



PORT OF CAPE FLATTERY LAND USE PLAN STATEMENT OF PROPOSAL



Ports North

FOREWORD

The Port of Cape Flattery Statement of Proposal has been prepared to provide clear guidance on matters that Ports North will consider in the preparation of an updated Land Use Plan for the Port of Cape Flattery.

The Statement of Proposal has been prepared in accordance with the requirements of the *Transport Infrastructure Act 1994* (Qld) and invites feedback from stakeholders and the broader community on matters to be considered in the updated Land Use Plan.

This Statement of Proposal is available for review and comment until 15 September, 2026. Details on how to make a submission are outlined below and available on our website: [Land Use Plan | Ports North](#).

Your input will help ensure the Port of Cape Flattery continues to support regional prosperity while maintaining strong environmental and community outcomes.



Richard Stevenson
Chief Executive Officer

PORTS NORTH

Far North Queensland Ports Corporation Limited, trading as Ports North, is a Queensland Government Owned Corporation responsible for the development and management of the declared Ports of Cairns, Cape Flattery, Karumba, Mourilyan, Skardon River, Quintell Beach, Thursday Island, Burketown and Cooktown.

Our maritime sector network includes trade, transport, tourism, marine services, and defence.

Ports North's operations and facilities are vital to the economic development of the regional centres they service and the State's tourism and export performance. Our ports handle bulk shipments of sugar, molasses, silica sand, zinc, fuel, fertiliser, log product, and general cargo.

Ports North also has extensive marina and tourism facilities, particularly in Cairns.

Ports North has a range of strategic land holdings, including approximately 283 hectares of freehold and 635 hectares of leasehold Strategic Port Land and properties across its Ports.

How to Make a Submission

You may make a written submission about the Statement of Proposal during the Consultation Period.

Submissions are to:

- be made in writing;
- be made to the CEO;
- be received on or before 15 September 2026;
- state the name and contact details (email and/or postal address) of each submitter; and
- be sent via email at LUPsubmissions@portsnorth.com.au or via post at the address below.

If you have queries, please contact Ports North.

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1 INTRODUCTION

1.1 Purpose of the Statement of Proposal

Ports North has commenced the preparation of a new Land Use Plan for the Port of Cape Flattery. This Statement of Proposal is the initial step in that process.

Under s285A(2) of the *Transport Infrastructure Act 1994* (the Act), a Statement of Proposal must:

- a. identify matters the port authority anticipates the land use plan will address; and
- b. state how the port authority intends to address each relevant aspect of a core matter in the land use plan.

This Statement of Proposal provides context to matters relevant to land use planning and development at the Port of Cape Flattery and invites stakeholder and community input to inform the Land Use Plan update.

1.2 Statutory Consultation Process

In accordance with the Act, Ports North's statutory consultation process for the Land Use Plan Update process is as follows:

1. Public Notification of Statement of Proposal

- Publication of a notice in a locally circulating newspaper, advising that consultation is being undertaken, the details of the consultation, and how to make a submission.
- Undertake consultation for at least 40 business days (Statutory Consultation Period #1).

2. Preparation of Draft Land Use Plan

- Review submissions raised during Statutory Consultation Period #1;
- Incorporate on-going community input; and
- Prepare Draft Land Use Plan.

3. Public Notification for the Draft Land Use Plan

- Publish a notice in a locally circulating newspaper, advising that consultation is being undertaken, the details of the consultation, and how to make a submission; and
- Undertake consultation for at least 40 business days (Statutory Consultation Period #2).

4. Finalisation of Land Use Plan

- Review submissions raised during Statutory Consultation Period #2;
- Obtain Ministerial approval; and
- Adopt finalised Land Use Plan.

1.3 What is a Land Use Plan?

A Land Use Plan is a statutory planning instrument prepared under the *Transport Infrastructure Act 1994* (the Act). It provides the planning framework for the use and development of Strategic Port Land.

Development on Strategic Port Land is not regulated by the Local Government Planning Scheme. Instead, the Land Use Plan establishes the planning and development assessment framework, including desired environmental outcomes, land use precincts, preferred uses and development assessment provisions.

The Land Use Plan is required to:

- Specify details of the Port Authority's Strategic Port Land;
- Coordinate and integrate 'core matters' relevant to the Land Use Plan; and
- Identify Desired Environmental Outcomes of the land and measures that will help to achieve them.

Development made assessable under the Land Use Plan, primarily development requiring State referral or assessment, is assessed under the *Planning Act 2016*, with Ports North acting as the Assessment Manager. The Land Use Plan is the 'Assessment Benchmark' under the *Planning Act 2016* and related legislation.

The purpose of a Land Use Plan is to facilitate development that responds to operational needs of the Port of Cape Flattery while appropriately addressing environmental, infrastructure, and land use considerations.

1.4 Purpose of a Land Use Plan Update

Under the Act, a Port Authority must prepare a Land Use Plan every eight years for approval by the Minister. Updating a Land Use Plan is necessary so that it remains current with respect to:

- The evolving needs of the Port;
- The current environmental context;
- Updated legislation, regulatory mapping and policies; and
- Current best practice.

2 THE PORT OF CAPE FLATTERY

2.1 About the Port of Cape Flattery

The Port of Cape Flattery is located approximately 200 kilometres north of Cairns on the east coast of the Cape York Peninsula. The nearest town is Hope Vale, approximately 43 kilometres to the south.

The Strategic Port Land comprises three landholdings that contain infrastructure supporting the operation of the Cape Flattery Silica Mine (refer to **Figure 1**) which exports silica sand. Port Limits extend over a wider area surrounding the working Port, from Lookout Point in the north to the southern end of the Port (refer to **Figure 2**).

The Port includes handling and stockpiling facilities, a 500-metre single trestle jetty, and conveyor running from the mine to an offshore berth and ship loader. It also includes a general-purpose wharf for the import of fuel and other supplies for the mine.



Figure 1 - Aerial Photograph – Strategic Port Land

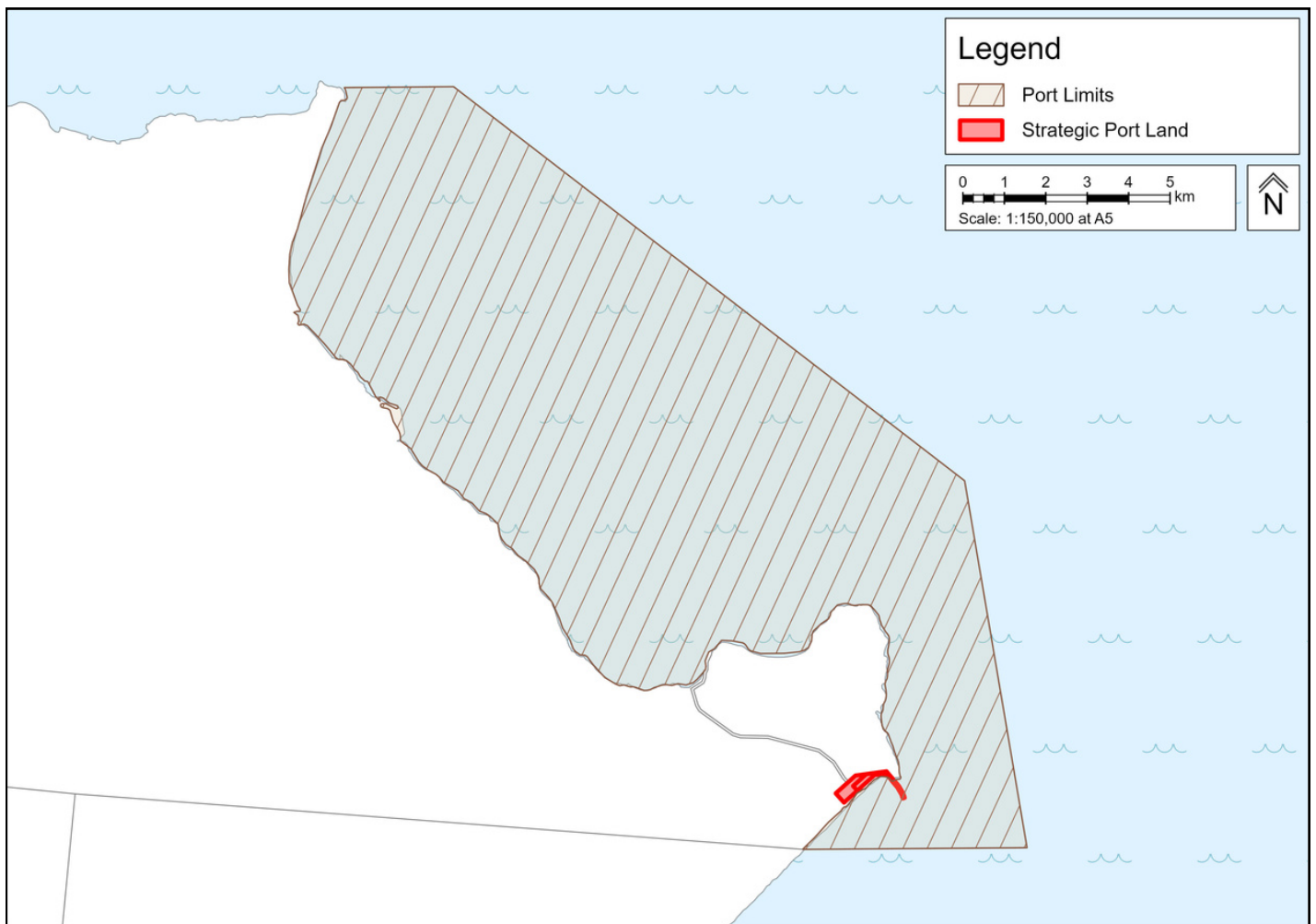


Figure 2 - Port of Cape Flattery Strategic Port Land and Port Limits (Current)

2.2 Local & Regional Context

The Port of Cape Flattery is included within the regional planning undertaken as part of the Queensland planning framework.

The *Cape York Regional Plan 2014*, prepared by the Department of State Development, Infrastructure and Planning, following consultation with the Cape York Regional Planning Committee, sets out the region's strategic planning framework, including policies relevant to land use planning, economic development and environmental management, and identifies the Port of Cape Flattery as a trade Port used for the export of silica sand from the Cape Flattery Silica Mine.

The Port of Cape Flattery (including Port Limits and Strategic Port Land) is located in the Hope Vale Aboriginal Shire Council Local Government Area (LGA), and the Coral Sea adjoining the Port is within jurisdiction of the Cook Shire Council.

The *Hope Vale Aboriginal Shire Council Planning Scheme 2014* (Planning Scheme) does not apply to Strategic Port Land. However, the updated Land Use Plan will consider adjoining land use controls for compatibility.

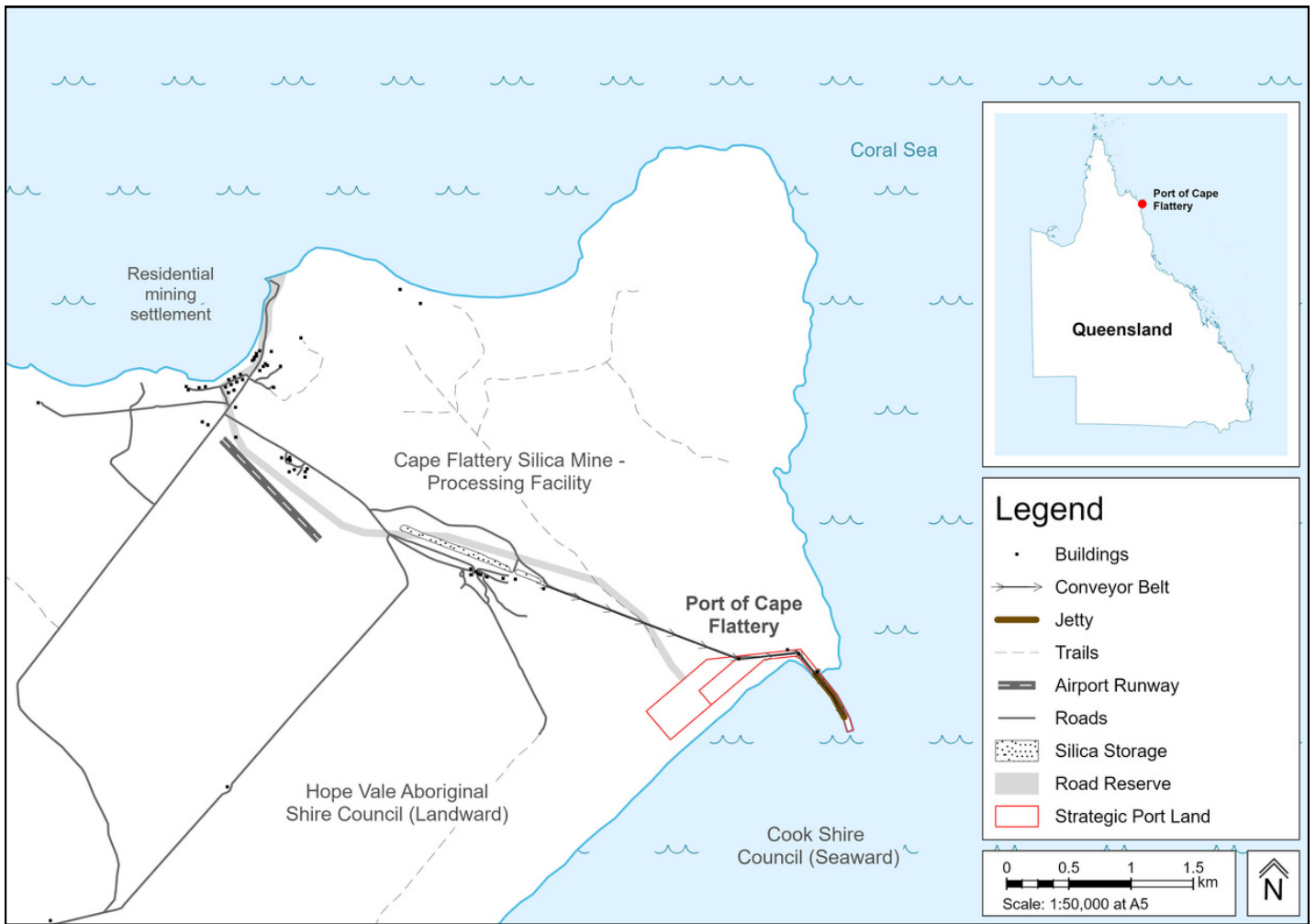


Figure 3 - Location Context

Disclaimer: This map contains data created for visualisation purposes and not officially indicative of existing infrastructure.

3 CORE MATTERS

The Port of Cape Flattery Land Use Plan will set out Ports North's planning and development intent for Strategic Port Land and consider how the core matters of land use and development, Port facilities and valuable features are addressed.

3.1 Land Use and Development

Land Use and Development include:

- The location of and relationships between land uses;
- The current effects of land uses;
- The likely effects of any proposed development of the land; and
- The accessibility to the area.

Ports North is the Port Authority responsible for managing land use and development on Strategic Port Land for the Port of Cape Flattery. Current Strategic Port Land for the Port of Cape Flattery is listed in **Appendix A**.

The updated Land Use Plan will be based on sound planning principles, adopting a Port Vision and 'desired environmental outcomes', as the strategic framework for future development. The updated Land Use Plan is anticipated to utilise a precinct-based approach to ensure development is appropriately located with respect to Port infrastructure and assets, whilst considering adjoining land uses and sensitive areas surrounding and within Port Limits.

The updated Land Use Plan will align with the *State Planning Policy 2017*, reflecting relevant State Interests and will aim to consolidate development within existing unconstrained areas, minimising environmental impact.

Preparation of the Land Use Plan will contemplate the suitability of the existing land use precincts, and whether they need adjustment to better reflect the vision for the Port.

The current Port of Cape Flattery Land Use Plan identifies the Port as a single-use export facility, being the Waterfront Port Industry Precinct, as shown in **Figure 4**.

The intent and purpose of the precinct is:

- **Waterfront Port Industry Precinct:** Core Port Land and marine-based activities requiring direct waterfront access. Preferred uses include, but are not limited to, wharf side areas directly associated with the loading, unloading, and transporting of commodities and/or the transferring of goods.

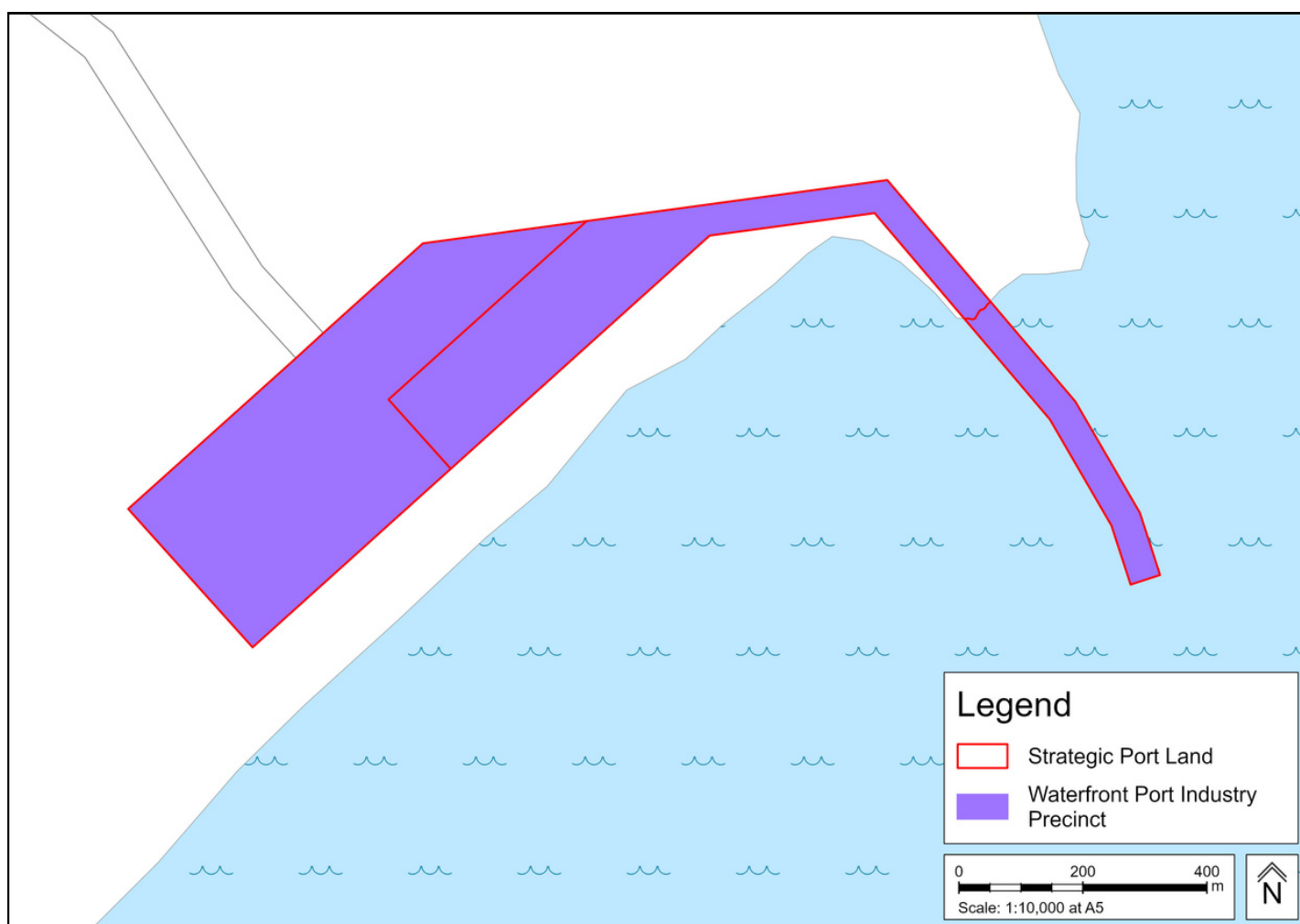


Figure 4 - Existing Precinct in the Port of Cape Flattery Land Use Plan

3.2 Port Facilities

Port facilities include facilities and elements owned or controlled by Ports North, and do not include other infrastructure and elements owned by tenants within the Port (refer **Figure 5**).

Key Port facilities in the Port of Cape Flattery include:

- The deck and piles for the single trestle jetty; and
- Offshore berth and berth pocket.

The updated Land Use Plan will support retention of existing Port facilities, while planning for the potential development of underutilised Port land where required to meet operational, community and regional needs.



Figure 5 - Aerial Image of Port Elements

3.3 Valuable Features

Valuable features include:

- Resources or areas of ecological significance;
- Areas contributing significantly to amenity;
- Areas or places of cultural heritage significance; and
- Resources or areas of economic value.

The updated Land Use Plan will outline how Ports North will appropriately manage potential impact on valuable features and, where relevant, mitigation measures will be included in the development requirements in the updated Land Use Plan.

As required, the updated Land Use Plan will incorporate and reflect matters of State Interest as identified in the *State Planning Policy 2017*.

The updated Land Use Plan will continue to recognise the following valuable features of the Port of Cape Flattery and include suitable assessment provisions to appropriately control development.

3.3.1 Resources or Areas of Ecological Significance

Coastal Environment and Vegetation

The Port is surrounded by intertidal habitats including sandy beaches, seagrass meadows, coral reefs, mangrove wetlands, and rocky platforms, which support marine life such as turtles, dugongs, fish, crabs, and barnacles. Sandy beaches to the north of the Port also provide important turtle nesting areas. Mangrove wetlands are a feature of the Port area and are the dominant vegetation type along sheltered foreshore areas. Deep offshore areas from Cape Flattery are generally worked by prawn trawlers, which contribute to the local commercial aquaculture operations.

Under state mapping, parts of the Port and surrounding area are mapped as containing Matters of State Environmental Significance (MSES), as shown in **Figure 6** below.

The updated Land Use Plan will have regard to the areas of ecological significance.

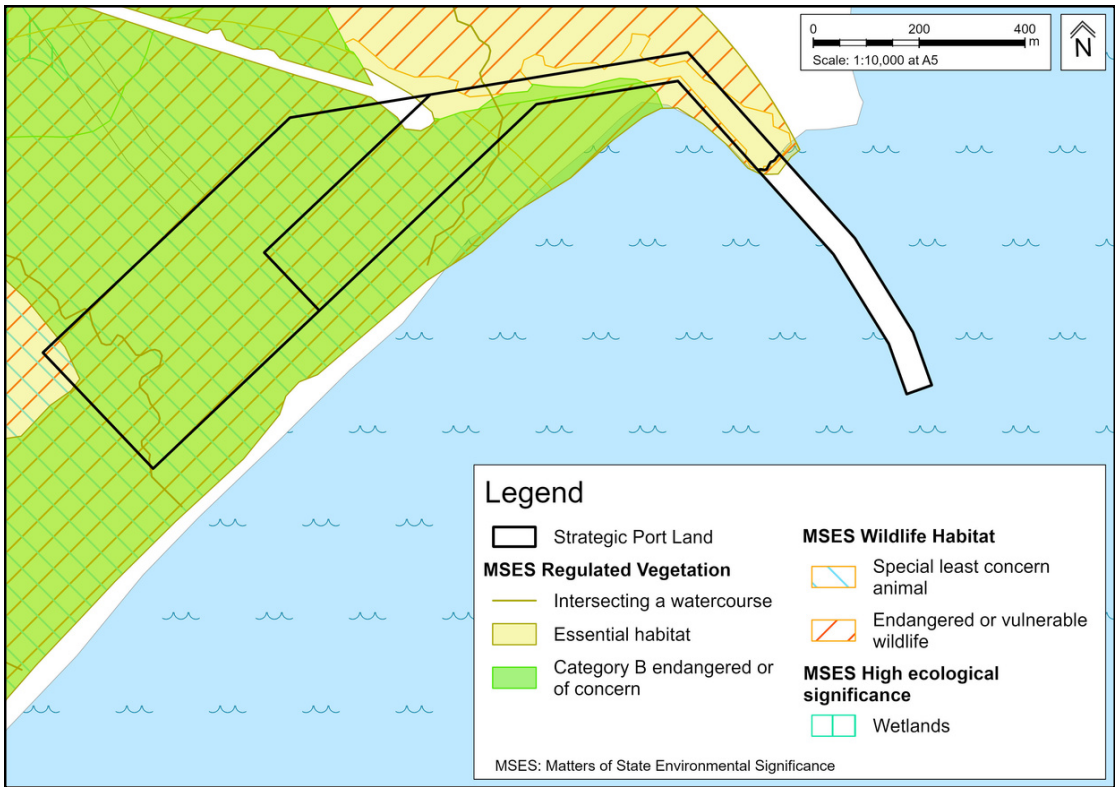


Figure 6 - Matters of State Environmental Significance (MSES) Mapping

Marine Parks and Areas of Significance

The jetty and conveyor belt that extend out over the water are located within the Great Barrier Reef World Heritage Area.

The Strategic Port Land, including the working Port and immediate surrounding waters, sit outside of the Great Barrier Reef Marine Park Zoning. However, it is noted that the wider extent of the Port Limits are partially included in the Habitat Protection Zone, Marine National Park Zone, and the General Use Zone, which provide some restrictions on fishing and an added level of protection for the Reef as per *the Great Barrier Reef Marine Park Zoning Plan 2003*.

Natural Hazard Risk and Resilience

Natural hazards affecting the Port consist of bushfire and erosion risks.

The updated Land Use Plan will consider bushfire and erosion hazards and include relevant land use and development provisions to ensure any future development appropriately mitigates these natural hazard risks.

3.3.2 Areas Contributing Significantly to Amenity

High Scenic Value

The Port of Cape Flattery is set amongst the backdrop of the Great Barrier Reef, where the ocean extends to the horizon with a smattering of reefs and islands visible in between. The region surrounding the Port is renowned for its natural beauty.

3.3.3 Areas of Cultural Heritage Significance

The Port of Cape Flattery is located within the Traditional Country of the Yuuru People, consisting of the Dingaal, Nguurruumungu, and Thanil clan groups, whose Sea and Country encompass Hopevale, Cooktown, and Lizard Island.

Two Native Title claims that affect the Port's Strategic Port Land and Port Limits have been registered on behalf of the Dingaal people but are yet to be determined.

Under the *Hope Vale Aboriginal Shire Council Planning Scheme 2014*, the south-eastern boundaries of Lots 9 and 10 are mapped as containing, or adjoining land containing, cultural artifacts including shell scatters on the Landscape Heritage Overlay Map.

Ports North is committed to ensuring that the cultural values of significant heritage sites are protected and enhanced and the Dingaal, Nguurruumungu, and Thanil people are engaged regarding future development of Strategic Port Land.

3.3.4 Resources or Areas of Economic Value

Proximity to Mining Areas and Role in Industry

Cape Flattery is the location of the world's biggest silica sand mine. The Port has been purpose-built for the export of silica sand from the Cape Flattery Silica Mine and continues to be one of the biggest export terminals for silica sand internationally.

4 SCHEDULE OF STRATEGIC PORT LAND

Strategic Port Land for the Port of Cape Flattery is listed in **Appendix A**, as shown in **Figure 7** below.

No additional land is identified in this Statement of Proposal as proposed Strategic Port Land.

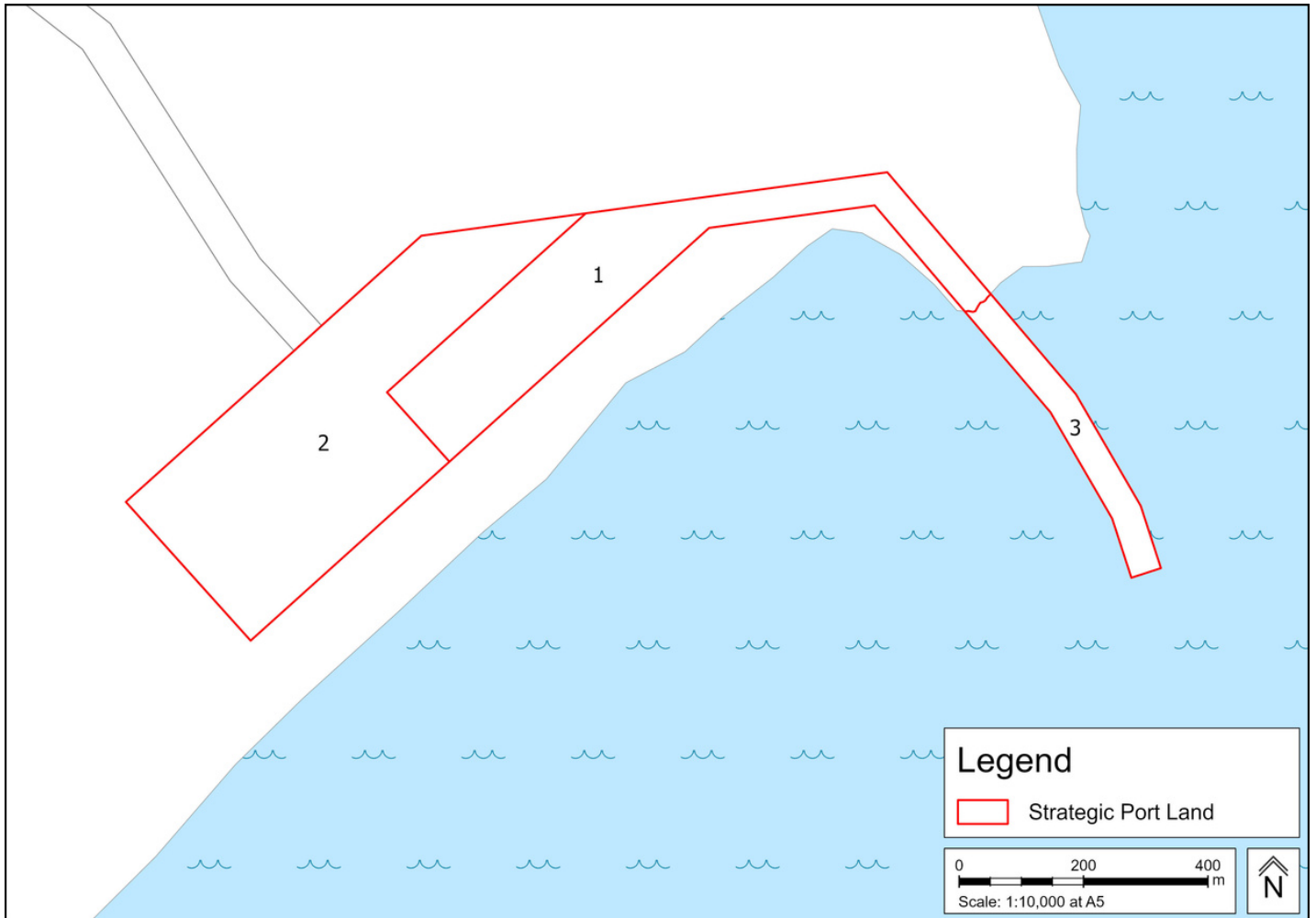


Figure 7 - Map of Current Strategic Port Land

Appendix A**Schedule of Strategic Port Land****Table 1: Current Strategic Port Land**

Ref.	Real Property Description	Area (ha)	Tenure	Precinct
1	Lot 9 on BS223	10.56	Freehold	Waterfront Port Industry
2	Lot 10 on BS224	17.70	Freehold	Waterfront Port Industry
3	Lot 11 on BS268	2.49	Leasehold	Waterfront Port Industry