps for different Annual Exceedance Probabilities under baseline/existing conditions.</p> <p>The Lansdown Station catchment and sub-catchments were delineated based on the 2011 &amp; 2012 LiDAR and aerial photography data and it covers the Major Creek Gauge site at downstream.</p> <p>ARR 2016 methods were used to guide the hydrological inputs into the Lansdown Station Flood Study. A rainfall-runoff hydrological modelling approach (XPRAFTS, 2018) was generally applied across steep sub-catchments and also used to determine critical duration events. Direct precipitation (Rain-On-Grid) was used across the relatively flat catchments within the hydraulic model.</p> <p>The XPRAFTS model was calibrated to flows at the Major Creek gauge and verification to the ARR 2016 Regional Flood Frequency Estimation (RFFE) as well as an at-site Flood Frequency Analysis at</p>	N	Not applicable

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			the Major Creek gauge to verify the predicted design flows for the project.		
10	Concern about water quality impacts	The submitter suggests consideration of long-term future of our city, water supply and residents of Woodstock.	<p>The proposed Lansdown major amendment will contribute to the economic activation of Townsville, by providing appropriately zoned industrial land for high impact industrial uses that are well located to both the city and the Port of Townsville, via the Flinders Highway. Providing an area of appropriately zoned industrial land for high impact industrial uses, will enable future uses to be brought to market in a timely manner. The proposed amendment will help to attract and facilitate medium and heavy industries to Townsville. This will in turn lead to the creation of new jobs (both in the construction and operation phases), which will lead to further economic investment in Townsville.</p> <p>Please note that future industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation channel.</p> <p>Furthermore, any future development application may need to address amenity issues through specialist/expert reports that demonstrate that the proposed use will not impact existing surrounding residences.</p>	N	Not applicable
10	Concern about water quality impacts	The submitter suggests there is not an adequate buffer.	It is noted that an amendment to the High impact industry zone code (PO18) proposes to protect natural environmental values, ecological processes and the quality of waterways by ensuring that future development does not establish within the areas identified as 'environmental corridors and 'water resource catchment area' as show on Figure - 156 Lansdown concept plan. The proposed environmental corridors identified on Figure – 156 Lansdown concept plan includes a 50 meter buffer that will ensure that an appropriate buffer is provided to all environmental corridors.	N	Not applicable
10	Concern about water quality impacts	Submitters raises concerns about the impacts of the proposal on the Ross River Dam catchment.	<p>With respect to the Ross Dam catchment, the western part of the Lansdown Station site is constrained by the Ross Dam catchment.</p> <p>Currently the Townsville City Plan 2014, includes a Water resource overlay code. The intent of the code is to ensure that the water resource catchment area (Ross Dam catchment) is maintained predominantly in a natural state and is protected from development and activities that would have unacceptable impacts on water quality,</p>	Y	Land impacted by the Ross Dam Catchment have been removed from the High impact industry zone and included in the

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			<p>either directly or indirectly. Further, the land impacted by the Ross Dam Catchment have changed from the High impact industry zoning to the Rural zoning.</p> <p>The proposed planning scheme amendment includes additional provisions within both the Sport and recreation zone and High impact industry zone codes that relate directly to ensuring the Ross Dam catchment is protected. For example, in the High impact industry zone code two (2) additional provisions (PO18 and PO19) have been included to:</p> <ul style="list-style-type: none"> <li>• to maintain the natural environmental values, ecological processes and the quality of waterways development does not establish within the areas identified as 'environmental corridors and 'water resource catchment area'; and</li> <li>• development does not discharge wastewater into the Ross River Dam catchment.</li> </ul> <p>These additional provisions as well the existing Water resource catchment overlay code will ensure that the Ross Dam catchment is protected and maintained.</p>		Rural zone and Grazing precinct.
10	Concern about water quality impacts	The submitter raises the issue of water contamination.	<p>With respect to water contamination and in particular groundwater contamination may be addressed as part of any future development application whereby an applicant may need to demonstrate via specialised reports that future development will not cause contamination of existing groundwater.</p> <p>In addition, please note that future industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel.</p> <p>With respect to the Ross Dam catchment, the Lansdown Station site is impacted on the western part of the site by the Ross Dam catchment.</p> <p>It is worth noting that currently the Townsville City Plan 2014, includes a Water resource catchment overlay code. The intent of the Water resource overlay code is to ensure that the water resource catchment area (Ross Dam Catchment) is maintained predominantly in a natural state and is protected from development and activities that would have unacceptable impacts on water quality, either directly</p>	Y	Land impacted by the Ross Dam Catchment have been removed from the High impact industry zone and included in the Rural zone and Grazing precinct.

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			<p>or indirectly. Further, the land impacted by the Ross Dam Catchment have changed from the High impact industry zoning to the Rural zoning.</p> <p>The proposed planning scheme amendment includes additional provisions within both the Sport and recreation zone and High impact industry zone codes that relate directly to ensuring the Ross Dam catchment is protected. For example, in the High impact industry zone code two (2) additional provisions (PO18 and PO19) have been included to:</p> <ul style="list-style-type: none"> <li>• to maintain the natural environmental values, ecological processes and the quality of waterways development does not establish within the areas identified as 'environmental corridors and 'water resource catchment area'; and</li> <li>• development does not discharge wastewater into the Ross River Dam catchment.</li> </ul> <p>These additional provisions as well the existing Water resource catchment overlay code will ensure that the Ross Dam catchment is protected and maintained.</p>		
10	Concern about water quality impacts	The submitter notes hydrological connections to Bohle and Black Rivers and Upper Burdekin Catchment, surface flow and groundwater.	<p>With respect to surface flow please be advised that as part of the planning scheme amendment process, to help inform the amendment, a number of background studies were completed. Two (2) such studies included a flood hazard study and an environmental study of the former Lansdown Station site.</p> <p>The findings of the flood hazard study identified those areas within the Lansdown Station site that were susceptible to the impact of flood as well as those areas that were not impacted. The information obtained from the flood hazard study will help to determine where future development may be located.</p> <p>With respect to the environmental study, the study identified environmental infrastructure protection areas, that if incorporated into the Townsville City Plan 2014 should be sufficient to prevent detrimental downstream impacts. The identified environmental infrastructure protection areas include environmental, ecological and hydrologically important site features. The nominated environmental infrastructure protection areas have been compiled from a catchment system perspective and is the principle strategy to protect downstream catchment features while maintaining connectivity and/or providing buffering to surrounding catchments. As part of the</p>	N	Council will undertake a groundwater study.



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			<p>proposed planning scheme amendment, additional amendments have been made to the Natural asset overlay map with respect to the inclusion of the abovementioned environmental protection areas on the Natural asset overlay map.</p> <p>Furthermore, issues relating to surface water flows, may be addressed as part of any future development application whereby an applicant will need to demonstrate via specialised reports that a future development does not cause or contribute to surface water flows. These measures will help to address future issues relating to surface water flows, particularly those that occur in large rainfall events.</p> <p>With respect to groundwater, please note that to date, no groundwater study regarding the Lansdown Station site has been undertaken. Townsville City Council wishes to advise that it has initiated the process of undertaking a groundwater study for the Lansdown Station site. The first component of the groundwater study will be undertaken in the early part of 2020. The groundwater study may also assist with informing on hydrological connections to Bohle and Black Rivers.</p> <p>With respect to hydrological connections to Bohle and Black Rivers and the Upper Burdekin Catchment, please note that the proposed amendments to the Natural asset overlay mapping such address catchment issues given that these areas have been compiled from a catchment system perspective.</p>		
10	Concern about water quality impacts	The submitter suggests a potential for significant adverse impact on water quality and the natural environment.	With respect to the environmental study, the study identified environmental infrastructure protection areas, that if incorporated into the Townsville City Plan 2014 should be sufficient to prevent detrimental downstream impacts. The identified environmental infrastructure protection areas include environmental, ecological and hydrologically important site features. The nominated environmental infrastructure protection areas have been compiled from a catchment system perspective and is the principle strategy to protect downstream catchment features while maintaining connectivity and/or providing buffering to surrounding catchments. As part of the proposed planning scheme amendment, additional amendments have been made to the Natural asset overlay map with respect to the inclusion of the abovementioned environmental protection areas on the Natural asset overlay map. The proposed environmental	N	Not applicable

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			infrastructure protection areas will mitigate adverse impacts on water quality and the natural environment		
10	Concern about water quality impacts	<p>The submitter identifies the following issues</p> <ol style="list-style-type: none"> <li>1. Impact on livestock and native animals, fish and farmers on Haughton River;</li> <li>2. Haughton River;</li> <li>3. Wildlife connected to Lansdown Creek and downstream system;</li> <li>4. Impact on GBRMP;</li> <li>5. Impacts of increased impermeable surfaces "90% of area"? e.g. runoff, associated erosion etc;</li> <li>6. Yabby farm and crop farmers, hobby farms;</li> <li>7. Dam catchment, reef; and</li> <li>8. Risk to Haughton River Pipeline through contamination.</li> </ol>	<p>Council engaged a relevantly experienced consultant to undertake an environmental report (completed by Earth Environmental). As noted in the environmental background study, the study has recommended the identification of the environmental infrastructure protection area which should be sufficient to prevent detrimental downstream impacts if the environmental protection areas are adopted in full. This has been proposed as part of the planning scheme amendment.</p> <p>Any future industrial uses established at the site will need to obtain the relevant planning approval via a development application. Through the development application process contamination issues (including ensuring run off does not occur) will be addressed through the submission of specialist reports and the design of the overall development.</p> <p>As stated previously, any future development that is proposed on the Lansdown Station site will need to obtain the relevant development approvals which may also require additional approvals at the State and Federal levels. As part of the overall approval process, the proponent will be required to demonstrate via specialist reports that the proposed development meets all the necessary requirements (including planning scheme requirements and relevant Australian Standards). To meet the relevant and necessary requirements may mean that the development will need to be designed in a manner that minimises impacts on surrounding land parcels. Any future industrial uses established at the site may require the continual undertaking of sampling / testing to ensure that contamination does not occur.</p>	N	Not applicable
10	Concern about water quality impacts	The submitter requests that high-impact industry be brought back to the edge of Haughton Catchment with an open space buffer zone.	With respect to the request to have the high impact industry be brought back to edge of Haughton Catchment with open space buffer zone, it is noted that the majority of the site is located within the Haughton Catchment. A small part of the Lansdown Station site is impacted by the Ross Dam Catchment (on the western part of the site). As part of the proposed amendment the zoning of land located in the Dam catchment overlay, has been altered so that land located in the overlay is now in the Rural zone rather than the Lansdown high impact industry precinct.	Y	Amend zoning of land located in the Dam catchment overlay from High impact industry zone (Lansdown high impact industry precinct) to the Rural zone and Grazing precinct.

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10	Concern about water quality impacts	The submitter is concerned with impacts on Water Supply, Majors Creek, Haughton River, Great Barrier Reef and local townships.	<p>As noted, the western part of the Lansdown Station site is constrained by the Ross Dam catchment.</p> <p>Currently the Townsville City Plan 2014, includes a Water resource catchment overlay code. The intent of the overlay code is to ensure that the water resource catchment area (Ross Dam catchment) is maintained predominantly in a natural state and is protected from development and activities that would have unacceptable impacts on water quality, either directly or indirectly.</p> <p>The proposed planning scheme amendment includes additional provisions within both the Sport and recreation zone and High impact industry zone codes that relate directly to ensuring the Ross Dam Catchment is protected. For example, in the High impact industry zone code two (2) additional provisions (PO18 and PO19) have been included to:</p> <ul style="list-style-type: none"> <li>• to maintain the natural environmental values, ecological processes and the quality of waterways development does not establish within the areas identified as 'environmental corridors and 'water resource catchment area'; and</li> <li>• development does not discharge wastewater into the Ross River Dam catchment.</li> </ul> <p>These additional provisions as well the existing Water resource catchment overlay code will ensure that the Ross Dam catchment is protected and maintained.</p> <p>Furthermore, an environmental study was completed to help inform the proposed Lansdown Station amendment. The environmental report identified that to ensure that future industrial development within the Lansdown Station site does not impact the surrounding environment, the identification of environmental infrastructure protection areas and their incorporation into the planning scheme amendment should be sufficient to prevent detrimental downstream impacts. The identified environmental protection areas have been incorporated into the proposed amendment. The mapped environmental infrastructure protection areas have been incorporated into an amended version of the Natural asset overlay mapping. The identified environmental protection areas include environmental, ecological and hydrologically important site features and has been compiled from a catchment system perspective and is the principle</p>	N	Not applicable

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			strategy to protect downstream catchment features while maintaining connectivity and/or providing buffering to surrounding catchments.		
11	Concern about groundwater	The submitter raises the issue of compensation for loss of bore water.	With respect to compensation for loss of bore water, please note that future industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel.	N	Not applicable
11	Concern about groundwater	Submitter recommend council undertake a groundwater study.	With respect to a groundwater study, please note that to date, no groundwater study regarding the Lansdown Station site has been undertaken. Townsville City Council wishes to advise that it has initiated the process of undertaking a groundwater study for the Lansdown Station site. It is anticipated that the groundwater study will be undertaken in the early part of 2020.	N	Council will be undertaking a groundwater study
11	Concern about groundwater	The submitter states there are no provisions made to monitor the groundwater now and after the amendment passes.	With respect to a groundwater study, please note that to date, no groundwater study regarding the Lansdown Station site has been undertaken. Townsville City Council wishes to advise that it has initiated the process of undertaking a groundwater study for the Lansdown Station site. It is anticipated that the groundwater study will be undertaken in the early part of 2020.  Furthermore, with respect to groundwater, groundwater contamination may be addressed as part of any future development application whereby an applicant may need to demonstrate via specialised reports that future development will not cause contamination of existing groundwater. As part of an approval, an applicant may be required to undertake ongoing groundwater monitoring.	N	Council will be undertake a groundwater study
11	Concern about groundwater	The submitter raises the issue of the effect on local bores?	With respect to the effects on local bores please note that future industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel.  Furthermore, any future development application may need to address the issue of groundwater through specialist/expert reports that demonstrate that the proposed use will not impact existing groundwater. In addition, as part of any future approval, future uses may be required to undertake monitoring of groundwater.	N	
11	Concern about groundwater	The submitter is concerned with access to groundwater.	With respect to access to groundwater please note that future industrial uses at Lansdown Station will be required to connect to a	N	

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			raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel.		
11	Concern about groundwater	The submitter states most properties utilise groundwater.	Please note that future industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation channel. No groundwater will be utilised by industrial uses in the future.	N	
11	Concern about groundwater	The submitter notes that they don't want the same as Deeragun/Bluewater where residents have no rights to groundwater.	With respect to the loss of water rights please note that it is envisaged that future industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation channel. It is not envisaged that water rights will be impacted.	N	
11	Concern about groundwater	The submitter has no objection to industry and Drive IT NQ as long as they do not utilise groundwater.	<p>Presently the City of Townsville has an adequate supply of available low impact industrial zoned land ready for development. However, the City does have a shortage of suitable land available for high impact industrial uses.</p> <p>The Lansdown Station site has been earmarked by Townsville City Council as an industrial investigation area since the Townsville City Plan 2014 was introduced.</p> <p>Given the site's locality being adjacent to the Flinders Highway, the Mt Isa rail line and a high pressure gas pipeline as well as being relatively flat, with much of the site been previously cleared, and in the ownership of Townsville City Council, the Lansdown Station site lends itself as being a future industrial area.</p> <p>With respect to compensation for loss of bore water, please note that future industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel. As part of their respective development permit Drive It NQ are required to provide a potable water supply.</p>	N	Not applicable
11	Concern about groundwater	The submitter requests a groundwater study.	Townsville City Council advises that it has initiated the process of undertaking a groundwater study for the Lansdown Station site. It is	N	Undertake groundwater study

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			anticipated that the groundwater study will be undertaken in the early part of 2020.		
12	Concerns about flood hazard	The submitter is concerned with surface water flows, particularly in large rainfall events.	<p>With respect to water flows, particularly in large rainfall events, please be advised that as part of the planning scheme amendment process, to help inform the amendment, a number of background studies were completed. Two (2) such studies included a flood hazard study and an environmental study of the Lansdown Station site.</p> <p>The findings of the flood hazard study identified those areas within the Lansdown Station site that were susceptible to the impact of flood as well as those areas that were not impacted. The information obtained from the Flood hazard study will help to determine where future development may be located.</p> <p>With respect to the environmental study, the study identified environmental infrastructure protection areas, that if incorporated into the Townsville City Plan 2014 should be sufficient to prevent detrimental downstream impacts. The identified environmental infrastructure protection areas include environmental, ecological and hydrologically important site features. The nominated environmental infrastructure protection areas have been compiled from a catchment system perspective and is the principle strategy to protect downstream catchment features while maintaining connectivity and/or providing buffering to surrounding catchments. As part of the proposed planning scheme amendment, additional amendments have been made to the Natural asset overlay map with respect to the inclusion of the abovementioned environmental protection areas on the Natural asset overlay map.</p> <p>Furthermore, issues relating to surface water flows, may be addressed as part of any future development application whereby an applicant will need to demonstrate via specialised reports that a future development does not cause or contribute to surface water flows.</p> <p>These measures will help to address future issues relating to surface water flows, particularly those that occur in large rainfall events.</p>	N	Not applicable
12	Concerns about flood hazard	The submitter is concerned with overland flows contaminating land and destroying businesses.	With respect to the Ross Dam Catchment, the Lansdown Station site is impacted on the western part of the site by the Ross Dam catchment.	N	Not applicable

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			<p>Currently the Townsville City Plan 2014, includes a Water resource catchment overlay code. The intent of the overlay code is to ensure that the water resource catchment area (Ross Dam Catchment) is maintained predominantly in a natural state and is protected from development and activities that would have unacceptable impacts on water quality, either directly or indirectly.</p> <p>The proposed planning scheme amendment includes additional provisions within both the Sport and recreation zone and High impact industry zone codes that relate directly to ensuring the Ross Dam catchment is protected. For example, in the High impact industry zone code two (2) additional provisions (PO18 and PO19) have been included to:</p> <ul style="list-style-type: none"> <li>to maintain the natural environmental values, ecological processes and the quality of waterways development does not establish within the areas identified as 'environmental corridors and 'water resource catchment area'; and</li> <li>development does not discharge wastewater into the Ross River Dam catchment.</li> </ul> <p>These additional provisions as well the existing Water resource catchment overlay code will ensure that the Ross Dam catchment is protected and maintained.</p> <p>Furthermore, an environmental study was completed to help inform the proposed Lansdown Station amendment. The environmental report identified that to ensure that future industrial development within the Lansdown Station site does not impact the surrounding environment, the identification of environmental infrastructure protection areas and their incorporation into the planning scheme amendment should be sufficient to prevent detrimental downstream impacts. The identified environmental protection areas have been incorporated into the proposed amendment. The mapped environmental infrastructure protection areas have been incorporated into an amended version of the Natural asset overlay mapping. The identified environmental protection areas include environmental, ecological and hydrologically important site features and has been compiled from a catchment system perspective and is the principle strategy to protect downstream catchment features while maintaining connectivity and/or providing buffering to surrounding catchments.</p>		

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			These above measures will ensure the minimisation of overland flows.		
12	Concerns about flood hazard	The submitter notes that there is no stormwater drainage on the site and asks if there will be a stormwater drainage system with sediment control and sediment contamination facilities.	As part of a future development application, an applicant will be required to demonstrate how stormwater will be addressed. In addition, during construction phase, as part of the relevant development approvals the applicant will be required to provide sediment control measures to ensure the surrounding environment is not impacted.	N	Not applicable
12	Concerns about flood hazard	The submitter asks how high-impact industry is appropriate on land which has medium and high hazard flooding?	As part of the overall planning scheme amendment, a number of background reports were completed to inform the proposed amendment. One such background report was a flood hazard report that investigated the Lansdown Station site and identify those areas that were impacted by flood hazard. The results of the flood hazard study have been incorporated into an amended version of the Flood hazard overlay map contained with the amendment package.  As part of a future industrial development, the applicant would need to demonstrate that the proposed development is not impacted by flood hazard.	N	Not applicable
12	Concerns about flood hazard	The submitter requests research into water levels.	As part of the overall planning scheme amendment, a number of background reports were completed to inform the proposed amendment. One such background report was a flood hazard report that investigated the Lansdown Station site and identify those areas that were impacted by flood hazard. The results of the flood hazard study have been incorporated into an amended version of the Flood hazard overlay map contained with the amendment package.  With respect to groundwater, please note that to date, no groundwater study regarding the Lansdown Station site has been undertaken. Townsville City Council wishes to advise that it has initiated the process of undertaking a groundwater study for the Lansdown Station site. The groundwater study will be undertaken in the early part of 2020.	N	Undertake a groundwater study
12	Concerns about flood hazard	The submitter asks what will happen if the Lansdown creek banks erode away	The proposed amendment identifies that the western part of the Lansdown Station site, including the area of the site that is traversed by Lansdowne Creek, is located within the Ross Dam catchment. It is proposed that no development will occur within the Ross Dam catchment.  Currently the Townsville City Plan 2014, includes a Water resource catchment overlay code. The intent of the Water resource catchment	N	Not applicable



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			<p>overlay code is to ensure that the water resource catchment area (Ross Dam catchment) is maintained predominantly in a natural state and is protected from development and activities that would have unacceptable impacts on water quality, either directly or indirectly.</p> <p>The proposed planning scheme amendment includes additional provisions within both the Sport and recreation zone and High impact industry zone codes that relate directly to ensuring the Ross Dam catchment is protected. For example, in the High impact industry zone code two (2) additional provisions (PO18 and PO19) have been included to:</p> <ul style="list-style-type: none"> <li>- to maintain the natural environmental values, ecological processes and the quality of waterways development does not establish within the areas identified as 'environmental corridors and 'water resource catchment area'; and</li> <li>- development does not discharge wastewater into the Ross River Dam catchment.</li> </ul> <p>These additional provisions as well the existing Water resource catchment overlay code will ensure that the Ross Dam catchment is protected and maintained.</p> <p>The Water resource catchment overlay code contains provisions to ensure that development, including all buildings and supporting infrastructure, is set back from the top of the bank of a waterway. With respect to Lansdowne Creek, a minimum setback distance of 100m is acceptable to allow for natural processes.</p>		
12	Concerns about flood hazard	The submitter states Lansdown Creek has recently broken its bank and washed fence away.	<p>Please be advised that as part of the planning scheme amendment process, to help inform the amendment, a number of background studies were completed. One such study included a flood hazard study of the Lansdown Station site.</p> <p>The findings of the flood hazard study identified those areas within the Lansdown Station site that were susceptible to the impact of flood (including Lansdown Creek) as well as those areas that were not impacted. The information obtained from the Flood hazard study will help to determine where future development may be located.</p>	N	Not applicable
13	Concerns about environmental impacts	The submitter notes that further information is necessary to assess potential impacts of high impact industry uses on areas of environmental significance.	In 2018, Earth Environmental prepared the Lansdown Station Environmental Study. The study prepared an environmental constraints map which was based on the high-level concept of environmental infrastructure. The key elements informing the map included: care areas, connectivity, hydraulic function and buffers. The	N	Not applicable.

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			<p>study was a comprehensive ecological study that confirmed the extent and nature of the values indicated on the Natural assets overlay map within the Townsville City Plan 2014 and identified site specific natural assets and ecological functions.</p> <p>The resulting mapping from the study provides a connected and holistic representation of the existing environmental value onsite and identifies appropriate areas for development to occur. The proposed amendment incorporates the updated mapping information into the Townsville City Plan 2014 Natural assets overlay and has also been incorporated into Figure 152 Lansdown concept plan, which is required to be considered and adhered too as part of future development applications over the site.</p> <p>Furthermore, the site has a number of areas identified as regulated vegetation by the Department of Natural Resources and Mines (DNRM). Areas of 'reef regrowth watercourse vegetation' generally follow the watercourses on site and areas of 'remnant vegetation' exist across a number of lots in the area.</p> <p>It is noted that the Natural assets overlay in the Townsville City Plan 2014 is largely informed by the regulated vegetation map and mirrors much of the content.</p> <p>As there is regulated vegetation identified any clearing on properties in the Lansdown area will be required to be assessed and approved by the State Government.</p>		
13	Concerns about environmental impacts	The submitter suggests that the environmental study appears to be audit with little detail, no info on groundwater impact.	The environmental study undertaken was initiated to help inform the overall planning scheme amendment. The environmental study identified those areas that contained environmental importance and those areas that may be able to be utilised for industrial purposes in the future. Townsville City Council wishes to advise that it has initiated the process of undertaking a groundwater study for the Lansdown Station site. It is anticipated that the groundwater study will be undertaken in the early part of 2020.	N	Undertake groundwater study
13	Concerns about environmental impacts	The submitter is concerned with ecological impacts.	Council engaged a relevantly experienced consultant to undertake an environmental report (completed by Earth Environmental). This report was previously made available to the public via council's website, hard copies were issued at the two Meet the Planner Sessions and electronic copies were distributed on USB (approx. 60-70). All background studies have been completed by experienced	N	Not applicable

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			<p>consultants in their chosen field. Consultants were selected via a rigorous request for quotation process.</p> <p>Council has reviewed and endorsed the recommendations provided in the environmental report including the provision of the nominated Environmental protection areas mapped in the study. These areas will provide natural buffers to existing waterways as well as providing connectivity between environmental areas east and west of the Lansdown Station site. These have been reflected on the amended Natural asset overlay mapping.</p> <p>Any future industrial uses established at the site will need to obtain the relevant planning approval via a development application. Through the development application process contamination issues (including ensuring run off does not occur) will be addressed through the submission of specialist reports and the design of the overall development.</p> <p>It is noted that much of the Lansdown Station site has been previously cleared and has been used as a working cattle station. As part of the study that consultant reviewed existing flora and fauna reports as well as undertaking onsite assessments at Lansdown Station. The consultant also reviewed the Wildlife Online and the Environmental Protection and Biodiversity Conservation Act 1999 Protected Matters databases which did not identify any endangered, vulnerable and/or near threatened fauna taxa, and only one near threatened flora species. As future planning occurs, there will be opportunities for additional environmental studies to be undertaken.</p> <p>As stated previously, any future development that is proposed on the Lansdown Station site will need to obtain the relevant development approvals which may also require additional approvals at the State and Federal levels. As part of the overall approval process, the proponent will be required to demonstrate via specialist reports that the proposed development meets all the necessary requirements (including planning scheme requirements and relevant Australian Standards). To meet the relevant and necessary requirements may mean that the development will need to be designed in a manner that minimises impacts on surrounding land parcels.</p>		

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13	Concerns about environmental impacts	The submitter is concerned with the environmental cost of “lithium Battery Addiction” including foreign impacts.	<p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of pollution whereby development is required to achieve the requirements outlined in the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008 and other relevant standards.</p> <p>Furthermore, in the future, potential pollution impacts associated with industrial uses would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause impacts to surrounding uses.</p>	N	Not applicable
13	Concerns about environmental impacts	<p>The submitter raises the following issues:</p> <ol style="list-style-type: none"> <li>1. Impact on Wildlife</li> <li>2. Threat to wildlife and animal habitats including Koalas and Black Throated Finch, Squatter Pigeon, Spotted Quolls</li> <li>3. Threat to wildlife and habitats including Broilgas, Jabiru, Southern Squatter Pigeon, Echidna, Fresh Water Mussels, Fish Stocks</li> <li>4. Wildlife corridors on planning maps not sufficient for native habitats</li> <li>5. Expresses concern about environmental impact of rezoning</li> <li>6. Environmental damage</li> <li>7. Environmental impacts</li> <li>8. Impacts on endangered and threatened species</li> <li>9. Impact on wildlife and at-risk species, including quolls black-throated finch, magpie geese, black swan.</li> <li>10. Endangered animals</li> </ol>	<p>Council engaged a relevantly experienced consultant to undertake an environmental report (completed by Earth Environmental). This report was previously made available to the public via council's website, hard copies were issued at the two Meet the Planner Sessions and electronic copies were distributed on USB (approx. 100). All background studies have been completed by experienced consultants in their chosen field. Consultants were selected via a rigorous request for quotation process.</p> <p>Council has reviewed and endorsed the recommendations provided in the environmental report including the provision of the nominated Environmental protection areas mapped in the study. These areas will provide natural buffers to existing waterways as well as providing connectivity between environmental areas east and west of the Lansdown Station site. These have been reflected on the amended Natural asset overlay mapping.</p> <p>Any future industrial uses established at the site will need to obtain the relevant planning approval via a development application. Through the development application process contamination issues (including ensuring run off does not occur) will be addressed through the submission of specialist reports and the design of the overall development.</p> <p>It is noted that much of the Lansdown Station site has been previously cleared and has been used as a working cattle station. As part of the study that consultant reviewed existing flora and fauna reports as well as undertaking onsite assessments at Lansdown Station. The consultant also reviewed the Wildlife Online and the</p>	N	Not applicable

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			<p>Environmental Protection and Biodiversity Conservation Act 1999 Protected Matters databases which did not identify any endangered, vulnerable and/or near threatened fauna taxa, and only one near threatened flora species. As future planning occurs, there will be opportunities for additional environmental studies to be undertaken.</p> <p>As stated previously, any future development that is proposed on the Lansdown Station site will need to obtain the relevant development approvals which may also require additional approvals at the State and Federal levels. As part of the overall approval process, the proponent will be required to demonstrate via specialist reports that the proposed development meets all the necessary requirements (including planning scheme requirements and relevant Australian Standards). To meet the relevant and necessary requirements may mean that the development will need to be designed in a manner that minimises impacts on surrounding land parcels.</p>		
13	Concerns about environmental impacts	The submitter requests amending biodiversity mapping at the quarry site to reflect the current state of vegetation.	The quarry site is located outside of the Lansdown Station site, and therefore, any request for amending biodiversity mapping at the quarry site to reflect the current state of vegetation is not a matter to be addressed as part of the Lansdown Station rezoning amendment. Notwithstanding, any requests for amending biodiversity mapping should be referred to the Queensland Herbarium – Department of Environment and Science (DES).	N	Not applicable
13	Concerns about environmental impacts	The submitter states no provisions have been made to test quality and quantity of rainwater now and into the future.	As part of any future development application, an applicant may need to demonstrate via specialised reports that future development will not cause contamination to rainwater. As part of an approval, an applicant may be required to undertake rainwater monitoring.	N	Not applicable
13	Concerns about environmental impacts	The submitter is concerned with the natural environment.	<p>With respect to the natural environment associated with the Lansdown Station site, an environmental study was completed to help inform the proposed Lansdown Station amendment.</p> <p>The environmental report identified that to ensure that future industrial development within the Lansdown Station site does not impact the surrounding environment, the identification of environmental infrastructure protection areas and their incorporation into the planning scheme amendment should be sufficient to prevent detrimental downstream impacts. The identified environmental protection areas have been incorporated into the proposed amendment. The mapped environmental infrastructure protection areas have been incorporated into an amended version of the</p>	N	Not applicable

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			Natural asset overlay mapping. The identified environmental protection areas include environmental, ecological and hydrologically important site features and has been compiled from a catchment system perspective and is the principle strategy to protect downstream catchment features while maintaining connectivity and/or providing buffering to surrounding catchments.		
13	Concerns about environmental impacts	The submitter claims no environmental studies have been done.	An environmental study was conducted by Earth Environmental, which produced the “Lansdown Station Environmental study: Final Report” (June 2018). This report was used to inform the proposed Lansdown Station planning scheme amendment.	N	Not applicable
14	Concern about lack of emergency services	Submitter are concerned by the hazard risk, with no fire brigade/ emergency services nearby, and possible road and rail closure.	<p>With respect to hazard risk, hazard risk associated with a future industrial development will be addressed as part of any future development application whereby an applicant may need to demonstrate via specialised reports that future development addresses all relevant requirements to ensure hazard risk is minimised.</p> <p>With respect to the Fire Brigade, emergency services are under the jurisdiction of the Queensland State Government. As such, it would be the Department’s decision as to whether additional Fire Brigade Station would be located in the Woodstock / Calcium area.</p> <p>With respect to road and rail closure, given the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads and the rail line is under the jurisdiction of Queensland Rail, both state government agencies are responsible for ensuring their infrastructure remains open at all times.</p>	N	Not applicable
15	Concern about road network / transport impacts	The submitter is concerned with local travel risks.	<p>The Flinders Highway will be the main vehicular connection from Lansdown Station to the City of Townsville. The Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads and as such the state government agency will be responsible for any future road changes or upgrades associated with the Flinders Highway in the future.</p> <p>It is envisaged that vehicles visiting the Lansdown Station site will utilise the Flinders Highway and not surrounding local roads.</p>	N	Not applicable
15	Concern about road network / transport impacts	The submitter raises the issue of road changes.	With respect to road changes, future industrial uses at Lansdown Station may require augmentation of the Flinders Highway. Given that the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads, the state government agency will be	N	Not applicable

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			responsible for any future road changes associated with the Flinders Highway in the future.		
15	Concern about road network / transport impacts	The submitter is concerned with increased vehicle movement around Woodstock State School.	Development at Lansdown would be expected to increase the volume of traffic on the Flinders Highway as it provides the only road access in and out of the site. It is not expected that this will lead to increased traffic on Woodstock Avenue, Glenn Road or Old Flinders Highway. Given that Woodstock Avenue provides the only road access to Woodstock State School and the constructed road ends near the school, there is no reason to expect extra traffic on this road will impact the school.	N	Not applicable
15	Concern about road network / transport impacts	The submitter is concerned that the proposed overpass would create noise and pollution.	<p>With respect to an overpass, given the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads. As such, the Department will be responsible for ensuring their future infrastructure does not cause visual detriment as well as addressing the impact off noise and pollution associated with the overpass.</p> <p>It is noted that the Department of Transport and Main Roads (DTMR) has recently completed a study relating to traffic and access to the Lansdown Station site that helped inform the proposed amendment.</p> <p>The proposed access to the Lansdown Station site has not yet been determined. The Department will undertake consultation with the Woodstock community.</p>	N	Not applicable
15	Concern about road network / transport impacts	The submitter raises the issues of noise concerns and transport.	<p>With respect to noise, the proposed planning scheme amendment relates specifically to undertaking a change of zoning for the Lansdown Station site, from Rural zone to High impact industry zone and Sport and recreation zone.</p> <p>Presently the High impact industry zone code identifies development criteria relating to addressing the issue of noise via the requirements outlined in the Environmental Protection (Noise) Policy 2008, and other relevant standards.</p> <p>Furthermore, with respect to future potential noise impacts, such impacts would be addressed as part of relevant development application. An applicant may need to demonstrate via specialised reports that the proposed development does not cause noise impacts to surrounding uses.</p> <p>With respect to transport (road / rail noise), given the Flinders Highway is under the jurisdiction of the Department of Transport and</p>	Y	Additional noise criteria standards have been added to PO24 of the High impact industry zone code.

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			Main Roads and the rail line is under the jurisdiction of Queensland Rail, both state government agencies are responsible for ensuring their respective infrastructure does not cause detriment to surrounding uses.		
15	Concern about road network / transport impacts	The submitter raises the issues of narrow bridges on Woodstock-Giru Road.	With respect to Narrow Bridges on Woodstock-Giru Road, please note that it is not envisaged that vehicular movements associated with Lansdown Station will impact Woodstock Giru Road. However, given that the Woodstock Giru Road is under the jurisdiction of the Department of Transport and Main Roads, the state government agency will be responsible for any road upgrades associated with the Woodstock Giru Road in the future.	N	Not applicable
15	Concern about road network / transport impacts	The submitter is concerned about Road-Train Traffic on Woodstock – Giru Road.	With respect to road train traffic on Woodstock-Giru Road, please note that it is not envisaged that Woodstock Giru Road will be a major thoroughfare associated with industries located at Lansdown Station. However, given that the Woodstock Giru Road is under the jurisdiction of the Department of Transport and Main Roads, the state government agency will be responsible for any road upgrades associated with the Woodstock Giru Road in the future.	N	Not applicable
15	Concern about road network / transport impacts	The submitters are concerned with increased traffic on the Flinders highway. The turn off to Leewood Road does not have a left turn slip lane and they have experienced many near misses. They have previously requested this from DTMR.	With respect to turn off to Leewood Road which does not have a left turn slip lane and they have experienced many near misses, please note that Leewood Road is located a significant distance from the Lansdown Station site. In addition, given that the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads, the state government agency will be responsible for any future road upgrades including any future left turn slip lane into Leewood Road.	N	Not applicable
15	Concern about road network / transport impacts	The submitter notes that traffic on Flinders Highway and Mt. Isa line has already increased. The submitter also notes that no overtaking lanes to pass slow moving trucks. This will increase and needs to be addressed.	Given that the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads, the state government agency will be responsible for any future road upgrades including any future overtaking lanes to pass slow moving trucks.	N	Not applicable
15	Concern about road network / transport impacts	The submitter suggests traffic is already bad, especially with distribution precinct at Roseneath.	Lansdown Station is situated adjacent to the Flinders Highway. It is envisaged that vehicles coming to the Lansdown Station site will utilise the highway. Given that the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads, the state government agency will be responsible for any future road upgrades	N	Not applicable
15	Concern about road network / transport impacts	The submitter queries why gravel and not sealed, and the impact of dust on the school, cars and residents.	All future roads associated with the proposed Lansdown Station planning scheme amendment will be required to be constructed to the relevant Council Standard, including a bitumen seal.	N	Not applicable
15	Concern about road network / transport impacts	The submitter suggests that transport infrastructure is inadequate.	In terms of transport infrastructure, vehicular access to the Lansdown Station site will be from the Flinders Highway. As the Flinders	N	Not applicable



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			Highway is a state controlled road, the Department of Transport and Main Roads are presently reviewing potential road layouts to accommodate future access to the Lansdown Station site.		
15	Concern about road network / transport impacts	The submitter suggests an overpass will cause a dam wall.	With respect to an overpass, given the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads. As such, the Department is responsible for ensuring their future infrastructure does not cause a dam wall.	N	Not applicable
15	Concern about road network / transport impacts	The submitter is concerned about visual and noise impact of overpass.	With respect to an overpass, given the Flinders Highway is under the jurisdiction of the Department of Transport and Main Roads. As such, the Department will be responsible for ensuring their future infrastructure does not cause visual detriment as well as addressing the impact off noise associated with the overpass.	N	Not applicable
15	Concern about road network / transport impacts	The submitter is concerned about impacts on local roads.	It is envisaged that traffic numbers will increase as industrial development is developed at the Lansdown Station site. However, it is envisaged that traffic coming to the Lansdown Station site will utilise the Flinders Highway and not surrounding local roads. Woodstock Giru Road is under the jurisdiction of the Department of Transport and Main Roads and as such the state government agency will be responsible for any road upgrades associated with the Flinders Highway in the future.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter raises the issue of pumping from the Haughton River.	Please note that the proposed industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation channel.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter asks if Council will provide a substantial water supply free of charge.	Please note that the proposed industrial uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel. Raw water in its current form is not treated and therefore not fit for human consumption. Further infrastructure will be required to be developed before reticulated water is fit for human consumption.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter identifies the issue of waste treatment and if future development will be connected to reticulated sewage network.	Future industrial uses to be located at the Lansdown Station site will not be connected to a reticulated sewerage network. Rather it is proposed that each industrial use will be required to provide its own onsite sewerage treatment facility to treat effluent.  Any future industrial developments proposed at the Lansdown Station site will be required to demonstrate how they satisfactorily	N	Not applicable

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			treat their wastewater ensuring it does not impact on the surrounding environment.		
16	Concern about water / sewer infrastructure	The submitter asks if Council will be providing town water.	With respect to the provision of town water, please note that it is envisaged that future industrial uses will be required to connect to a raw water supply as supplied by Townsville City Council which will be supplied by the Upper Haughton River irrigation channel and will not utilise groundwater. It is not envisaged that reticulated water will be supplied to existing residences.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter has concerns about the workforce for the site (1000 people where are they coming from; what is happening with wastewater).	It is envisaged that the majority of workers associated with future industrial uses at the Lansdown Station site will reside in Townsville. With respect to wastewater, please note that it is proposed that each industrial use will be required to provide its own onsite sewerage treatment facility to treat effluent.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter is concerned with the sewerage/septic situation for workers?	Future industrial uses to be located at the Lansdown Station site will not be connected to a reticulated sewerage network. Rather it is proposed that each industrial use will be required to provide its own onsite sewerage treatment facility to treat effluent.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter is concerned with water supply for development and aquifers.	With respect to how the industrial estate will be provided with water, uses at Lansdown Station will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel.  Furthermore, with respect to groundwater, groundwater contamination may be addressed as part of any future development application whereby an applicant may need to demonstrate via specialised reports that future development will not cause contamination of existing groundwater. As part of an approval, an applicant may be required to undertake ongoing groundwater monitoring.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter is concerned with water security regarding water usage.	With respect to water security regarding water usage, the proposed Lansdown Station industrial estate will be required to connect to a raw water supply (or supply its own storage reservoir) as supplied by Townsville City Council and will not utilise existing groundwater. Raw water will be supplied from the Upper Haughton Irrigation Channel.	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter is concerned with a lack of existing infrastructure.	The existing Lansdown Station site has no infrastructure to service future industrial uses. In terms of a water supply, it is envisaged that future industrial uses will be required to connect to a raw water supply as supplied by Council from the Upper Haughton Irrigation Channel and will not be able to utilise groundwater.	N	Not applicable

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			<p>In terms of sewer, future industrial uses to be located at the Lansdown Station site will not be connected to a reticulated sewerage network. Rather it is proposed that each industrial use will be required to provide its own onsite sewerage treatment facility to treat effluent.</p> <p>In terms of vehicular access to the Lansdown Station site, access will be from the Flinders Highway. As the Flinders Highway is a state controlled road, the Department of Transport and Main Roads are presently reviewing potential road layouts to accommodate future access to the Lansdown Station site.</p>		
16	Concern about water / sewer infrastructure	The submitter is concerned that it is not cost effective for infrastructure provision.	<p>The Lansdown Station site has no existing infrastructure to service future industrial uses. In terms of a water supply, it is envisaged that future industrial uses will be required to connect to a raw water supply as supplied by Council from the Upper Haughton Channel and will not be able to utilise groundwater.</p> <p>In terms of sewer, future industrial uses to be located at the Lansdown Station site will not be connected to a reticulated sewerage network. Rather it is proposed that each industrial use will be required to provide its own onsite sewerage treatment facility to treat effluent.</p>	N	Not applicable
16	Concern about water / sewer infrastructure	The submitter is concerned with the following: 1. Why have private companies (which will benefit) not contributed to the cost of the Haughton River Pipeline 2. Haughton river pipeline pumping continuously, paid for by public money, or where is water coming from?	With respect to the Haughton River pipeline and ratepayer contributions versus beneficiary contributions, Council notes the concerns over the provision of water to future proposed developments at Lansdown Station. As such, all proposed developments will be required to pay a fee to Council for the pumping of any water via the Haughton River Pipeline, more specifically the Upper Haughton Irrigation Channel and not the main pipeline itself. This ensures there are no unnecessary expensive pumping costs from the main pipeline.	N	Not applicable
17	Concern about energy Infrastructure	The submitter asks how many browns or black outs are to be expected?	As part of the development application process the applicant will need to demonstrate their ability to connect to the electricity grid and that they won't place undue demand on the grid. If the development is required to build new electricity infrastructure to meet their own demands this will be done at the developer's cost. As such it is not foreseen that there would be any increase in brownouts and blackouts.	N	Not applicable
18	Concerns about cultural heritage	The submitter notes Lot 500 on E12466 is mapped as being within the High impact industry zoned land within the developable	As recommended in the 2018 "Lansdown Cultural Heritage Survey" prepared by Converge, that both the Manton Cemetery (Lot 2 on plan EP 1107), and Lansdown Station Homestead Site and Lone Grave	N	Not applicable

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		land map. The Manton Cemetery is considered much larger than identified and further investigations are necessary to determine this. Having adjoining land to the cemetery included in the High impact industry zone will affect the amenity of the cemetery.	<p>(Lot 500 on plan E 12466), be added to "Schedule 7 – Places of cultural heritage value" in the Townsville City Plan, an amendment to the Townsville City Plan to add both places has been initiated. Until such time as this amendment process has been finalised, both locations will be treated as though they are subject to the provisions of the Cultural Heritage Overlay Code in the Townsville City Plan. This will allow for the appropriate conservation of the two sites of heritage significance as identified in the Converge report, and for the undertaking of further investigation in the future.</p> <p>As further noted in the Converge report, the possibility that the Lansdown Homestead site (or indeed anywhere in the Lansdown Station site) may yield items of state wide archaeological significance is addressed in the <i>Queensland Heritage Act 1992</i>, regarding the requirement that any such discoveries are reported to the Department of Environment and Science, and that penalties apply for non-compliance.</p>		
18	Concerns about cultural heritage	The submitter notes that tunnelling and mining in Townsville relating to Woodstock, and underground military infrastructure in the Townsville region should be considered by the amendment.	To date, background information on the site has not identified tunnels under the site. As part of a development application, should a tunnel of historical value be identified as part of the excavation process, then the <i>Queensland Heritage Act 1992</i> , states that any discoveries of historical value are to be reported to the Department of Environment and Science, and penalties apply for non-compliance.	N	Not applicable.
18	Concerns about cultural heritage	The submitter has concern regarding alleged tunnels that are under the site and what they might contain in terms of gases and how vibrations may affect the tunnels.	To date, background information on the site has not identified tunnels under the site. As part of a development application, should a tunnel of historical value be identified as part of the excavation process, then the <i>Queensland Heritage Act 1992</i> , states that any discoveries of historical value are to be reported to the Department of Environment and Science, and penalties apply for non-compliance.	N	Not applicable
19	Concern about loss of agricultural land	The submitter raises the issue of prime farming land adjacent to residents, schools and shops.	An Environmental study was conducted on the site where the land was surveyed by the independent firm Earth Environmental which found that the land had been cleared and used previously as cattle grazing. As such, the proposed Lansdown Station site is approximately 1.4km away from the Woodstock general store and 1.1km away from the Woodstock State School (among other sensitive receptors). As such, an Infrastructure, Traffic, Transport & Air Quality Report was conducted on behalf of council by GHD which identified three levels of engineering controls (low, medium and high) that correspond to different areas of the site. As such, it was identified that proposed developments close to the property's boundaries would most likely require the highest levels of	N	Not applicable

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			engineering controls due to their proximity to the identified sensitive receptors mentioned above.		
19	Concern about loss of agricultural land	The submitter suggests the protection of good quality agricultural land is not being practised as we are rezoning to industrial.	Whilst there is high quality agricultural land in the Woodstock-Majors Creek area, Lansdown is not deemed to be of a high quality. As noted in the Rural Resources Study (Buckley Vann Town Planning Consultants and Land Resource Assessment and Management, 2011) that helped to inform the existing Townsville City Plan 2014, the land has been identified for grazing purposes due to environmental and landscape values and limited access to water. Furthermore, the report also states that development should not prejudice the long-term potential of the Woodstock industry investigation area.  The Lansdown Station site has previously been used for cattle pasturing, which is a lower order agricultural use, but is not suitable for cropping and other intensive agricultural uses.	N	Not applicable
20	Miscellaneous	The submitter is concerned with increased demand at nearby quarry.	The proposed amendment at Lansdown Station, may provide additional demand for cement and other concrete products as development occurs at the Lansdown Station site.	N	Not applicable
20	Miscellaneous	The submitter asks for no racing on Sundays unless prior approval is obtained from local farmers.	It is noted that a development permit has already been issued for a Motor sport facility. As part of the conditions associated with the approval, a condition stipulates the hours between which the motor sport facility may operate.	N	Not applicable
20	Miscellaneous	The submitter is concerned with future solar farm having issues meeting the Performance Outcomes regarding the salinity of the water – an inadequate response was given to this where they were told to “monitor” the salinity of the water.	Noted	N	Not applicable
20	Miscellaneous	The submitter is concerned that Woodstock currently has inadequate welcome signage as compared to the rest of Townsville’s suburbs, with the existing sign difficult to see from the highway.	Noted	N	Not applicable
20	Miscellaneous	The submitter suggests the land was questionably obtained.	Noted	N	Not applicable
20	Miscellaneous	The submitter claims to have received letter from Government saying no land will be resumed on Eastern Side of Rail line but does not trust it.	Noted	N	Not applicable

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20	Miscellaneous	The submitter is concerned with the taxpayer money to build road.	Noted	N	Not applicable
20	Miscellaneous	The submitter states the EPA treats famers and other industries unequally.	Noted	N	Not applicable
20	Miscellaneous	The submitter suggests background studies cannot be trusted as there have been instances where technicians have abandoned their study for a time due to a snake being present, in which case the technician returned to their vehicle.	Noted	N	Not applicable
20	Miscellaneous	The submitter states that they have mini tornadoes that rip roofs off sheds and branches off trees.	Noted	N	Not applicable
20	Miscellaneous	The submitter suggests during cyclones waves on dams are large enough to surf.	Noted	N	Not applicable
20	Miscellaneous	The submitter states that locals consider Lansdown site Woodstock, not Calcium.	Noted	N	Not applicable
20	Miscellaneous	The submitter is concerned with the road on the boundary with properties featuring livestock.	With respect to access to the Lansdown Station site, the Department of Transport and Main Roads are presently reviewing potential road layouts to accommodate future access to the site. The Department will undertake consultation with the Woodstock community.	N	Not applicable
20	Miscellaneous	The submitter is concerned that there is no EIS for the re-zoning process	With respect to there being no Environmental Impact Statement (EIS) for the rezoning process, please note that the planning scheme amendment process is undertaken under the requirements of the <i>Planning Act 2016</i> . The planning scheme amendment process is the legislative process to be undertaken to rezone land for future uses, in this case high impact industry and sport and recreation uses. Any potential EIS will be undertaken outside the planning scheme amendment process.	N	Not applicable
20	Miscellaneous	The submitter is concerned with High-Impact Industrial as their neighbour might push rates up and thus property values down.	A land rating increase is unlikely to affect property values as general rates are partly calculated from land valuations. Information on how rates are calculated is available on the council's website.	N	Not applicable
20	Miscellaneous	The submitter is concerned with reflective surfaces distracting pilots in local airfields.	The proposed Lansdown Station planning scheme amendment process was initiated in 2017, with the public notification and response to issues component part of the overall planning scheme amendment process. The proposed planning scheme amendment process sets out to amend only the zoning of the relevant land parcels subject to the proposed amendment. The planning scheme amendment is only the first stage of an overall process before development may occur in the future. The proposed amendment	N	Not applicable

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			does not include any type of industrial development at this point in time. As part of a future development application, future industries will need to ensure there are no reflective surfaces that may distract pilots using the local airfield.		
20	Miscellaneous	The submitter claims land has been rezoned from “special purposes – airport” to “rural.	The land parcel containing the Donnington Park Airstrip is located in the Rural zone and is located some distance from the Lansdown Station site and therefore is not part of the proposed planning scheme amendment.	N	Not applicable
20	Miscellaneous	The submitter asks for no restrictions to airspace over site, factories and racetrack; it is in their flightpath?	It is not anticipated that airspaces and flightpaths will be affected in the Lansdown Station Major Planning Scheme Amendment. Future industrial development will be required to ensure that any existing airspace restrictions are maintained and not impacted upon.	N	Not applicable
20	Miscellaneous	The submitter is concerned with a possible natural disaster.	Natural disasters and hazards are considered through the relevant overlay codes included in the Townsville City Plan 2014. Queensland State legislation also ensures that buildings are designed and built to be resilient to natural disasters and hazards.  Future industrial uses will be required to submit development applications and address the relevant overlay codes to ensure that future development is mitigated against natural disasters and hazards.	N	Not applicable
20	Miscellaneous	The submitter has raised an issue regarding an apparent 1990s Lead Smelter Application refusal.	With respect to the Ross Dam catchment, the Lansdown Station site is impacted on the western part of the site by the Ross Dam catchment.  Currently the Townsville City Plan 2014, includes a Water resource catchment overlay code. The intent of the Water resource overlay code is to ensure that the water resource catchment area (Ross Dam catchment) is maintained predominantly in a natural state and is protected from development and activities that would have unacceptable impacts on water quality, either directly or indirectly.  The proposed planning scheme amendment includes additional provisions within both the Sport and recreation zone and High impact industry zone codes that relate directly to ensuring the Ross Dam catchment is protected. For example, in the High impact industry zone code two (2) additional provisions (PO18 and PO19) have been included to: <ul style="list-style-type: none"> <li>to maintain the natural environmental values, ecological processes and the quality of waterways development does</li> </ul>	N	Not applicable

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			<p>not establish within the areas identified as 'environmental corridors and 'water resource catchment area'; and</p> <ul style="list-style-type: none"> <li>development does not discharge wastewater into the Ross River Dam catchment.</li> </ul> <p>These additional provisions as well the existing Water resource catchment overlay code will ensure that the Ross Dam catchment is protected and maintained. It is envisaged that no industrial development will occur within the dam catchment area.</p>		
20	Miscellaneous	The submitter is concerned with impacts on Cungulla.	It is not envisaged that there will be any impacts on any property owners of Cungulla given the significant distance between the Lansdown Station site and Cungulla.	N	Not applicable
20	Miscellaneous	The submitter is concerned with impacts on their residence in Giru.	It is not envisaged that there will be any impacts on any property owners in Giru given the significant distance between Lansdown Station site and Giru.	N	Not applicable
20	Miscellaneous	The submitter asks if a terrorist attack been considered.	Terrorism is not a specific consideration of local government planning instruments but is subsequently addressed through provisions around built form and crime prevention through environmental design. With respect to the High impact industry zone code, the code integrates crime prevention through environmental design in Acceptable Outcomes 2.1 – 2.4.	N	Not applicable
20	Miscellaneous	The submitter asks who won the tenders for the first round and requests hard copies to be provided.	<p>The proposed Lansdown Station planning scheme amendment process was initiated in 2017, with the public notification and response to issues component part of the overall amendment process currently in progress (2019/20). The proposed planning scheme amendment process sets out to amend only the zoning of the land pertinent to the amendment and whilst the amendment will in the future regulate development, no development is proposed as part of the planning scheme amendment process.</p> <p>Please note that at this point in time, no tender requests have been issued by Council, nor have any tenders from third parties have been received.</p> <p>All land within the amendment area is currently owned by the Townsville City Council. No land has been transferred to a third party.</p>	N	Not applicable



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20	Miscellaneous	The submitter asks who Boston Energy Innovation Development is, who invited them and under what conditions.	Boston Energy and Innovation Pty Ltd is a private company that is presently undertaking a feasibility study to determine if a proposed battery plant is economically feasible to be established in Townsville. It is noted that to date no development application has been received for a battery manufacturing facility at the Lansdown Station site.	N	Not applicable
21	Concern about impact on rates and property values	The submitter asks how much council to be paid and if it will impact rates.	The proposed amendment is unable to address those operational matters such as the process of third parties developing on the Lansdown Station site.  Regarding land rating, the proposed rezoning of Lansdown Station will not affect the ratings categories of surrounding land.	N	Not applicable
21	Concern about impact on rates and property values	The submitter is concerned with devaluing of property and rates increases to pay for the businesses in the area.	The proposed amendment is unable to address those operational matters such as whether surrounding land parcels will be devalued and whether council rates will increase or decrease.	N	Not applicable
21	Concern about impact on rates and property values	The submitter is concerned with devaluing of land.	The proposed amendment is unable to address those operational matters such as whether surrounding land parcels will be devalued.	N	Not applicable
21	Concern about impact on rates and property values	The submitter is concerned with potential devaluation.	The proposed amendment is unable to address those operational matters such as whether surrounding land parcels will be devalued.	N	Not applicable

## **5. Next Steps**

Council will consider the submissions lodged in response to the proposed major amendment associated with Lansdown Station, Calcium and action changes where suitable.