

PORT OF LUCINDA - STATEMENT OF PROPOSAL



FOREWORD

The Port of Lucinda Statement of Proposal has been prepared to provide clear guidance on core matters the Port of Townsville Limited will consider in the preparation of a new Land Use Plan for the Port of Lucinda. This Statement of Proposal addresses planning and development matters within the Port of Lucinda.

This Statement of Proposal has been produced in accordance with the requirements of the *Transport Infrastructure Act 1994 (Qld)*.

The Statement of Proposal is the initial step in the preparation of the new Land Use Plan. It has been prepared to seek your views and feedback on what the new Land Use Plan may or may not contain at a very early stage in its preparation, providing the community and stakeholders an opportunity to have input to the future development and direction of the Port of Lucinda.

The Port encourages you to read this document and provide comment and your direct input into this process.

Ranee Crosby

Chief Executive Officer

PORT OF TOWNSVILLE LIMITED

Port of Townsville Limited is a Queensland Government Owned Corporation responsible for the development and management of the declared Ports of Townsville and Lucinda.

Port's operations and facilities are vital to the economic development of North Queensland, creating prosperity for our communities and value for our customers and shareholders through world-leading sustainable operations.

The Townsville Port imports containers and general cargo, motor vehicles, tyres, as well as bulk products such as cement, sulphuric acid, fertiliser, sulphur, zinc concentrate and petroleum products. It exports general cargo, containers, timber, cattle, tallow, refined metal products, as well as bulk products sugar, molasses, fertiliser and mineral concentrates (zinc, copper, lead).

The Port of Lucinda exports raw sugar grown in the Herbert district.

Contact us:

Address: Benwell Road, South Townsville QLD Australia 4810
Postal: PO Box 1031, Townsville, QLD Australia 4810
Phone: + 61 7 4781 1500
Email: planning@townsvilleport.com.au
Website: www.townsville-port.com.au

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1 INTRODUCTION

1.1 Purpose of Statement of Proposal

Port of Townsville Limited (Port) has commenced the preparation of a new Land Use Plan for the Port of Lucinda. This document is an initial step in this process.

The Statement of Proposal is primarily a consultation tool that provides the opportunity for the community to gain a clear understanding of the major issues and challenges within and surrounding the Port area.

The public notification of the Statement of Proposal allows individuals, organisations and companies to make a meaningful contribution towards determining how the Land Use Plan will respond to those issues and challenges. The Statement of Proposal also sets out how the Land Use Plan may be structured. The process for making a submission is described in section Where to From Here on page 23 of this document.

1.2 What is a Land Use Plan?

A Land Use Plan (LUP) is the primary planning instrument for strategic port land under the *Transport Infrastructure Act 1994*. Strategic port land is not subject to the planning scheme for Hinchinbrook Shire Council. As such, the LUP is utilised by Port to assess and manage new development by establishing a planning framework that identifies desired outcomes sought to be achieved on port land, the identification of land use precincts and preferred land uses, and supporting development regulations. By implementing the Land Use Plan, Port seeks to facilitate development that is ecologically sustainable and addresses the existing and emerging needs of Hinchinbrook region and key port stakeholders.

The Lucinda Land Use Plan will:

- Outline the management of Strategic Port Land (refer Figure 2) – that is, land owned and controlled by the Port and exempt from surrounding local government planning schemes, unlike Non-Strategic Port Land;
- Ensure the surrounding community remain engaged, explained further in section 1.3 What the Land Use Plan means for the Community
- Acknowledge the unique environmental context in which the Port of Lucinda is situated, explained further in 4.3 Valuable Features.

1.3 What the Land Use Plan means for the Community

The Port of Lucinda Land Use Plan is an important document for the community as it needs to reflect the aspirations of the Port and community within the context of an operating seaport. When reference is made to community and community engagement, this refers to both the Port community and the wider Lucinda community.

Community engagement at an early stage ensures that the planning principles appropriately reflect the operational and development needs of the Port community, whilst ensuring that wider community concerns are appropriately considered.

The Land Use Plan will ensure that:

- there is consistency in decision-making by the Port, and that decisions take into account and are appropriate to the area;
- there is effective development on Strategic Port Land that aligns with future port development and the wider community; and
- the future growth and development of the Port of Lucinda is guided by an integrated statutory document

1.4 Process for Preparing the Land Use Plan and Community Input

Port Authorities, in Queensland, are required to prepare a Statement of Proposal in conjunction with a future Land Use Plan for the management of their Strategic Port Land as defined under the provisions of the *Transport Infrastructure Act 1994* (Qld).

The process and the anticipated timing involved in preparing the new Port of Lucinda Land Use Plan is detailed in Table 1.

Table 1: Port of Lucinda Land Use Plan, Anticipated Timing and Major Stages

Port of Lucinda Land Use Plan, Anticipated Timing and Major Stages	
January 2021 – March 2021	Public notification of Statement of Proposal: <ul style="list-style-type: none"> • exhibition for a minimum of 40 business days; and • supplementary consultation activities.
March 2021- April 2021	<ul style="list-style-type: none"> • Preparation of draft Land Use Plan: • review of Statement of Proposal submissions; • on-going community input; and • drafting.
May 2021- June 2021	Public notification for the Land Use Plan: <ul style="list-style-type: none"> • exhibition for a minimum of 40 business days; • review by Minister; and • supplementary consultation activities.
July 2021 – September 2021	Finalisation of Land Use Plan: <ul style="list-style-type: none"> • review of submissions; • Ministerial approval; and • adoption by the Port.

The first stage in the process involves preliminary consultation in which this Statement of Proposal is a key element. The Port of Lucinda Statement of Proposal will be publicly advertised and made available for comment.

All submissions made in response to the Statement of Proposal received during the consultation period will be considered by the Port before commencing preparation of the draft Land Use Plan. Once the draft Land Use Plan has been prepared this will be publicly advertised and further consultation undertaken.

The draft Land Use Plan will then be revised (if required) and submitted to the Minister for Transport and Main Roads for review and approval.

1.5 Requirements of the Land Use Plan

To ensure the effective planning, development and management of the Port of Lucinda, and guidance for future growth in an effective and coordinated manner, it is imperative that Port prepare a balanced document that is reflective of the future vision of the Port that also takes into consideration the needs of the local community.

The *Transport Infrastructure Act 1994* (Qld) provides that the new Land Use Plan must:

- specify details of Strategic Port Land;
- specify details of the land proposed to become Strategic Port Land;
- specify the current and proposed uses of the land;
- coordinate and integrate the core matters relevant to the Land Use Plan;
- identify desired environmental outcomes for the land; and
- include measures that will help achieve the desired environmental outcomes.

1.5.1 Amendment to the strategic port lands boundary

As part of the establishment of the new Land Use Plan, Port seeks to amend the Strategic Ports Boundary to remove existing residential properties, located along Bruce Parade (Refer to Figure 1). The subject properties are detailed as follows:

Table 2: Properties to be removed from the Strategic Port Lands

Property Address	Real Property Description	Current Use
38 Bruce Parade, Lucinda	Lot 279 on CWL1606	Residential housing
30 Bruce Parade, Lucinda	Lot 296 on CWL1619	Residential housing
14 Bruce Parade, Lucinda	Lot 123 on L4699	Residential housing

These properties are owned by Port and have existing residential dwellings established on them. Port intends to retain these properties for residential housing and through consultation with Hinchinbrook Shire Council seek to remove these properties from the Strategic Port lands enabling them to form part of the Hinchinbrook Shire Planning Scheme.





Figure 1 - Strategic Port Lands Boundary Map

2 ABOUT THE PORT OF LUCINDA

Situated approximately 100 kilometres north of Townsville, the Port of Lucinda is primarily dedicated to the export of raw sugar from the Herbert River sugar-growing district (refer to Figure 2). The Port of Lucinda comprises on-shore sugar handling and storage facilities, and a single trestle jetty and conveyor running out to an offshore berth with ship-loader facilities. The jetty extends for 5.76 kilometres and dips 1.2 metres over its length as it follows the curvature of the earth. The port terminal is owned by Sugar Terminals Limited (STL) and is managed by Queensland Sugar Limited (QSL).

As one of Queensland’s six bulk sugar terminals, the Port of Lucinda’s primary role in the bulk sugar industry network is to receive, store and export raw sugar to domestic and international customers. The Port of Lucinda also serves a secondary role in servicing nearby Palm Island, by facilitating weekly return-trip general cargo services.

Trade throughput at the Port of Lucinda for recent years is detailed in Table 3

Table 3: Port of Lucinda Trade throughput for recent years

Commodity	2015/16	2016/17	2017/18	2018/19	2019/20
Sugar Export	545,625	606,456	575,013	647,685	588,417
Number of Cargo Vessels to Port	14	15	15	15	13

Established in 1958, the Lucinda terminal is comprised of three product storage sheds with a combined storage capacity of around 230,000 tonnes of raw sugar.

Port is committed to continuing to:

- work with STL and QSL to ensure the long-term strength in sugar exports; and
- investigate options, as demand requires, for additional facilities and services at the Port of Lucinda to support future growth in the local area.



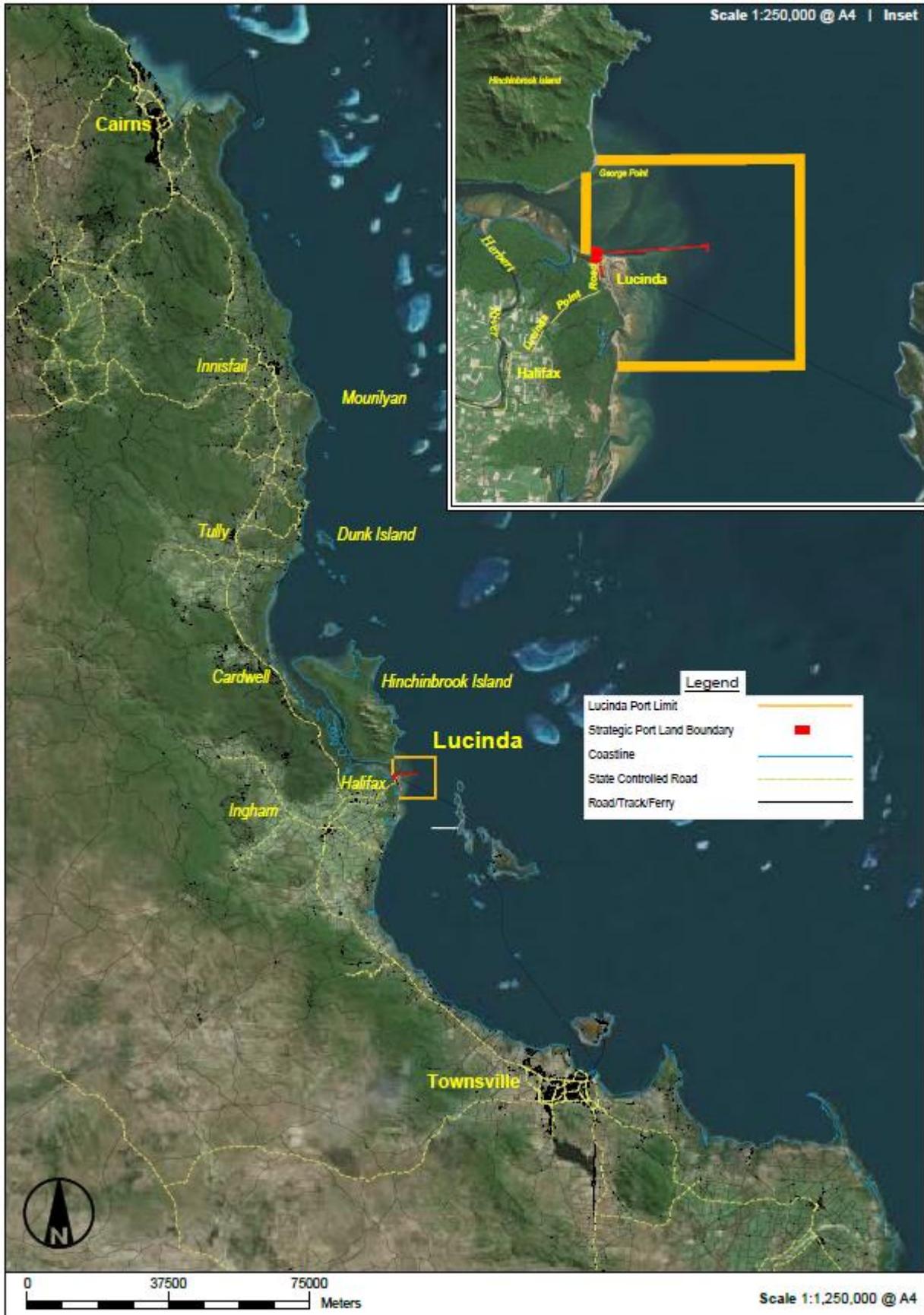


Figure 2 - Locality Plan



Figure 3 - Local Government Area Boundaries

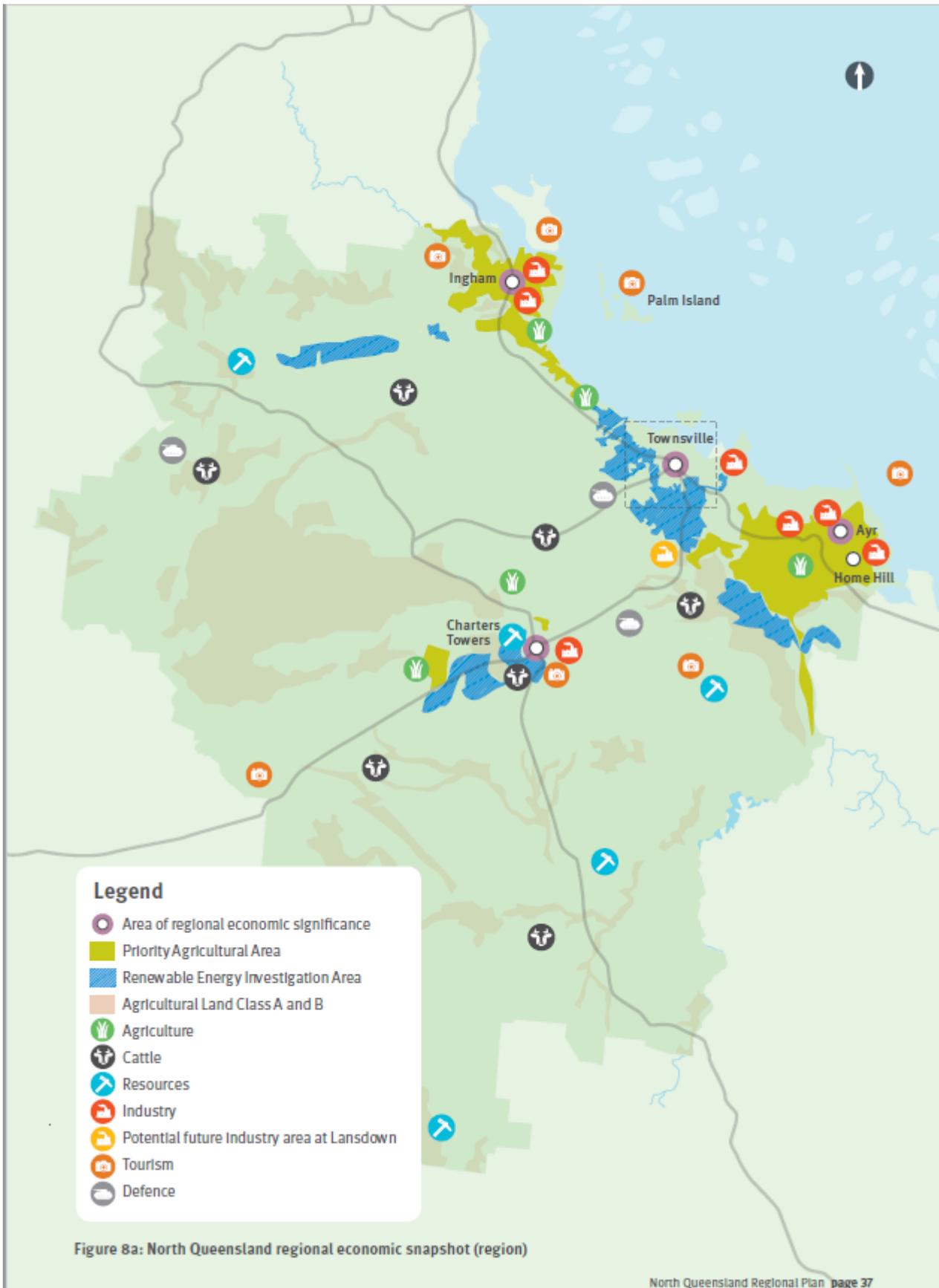
3 REGIONAL AND LOCAL GOVERNMENT CONTEXT

3.1 Regional Context

The Port of Lucinda forms part of the North Queensland region which includes the Local government Areas of Townsville, Burdekin, Hinchinbrook, Charters Towers and Palm Island (refer to Figure 3). The State Government recently produced the North Queensland Regional Plan which is a statutory planning framework for the region. This Plan seeks to drive land use outcomes at a regional scale. The Hinchinbrook Shire is identified as a 'Priority Agricultural Area' and includes sugar mills as key industries, as depicted in Figure 4. The Port of Lucinda is featured in the Plan as a key port providing a key commodity linkage for export of sugar overseas. This is illustrated in Figure 5 which is a figure map sourced from the North Queensland Regional Plan document showing the key inter-regional connectivity for the North Queensland region.

With the implementation of the North Queensland Regional Plan in 2020, the Land Use Plan for the Port of Lucinda will aim to align with the visions and goals of this Regional Plan where relevant.





Source: North Qld Regional Plan March 2020

Figure 4 - North Queensland Region Economic Snapshot



Source: North Qld Regional Plan March 2020

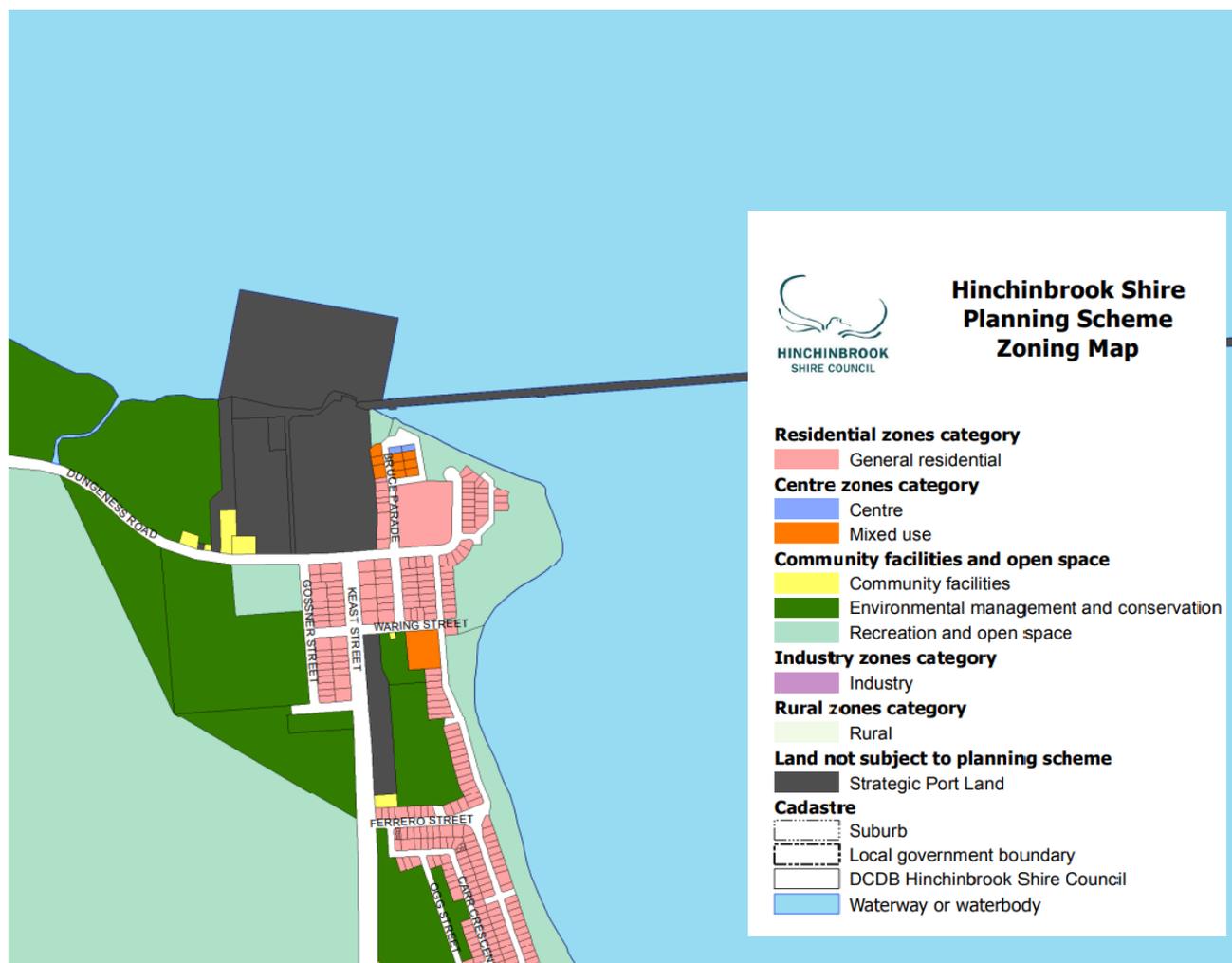
Figure 5 - North Queensland Regional Plan map of key inter-regional connectivity

3.2 Shire Context

The Port of Lucinda is nestled alongside Hinchinbrook Shire area. Hinchinbrook Shire covers an area of 2882 square kilometres and includes a population of approximately 11,500. The landscape of the shire features a patchwork of sugar cane farms with a series of small towns and villages dotted throughout. Ingham is the key business and social centre of the shire. The shire is bordered by rain forested mountain ranges along its southern, western and northern borders. These ranges drain into a network of rivers/creeks that meander to the coast. The Herbert River is the largest waterway which connects into the southern portion of the Hinchinbrook Channel. The coastal environs feature long sandy beaches separated by creek/river inlets and associated low lying riparian/wetlands area, which are considered vital ecosystems to the coastal areas and the Great Barrier Reef. The sugar industry is the backbone of the shire’s economy but features a growing tourism sector that is capitalising on the shire’s unique natural assets including Wallaman Falls.

Consistent with the *Transport Infrastructure Act 1994 (Qld)*, Hinchinbrook Shire Council Planning Scheme 2017 designates the Strategic Port Land as ‘not subject to Planning Scheme’. Figure 6 shows the current Hinchinbrook Planning Scheme Zonings for Lucinda. Most of the land is zoned ‘General Residential’ which reflects the coastal village feel of the town.

Port will liaise with the Hinchinbrook Shire Council throughout the development of Port of Lucinda’s Land Use Plan to ensure Port continues to integrate with the strategic intent and outcomes of the Hinchinbrook Shire Council Planning Scheme.



Source: Hinchinbrook Shire Planning Scheme 2017

Figure 6 - Hinchinbrook Shire Planning Scheme 2017 Zone Map (Lucinda)

4 CORE MATTERS

The Port of Lucinda Land Use Plan will be prepared in accordance with the statutory provision of *the Transport Infrastructure Act 1994(Qld)*. It will set out planning and development intents for strategic port land at the Port of Lucinda considering core matters, being land use and development, port facilities and valuable features.

4.1 Land Use and Development

Land use and development includes the discussion of the following matters:

- the location of, and the relationship between, the land uses in the area;
- the current effects of land use in the area;
- the likely effects of any proposed development of the land; and
- the accessibility to the area.

The receipt and export of raw sugar represents the main use at the Port of Lucinda. Other uses at the Port of Lucinda involve the laydown and storage of goods and materials which are barged to Palm Island.

Within this context, it is important the Port of Lucinda Land Use Plan can accommodate potential growth scenarios without compromising operational efficiencies or constraining future growth potential.

It is anticipated the Land Use Plan will include several strategic outcomes based on broad planning objectives. These broad planning objectives underpin the basis for any future development within Strategic Port Land. These strategic outcomes may include:

- Land Use Patterns;
- Natural Environment;
- Economic Development;
- Community Identity and Diversity;
- Infrastructure Services; and
- Access and Mobility.

In the long term, the Port will consider commercial opportunities that arise and that are of mutual benefit to relevant stakeholders.

4.1.1 Land Use Precincts

The Land Use Plan will identify 'Precincts' or 'Zones' to classify portions of land within the Strategic Port lands that has similar functions or land use. These 'Precincts' or 'Zones' would reflect a balanced outcome in terms of protecting valuable features, infrastructure investment and managing land use and development. The range of 'Precincts' or 'Zones' may include:

- Port Operations – for areas which includes ship operational areas, load out facilities including the conveyor and port offices;
- Port Industry – for areas which includes supporting areas such as storage sheds, offices, barge ramps as well as the publicly accessible jetty and foreshore area; and
- Port Buffer – for areas which are intended to maintain and conserve naturally vegetated areas which enable a transitional buffer from the Port operational and industry areas to the neighbouring conservation reserves.

The Land Use Plan will also identify areas where possible interface or conflict may arise between the Port activities and adjoining land uses and will include specific provisions to be addressed to minimise these potential conflicts. These matters will be considered as part of any future development activity at the Port. Consideration of appropriate transitional uses (as well as buffers) to minimise conflicts at any interface will also be considered.

The Strategic Port Lands include areas which are publicly accessible providing recreational opportunities (e.g. fishing) for the entire community. The Land Use Plan intends to recognise these important public facilities/areas and will ensure they are included under the new Land Use Plan.

4.2 Port Facilities

Port facilities include all port land, transport infrastructure, wharves, shipping and navigation infrastructure as well as the product storage and handling facilities required to operate the Port. Port is committed to ensuring the efficient use of, and access to, existing facilities as well as considering growth potential for new facilities which is essential to the sustainable growth and development of the Port.

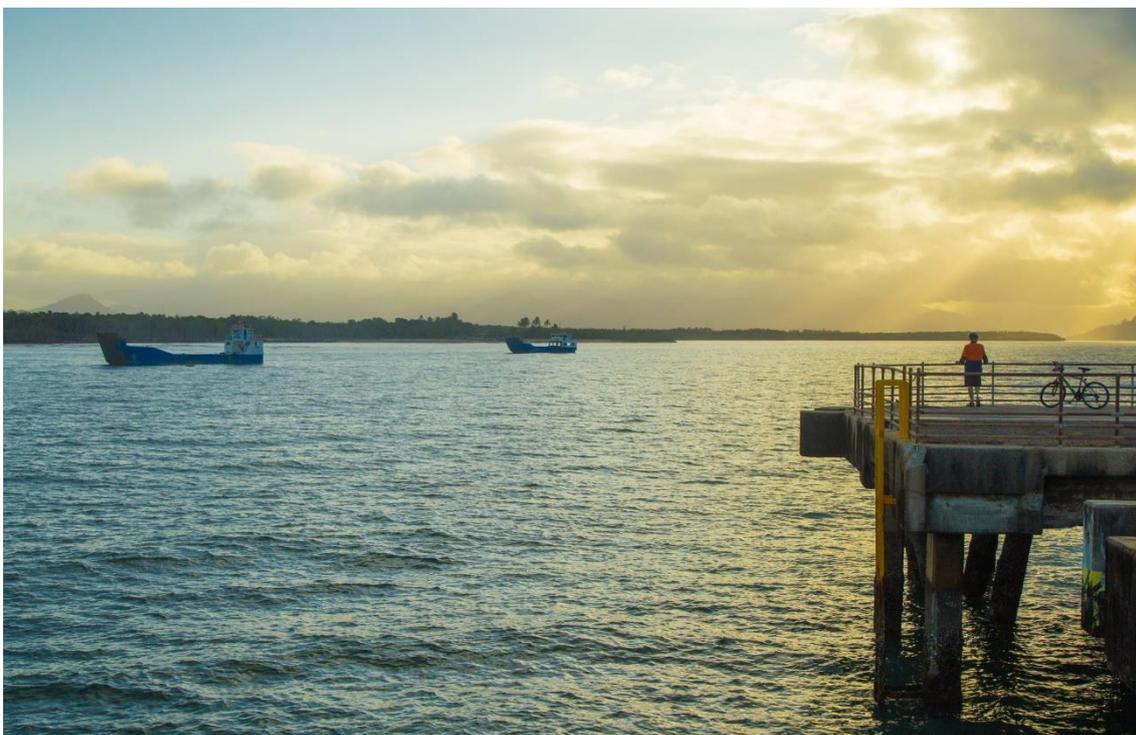
Effective land use planning is critical to ensure that future capital investment in response to trade demand and capacity triggers does not compromise or adversely impact on existing uses, adjoining land areas or possible future growth and expansion of the Port. Land use planning for infrastructure requires consideration of the extent and location of proposed infrastructure, having regard to existing infrastructure networks, their capacities, and thresholds for augmentation.

Road access to the Port of Lucinda is via Lucinda Point Road. It is intended this will remain the primary road transport corridor to and from the Port. Rail access to the Port is via the local cane rail network. No other rail access to the Port exists. It is envisaged this route will remain as the primary rail transport corridor to and from the Port.

The Port of Lucinda comprises on-shore sugar handling and storage facilities, and a single trestle jetty and conveyor running out to an off-shore berth and ship-loader. The port terminal is owned by Sugar Terminals Limited (STL) and is managed by Queensland Sugar Limited (QSL).

In addition to the above facilities, the Port of Lucinda also has a barge ramp which services the primary barge operation to Palm Island. There is also a publicly accessible jetty and foreshore area which is utilised for recreational activities (e.g. fishing) by the public. There is a small port office with electricity supplied by the Ergon Energy network and potable water supplied by Hinchinbrook Shire Council water treatment plants nearby. The small port office has an independent septic tank, with the sewage from the STL operations directed to the Lucinda sewage treatment plant.

Port monitors trade and business growth potential to ensure infrastructure capacity is capable of meeting demand. Port is committed to implementing the necessary planning and business initiatives to ensure that the facilities and services at the Port of Lucinda are efficient, reliable, and adequately meet the needs and expectations of current and future customers.



4.3 Valuable Features

Valuable features include land and aquatic resources and areas of significance due to their ecological, historical or economic contribution to the surrounding region.

Specifically, valuable features are defined under the *Transport Infrastructure Act 1994 (Qld)* to include the following:

- a. resources or areas that are of ecological significance such as habitats, wildlife corridors, buffers zones, places supporting biological diversity or resilience and features contributing to the quality of air, water (including catchments or recharges areas) and soil;
- b. areas contributing significantly to amenity such as areas of high scenic value, physical features that form significant visual backdrops or that frame or define places or localities, and attractive built environments;
- c. areas or places of cultural heritage significance such as areas or places of indigenous cultural significance or aesthetic, architectural, historical, scientific, social or technological significance, to the present generation or past or future generations; and
- d. resources or areas of economic value such as extractive deposits, fishery resources (including aquaculture), water resources, forestry resources, water resources, sourced of renewable and non-renewable energy and good quality agricultural land.

4.3.1 Ecological Significance

Hinchinbrook Channel, flanked on one side by the Wet Tropics World Heritage Area and on the other side by Hinchinbrook Island National Park and the Great Barrier Reef Marine Park, which are both World Heritage areas, is a rare example of an intact coastal ecosystem supporting a high diversity of wildlife. Several areas with environmental significance surround the Port area, which include:

Marine Parks and Marine Areas of Significance

Part of the Port limits are within the Great Barrier Reef Marine Park (GBRMP) General Use A Zone; however no port infrastructure is within the GBRMP as it lies more than 750 metres away from the closest point of the offshore berth.

Part of the Port Limits are within the State Governments Great Barrier Reef Coast Marine Park (GBRCMP) General Use, Conservation Park and Habitat protection zones. No port infrastructure is within proximity to these zones.

All waters within Port limits area are within the Great Barrier Reef World Heritage Area (GBRWHA), which extends beyond the boundary of Great Barrier Reef Marine Park to the mean low water mark along the Great Barrier Reef coastline.

The GBRMP and GBRCMP boundaries in relation to the Port limits and the Strategic Port Lands are depicted in Figure 7. The GBRWHA boundary is depicted in Figure 9.

Two dugong protection areas within the local area have been declared by the Great Barrier Reef Marine Park Authority. As shown in Figure 8 Zone A (Hinchinbrook) area is north of the Port and Zone B (Taylors Beach) is south of the Port.

A Fish Habitat Areas (FHA – 024 and 028) under the *Fisheries Act 1994 (Qld)* also lies outside port limits, to the south west and north west respectively of the port in the Hinchinbrook Channel.





Figure 7 - Marine Parks Boundary Maps

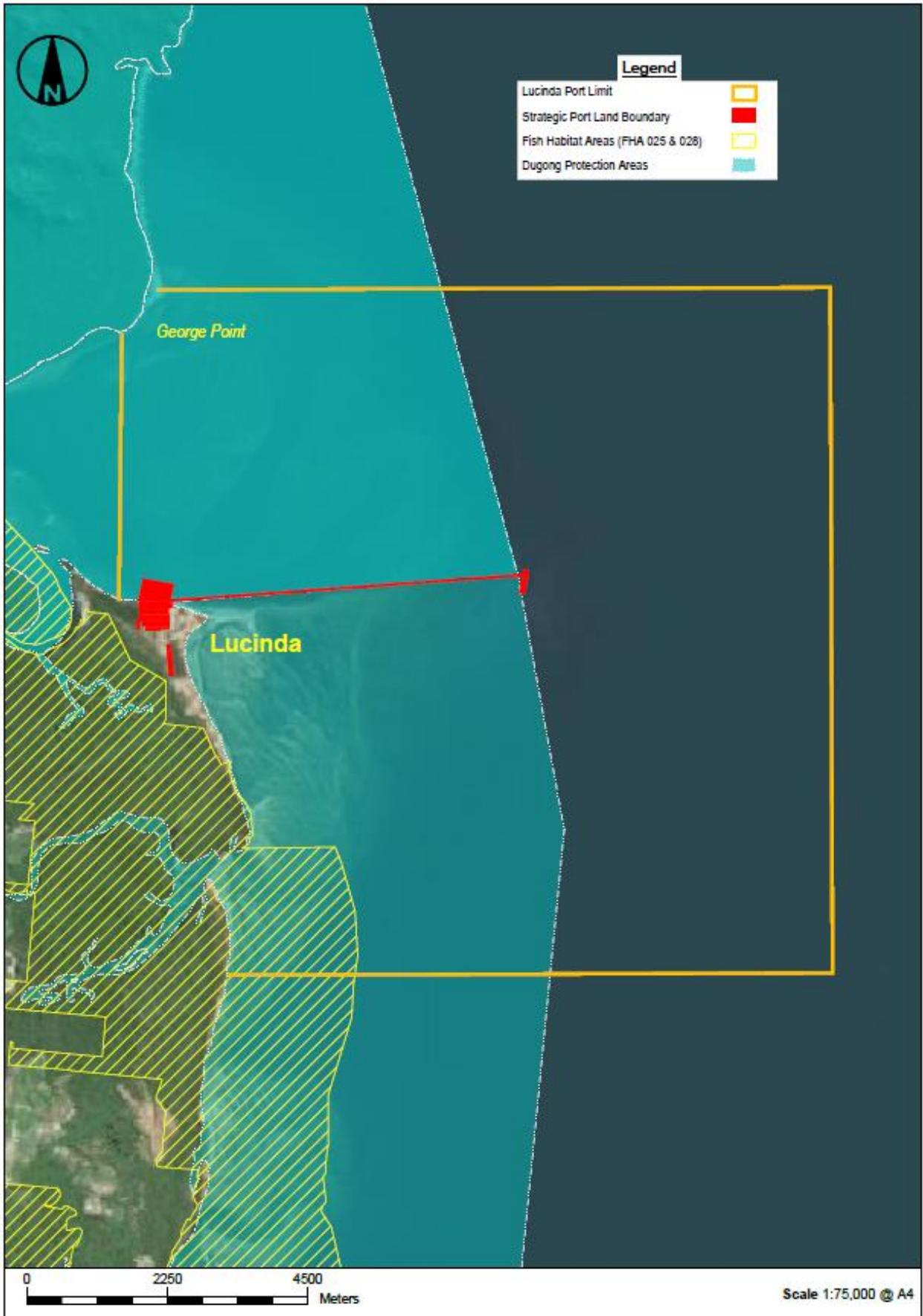


Figure 8 - Areas of Marine Ecological Significance

As shown on Figure 9, the following National Parks are in the Lucinda area:

- Hinchinbrook Island National Park
- Girringun National Park
- Orpheus Island National Park
- Halifax Bay Wetlands National Park





Figure 9 - National Parks and World Heritage Area Boundary

Seagrass

Seagrass and mangrove communities play an important role in providing nursery grounds for juvenile fish, prawns, and crabs. These juveniles later contribute to the fisheries stock of these species which is an important contribution to both the local and broader ecosystems. Seagrass also provides a food source for several important species, including dugong and some turtles.

Seagrass communities occur in the lower intertidal and shallow areas of the port limits, including the nearby Hinchinbrook Channel. The closest seagrass meadow to the offshore berth is located on part of the large sandbank near Lucinda Point.

Marine Fauna

Hinchinbrook Channel, the Great Barrier Reef Marine Park, together with coastal areas of the adjacent Wet Tropics World Heritage Area and Hinchinbrook Island National Park, represents a relatively large area of biologically diverse and intact coastal habitat. The channel and mangrove creeks on the mainland and Hinchinbrook Island support several marine animals / mammals that have been prescribed in the schedules of the *Nature Conservation (Wildlife) Regulation 2006 (Qld)* as either rare or vulnerable. Such animals include:

- Australian Snub Fin Dolphin (*Orcaella heinsohni*)
- Estuarine crocodiles
- Green and loggerhead turtles
- Indo-Pacific hump-back dolphins
- Dugongs

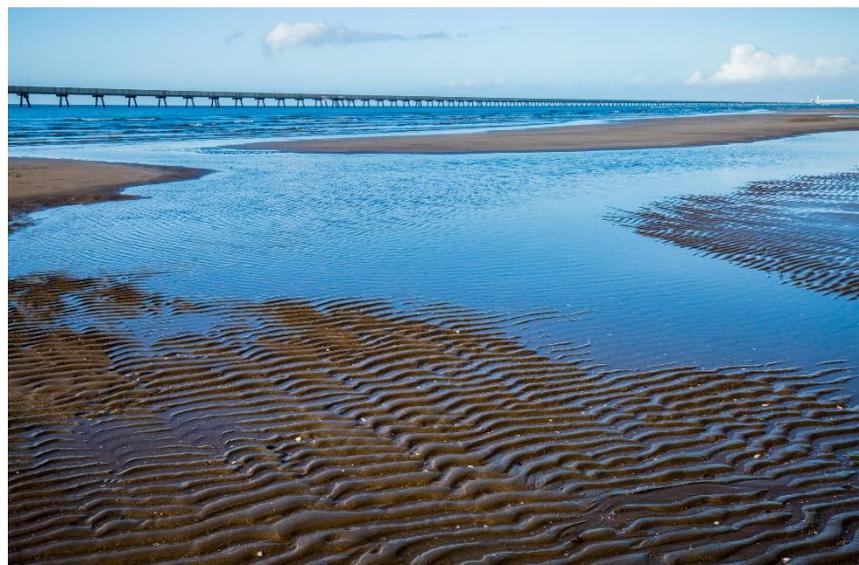
Intertidal Sand and Mud Flats

The mid-tidal zone of the coastline is dominated by mangrove forests, although most of the mangroves at Lucinda lie outside the port area. Sixteen mangrove species have been identified in the area, the most dominant of which is the *Ceriops tagal*. These mangroves provide important habitat for breeding, nurseries, and shelter for marine organisms at various stages of their life cycles.

Extensive sandbanks occur in the port region, with the largest extending approximately 2.5 kilometres east of Lucinda Point and immediately south of the conveyor jetty. Sediments on this unvegetated bank are mobile, with these sand banks supporting colonies of yabbies, sand-bubbler crabs and other infaunal organisms commonly associated with sandy environments.

Fisheries and Aquaculture

Dungeness Creek is popular with recreational fishers seeking estuarine, coastal and reef fishing opportunities in the area. Commercial fishers also regularly use moorings adjacent to the inshore wharf at Lucinda and in Hinchinbrook Channel as anchorages while working in the area. Licensed commercial fishers operate in the region between Lucinda and Tully.



Coastal Vegetation

The Herbert River to the west of the port is the largest river system in the Cardwell-Hinchinbrook region. The coastal plain of the Herbert River has fringing riparian corridors dominated by complex mesophyll vine forest. Extensive areas of native vegetation have been previously removed for agricultural use of the land.

Nearby Hinchinbrook Island, which is a national park, contains a wide diversity of vegetation types, including mountain heath and shrubland, paperbark swamps, mesophyll vine forests and vine forests intermixed with eucalypts and acacia.

4.3.2 Scenic Significance

A rich marine environment, extensive mangrove wetlands, lush vegetation including rainforest and rugged mountains make the area a place of outstanding natural beauty. The nearby Greater Palm Group of Islands is an exquisite example of this, providing serene tropical rainforest and beautiful reefs offshore.

The Lucinda Trestle Jetty is also considered of scenic significance given its uniqueness, as one of the longest of its type in the world, dipping 1.2 metres over its length as it follows the curvature of the earth.

Due to the above attributes, tourism is seen as a growth industry in the Hinchinbrook region and is actively promoted by the State Government.



4.3.3 Cultural Heritage

The area is of importance to the Warhamay-Banjin and Nyawaygi peoples. Records indicate there were frequent movement of canoes and peoples between the mainland and Hinchinbrook Island and other islands to the north and south.

Several archaeological sites are present in the region, in particular the Scraggy Point Fishtrap complex on Hinchinbrook Island which is listed on the Register of the National Estate.

To date there have been no places of particular cultural heritage significance identified on Strategic Port Land.

4.3.4 Areas of Economic Value

The Port of Lucinda is of social and economic importance at local, regional and state levels. The Port provides benefits to the local community, with port operations and local employment.

The Lucinda locality is well recognised for its wealth of fisheries resources, with several industries relying on this to generate income – namely local caravan parks and charter boat companies.

The surrounding Hinchinbrook community houses several sugar mills, which produce sugar that is exported through the port. These include the Victoria Mill and Macknade Mill, the oldest established raw sugar mill in Queensland, with a combined average annual production of approximately 5 million tonnes of cane.

4.3.5 Response to Valuable Features in the Land Use Plan

The purpose of identifying valuable features is to ensure their consideration, prioritisation and protection through planning principles where relevant and practicable. Where relevant or where the proposed development has the potential to impact on valuable features, mitigation strategies will be required to be considered as part of a proponent's development application.

The valuable features identified in this document will be appropriately maintained and protected. Any conflicts between port uses and valuable features will be appropriately mitigated through the following means:

1. Development requirements included with the Land Use Plan to minimise any adverse impacts on the valuable features.
2. Detailed requirements of the following for any future development on Strategic Port Land:
 - a. stormwater management plans/details;
 - b. environmental management plans;
 - c. sustainable development guidelines;
 - d. landscaping guidelines; and
 - e. traffic management plans.
3. Recognition and conservation of heritage values of the existing built form.
4. Establish and maintain good working relationships with the traditional owner representatives.
5. Maintaining open discussions between Port, the Hinchinbrook Shire Council, community members and, State agencies regarding development on port land.

5 FORM OF THE NEW LAND USE PLAN

5.1 General Approach

The Land Use Plan needs to be structured so that it clearly identifies:

- strategic port land and future strategic port land;
- current and proposed uses on strategic port lands;
- desired environmental outcomes;
- core matters (affecting planning decisions); and
- planning measures to be adopted.

Whilst incorporating the above requirements, Port believes the structure of the Land Use Plan should be simple, effective and straightforward to ensure it will clearly communicate the intention and be readily understood by all stakeholders.

5.2 Strategic Outcomes

A set of strategic outcomes will be established in the Port of Lucinda Land Use Plan which are of most relevance to Strategic Port Land. The strategic outcomes are intended to be based on:

- the Port Vision, Mission, Values and Strategic Direction/purpose;
- the core matters applicable to Strategic Port Land;
- local community priorities;
- valuable features of the port; and
- achieving appropriate environmental outcomes.

5.3 Measures

It is anticipated that the Land Use Plan will include a number of measures which will be developed as fundamental tools for implementation of the desired environmental outcomes, and the desired environmental outcomes are further defined based on broad planning objectives. These broad planning objectives will underpin the basis for any future development within the Port area.

It is intended to divide the port into planning precincts or zones. The boundary of each precinct will be illustrated by maps developed at the appropriate scale. The Land Use Plan will express the planning intentions for each precinct/zone with the Strategic Port Lands. Together, the precincts/zone would reflect a balanced outcome in terms of protecting valuable features, infrastructure investment and managing land use and development.

6 WHERE TO FROM HERE

6.1 Consultation about the Statement of Proposal

This Statement of Proposal is available for review and comment by the community and other stakeholders from 20th January 2021.

All submissions made in response to the Statement of Proposal received during the consultation period will be considered by the Port before commencing preparation of the draft Land Use Plan. Once the draft Land Use Plan has been prepared this will be publicly advertised and further consultation undertaken.

All comments should be directed to:

Manager Environment and Planning

Port of Townsville Limited

PO Box 1031

TOWNSVILLE QLD 4810

Telephone: 07 4781 1500

planning@townsville-port.com.au

Any written submission or comment on the Statement of Proposal must:

- be written and signed by each person who is making the submission;
- include the full name and address of each person who made the submission;
- clearly outline the concerns, support or comments being made on the Statement of Proposal; and
- be received by the Port no later than 5:00pm on 18th March 2021.

7 STRATEGIC PORT LAND

Table 4: Strategic Port Land Property Descriptions

No	Real Property Description	Area (m ²)	Current Tenure	Present Land use	Future Use
1	Lot 123 on L4699	1,530	Freehold	General Buffer	This land is to be removed from the Strategic Port Land area
2	Lot 296 on CWL1619	3,212	Freehold	General Buffer	
3	Lot 279 on CWL1606	1,232	Freehold	General Buffer	
4	Lot 386 on CP905073	5,831	Freehold	Buffer, Community Use	In accordance with approved Land Use Plan
5	Lot 389 on CP905073	112,500	Freehold	Port Handling Activities	
6	Lot 392 on SP136302	60,490	Freehold	Port Handling Activities	
7	Lot 388 on SP117560	18,070	Freehold	Port Handling Activities	
8	Lot 548 on SP118067	152,400	Perpetual Lease	Port Handling Activities	
9	Lot 393 on SP136302	5,084	Freehold	Port Related and Support	
10	Lot 402 on CWL3218	31,770	Freehold	Port Related and Support	
11	Lot 313 on CWL2280	405	Reserve	Port related and Support Industry	
12	Lot 390 on SP108489	19,580	Perpetual Lease	Environmental Buffer	
13	Lot 387 on CWL3085	180,000	Perpetual Lease	Port Handling Activities	

Land descriptions are current as at 20 January 2021