

Land Use Plan 2010

The Port of Townsville Land Use Plan is a key planning document used to guide development on Port land.

This fact sheet highlights the purpose and key aspects of the Land Use Plan.

BACKGROUND

Port of Townsville Limited (POTL) is a Government Owned Corporation established under the *Government Owned Corporations Act 1993*. It manages the Port of Townsville which consists of a mix of POTL, Queensland Government, and privately owned and operated facilities.

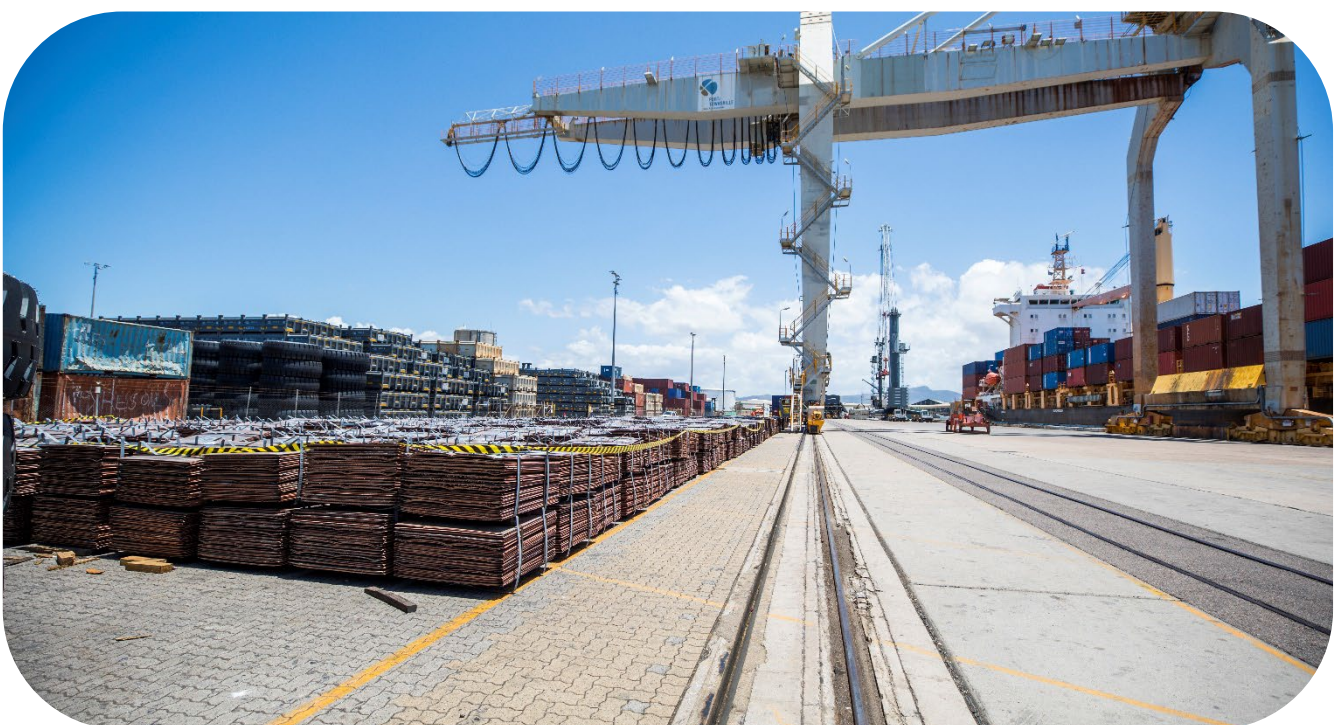
The Land Use Plan has been prepared in accordance with the provisions of the *Transport Infrastructure Act 1994* as the framework for the assessment of development on Strategic Port Land, as defined by the *Transport Infrastructure Act 1994*.

The Land Use Plan adopts a precinct-based approach to developments on Strategic Port Land with consideration to surrounding land uses.

KEY FEATURES

- Provides strategic framework for the management and assessment of development on Port land.
- Identifies preferred land use outcomes.
- Illustrates preferred outcome uses on Land Use Plan maps.
- Includes a Strategic Vision that promotes economic growth, ensures efficient port services and integrates with and enhances the surrounding community.
- Reflects all State planning instruments.
- Is consistent with the *Transport Infrastructure Act 1994*, Townsville City Council's City Plan and the Townsville City Waterfront Priority Development Area Scheme.

The Land Use Plan guides the location of new development on Strategic Port land.



LAND USE OUTCOMES

The Land Use Plan identifies five zones with precincts for preferred land uses which are instrumental to the development of the Port.

PORT OPERATIONS

- Wharves, Jetties and Port Facilities
- Navigational Aids
- Breakwaters
- Berth Pockets — Swing Basins
- Inter-modal Transfer Facilities
- Cranes, Conveyors, Pipelines, Shiploaders
- Hardstand Areas
- Site Offices

PORT INDUSTRY

- Operational and Support Services
- Bulk Storage Facilities
- Logistic Centers / Cargo Distribution
- Chemical, Petroleum and Associated Facilities
- Dredge Material Treatment and Reclamation Areas
- Vehicle Storage
- Warehousing and Storage Facilities

MARINE INDUSTRY

- Ship Building/Repair Facilities and Dry Docks
- Commercial Fishing Facilities
- Warehousing, Storage and Processing Facilities
- Cold Store Facilities
- Marina

SPECIAL USE

- Tourist Facilities
- Marine Industries
- Commercial Industries
- Port Support Services

PORT BUFFER

- Park
- Car Park
- Public/Community Facilities
- Port Support Services
- Public Promenades

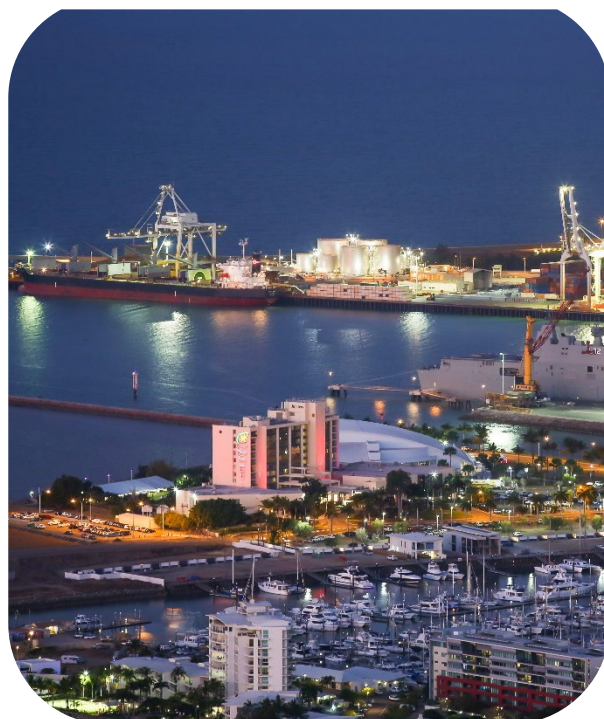
STRATEGIC OUTCOMES

The Land Use Plan identifies six main strategic outcomes, which are to be considered when assessing proposed development on Port land:

1. Land Use Pattern
2. Natural Environment
3. Economic Development
4. Community Identity & Diversity
5. Infrastructure & Services
6. Access & Mobility

Additionally the Land Use Plan includes;

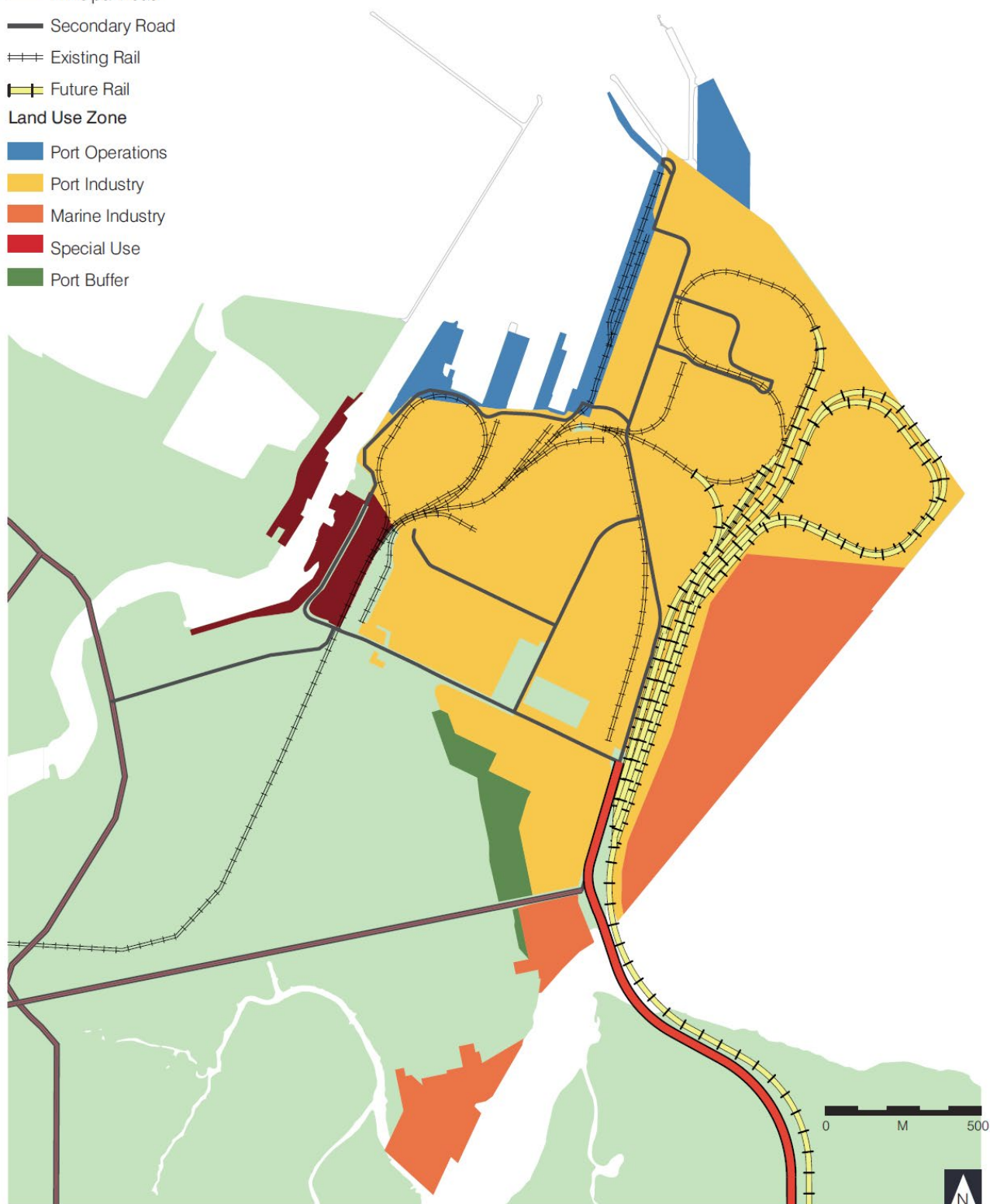
- a description of the purpose and outcomes for each precinct; and
- critical issues to be considered, such as infrastructure, built form, urban design and environmental considerations.



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LAND USE ZONES

-  Port Access Road
-  Principal Road
-  Secondary Road
-  Existing Rail
-  Future Rail
- Land Use Zone**
-  Port Operations
-  Port Industry
-  Marine Industry
-  Special Use
-  Port Buffer




FURTHER INFORMATION

Should you require more information about **Land Use Planning**, please contact POTL's Planning Officer:

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