



Port of Townsville

Land Use Plan



January 2013



Citation and Commencement

The Port of Townsville Land Use Plan was adopted by the Minister for Transport on 9 August 2010 and its notification was published in the Queensland Government Gazette No. 130 on 20 August 2010.

The commencement date for the Port of Townsville Land Use Plan was 20 August 2010.



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Introduction

Port of Townsville Limited (the Corporation) is a Government Owned Corporation established under the *Government Owned Corporations Act 1993 (Qld)*. The Corporation manages the Port of Townsville, a breakwater harbour with a land and sea jurisdiction in excess of 400 square kilometres.

The objects of the Corporation are to:

- establish, manage and operate effective and efficient Port facilities and services;
- make land available for:
 - the establishment, management and operation of effective and efficient Port facilities and Port services by other persons; or
 - other purposes consistent with the operation of the Port;
- provide or arrange for the provision of ancillary services or works necessary or convenient for the effective and efficient operation of the Port;
- keep appropriate levels of safety and security in the provision and operation of the Port facilities and Port services;
- provide other services incidental to the performance of the Corporation's other functions, or likely to enhance the usage of the Port;
- perform any other functions and exercise any other powers conferred on the Corporation under the *Transport Infrastructure Act 1994 (Qld)*, the *Government Owned Corporations Act 1993 (Qld)* or another Act; and
- carry out any activity that is incidental to the attainment of the objects set out above.

The Port of Townsville itself contains a mix of Corporation, Queensland Government and privately-owned and operated facilities – making it both a vibrant and ever-growing commercial hub.

Since Townsville's first wharf was constructed in 1863, the Port has remained central to the economic development of the region. The Corporation is committed to a strong economic and social relationship with Townsville and the wider region to ensure its continued sustainable growth and prosperity.

The Port of Townsville delivers the physical infrastructure and services that form the nexus for domestic and international trade. Port of Townsville has been, and continues to be, integral to the advancement of the north Queensland economy; trade and industrial development has fuelled prosperity and created an inseparable link between the Townsville region and its Port.

Primarily a bulk-commodity Port, approximately 10 million tonnes of cargo traverse the Port of Townsville wharves each year with exports alone having a value of \$4.866 billion in 2008/2009.



Queensland is an internationally recognised investment location for large-scale mining, resource processing and mineral refining industries. Townsville, located on the north-east Queensland seaboard 1,112 kilometres north of Brisbane, is the largest regional city in northern Australia.

Extensive master planning and infrastructure demand assessments by the Corporation demonstrate a need to prepare the Port of Townsville for trebling of trade by the year 2030.

The Corporation is now focused on providing the essential land and transport infrastructure and a land use planning and development framework to capitalise on this expected growth in import and export activity.

Like many ports, the Port of Townsville operates in an environmentally sensitive environment, and must take a leading role in promoting responsible and sustainable development and operations.

Further information regarding the Port's history, operations, trade and current events can be found at www.townsville-port.com.au.

About the Land Use Plan

What is a Land Use Plan?

The Land Use Plan:

- is prepared in accordance with the provisions of the *Transport Infrastructure Act 1994 (Qld)*, as a framework for the assessment of development on Strategic Port Land (as defined by the *Transport Infrastructure Act 1994 (Qld)*);
- is to be reviewed (at a minimum) every eight (8) years to ensure that the Port is appropriately planned, developed and managed to meet the Corporation's intentions for future development; and
- applies to all Strategic Port Land, including all ramps and waterways within Strategic Port Land boundaries.

In addition to Strategic Port Land, the Corporation owns or holds tenure to other lands that are not designated as Strategic Port Land.

Development on non-strategic lands is subject to the Townsville City Council City Plan 2005. Schedule 2 details the Corporation's non-strategic lands.

Under the provisions of the *Transport Infrastructure Act 1994 (Qld)*, the Land Use Plan must address the following requirements.

Requirement	How we comply
Specify details of the Corporation's Strategic Port Land	<ul style="list-style-type: none"> • Figure 1 – Locality Plan identifies the extent of Strategic Port Land under the jurisdiction of the Corporation. • Schedule 2 details the Corporation's land holdings.
Specify details of the land the Corporation proposes to become Strategic Port Land	<ul style="list-style-type: none"> • Figure 2 – Strategic and Proposed Strategic Port Land identifies the land the Corporation has identified as Strategic Port Land and Proposed Strategic Port Land. • Schedule 2 details the Corporation's proposed land holdings (including Real Property Descriptions).
Specify the current and proposed uses of the land	<ul style="list-style-type: none"> • Schedule 2 details the Corporation's land holdings (including current and proposed uses).
Coordinate and integrate the core matters relevant to the land use plan	<ul style="list-style-type: none"> • The core matters (land use and development, port facilities and valuable features) are dealt with in the Strategic Framework as separate strategic outcome themes and later in the Zones, Precincts & Outcomes by purpose objectives and outcome requirements. • Figure 3 – Transport Corridors identifies the existing road and rail network. • Figure 4 – Land Use Zones identifies the land use zones. • Figure 5 – Land Use Precincts identifies the land use precincts.
Identify desired environmental outcomes for the land	<ul style="list-style-type: none"> • Desired environmental outcomes are dealt with in the Strategic Framework as separate strategic outcome themes and later in the Zones, Precincts & Outcomes by purpose objectives and outcome requirements. • Figure 4 – Land Use Zones identifies the land use zones. • Figure 5 – Land Use Precincts identifies the land use precincts.
Include measures that will help achieve the desired environmental outcomes	<ul style="list-style-type: none"> • The Zones, Precincts & Outcomes include development measures and intent in the purpose objectives and outcome requirements. • Figure 4 – Land Use Zones identifies the land use zones. • Figure 5 – Land Use Precincts identifies the land use precincts. • The Corporation's Planning Codes and Guidelines provide Performance Outcomes and Acceptable Solutions to ensure development complies with the purpose and outcomes of the Zones and Precincts, as well as the Strategic Vision and Outcomes of the Land use Plan.

State Planning Instruments

State planning instruments are required to be reflected in the Land Use Plan to ensure that State and regional interests are maintained and protected. The following State planning instruments are relevant at the adoption of this Land Use Plan:

Regional Plans

- There are no regional planning instruments relevant to this Land Use Plan.

State Planning Policies

- SPP 2/02 Planning and Managing Development Involving Acid Sulphate Soils;
- SPP 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landside;
- State and Regional Coastal Management Plan.

Interaction with the Planning Codes and Guidelines

The Corporation's Planning Codes and Guidelines are not statutory components of the Land Use Plan. The Planning Codes and Guidelines are supporting documents which are to be read in conjunction with the Land Use Plan to assess whether a proposed development complies with the provisions of the Land Use Plan.

The Planning Codes and Guidelines provide Performance Outcomes and Acceptable Solutions to ensure development meets the overall purpose and outcomes of the Zones and Precincts, as well as the strategic outcomes of the Land Use Plan. The Acceptable Solutions are intended as a guide for achieving the Performance Outcome in whole, or in part, and does not limit the Corporation's discretion to impose conditions on a development approval.

The Planning Codes and Guidelines can be amended at the discretion of the Corporation to ensure development remains consistent with the Strategic Vision and Strategic Outcomes of this Land Use Plan.

Consistency with Land Use Plan

Development will be consistent with the Land Use Plan where:

1. Development meets relevant assessment principles and criteria;
2. Development is a preferred use within the relevant Zone and Precinct;
3. Development is consistent with the Purpose and Outcome of the Precinct;
4. Development is consistent with the Purpose and Outcome of the Zone; and
5. Development is consistent with Strategic Vision and Strategic Outcomes of the Land Use Plan

Where a non-consistency arises within the Land Use Plan the Strategic Vision and Strategic Outcomes prevail over any other part.

Triggers for Assessment

The following details the level of assessment for development on Strategic Port Land.

Reconfiguration of a Lot

Reconfiguration of a lot on Strategic Port Land is exempt from assessment against a planning scheme under Schedule 9 of the *Sustainable Planning Act 2009 (Qld)*.

Operational Work

Code Assessable

Tidal Works within Strategic Port Land tidal area

Code Assessable.

The Corporation will advise of the relevant assessment process on a project by project basis.

Material Change of Use

Code Assessable. If the material change of use is inconsistent with the Land Use Plan, referral to the Minister of Transport as a concurrence agency is triggered.

Building Works

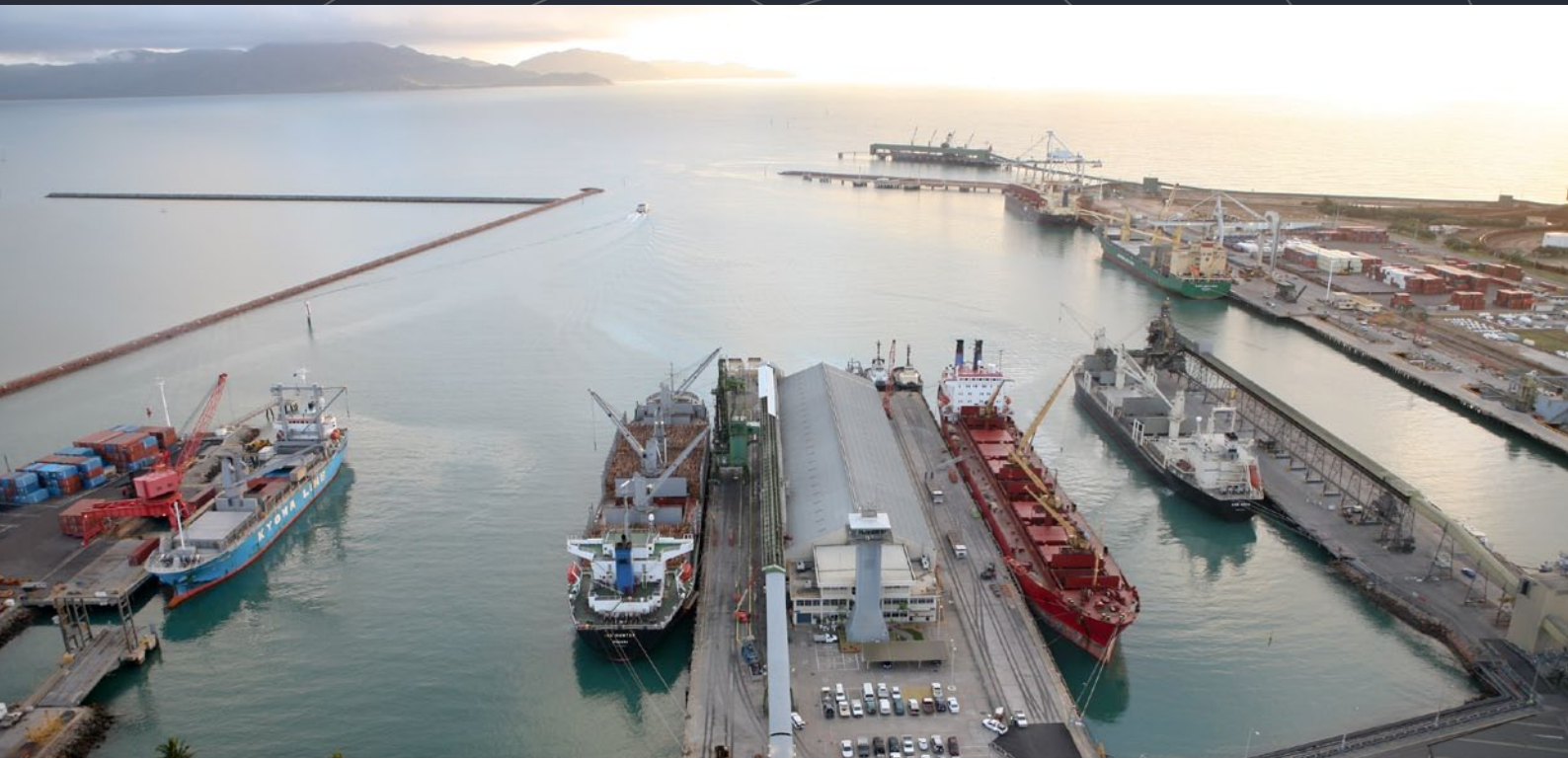
The Corporation does not act as Assessment Manager for building works.

Building works are assessed by a Building Services Authority registered Building Certifier.

Plumbing and Drainage Works

The Corporation does not act as Assessment Manager for plumbing and drainage works.

Plumbing and drainage works are assessed by Townsville City Council.



Strategic Vision

The Corporation will deliver a vision that ensures:

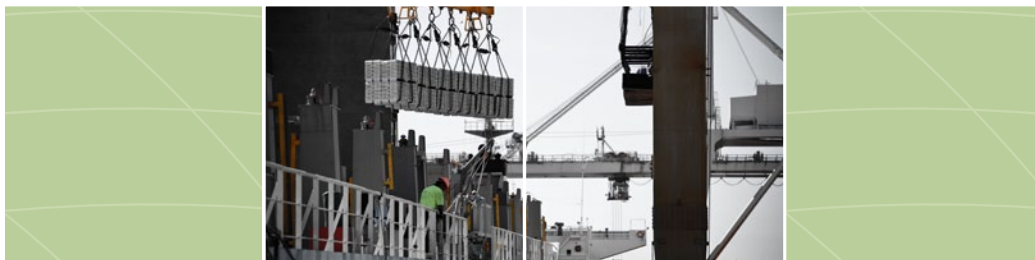
Sustainable planning and development of Strategic Port Land that promotes the economic growth of the Port and ensures efficient port services whilst integrating with and enhancing the surrounding community.

The Corporation will achieve this by:

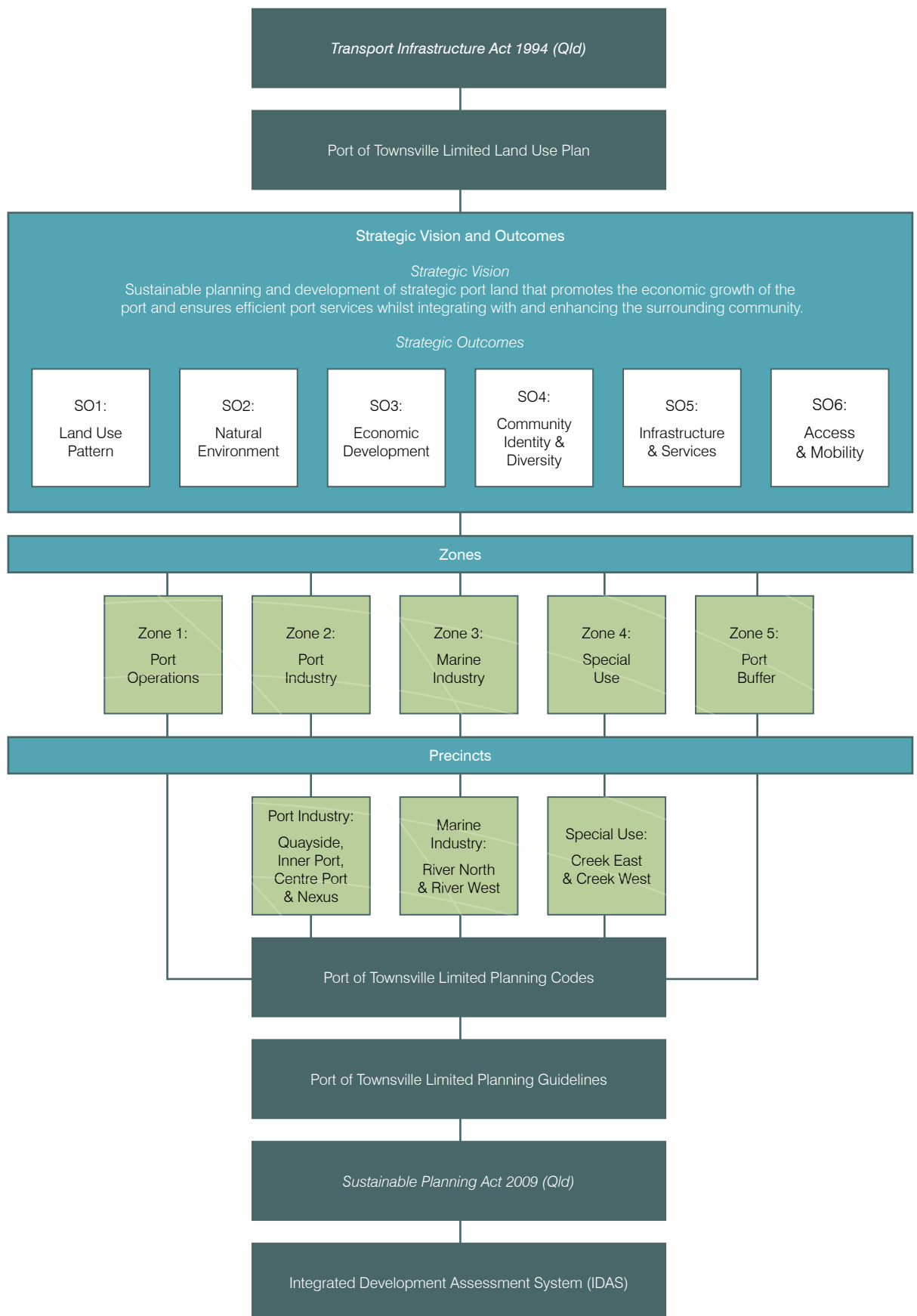
- regularly assessing market conditions and providing Port infrastructure that meets future growth demand;
- optimising the use of land and infrastructure;
- ensuring transport connectivity is protected;
- ensuring sustainable management of resources;
- providing leadership in environmental protection; and
- ensuring that impacts on adjoining land uses are appropriately managed and minimised.

The key to future success will be to focus on sustainability, with balanced priority given to economic prosperity, environmental protection and social amenity and collaboration between all stakeholders and the community.

The insights and contributions by stakeholders that have informed this Land Use Plan are paramount in achieving land use planning strategies and controls that will see the Port of Townsville strategically positioned for sustainable growth and development complementary to, and intrinsically supportive of, growth of a vibrant city.



Hierarchy of Outcomes





Strategic Outcomes

The Corporation has developed Strategic Outcomes to enable its customers, stakeholders, local government, state and federal government agencies and the public to identify and understand the principles by which the Corporation intends to manage its Strategic Port Land.

Consistent with the *Transport Infrastructure Act 1994 (Qld)*, Townsville City Council's City Plan 2005 designates Strategic Port Land as 'not subject to Planning Scheme'.

The Strategic Outcomes for the Corporation will be achieved through the Land Use Plan, supporting Planning Codes and Guidelines and other processes and programs implemented by the Corporation and Port Users.

The Strategic Outcomes and the purpose and outcomes identified in the Zones and Precincts have been developed to help meet the challenges involved in planning for the economic growth of the Port whilst integrating with and enhancing the surrounding community.



Strategic Context

The Port of Townsville operates within a regional, economic and environmental context that offers significant opportunities for the future operation of the Port.

Townsville Local Government Area

The Townsville region includes the Local Government area of Townsville. It encompasses a major urban coastal area, a restricted rural area, mountain ranges, a major offshore island (Magnetic Island) and a number of smaller islands and rock shoals including Herald and Rattlesnake Islands.

The Townsville region has a spatial area of 3,736¹ square kilometres.

The Townsville region shares its boundaries with the Shires of Burdekin to the south, Charters Towers to the west and Hinchinbrook to the north.

Townsville is home to three major metal refineries and is a service and supply base for the North East and North West Minerals Provinces.

Townsville is renowned for having one of the most diverse economies in the country. It is home to a wide range of professional and service businesses, with a strong skilled labour base. Townsville is also a centre for government administration, education and defence forces. The Port of Townsville provides the region's natural commercial trading centre and distribution hub.

A number of areas within the Port limits or in close proximity to the Port may be considered as having high scenic value. These areas include the active Port, Townsville City, Ross River, Ross Creek, The Strand, Cape Pallarenda, Magnetic Island, tracts of vegetation along the coastline and Cape Cleveland.

There are no identified places of heritage significance on existing Strategic Port Land. There are, however, a number of properties listed on the Register of the National Estate and/or the Queensland Heritage Register in close proximity to Strategic Port Land.

These areas include Castle Hill, Townsville Slipways, Victoria Bridge, Victoria Park Hotel and Cape Cleveland Light Station. Details of further areas within the Townsville region that are listed on the Register of the National Estate and/or the Queensland Heritage Register can be obtained from:

- The Australian Heritage Council²; and
- The Department of Environment and Resource Management³.

In addition to the above areas, there are also a number of places listed on Townsville City Council's Local Heritage Database in Townsville and South Townsville which are in close proximity to the Port. Further details relating to these properties can be obtained from Townsville City Council⁴.

Economic

The Port of Townsville's principal trade catchment area encompasses the nine local government areas of Townsville, Charters Towers, Flinders, Richmond, McKinlay, Cloncurry, Mount Isa, Burdekin and Hinchinbrook.

Together these areas form a diverse corridor that spreads over 16% of Queensland's total area and has a population of almost 250,000 people, or 5.8% of the State's total population. The region has a labour force of over 110,000 people, again accounting for 5.8% of the State total.

The major drivers of the economy of the region serviced by the Port of Townsville are base metal mining (Mount Isa and Cloncurry), pastoral and agricultural production (Cloncurry, McKinlay, Richmond, Flinders, Burdekin, Hinchinbrook and Charters Towers), mineral processing, manufacturing, defence, construction and education.

These key sectors are economically synergistic in their relationship with the Port of Townsville acting as a gateway for export commodities and imports such as nickel ore, cement, petroleum products, chemicals and mining equipment. The Mount Isa to Townsville road and rail transport corridor is a crucial component of the future economic growth of the region.

Environmental

The Townsville area is characterised by a diversity of landforms and natural environments. More than a third of the Townsville region is composed of mountainous and hilly areas which include the Hervey and Paluma Ranges in the west and northwest. The area includes a narrow coastal plain, mangrove flats crossed by many beach ridges, extensive areas of estuarine and coastal freshwater wetlands, and numerous inshore islands.

The Townsville region is a diverse catchment area with a series of approximately forty (40) small creeks and river catchments collecting from Mount Elliot, Hervey and Paluma Range escarpments in the west running to the coast in the east.

The marine environment within the Townsville Region is of significance as it is located within the Great Barrier Reef World Heritage Area, the Great Barrier Reef Marine Park and the Queensland State Marine Park. Additionally the region contains turtle nesting areas, dugong habitat, fish nurseries, seabird, wader and raptor habitats, seagrass and mangrove communities, as well as fringing reefs.

Declared dugong protection and fish habitat areas are located in Cleveland and Bowling Green Bays and around Magnetic Island. Bowling Green Bay is a major wetland area of significance to wading birds and is listed as a 'Wetland of International Importance' under the Ramsar Convention.

Figure 6 and Figure 7 of Schedule 1 show the extent of Port Limits in relation to adjoining areas of ecological significance.

Ecological sensitivities must be taken into account in all Port planning and development with appropriate investigations undertaken and control measures adopted to protect the regional ecological values.

Ongoing interaction between the Corporation and the relevant authorities responsible for the management of the ecological areas will be maintained to ensure that planning, management and operations can be appropriately addressed for protection of the environmental values of the areas and the operations of the Port of Townsville.

Relationship with Adjoining Local Government Areas

Strategic Port Land is under the jurisdiction of the Corporation and adjoins the Townsville City Council Local Government Area. Consistent with the *Transport Infrastructure Act 1994 (Qld)*, Townsville City Council City Plan 2005 designates Strategic Port Land as 'not subject to Planning Scheme'.

The Port of Townsville does not adjoin any other Local Government Areas.

1 http://www.townsville.qld.gov.au/services/departments/cip/social_planning/demographic

2 <http://www.environment.gov.au/heritage/ahc/index.html>

3 http://www.epa.qld.gov.au/cultural_heritage/registers_and_inventories/queensland_heritage_register/

4 http://www.townsville.qld.gov.au/townsville/heritage/heritage_list_fa

Port of Townsville – Future Direction

The Port of Townsville is North Queensland's largest general cargo port and is the main port for the North Western Mineral Province. In 2008/09, the Port of Townsville accounted for \$4.866 billion in international exports which equates to 8.61% of Queensland's total international export value. It has a diverse cargo base, handling over 30 different cargo types.

With the North West and North East Mineral Provinces set for growth and expansion, the Corporation is committed to the provision of innovative, efficient and effective transport infrastructure to accommodate long-term future trade growth.

In July 2007 the Corporation completed the Port of Townsville Master Plan which was a key initiative to guide the future development and operation of the Port. The objective of the Master Planning process was to provide a clear direction for the development and operation of the Port over a 25-year planning horizon, by identifying the key infrastructure and service requirements needed to support future trade growth. The Master Plan identified:

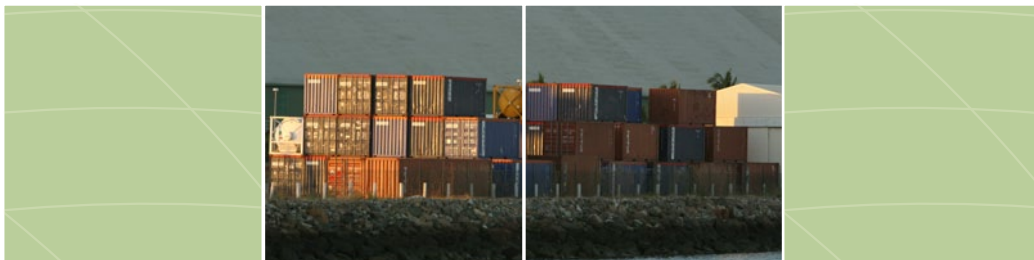
- future growth trends for local commodities, particularly within the North East and North West Queensland Mineral Provinces;
- key constraints on current Port operations and strategies to overcome these constraints;
- opportunities to improve cargo handling and shipping operations based on future growth scenarios;
- potential strategies for expansion including new berths and backing land for cargo handling; and
- new access from the proposed eastern access road and rail corridor.

This forward planning process is crucial to ensure that the Port of Townsville does not become a bottleneck in the region's ability to grow. The Master Planning process brought into focus the potential growth in trade for the Port in coming years, highlighting the need for the Corporation to commence upgrades and expansion of Port facilities.

Since the release of the Master Plan the Corporation commenced preliminary investigation and design works to fast track future construction lead times to meet long-term trade growth in the region. During the life of the Land Use Plan, it is envisaged that a considerable number of these projects will be implemented. Further information regarding these projects can be found in the Corporation's Port Development Plan.

The Strategic Outcomes and the purpose and outcomes identified in the Zones and Precincts have been developed to help meet the challenges involved in planning for the economic growth of the Port whilst integrating with and enhancing the surrounding community.

During the life of this Land Use Plan it is expected that a number of surplus and/or land holdings of a non-strategic value will be rationalised. This may include redevelopment, disposal and/or sale. Such disposals and/or sale will be subject to Ministerial approval and will be considered in consultation with Townsville City Council.



Strategic Outcomes

1. Land Use Pattern

Strategic Statement

Core port functions are maintained and protected by development which supports the current and future operational requirements of the Port.

Strategic Outcomes

The intent of the strategic statement is achieved through:

- Grouping particular core port activities into zones and precincts which recognise similar land use characteristics and infrastructure requirements of the activities;
- Protecting the viability of current and future uses and activities from the intrusion of incompatible land uses;
- Ensuring that any new development supports and does not conflict with the land use pattern identified through zones and precincts in the Land Use Plan.

2. Natural Environment

Strategic Statement

Adverse impacts on the environment are minimised through the appropriate location, design and management of development.

Strategic Outcomes

The intent of the strategic statement is achieved through:

- Continuing interaction with relevant Federal, State and Local authorities to protect the environmental values of adjacent areas to the Port of Townsville.
- Compliance with all applicable Federal and State legislation and relevant State Planning Policies.
- The implementation of environmental management plans through the development process to ensure environmental quality is protected.
- Continual improvement of the Corporation's environmental policies and practices to minimise environmental impacts of growth.
- The review of developments, including expansions and major maintenance projects, to ensure they meet appropriate environmental criteria and minimise impacts on lands and waters under the Corporation's jurisdiction.
- The promotion and incorporation of sustainable environmental management into the Corporation's port planning, development and operational activities.

3. Economic Development

Strategic Statement

Development is undertaken in a sustainable manner that contributes to the ongoing economic growth of the Port of Townsville and enhances economic development of the community and region.

Strategic Outcomes

The intent of the strategic statement is achieved through:

- The grouping of compatible land uses to achieve synergies and economies to maximise existing and planned infrastructure.
- The Port's role as a key economic generator for the community and region is maintained and protected.
- Development increasing economic opportunities at the Port of Townsville and promoting the Port as a 'gateway' for trade throughout the world.
- Development optimises the utilisation of, and return on, Strategic Port Land.
- Development increases diversification and growth of trade through the Port of Townsville.
- The promotion and incorporation of sustainable environmental management into the Corporation's port planning, development and operational activities.

4. Community Identity and Diversity

Strategic Statement

Development recognises and minimises impacts on the character, amenity and heritage of the area.

Strategic Outcomes

The intent of the strategic statement is achieved through:

- Continued cooperation with Townsville City Council, relevant state authorities and adjacent residential and commercial communities to minimise adverse impacts.
- Minimising amenity impacts from development (including, but not limited to, noise, light, odour, dust and stormwater).
- The provision and maintenance of buffers between Port facilities and adjacent urban development.
- A high standard of design that incorporates good site layout, building design, landscaping and sustainability principles.
- The management, protection and conservation of indigenous cultural heritage management areas by traditional owners and other indigenous groups through cultural heritage management plans.
- Cooperation with the Port Community to assist them in complying with security and safety requirements for operations within the Port.

5. Infrastructure and Services

Strategic Statement

Development is sequenced and planned to minimise infrastructure costs without compromising the operational needs, or core functions, of the Port.

Strategic Outcomes

The intent of the strategic statement is achieved through:

- Ongoing strategic planning based on available data to provide for infrastructure needs for future development.
- Development is sited in locations that can economically provide and maintain essential infrastructure.
- The maximum utilisation of Port facilities.
- Consolidating development in well serviced precincts and the provision of ongoing maintenance of infrastructure.
- The preparation of plans to obtain fair/equitable contributions during the development process towards the provision of infrastructure.

6. Access and Mobility

Strategic Statement

Transport corridors are coordinated and interconnected to maximise accessibility and efficiency to, from and within the Port and are designed to ensure the efficient utilisation of existing and future land resources.

Strategic Outcomes

The intent of the strategic statement is achieved through:

- Ongoing cooperation with the Department of Transport and Main Roads, QR Ltd and Townsville City Council (and other relevant authorities) to proactively plan and cater for a coordinated transport system that protects and enhances the operations of the Port.
- Minimising the social and environmental impacts associated with transport systems development and operation.
- The expansion and maintenance of the Port's internal road network.
- The integration of development with the future road and rail Eastern Access Corridor route from the Port, through the Townsville State Development Area to the Bruce Highway and Flinders Highway.



Zones, Precincts and Outcomes

The Strategic Port Land area has been divided into zones. These zones describe broad themes of compatible and complementary land uses. These zones, other than the Port Operations and Port Buffer Zone, are further divided into precincts.

The precincts recognise particular characteristics and future preferred development for that precinct which is in keeping with the overall purpose of the zone.

Each zone has a zone purpose and zone outcomes. Preferred land uses are identified for zones and precincts together with applicable planning codes.

Applications for development other than the identified preferred land uses will be refused other than in exceptional circumstances as determined by the Chief Executive Officer of the Corporation.

Exceptional circumstances may include:

- temporary land uses;
- extensions to existing non-conforming land uses.

The precincts recognise particular characteristics and future preferred development of that precinct which is in keeping with the overall purpose of the zone.



Zones and Precincts – Purpose and Outcomes

Zone 1 – Port Operations

Zone Purpose	Zone Outcomes	Preferred Uses
<p>The Port Operations Zone provides the core port infrastructure and facilities required for effective and efficient operation of the Port.</p> <p>This zone is dominated by major port related wharf areas, inter-modal transportation facilities and cargo consolidation and handling.</p> <p>Major port handling areas providing for a range of commodities are concentrated in the area adjoining and immediately behind the waterfront. Sites in this area are intended to be easily accessible by land or water for transportation of commodities.</p> <p>Development within the Port Operations Zone is to:</p> <ul style="list-style-type: none"> • be appropriately located, designed and managed to maintain the Port's current and future operational requirements; • be integrated with supporting infrastructure and land uses; • maintain safety and compatibility with surrounding uses; and • avoid adverse impacts on the environment. 	<p>The purpose of the zone will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development maintains and enhances the effective and efficient utilisation of waterfront areas. • Development improves cargo handling and cargo transfer efficiencies. • Development encourages increased trade through the Port of Townsville. • Development maximises the effective and efficient utilisation of infrastructure and Port facilities. • Development maintains and protects existing and future port operations from incompatible uses. • Development is located, designed and managed to maintain safety of people. • Development is appropriately located, designed and managed to avoid environmental impacts. 	<ul style="list-style-type: none"> • Wharves, Jetties and Port Facilities • Navigational Aids • Breakwaters • Berth Pockets • Inter-modal Transfer Facilities • Cranes, Conveyors, Pipelines • Hardstand Areas • Site Office <p>Applicable Planning Codes</p> <ul style="list-style-type: none"> • Port Code • Tidal Works Code

Zone 2 – Port Industry

Zone Purpose	Zone Outcomes
<p>The Port Industry Zone caters for a wide range of industrial uses which directly support the import and export of cargo, and which contribute to the effective, efficient and sustainable management and growth of the Port.</p> <p>Non-industrial uses that support cargo storage, handling and transportation may also be located within the Port Industry Zone where not conflicting with the purpose of the Zone.</p> <p>Cargo storage, consolidation and logistic activities undertaken by Department of Defence may also be located within this Zone.</p> <p>Major port handling areas for a range of commodities are concentrated in the area adjoining and immediately behind the Port Operations Zone. Sites in this area are intended to be easily accessible by land or water for transportation of commodities.</p> <p>Development within the Port Industry Zone is to:</p> <ul style="list-style-type: none"> • be appropriately located, designed and managed to maintain the Port's current and future operational requirements; • be integrated with supporting infrastructure and land uses; • maintain safety and compatibility with surrounding uses; and • avoid adverse impacts on the environment. 	<p>The purpose of the zone will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development improves port efficiency by: <ul style="list-style-type: none"> - not unnecessarily replicating existing facilities; and - shortening the supply chain (or such other logistical benefit). • Development encourages increased trade through the Port. • Development maximises the effective and efficient utilisation of port infrastructure and facilities. • Development maintains and protects existing and future port operations from incompatible uses. • Development is appropriately located, designed and managed to avoid environmental impacts. • Development is located, designed and managed to maintain safety of people. • Development effectively utilises existing transport infrastructure and corridors.

Precinct	Precinct Purpose	Precinct Outcomes
Quayside	<p>Development within this Precinct is to be for uses that support wharf activities and for consolidation and dispatch of cargo.</p> <p>Other uses are inappropriate within this Precinct.</p>	<p>The purpose of the Precinct will be achieved through the following outcome:</p> <ul style="list-style-type: none"> • Development encourages efficient utilisation of the land and improves cargo handling and dispatch times.
Inner Port	<p>The Precinct accommodates oil industry tank farms, sugar industry bulk storage facilities and a range of general cargo storage, handling and dispatch centres.</p> <p>The Precinct is to play an important role in fulfilling the Port's general cargo expansion strategy.</p> <p>Development is to accommodate and integrate with the planned Port Expansion.</p>	<p>The purpose of the Precinct will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development encourages the efficient utilisation of the land and improves cargo handling and dispatch times. • The scale, character and built form of the development, contributes to a high standard of amenity. • Development protects and integrates with the future road and rail Eastern Access Corridor route from the Port.
Centre Port	<p>The Precinct comprises bulk storage facilities and industrial activities supporting port operations.</p> <p>The Precinct is to cater for operational activities and industries that require separation from sensitive adjoining land uses.</p> <p>Development is to accommodate and integrate with the planned Port Expansion.</p>	<p>The purpose of the Precinct will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development encourages the efficient utilisation of the land and improves cargo handling and dispatch times. • Development protects and integrates with the future road and rail Eastern Access Corridor route from the Port.
Nexus	<p>Development within this Precinct is for uses that are associated with port-related activities and include light industrial uses which maximise the site's location, and recognises the sensitivities of the adjoining land uses.</p>	<p>The purpose of the Precinct will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • The scale, character and built form of the development contributes to a high standard of amenity. • Development is sensitive to adjacent land uses.

Precinct	Preferred Uses	Applicable Planning Codes
Quayside	<ul style="list-style-type: none"> • Hardstand, Container Parks and Handling Areas • Logistics Centres / Cargo Distribution • Essential Associated Administration Centres 	<ul style="list-style-type: none"> • Port Code • Tidal Works Code
Inner Port	<ul style="list-style-type: none"> • Bulk Storage Facilities • Warehousing • Hardstand, Logistics Centres / Cargo Distribution • Associated Administration Centres • Vehicle Storage 	<ul style="list-style-type: none"> • Port Code • Tidal Works Code
Centre Port	<ul style="list-style-type: none"> • Warehousing • Chemical, Petrochemical, Bitumen and Associated Facilities • Bulk Storage Facilities • Storage and Processing Facilities • Logistics Centres / Cargo Distribution • Hardstand, Container Parks and Handling Areas • Associated Administration Centres • Dredge Material Treatment and Reclamation Areas • Vehicle Storage 	<ul style="list-style-type: none"> • Port Code • Tidal Works Code
Nexus	<ul style="list-style-type: none"> • Port Support Services • Warehousing • Logistics Centres / Cargo Distribution • Hardstand, Container Parks and Handling Areas • Associated Administration Centres • Commercial Offices (that support port activities) 	<ul style="list-style-type: none"> • Port Code





Zone 3 – Marine Industry

Zone Purpose	Zone Outcomes
<p>The Marine Industry Zone provides for the consolidation of existing commercial and industrial marine uses currently located in Ross Creek and South Townsville, into a new purpose built facility.</p> <p>The Marine Industry Zone also provides for the redevelopment of existing commercial and industrial lands.</p> <p>Development within the Marine Industry Zone is to:</p> <ul style="list-style-type: none"> • be appropriately located, designed and managed to maintain the Port's current and future operational requirements; • be integrated with supporting infrastructure and land uses; • maintain safety and compatibility with surrounding uses; and • avoid adverse impacts on the environment. 	<p>The purpose of the zone will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development maintains and protects current and future port operations. • Development is sensitive to adjacent land uses. • The scale, character and built form of development contributes to a high standard of amenity. • Development is appropriately located, designed and managed to avoid environmental impacts. • Development is located, designed and managed to maintain safety of people. • Development effectively utilises existing transport infrastructure and corridors.

Precinct	Precinct Purpose	Precinct Outcomes
Ross River North	The intent of this Precinct is to consolidate commercial and industrial marine activities and waterfront uses into a purpose built facility.	<p>The purpose of the Precinct will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development encourages relocation of marine facilities away from expanding Townsville inner city developments. • Development provides opportunity for alternate mooring space and operational areas for industries upstream of the Port Access Road. • Development encourages co-location of marine related commercial industries to provide enhanced utilisation of the area.
Ross River West	<p>The intent of this Precinct is to promote redevelopment of the land as industrial marine activities relocate to the Ross River North Precinct.</p> <p>It is intended that the Precinct will be master planned for future compatible/ appropriate redevelopment to occur.</p> <p>Future development will be guided by a more detailed master plan currently being prepared in cooperation with Townsville City Council. It is anticipated development responsibilities may involve removal of the land from Strategic Port Land for transfer to Townsville City Council's planning scheme, as part of the development approval process.</p> <p>A range of port uses will continue to exist in this Precinct until the River North Precinct is completed and master planning is completed.</p>	<p>The purpose of the Precinct will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development is sensitive to receiving environmental values and surrounding residential areas. • Short-term marine industry uses will not compromise the planning outcomes envisaged for the future redevelopment of the Precinct. • Development is consistent with the planning outcomes identified by the master plan.

Precinct	Preferred Uses	Applicable Planning Codes
Ross River North	<ul style="list-style-type: none"> • Ship Building/Repair Facilities and Dry Docks • Commercial Fishing Facilities • Cold Store Facilities • Marina • Public Promenades 	<ul style="list-style-type: none"> • Port Code • Tidal Works Code
Ross River West	<p>Preferred uses to be determined by future master planning process.</p> <p>Short-term activities including, but not limited to:</p> <ul style="list-style-type: none"> • Warehousing, Storage and Processing facilities • Commercial Fishing Facilities 	<p>Pending the completion of the master planning process the following Codes will be applicable to any short-term activities:</p> <ul style="list-style-type: none"> • Port Code • Tidal Works Code

Zone 4 – Special Use

Zone Purpose	Zone Outcomes
<p>The Special Use Zone incorporates waterfront activities that have evolved over time, including community facilities, marinas, tourism facilities and industrial marine uses.</p> <p>It is envisaged that industrial activities will gradually be relocated out of these areas, with redevelopment to take place which recognises the unique location of these areas within a vibrant and growing CBD. Future development will be sensitive to the adjoining land uses and will integrate the community with the Port.</p> <p>Future development will be guided by a more detailed master plan currently being prepared in cooperation with Townsville City Council.</p>	<p>The purpose of the zone will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development promotes public access to the waterfront. • Development maintains and protects current and future port operations. • Development is appropriately located, designed and managed to avoid environmental impacts. • Development is located, designed and managed to maintain safety of people. • Development provides a high level of amenity, embraces sustainable practices and is reflective of the surrounding character of the area. • Development is sensitive to adjacent land uses. • Development includes a range of uses that contribute to the economic and social vitality of the zone.

Precinct	Precinct Purpose	Precinct Outcomes
Ross Creek East	<p>This Precinct will be redeveloped with the goal of integrating with the surrounding Townsville CBD areas whilst preserving and protecting the current and future operations of the commercial port.</p> <p>Future development will be guided by a more detailed master plan currently being prepared in cooperation with Townsville City Council.</p> <p>Short term uses will continue pending the completion of the master plan.</p>	<p>The purpose of the Precinct will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development is sensitive to receiving environmental values and surrounding residential areas. • Short-term uses will not compromise the planning outcomes envisaged for the future redevelopment of the Precinct. • Development is consistent with the planning outcomes identified by the master plan.
Ross Creek West	<p>This Precinct will be redeveloped with the goal of integrating with the Strand, the Breakwater Precinct and surrounding Townsville CBD areas.</p> <p>Future development will be guided by a more detailed master plan currently being prepared in cooperation with Townsville City Council.</p> <p>Short term uses will continue pending the completion of the master plan.</p>	<p>The purpose of the Precinct will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Development is sensitive to receiving environmental values and surrounding residential areas. • Short-term uses will not compromise the planning outcomes envisaged for the future redevelopment of the Precinct. • Development is consistent with the planning outcomes identified by the master plan.

Precinct	Preferred Uses	Applicable Planning Codes
Ross Creek East	<p>Preferred uses to be determined by future master planning process.</p> <p>Short-term activities including, but not limited to:</p> <ul style="list-style-type: none"> • Tourist Facilities • Marine Industries • Port Support Services 	<p>Pending the completion of the master planning process the following Codes will be applicable to any short-term activities:</p> <ul style="list-style-type: none"> • Port Code • Tidal Works Code
Ross Creek West	<p>Preferred uses to be determined by future master planning process.</p> <p>Short-term activities including, but not limited to:</p> <ul style="list-style-type: none"> • Tourist Facilities • Marine Industries • Port Support Services 	<p>Pending the completion of the master planning process the following Codes will be applicable to any short-term activities:</p> <ul style="list-style-type: none"> • Port Code • Tidal Works Code

Zone 5 – Port Buffer

Zone Purpose	Zone Outcomes	Preferred Uses
<p>The Port Buffer Zone is intended to provide a buffer between operational port areas and adjacent land uses, encouraging integration and compatible development to enable synergies between the Port and the community.</p> <p>Areas within the Buffer Zone are generally accessible to the public; however access may be restricted in certain areas.</p>	<p>The purpose of the zone will be achieved through the following outcomes:</p> <ul style="list-style-type: none"> • Accommodates, where possible, public access with walking and cycling path network for surrounding community. • Development provides a safe and aesthetically pleasing environment. • Development does not impact on the environmental values, scenic amenity and landscape setting of the zone. • Development maintains and protects current and future port operations. 	<ul style="list-style-type: none"> • Park • Car Park • Public/Community Facilities • Port Support Services <p><u>Applicable Planning Codes</u></p> <ul style="list-style-type: none"> • Port Code





Schedule 1

Maps

Figure 1: Locality Plan

- Land Use Plan Extent
- Townsville State Development Area
- Townsville City Local Government Area

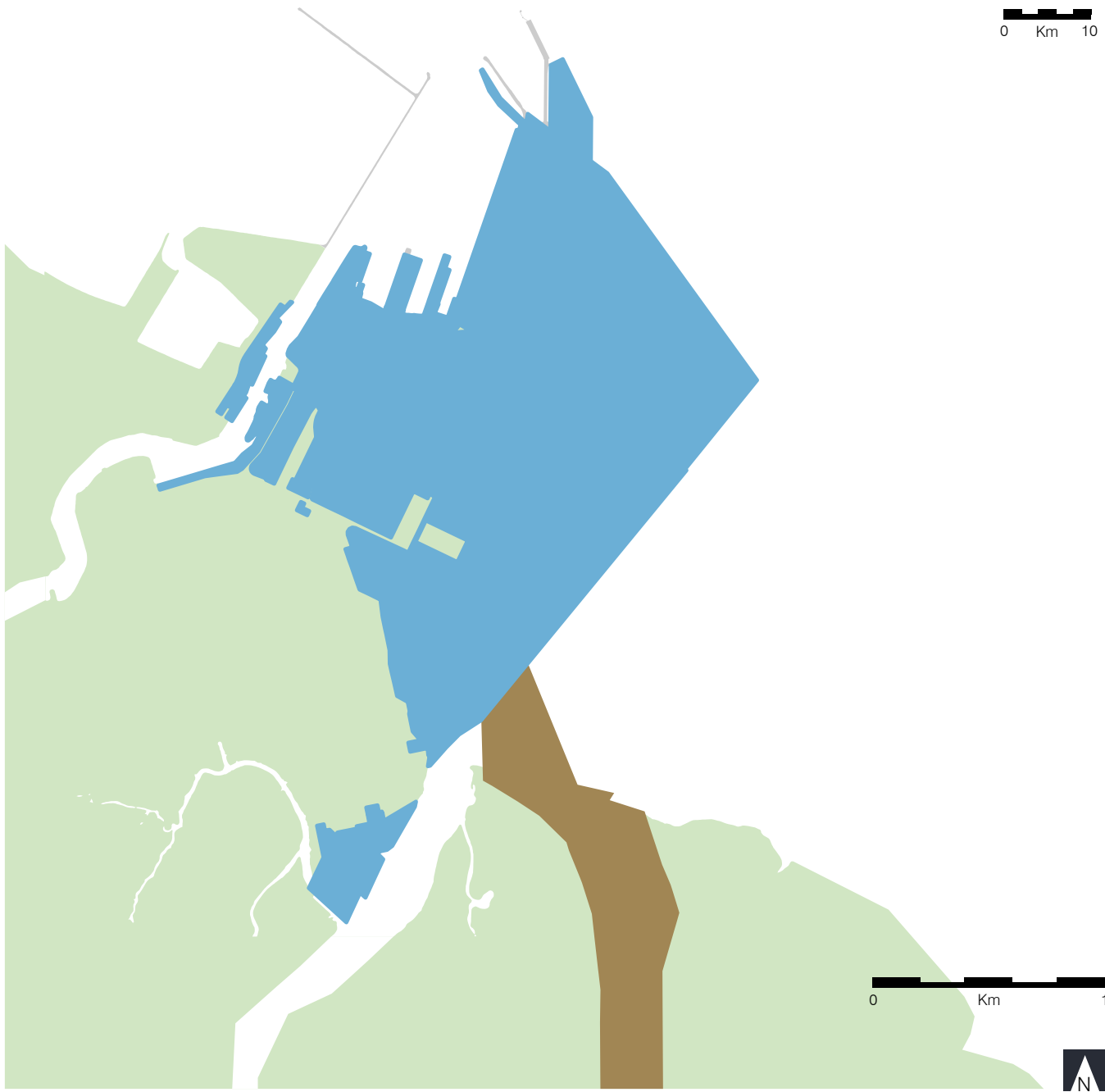
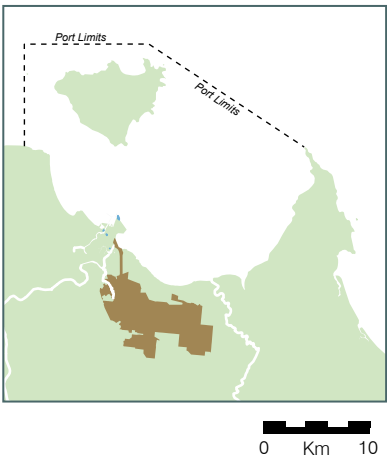


Figure 2: Strategic and Proposed Strategic Port Land

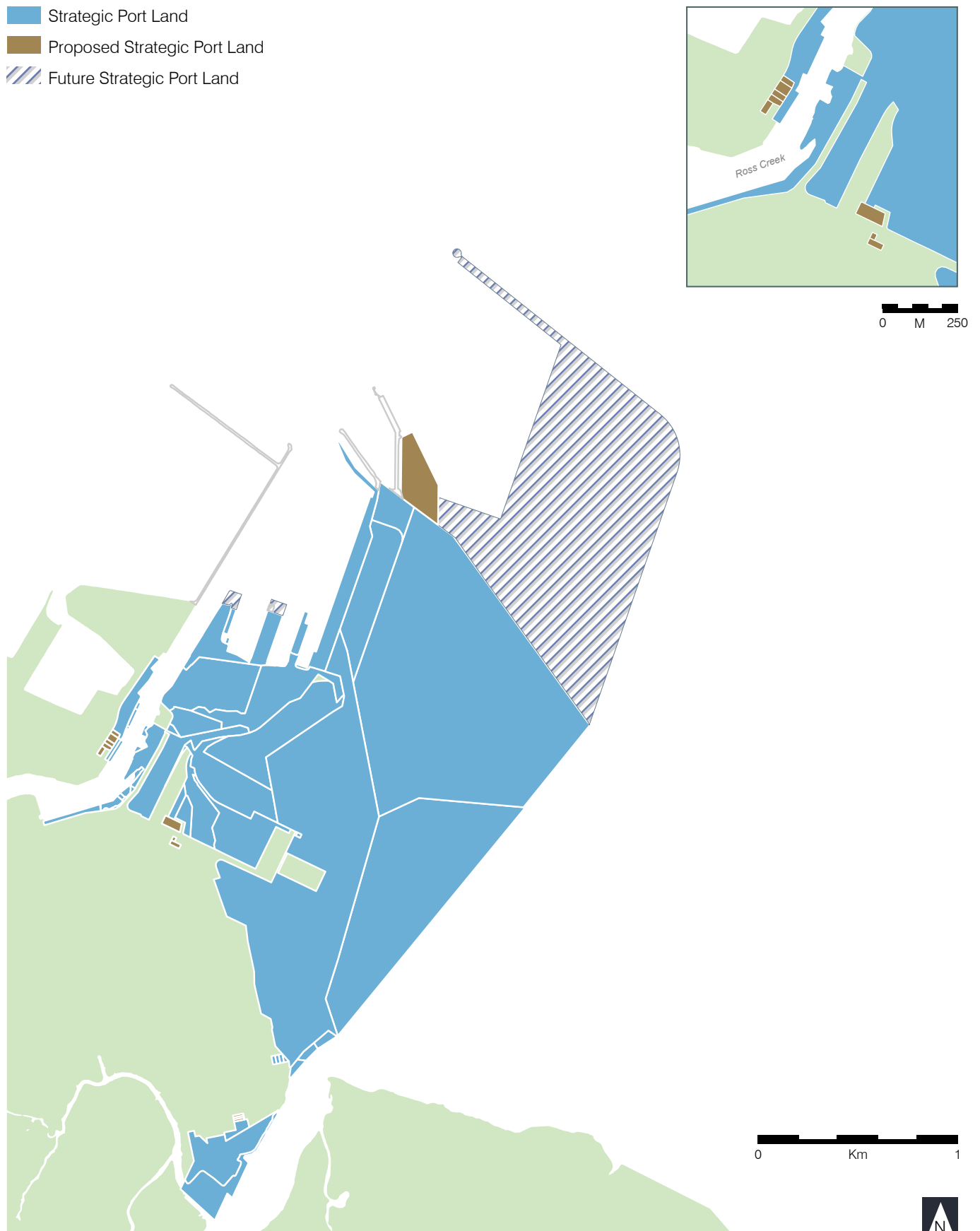


Figure 3: Transport Corridors

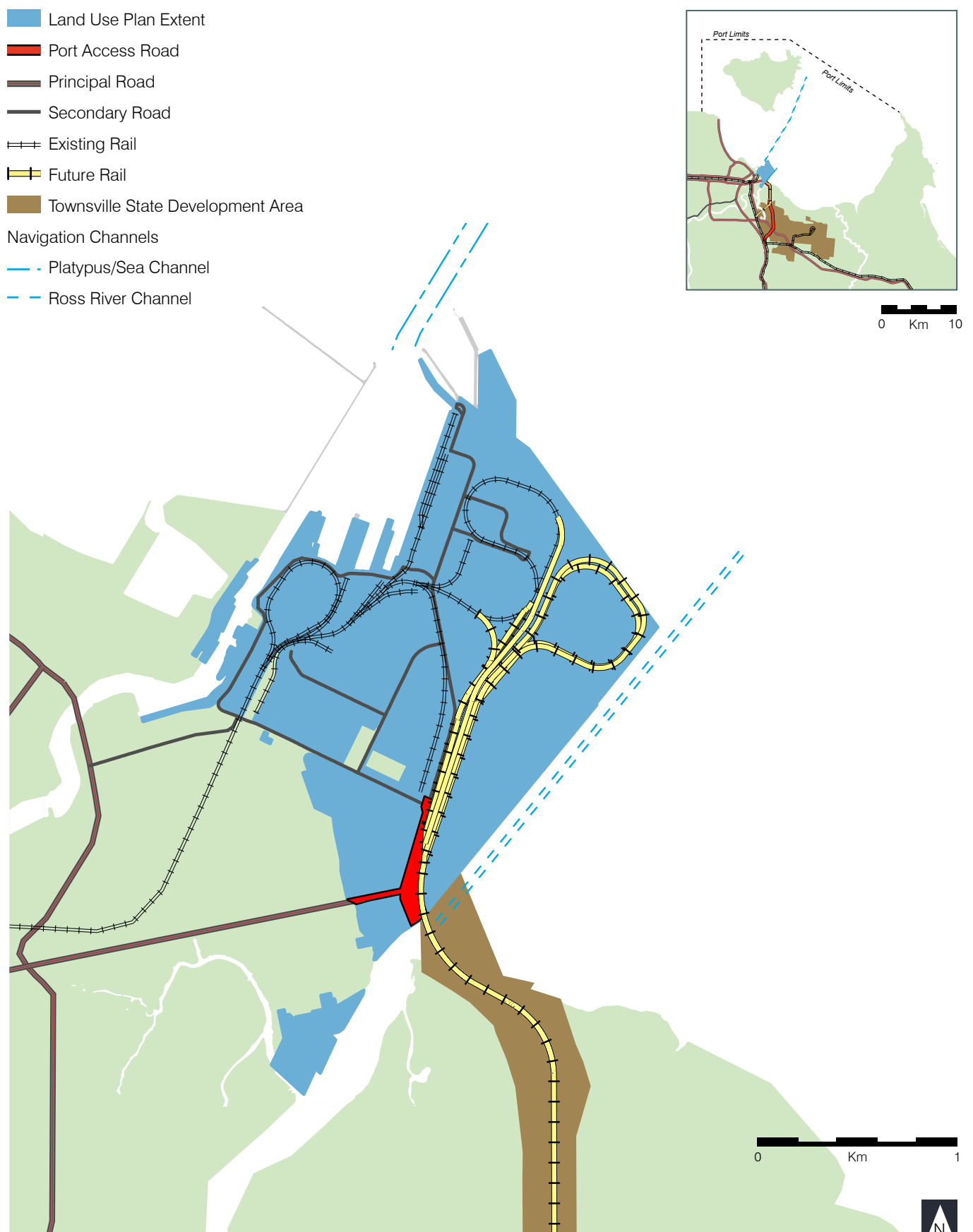


Figure 4: Land Use Zones

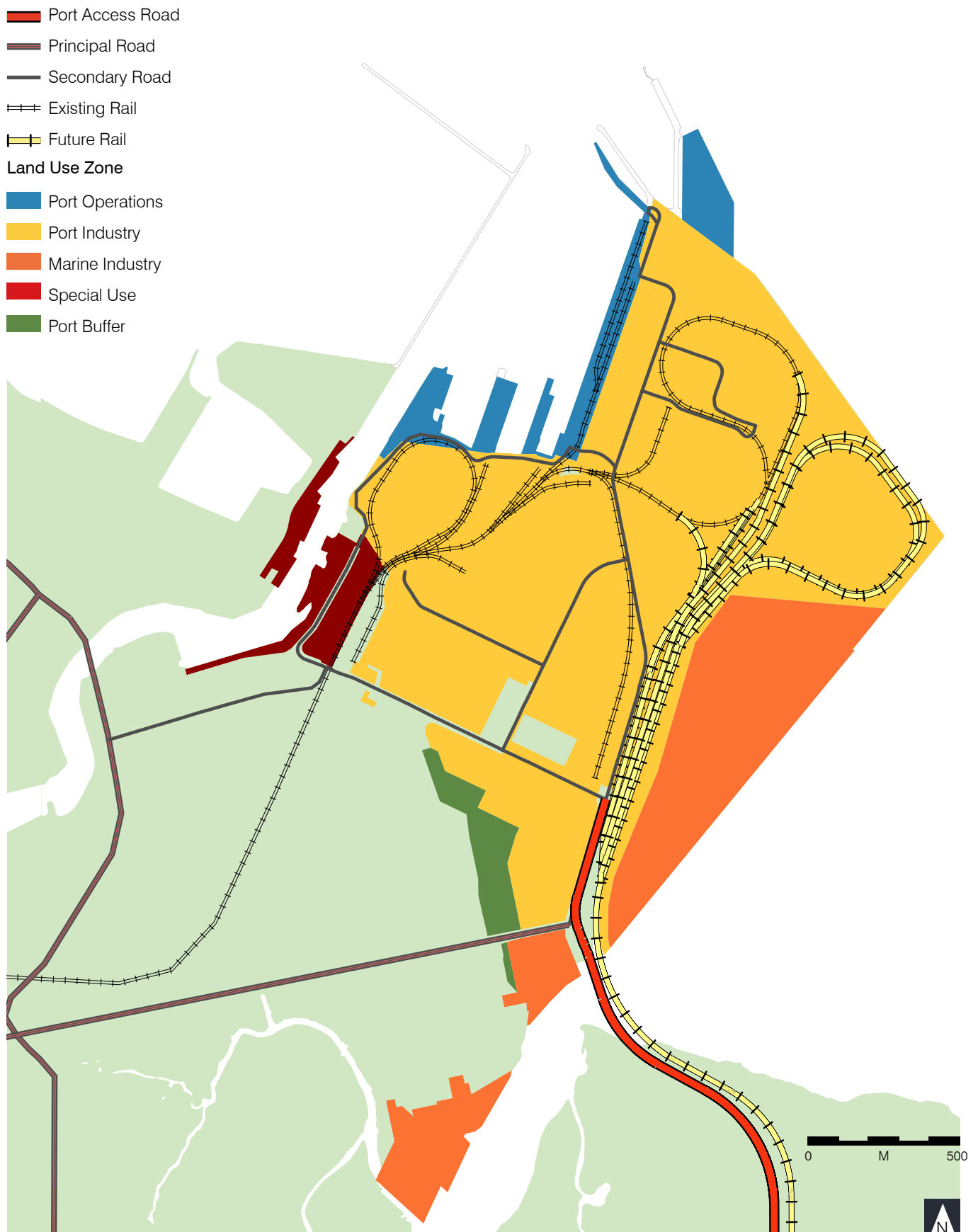


Figure 5: Land Use Precincts

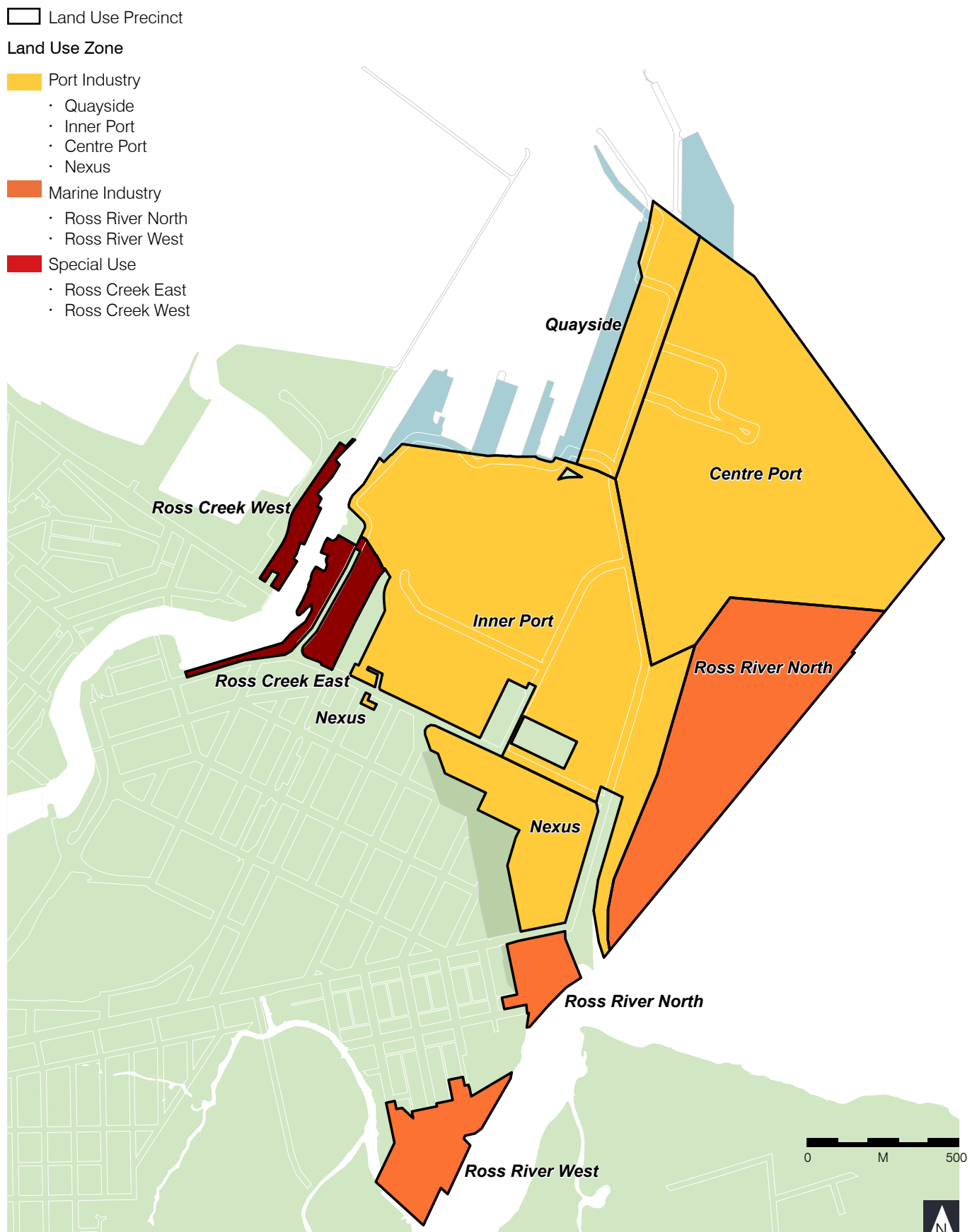
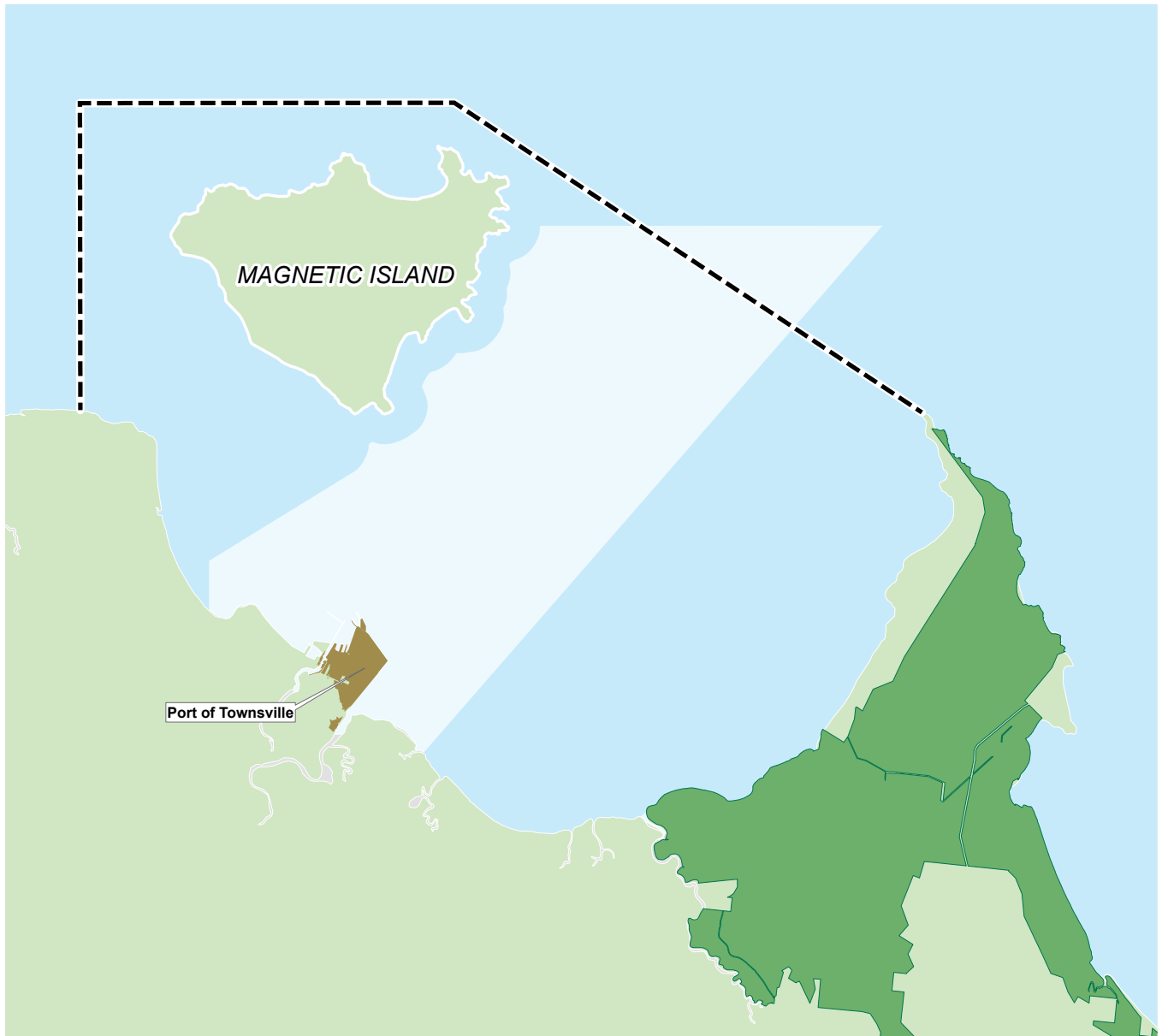


Figure 6: Statutory Environmental Areas – Federal

- ■ ■ Port Limits
- Port of Townsville
- RAMSAR - Bowling Green Bay
- Great Barrier Reef Marine Park



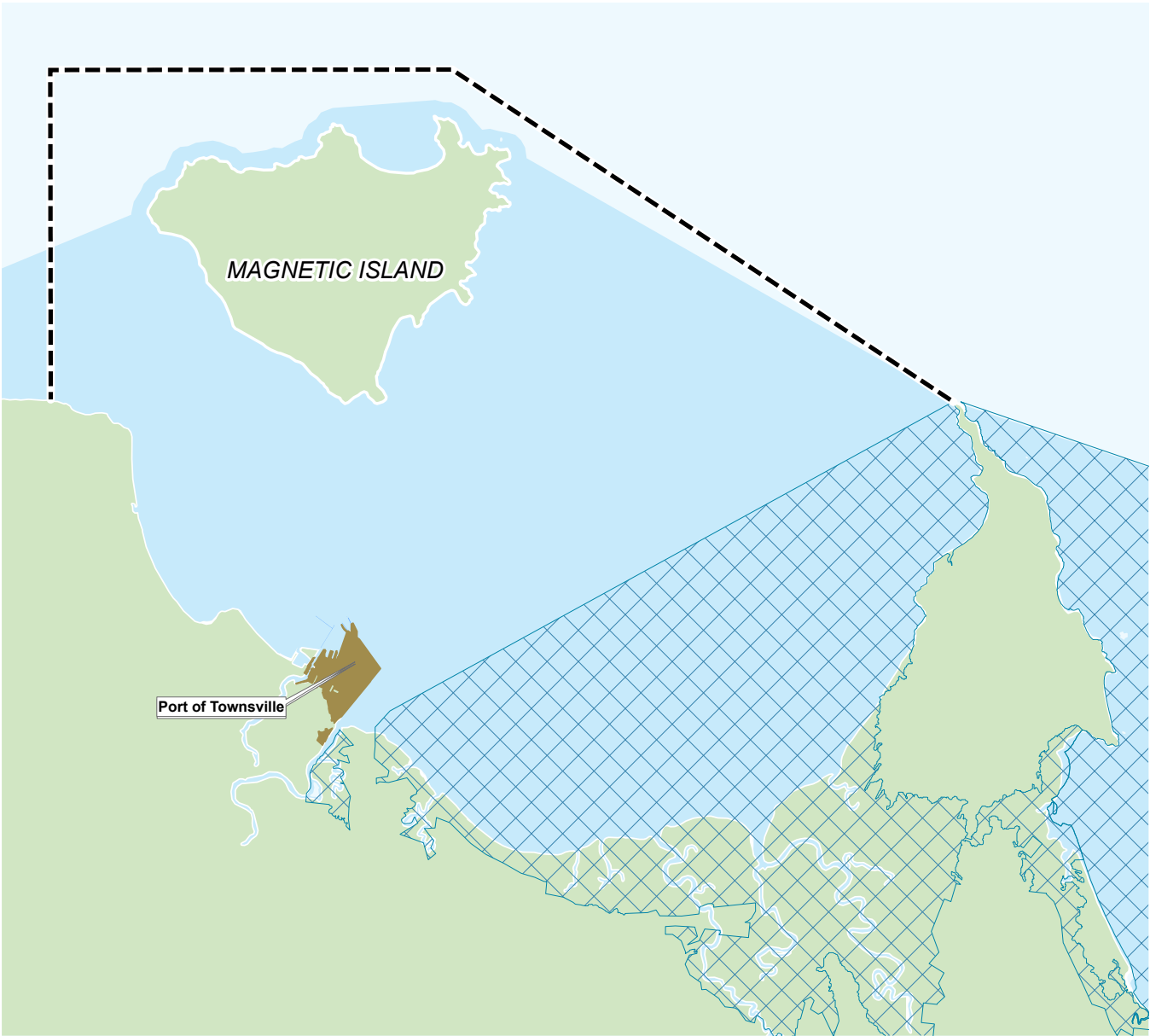
NOTE: Great Barrier Reef World Heritage Area extends from the low water mark of the mainland and includes all islands, interal waters of Queensland and Seas and Submerged Lands Act exclusions.

0 Km 5



Figure 7: Statutory Environmental Areas – State

- ■ ■ Port Limits
- Port of Townsville
- ▨ Fish Habitat Area
- Dugong Protected Area



0 Km 5





Schedule 2

Details of Port Lands

Strategic Port Land

Real Property Description		Area (m2)	Current Tenure	Present Use	Future Use
Lot 791	CP EP2348	973,200	Freehold	Port-dependent industry	In accordance with approved Land Use Plan
Lot 601	CP EP1802	27,830	Freehold	Port Operations	
Lot 594	CP EP1758	91,250	Freehold	Port Operations	
Lot 577	SP19428	683,300	Freehold	Port-dependent industry, transport integration, buffer	
Lot 620	CP EP1835	409	Freehold	Port-dependent industry, transport integration	
Lot 757	SP150572	72,340	Freehold	Port-dependent industry, transport integration	
Lot 2	SP129182	107,900	Freehold	Port-dependent industry, transport integration	
Lot 621	SP157595	81,760	Freehold	Port Operations	
Lot 318	CP EP2024	88,880	Freehold	Port-dependent industry	
Lot 448	SP126597	32,040	Freehold	Port Operations	
Lot 449	SP126597	2,815	Perpetual Lease	Port Operations	
Lot 450	SP126597	505	Perpetual Lease	Port Operations	
Lot 294	CP EP1977	21,600	Freehold	Port-dependent industry, transport integration	
Lot 389	CP EP1977	1,588	Freehold	Port-dependent industry, transport integration	
Lot 578	CP896279	54,520	Freehold	Port-dependent industry, transport integration, buffer	
Lot 700	CP EP2140	868	Freehold	Port-dependent industry, transport integration	
Lot 13	SP148848	4,876	Freehold	Port-dependent industry, transport integration	
Lot 169	SP164760	7,826	Freehold	Port-dependent industry, buffer	
Lot 758	SP130956	61,780	Freehold	Port-dependent industry	
Lot 6	SP150574	33,510	Freehold	Port-dependent industry	
Lot 430	CP EP1068	98,000	Board Works	Port Operations	
Lot 773	CP EP2211	427,500	Perpetual Lease	Buffer, Port-dependent industry	
Lot 600	SP137141	60,420	Freehold	Marine industry	
Lot 601	SP137141	37,700	Perpetual Lease	Fishing fleet, marine industry, marine facilities	
Lot 30	CP EP2355	5,138	Section 9 Deed of Grant	Port related industry, buffer	
Lot 113	RP703374	469	Freehold	Buffer	
Lot 114	RP703374	713	Freehold	Buffer	
Lot 115	RP703374	713	Freehold	Buffer	
Lot 116	RP703374	713	Freehold	Buffer	
Lot 778	CP EP2231	2,823	Perpetual Lease	Marine facilities and buffer	
Lot 672	CP EP2031	3,450	Perpetual Lease	Marine facilities and buffer	
Lot 777	CP EP2231	3,942	Perpetual Lease	Marine facilities and buffer	
Lot 674	CP EP2163	20,170	Freehold	Buffer and boating facilities	

Strategic Port Land (cont.)

Real Property Description		Area (m2)	Current Tenure	Present Use	Future Use
Lot 784	CP EP2254	1,373	Perpetual Lease	Buffer and marine related activities	In accordance with approved Land Use Plan
Lot 785	CP EP2254	520	Perpetual Lease	Buffer and marine related activities	
Lot 705	CP EP2163	1,759	Freehold	Buffer and boating facilities	
Lot 800	CP EP837705	184	Perpetual Lease	Buffer and marine related activities	
Lot 300	CP EP2352	1,772	Perpetual Lease	Buffer and marine related activities	
Lot 709	SP135285	5,864	Freehold	Port operations (navigation aids)	
Lot 779	SP129549	3,329	Perpetual Lease	Marine related activities	
Lot 780	SP129549	744	State Lease	Marine related activities	
Lot 587	SP130947	247	Freehold	Marine related activities	
Lot 588	SP130947	615	Perpetual Lease	Marine related activities	
Lot 781	SP130971	607	Perpetual Lease	Marine related activities	
Lot 782	SP130971	1,500	Perpetual Lease	Marine related activities	
Lot 1	SP126611	20,560	Freehold	Marine related activities	
Lot 3	SP126611	1,364	Perpetual Lease	Marine related activities	
Lot 4	SP126611	677	Perpetual Lease	Marine related activities	
Lot 5	SP126611	125	Perpetual Lease	Marine related activities	
Lot 701	SP126611	1,042	Perpetual Lease	Marine related activities	

Proposed Strategic Port Land

Real Property Description		Area (m2)	Current Tenure	Present Use	Future Use
Lot 1	RP701959	339	Freehold	In accordance with approved Local Government Scheme	In accordance with approved Land Use Plan
Lot 259	CP T11868	1,012	Freehold		
Lot 11	CP T118191	3,824	Freehold		
Lot 23	RP703387	502	Freehold		
Lot 24	RP703387	502	Freehold		
Lot 25	RP703387	502	Freehold		
Lot 363	CP EP776	948	Freehold		
Lot 433	CP EP1121	938	Freehold		
Lot 613	CP EP1805	890	Freehold		
Lot 704	CP EP2163	1,488	Freehold		
Lot 703	CP EP2163	818	Freehold		
Berth 12		20,000	USL	USL	In accordance with approved Land Use Plan

Note: the land identified in the above table "Proposed Strategic Port Land" is land that the Corporation intends to be designated as Strategic Port Land through the consultation process for this Land Use Plan. An offer for a Perpetual Lease has been received from the Department of Environment and Resource Management for the area identified as Berth 12. The Corporation has accepted the offer and a lot description will be included once final survey has taken place. Support to this application for tenure has been received from Townsville City Council.

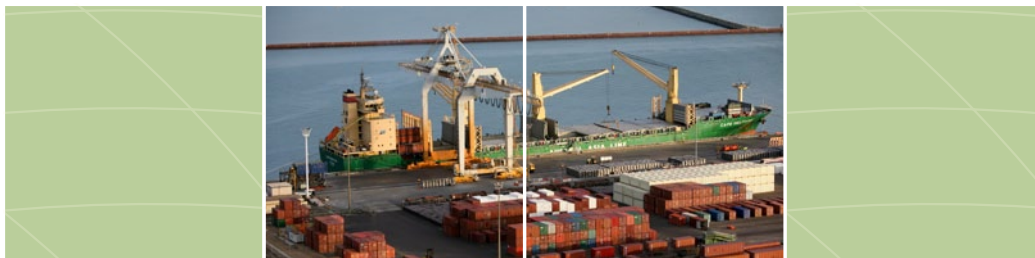
Non-Strategic Port Land

Real Property Description	Area (m2)	Current Tenure	Present Use	Future Use
Lot 2	RP737733	233,100	Freehold	In accordance with approved Local Government Scheme
Lot 5	RP736696	86,500	Freehold	
Lot 6	RP736696	140,700	Freehold	
Lot 793	CP EP2273	12,160	Freehold	
Lot 794	CP EP22773	46,120	Freehold	
Lot 797	CP909884	7,751	Freehold	
Lot 798	CP909884	16,720	Deed of Grant in Trust	
Lot 803	SP206724	3,371	Deed of Grant in Trust	
Lot 804	SP206724	31,930	Deed of Grant in Trust	
Lot 499	CP EP2382	984	State Lease	
Lot 792	CP EP2351	2,048	Vested	In accordance with approved Local Government Scheme and the Surplus Casino Land Scheme (<i>Breakwater Island Casino Agreement Act 1984 (Qld)</i>)
Lot 164	CP EP2079	9,333	Deed of Grant in Trust	
Lot 596	CP896278	1,650	Vested	
Lot 4	CP T118110	376	Vested	
Lot 5	CP T118110	350	Vested	
Lot 6	CP T118110	189	Vested	
Lot 648	CP EP1980	211	Vested	
Lot 102	SP200978	20	Freehold	
Lot 6	SP202795	1,000	Freehold	
Lot 27	SP202796	346	Freehold	

Future Strategic Port Land

Real Property Description	Area (ha)	Current Tenure	Present Use	Future Use
Port Expansion	120 (estimated)	USL	USL	In accordance with approved Land Use Plan

Note: the land identified in the above table "Future Strategic Port Land" identifies the area of Unallocated State Land which will be required for future Port expansion. Application/s for tenure will be submitted to the Department of Environment and Resource Management as required. Following the issue of tenure, consultation will be undertaken to have the land/s designated as Strategic Port Land.



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