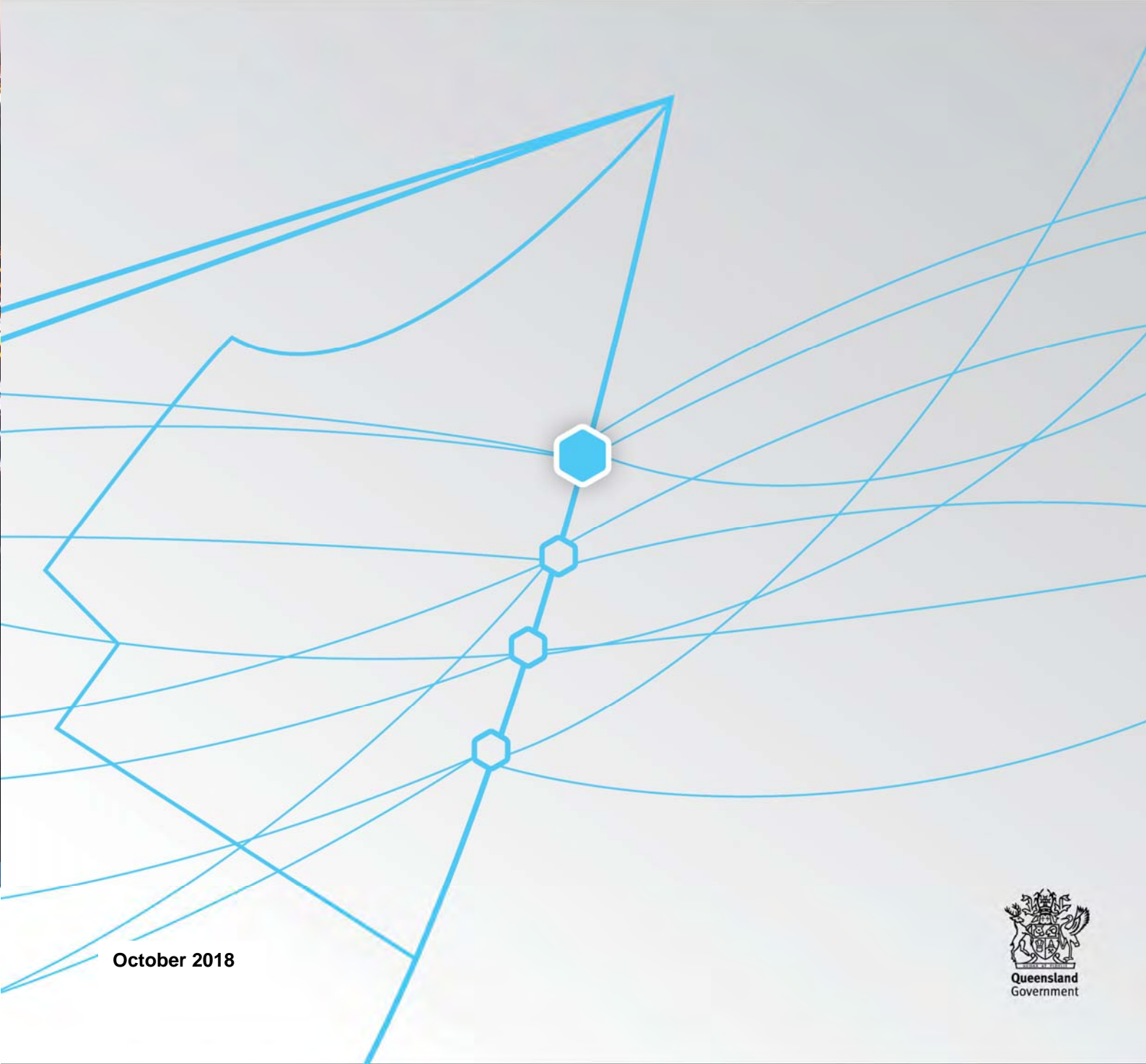


Priority port master planning

# Preliminary draft port overlay Priority Port of Townsville

Queensland | Australia | 2018



October 2018

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# Introduction

## Background

The preliminary draft port overlay has been prepared in accordance with the *Sustainable Ports Development Act 2015* (Ports Act) for the priority Port of Townsville. The Ports Act requires that a port overlay is made as soon as practicable after a master plan takes effect.

The preliminary draft port overlay is for information purposes to outline how the master plan may be implemented. It seeks to regulate development in the proposed master planned area only where requirements for port-related development are necessary to implement the master plan in addition to existing planning instruments. Importantly, the preliminary draft port overlay minimises duplication of requirements by allowing existing instruments and approvals to operate where they already offer adequate management of port-related development.

The final port overlay once made will be a statutory instrument under the *Statutory Instruments Act 1992* and has the force of law as provided for under the Ports Act. The final port overlay is not subordinate legislation.

## Purpose

The purpose of this preliminary draft port overlay is to demonstrate the implementation of the draft Port of Townsville Master Plan in accordance with the Ports Act.

The Ports Act provides for the final master plan to be implemented by a port overlay, which operates alongside existing planning instruments to guide future port-related development for the proposed master planned area to achieve the long-term vision.

Whilst the preliminary draft port overlay applies to the entire proposed master planned area, additional regulation is only provided where necessary in **Part C (Development Assessment)** and **Part D (Plan Making)** in the case that the existing framework does not adequately already deliver the outcomes necessary to implement the master plan.

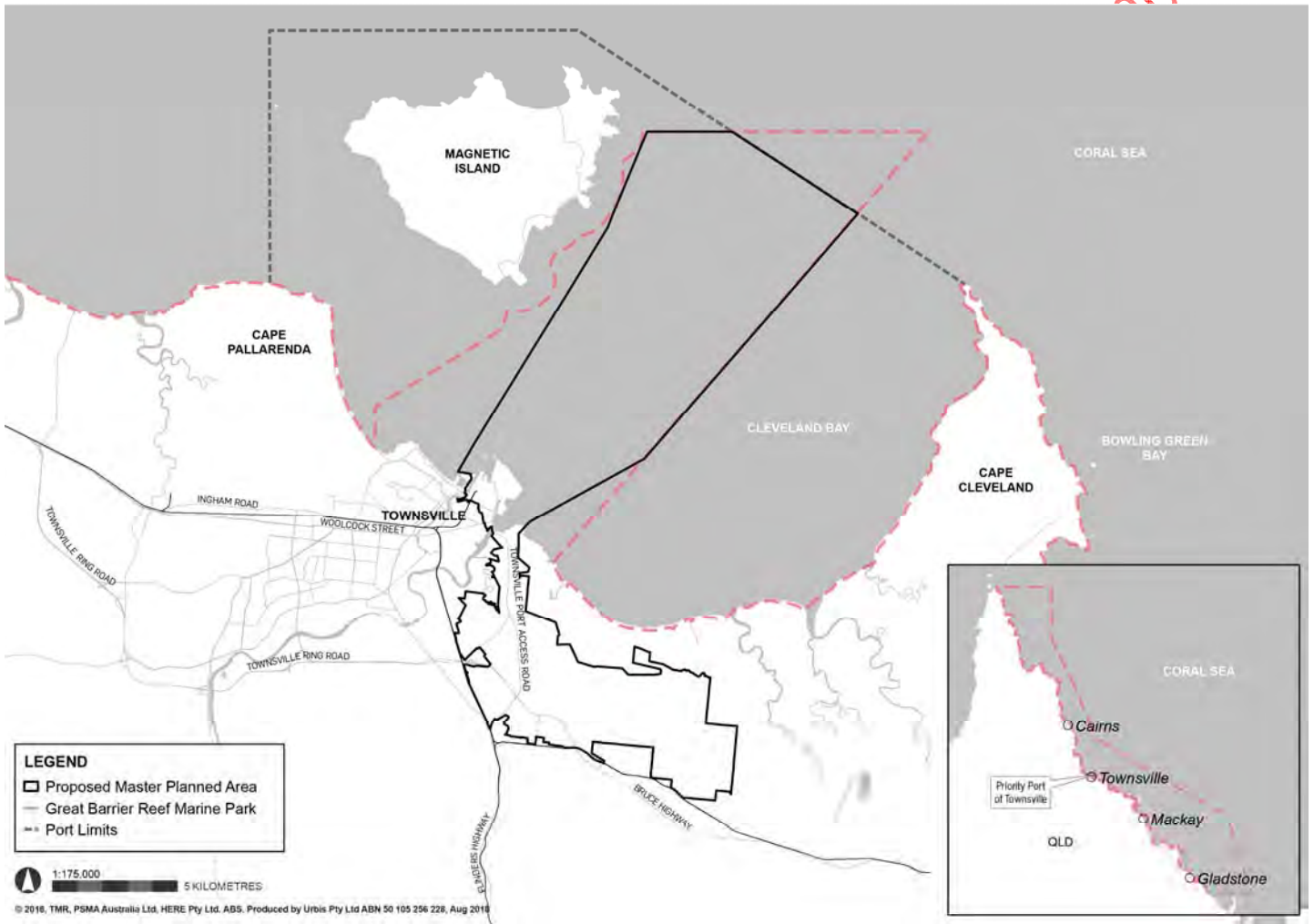
## Application

The preliminary draft port overlay applies to all of the proposed master planned area as shown on **Figure 1** and within **Appendix A (Mapping)**. The preliminary draft port overlay provides requirements for regulatory instruments as outlined in **Table 1** and identified below:

- for the *Planning Act 2016* (Planning Act):
  - the matters Townsville City Council (TCC) must consider in making or amending the Townsville City Plan or other local planning instrument
  - instances where development in the proposed master planned area is impact assessable
  - assessment benchmarks that assessable development under the preliminary draft port overlay must be assessed against
  - the matters TCC must have regard to in assessing assessable development under the preliminary draft port overlay.
- for the *Transport Infrastructure Act 1994* (Transport Infrastructure Act):
  - development that is regulated on Strategic Port Land (SPL)
  - matters Port of Townsville Ltd (POTL) must consider in making or amending a land use plan in relation to the priority port.

- for the *Economic Development Act 2012* (Economic Development Act):
  - matters which the Minister for Economic Development Queensland (MEDQ) must consider when determining whether to amend the Townsville City Waterfront Priority Development Area Development Scheme (TCWPDA Development Scheme)<sup>1</sup>.
- for the *State Development and Public Works Organisation Act 1971* (SDPWO Act):
  - matters which the Coordinator-General (CG) must consider when making or amending the Townsville State Development Area Development Scheme (TSDA Development Scheme).<sup>2</sup>

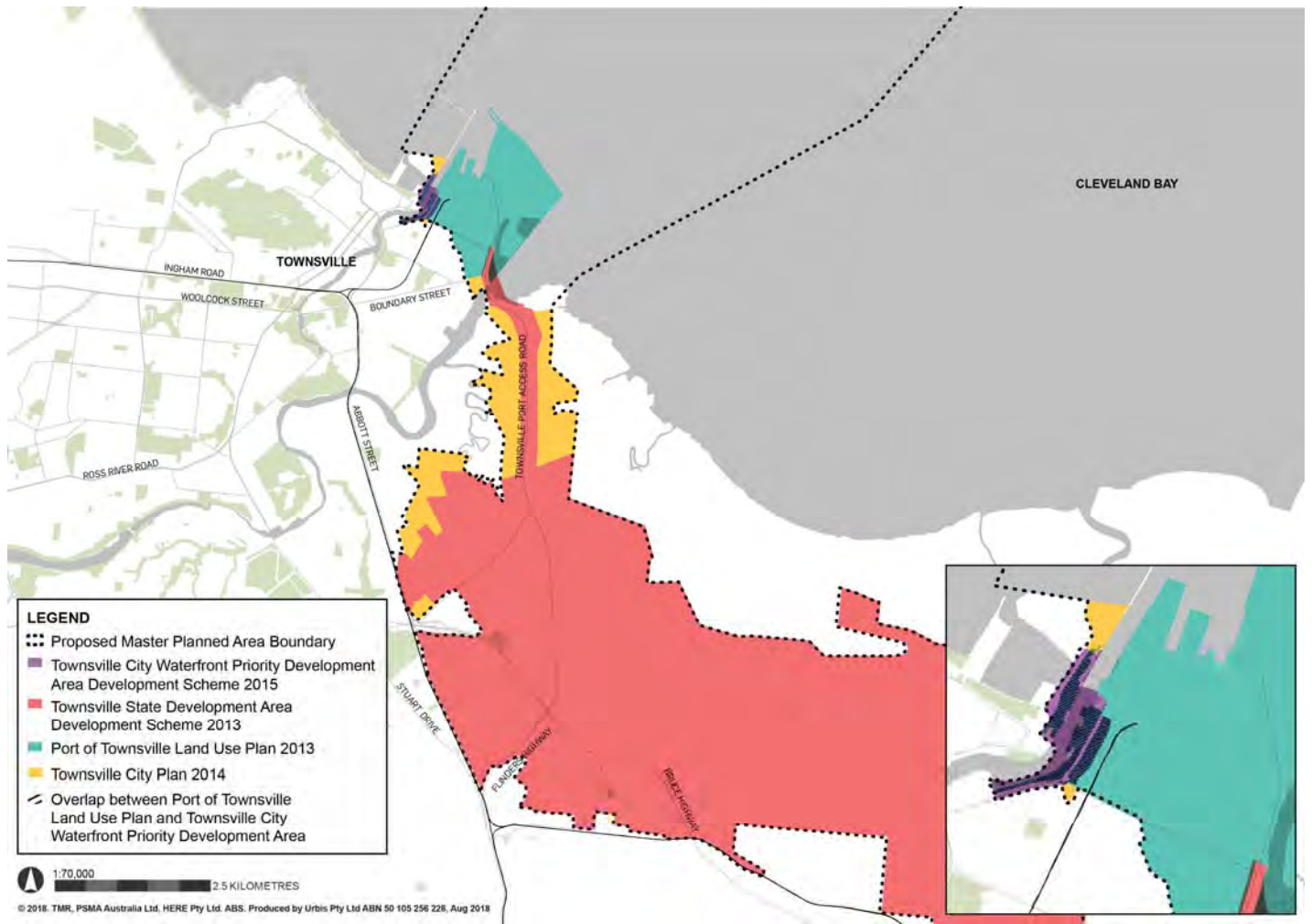
**Figure 1 – Proposed master planned area**



<sup>1</sup> The port overlay does not regulate development that is regulated by the TCWPDA Development Scheme.  
<sup>2</sup> The port overlay does not regulate development that is regulated by the TSDA Development Scheme.



Figure 2 – Planning instruments operating within the proposed master planned area



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## Relationship to other legislation

The relationship of the preliminary draft port overlay to other legislation is summarised in **Table 1**.

**Table 1 – Relationship of port overlay to other instruments and legislation**

Legislation	Instrument (see Figure 2 for extent)	Relationship to the Port Overlay	Action for Development Assessment	Action for Plan Making
<i>Planning Act 2016</i>	Townsville City Plan or other local planning instrument	To the extent of any inconsistency between the port overlay and a planning instrument under the Planning Act, <b>the port overlay prevails</b> (Section 26).	Where the port overlay prescribes assessment benchmarks, TCC as the assessment manager must assess the development against the assessment benchmarks and have regard to matters identified in assessing development under the preliminary draft port overlay.  The assessment manager's decision about the development application must not be inconsistent with the port overlay.	TCC must consider the content of the final port overlay when making or amending the Townsville City Plan or other local planning instrument under the <i>Planning Act</i> .
<i>Transport Infrastructure Act 1994</i>	Port of Townsville Land Use Plan (POTLUP)	To the extent of any inconsistency between the port overlay and the POTLUP, <b>the port overlay prevails</b> (Section 27).	Where the port overlay prescribes assessment benchmarks, POTL as the assessment manager must assess the development against the assessment benchmarks and have regard to matters identified in assessing development under the preliminary draft port overlay.  The assessment manager's decision about the development application must not be inconsistent with the port overlay.	POTL must consider the content of the final port overlay when making or amending the POTLUP under the <i>Transport Infrastructure Act</i> .



Legislation	Instrument (see Figure 2 for extent)	Relationship to the Port Overlay	Action for Development Assessment	Action for Plan Making
<i>Economic Development Act 2012</i>	Townsville City Waterfront Priority Development Area Development Scheme	MEDQ must consider, but is not bound by, a requirement under a port overlay (Section 29(1)).	The port overlay <b>does not regulate development</b> that is regulated by the Development Scheme (Section 19(4)).	The MEDQ is required to consider whether the Development Scheme is inconsistent with the final port overlay. Where there is an inconsistency, the MEDQ must decide whether or not to amend the Development Scheme to remove the inconsistency.
<i>State Development and Public Works Organisation Act 1971</i>	Townsville State Development Area Development Scheme	The CG must consider, but is not bound by, a requirement under a port overlay (Section 32(1)).	The port overlay <b>does not regulate development</b> that is regulated by the Development Scheme (Section 19(4)).	The CG is required to consider whether the Development Scheme is inconsistent with the port overlay. Where there is an inconsistency, the CG must decide whether or not to amend the Development Scheme to remove the inconsistency.

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## Components of the preliminary draft port overlay

The components of the preliminary draft port overlay are as follows:

- **Part A (Draft Precincts):** contains the purpose, description and outcomes of the draft precincts from the draft master plan
- **Part B (Environmental Management Framework):** states the measures and objectives required for managing the potential impacts on environmental values that have been identified through the master planning process.
- **Part C (Development Assessment):** states the categories of assessment and assessment benchmarks for particular development, as well as the matters an assessment manager (specifically, TCC and POTL) must have regard to in assessing a development application.
- **Part D (Plan Making):** prescribes the requirements for the:
  - TCC to consider the preliminary draft port overlay when making or amending the Townsville City Plan or other local planning instruments
  - POTL to consider the preliminary draft port overlay when making or amending the POTLUP
  - MEDQ to consider when making or amending the TCWPDA Development Scheme
  - CG to consider when making or amending the TSDA Development Scheme.
- **Appendix A (Mapping):** includes a high-resolution version of the proposed master planned area;
- **Appendix B (Dictionary):** includes definitions of particular terms to assist in the interpretation of the preliminary draft port overlay. The terms used in the preliminary draft port overlay have the meaning assigned to that term by:
  - the Ports Act
  - another Act where referenced for that term
  - another Regulation where referenced for that term
  - the *Acts Interpretation Act 1954*
  - the ordinary meaning, if the term is not otherwise defined in one of the instruments referenced above.
- **Appendix C (Abbreviations and acronyms):** includes abbreviations and acronyms referenced in this document.
- **Appendix D (EMF objectives):** identifies the EMF objectives from the draft master plan

# Part A – Draft Precincts

## Overview

The proposed master planned area encompasses land and marine areas needed for the efficient development and operation of the port, and for the management of potential impacts on the OUV of the Great Barrier Reef World Heritage Area (GBRWHA) and other environmental values. Within the proposed master planned area, precincts have been identified to indicate the long-term intent for port-related development in specific locations and those areas where environmental considerations are a predominant consideration.

## Proposed master planned area

The draft proposed master planned area includes the land and marine areas shown in **Figure 3** below and also provided in **Appendix A**. The proposed master planned area comprises:

- the Port of Townsville SPL, including the future approved reclaimed expanded port area
- part of the Townsville State Development Area (TSDA)
- part of the Townsville City Council (TCC) local government area
- part of the Townsville City Waterfront Priority Development Area (TCWPDA), specifically Precinct 6 (Ocean Gateway) and Precinct 7 (Maritime Mixed Use)
- marine areas within the Port of Townsville port limits that are not within Federal or State marine parks
- Part of the GBRWHA.

## Draft precincts

The role of precincts is to identify the long-term purpose and intent for specific areas within the proposed master planned area.

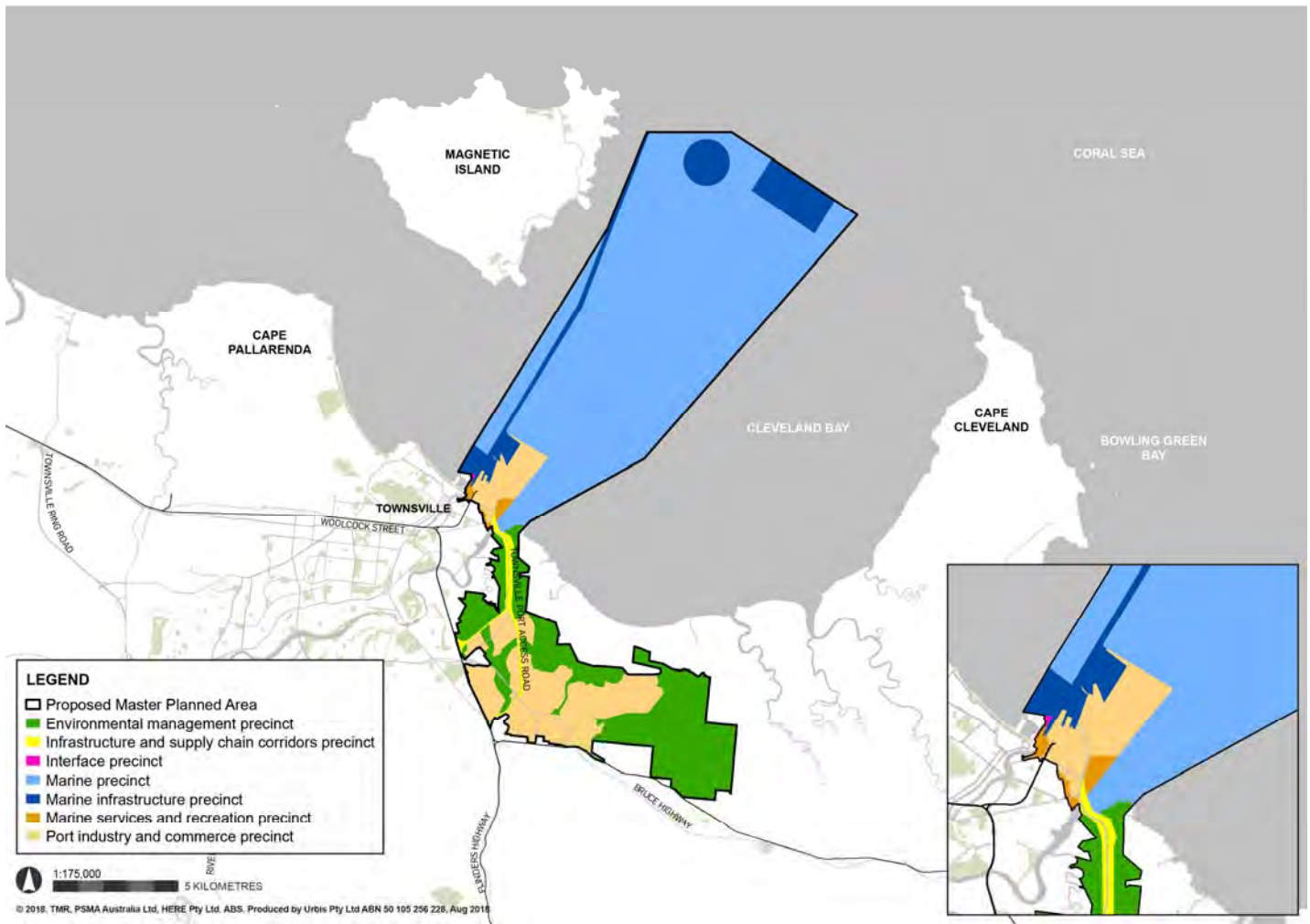
The following precincts are included within the proposed master planned area and are described as follows:

- Environmental management precinct
- Infrastructure and supply chain corridors precinct
- Interface precinct
- Marine precinct
- Marine infrastructure precinct
- Marine services and recreation precinct
- Port industry and commerce precinct.

Each precinct (see **Figure 3**) is explained in the following sections, by describing the:

- long-term **purpose** of the precinct
- precinct area **description**
- precinct **outcomes**.

Figure 3 – Proposed master planned area and draft precincts

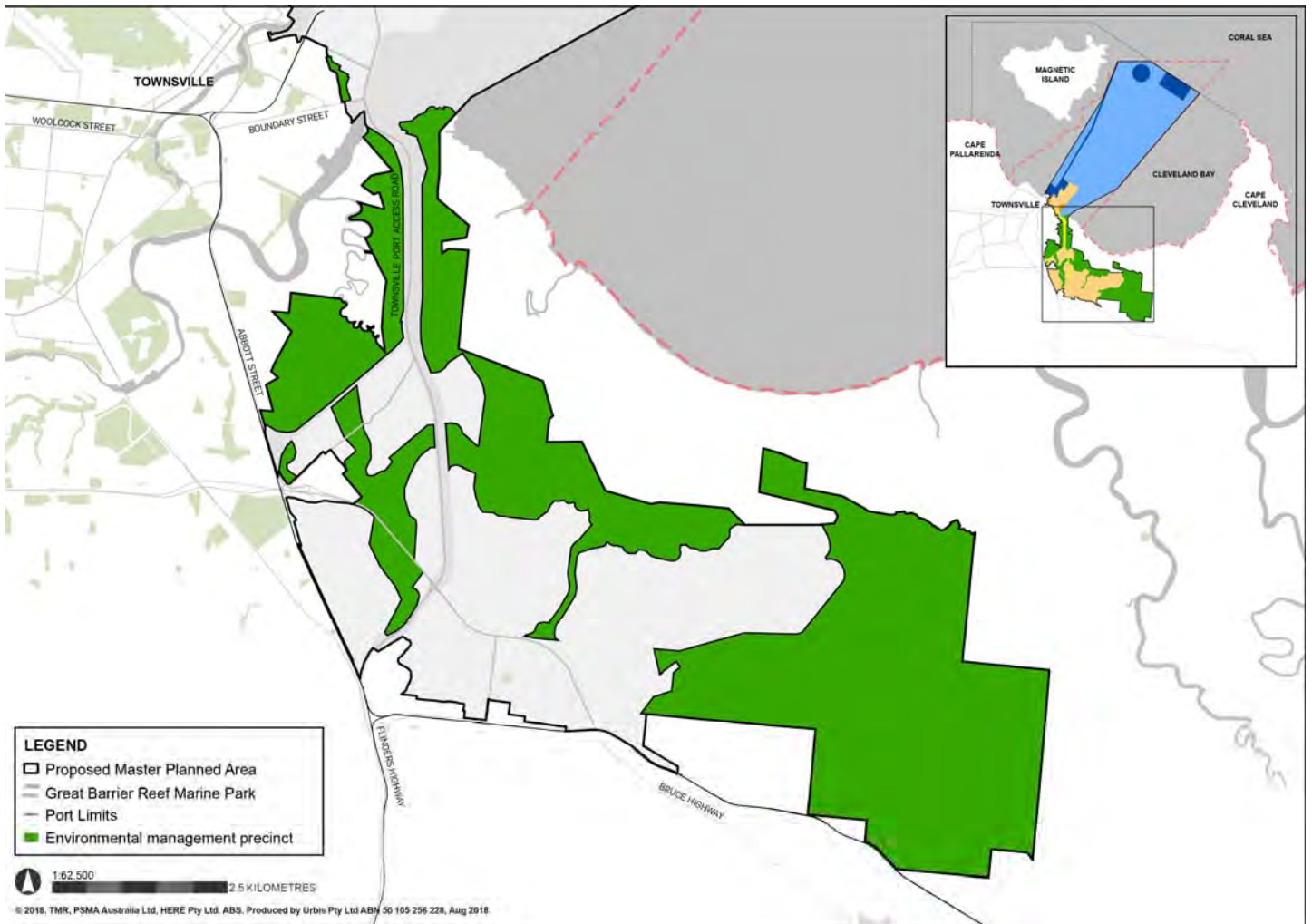


**Consultation note:** Amendments to planning instruments and subordinate legislation may result in changes to the proposed master planned area boundary and draft precincts before the master plan is finalised.

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# Environmental management precinct

Figure 4 – Environmental management precinct



**Purpose:**

The purpose of the **Environmental management precinct** is to limit development and, where possible, avoid impacts on environmental values.

**Description:**

The precinct comprises land within the TSDA identified as being of environmental significance. It functions as an environmental buffer between port-related development and intertidal areas with high ecological significance.

**Outcomes:**

Uses that do not compromise the environmental values of the area may be acceptable.

Essential linear infrastructure such as telecommunications and electricity network infrastructure to service adjoining industry may be located in this precinct if no other alternative is available.

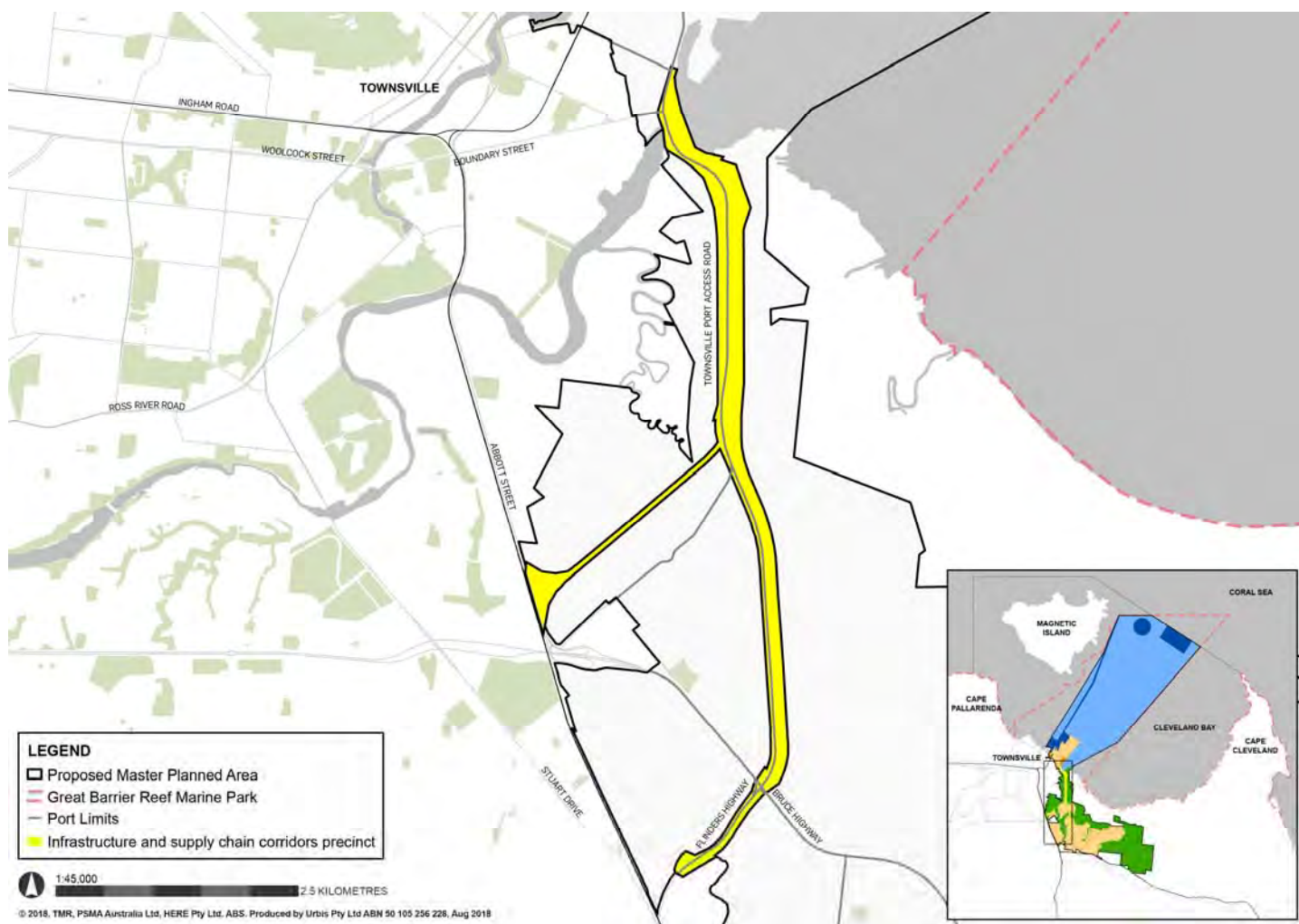
Non-essential infrastructure and port-related development may be considered where environmental impacts can be managed to maintain ecological processes.

Extractive industry uses in the identified Muntalunga Key Resource Area (KRA 154) will avoid and minimise impacts on the environmental and cultural heritage values of the Muntalunga Range.



## Infrastructure and supply chain corridors precinct

Figure 5 – Infrastructure and supply chain corridors precinct



**Purpose:** The purpose of the **Infrastructure and supply chain corridors precinct** is to allow for the provision of the major land-based supply chain corridor infrastructure and the development of critical marine supply chain infrastructure to and from the port, required for the ongoing operation and expansion of the port, within proposed the master planned area.

**Description:** This precinct includes land reserved for the preferred alignment of the TEARC (including space for possible future port connection for bulk material handling and transportation). It also includes part of the NCL and part of the Flinders Highway (Stuart Bypass).

**Outcomes:** Development provides for or maintains the safe and efficient operation and management of supply chain infrastructure.

Development protects future rail and road alignments and existing transport corridors.

Non-port-related development is limited to necessary minor and interim service infrastructure. This may include linear infrastructure, utility installations and telecommunication facilities.

Development optimises the efficient use of land and infrastructure to minimise its footprint.

Development supports the establishment of common use infrastructure where practicable.

Development within this precinct is not to cause or result in reverse amenity impact on the development of, or upgrading of key transport routes critical to the priority Port of Townsville.



Development is to be appropriately located, designed, constructed and operated to avoid potential adverse impacts on environmental values where possible.

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# Interface precinct

Figure 6 – Interface precinct



**Purpose:** The purpose of the **Interface precinct** is to manage the interface between sensitive land uses or areas where sensitive land uses may be developed adjoining port operations.

**Description:** This precinct includes a portion of the western breakwater peninsula currently occupied by the Townsville Entertainment Centre. During the life of the master plan the Townsville Entertainment Centre may relocate, and if this occurs, this land will be available for redevelopment. Given the proximity of this land to the port, future development of the area has the potential to impact on the operation of the port, as well as the future use of this land potentially being impacted by port operations.

**Outcomes:** Development within this precinct must not restrict the operation or development of port activities including supply chain infrastructure.

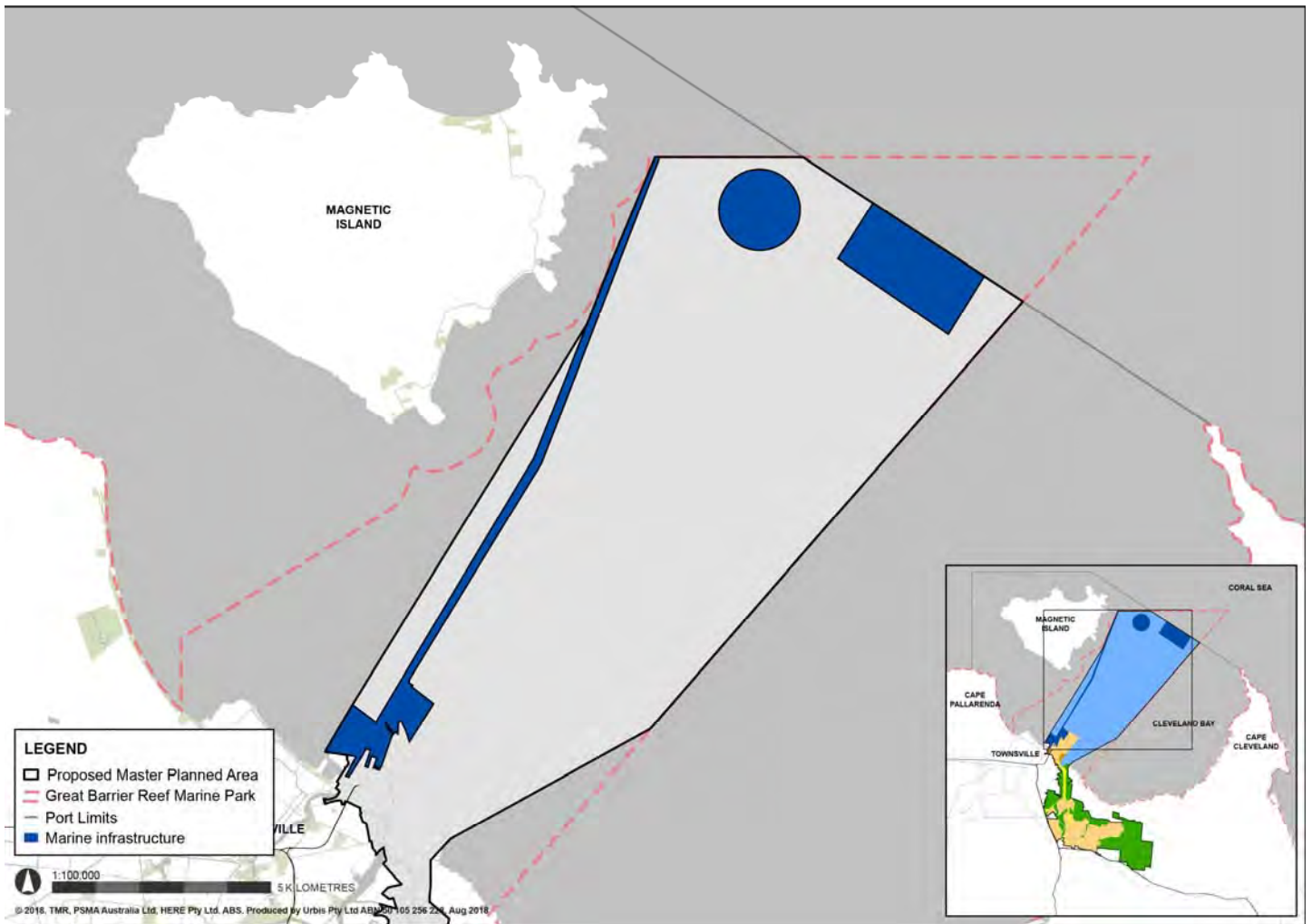
Development and land uses must be appropriately located, and incorporate suitable design measures to minimise potential impacts from port operations on sensitive land uses including;

- orientation and design of development to minimise visual impacts;
- built form, including building design, height and materials
- management of emissions, noise, light, odour and dust.

Future development in this precinct should maintain public access to the waterfront.

# Marine infrastructure precinct

Figure 7 – Marine infrastructure precinct



**Purpose:** The purpose of the **Marine infrastructure precinct** is to ensure safe shipping access to navigation channels and waterside areas is maintained and to provide for marine-based port infrastructure. The precinct provides for works required to widen and deepen the existing shipping channels to facilitate the sustainable growth of the port.

**Description:** This precinct includes the existing shipping channels, swing basins, berth pockets, breakwaters, and the existing maintenance dredged material placement area. Future capital dredging for shipping channels and to create a new outer harbour and berth pockets will occur in this precinct consistent with state and Commonwealth approvals for the Port Expansion Project.

This precinct generally extends to the Highest Astronomical Tide (HAT) and includes:

- the marine area surrounding the port berths
- the shipping channels (Platypus and Sea)
- maintenance dredged material placement areas
- part of Ross Creek
- breakwaters and anchorage.

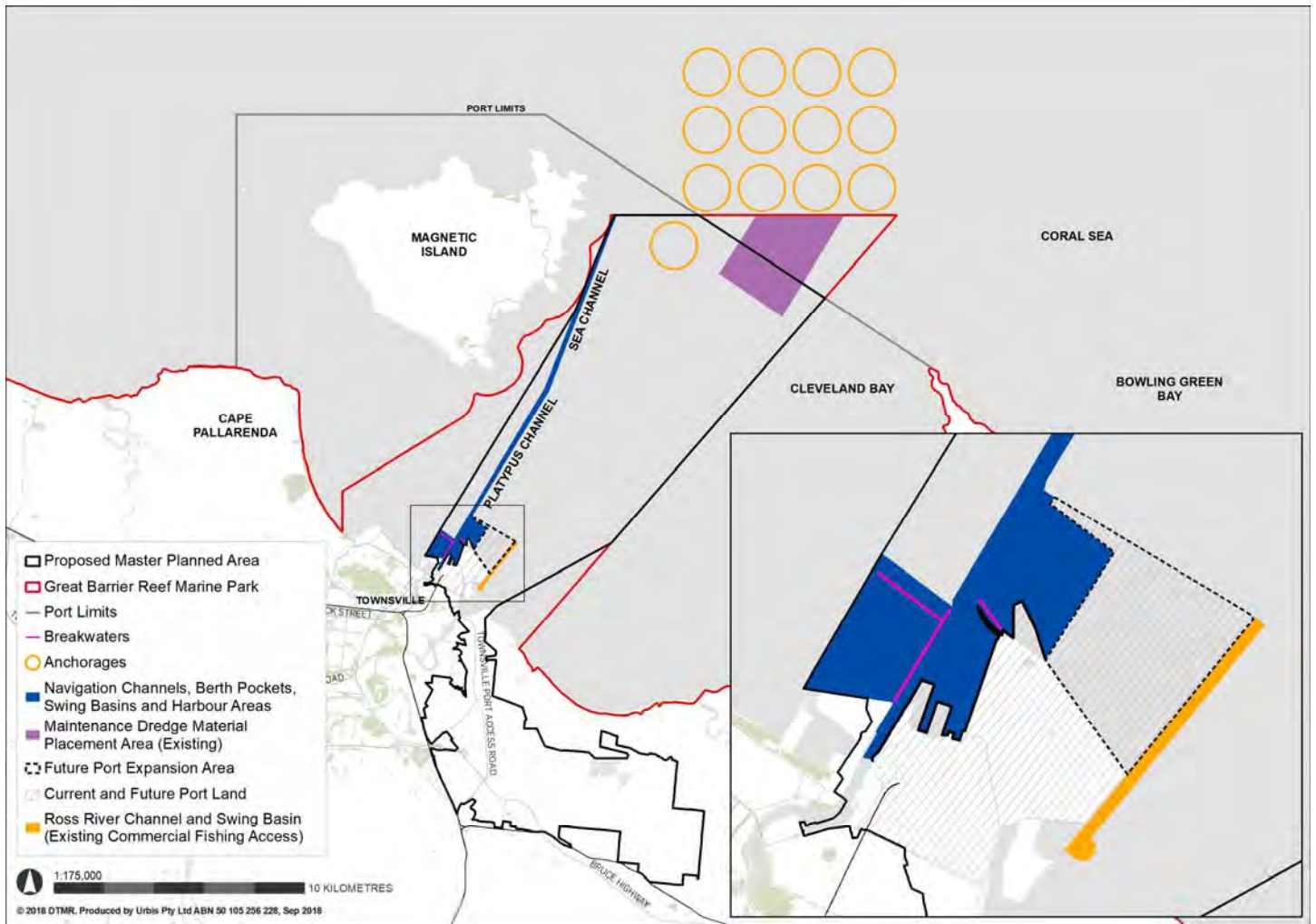
**Outcomes:** Development within this precinct is limited to activities associated with vessel navigation, berthing of vessels, and capital and maintenance dredging required to maintain and enhance the safe navigation and operation of waterways.

Development includes the establishment of a new outer harbour and additional berths in the expanded port area.

Development maintains and protects port infrastructure that provides for safe navigation, including the shipping channels, breakwaters, swing basins and navigational works.

Development maximises the effective and efficient utilisation of infrastructure and port facilities, including the establishment of common user arrangements where practicable.

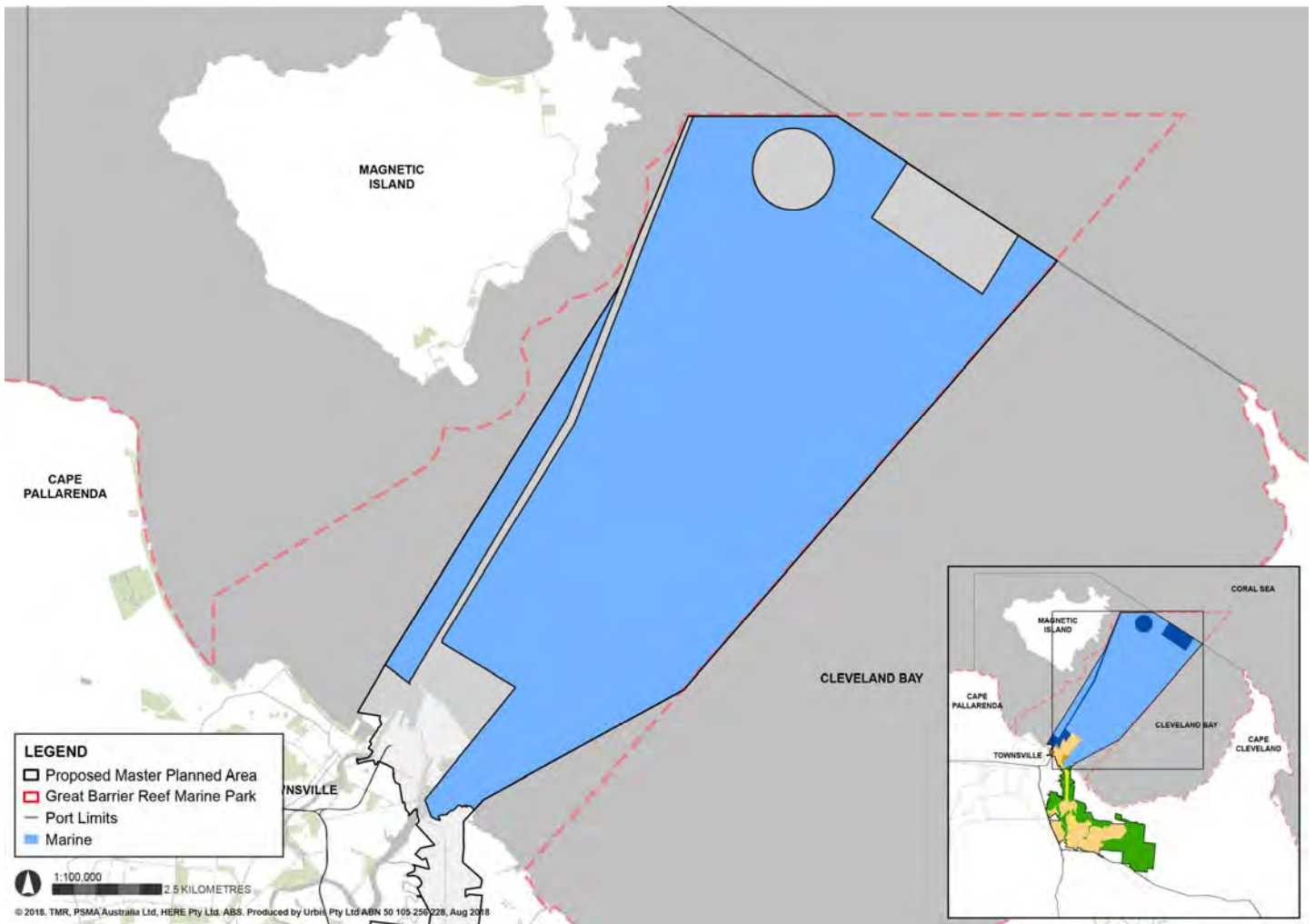
**Figure 8 – Marine infrastructure within and surrounding the proposed master planned area**





# Marine precinct

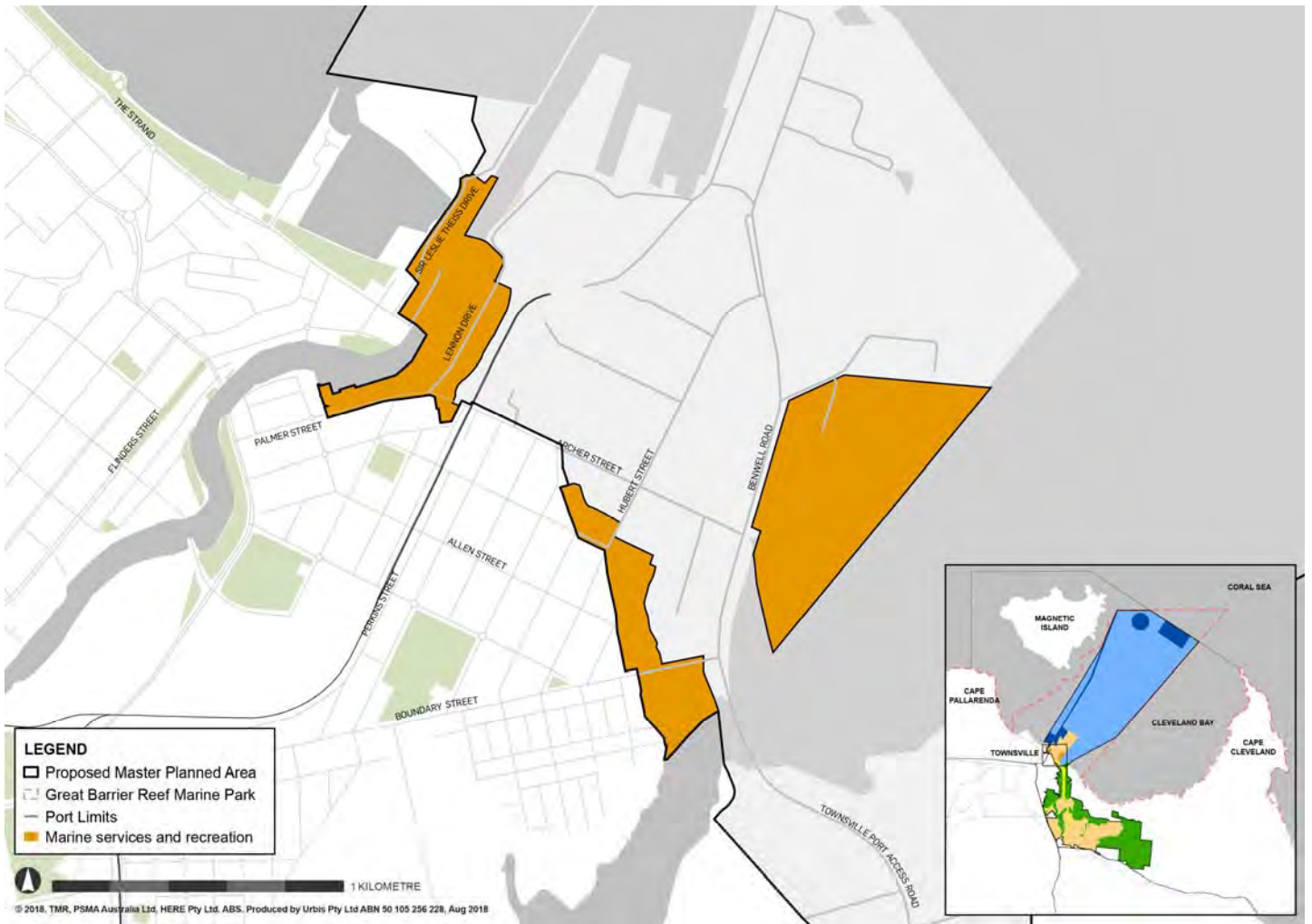
Figure 9 – Marine precinct



- Purpose:** The purpose of the **Marine precinct** is to avoid impacts on environmental values and provide for limited port and industry development, and non-port-related marine activities.
- Description:** This precinct generally extends to the HAT and includes marine areas adjoining the marine infrastructure precinct that are not critical to the operation or growth of the port. It includes intertidal and marine waters within port limits in Cleveland Bay that are not within the Great Barrier Reef Marine Park.
- Outcomes:** Uses that do not compromise the environmental values of the marine area may be acceptable, including small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, coastal rescue services, commercial fishing, tourism, defence and recreational uses.
- Development must be appropriately designed and located to avoid and minimise impacts on environmental values within and surrounding the master planned area.

# Marine services and recreation precinct

Figure 10 – Marine services and recreation precinct



**Purpose:** The purpose of the **Marine services and recreation precinct** is to provide for a range of maritime activities, associated marine industries, access to the waterfront and facilities to support tourism, recreational activities and commercial fishing in a manner that maintains maritime safety. The precinct is also to provide for urban development where appropriately designed and located to mitigate potential impacts on or from port operations.

**Description:** This precinct comprises the following areas:

- parts of SPL, where within the TCWPDA
- SPL located on the southern side of the port operations
- Ross Creek public boat ramp and associated infrastructure
- part of the Townsville City Plan area.

**Outcomes:** Development within this precinct includes commercial and marina activities and associated marine industries, small boat harbour, coastal rescue services, commercial, light industry, educational facilities, public open space and public access to the waterfront and harbour.

Development provides public access to the waterfront and the harbour (including boat ramps, marina, open space and community facilities) where it does not compromise public safety or the security of port operations.

Permanent residential accommodation (i.e. multiple dwellings and retirement facilities) is only located in areas that do not have a direct interface with port operational areas.



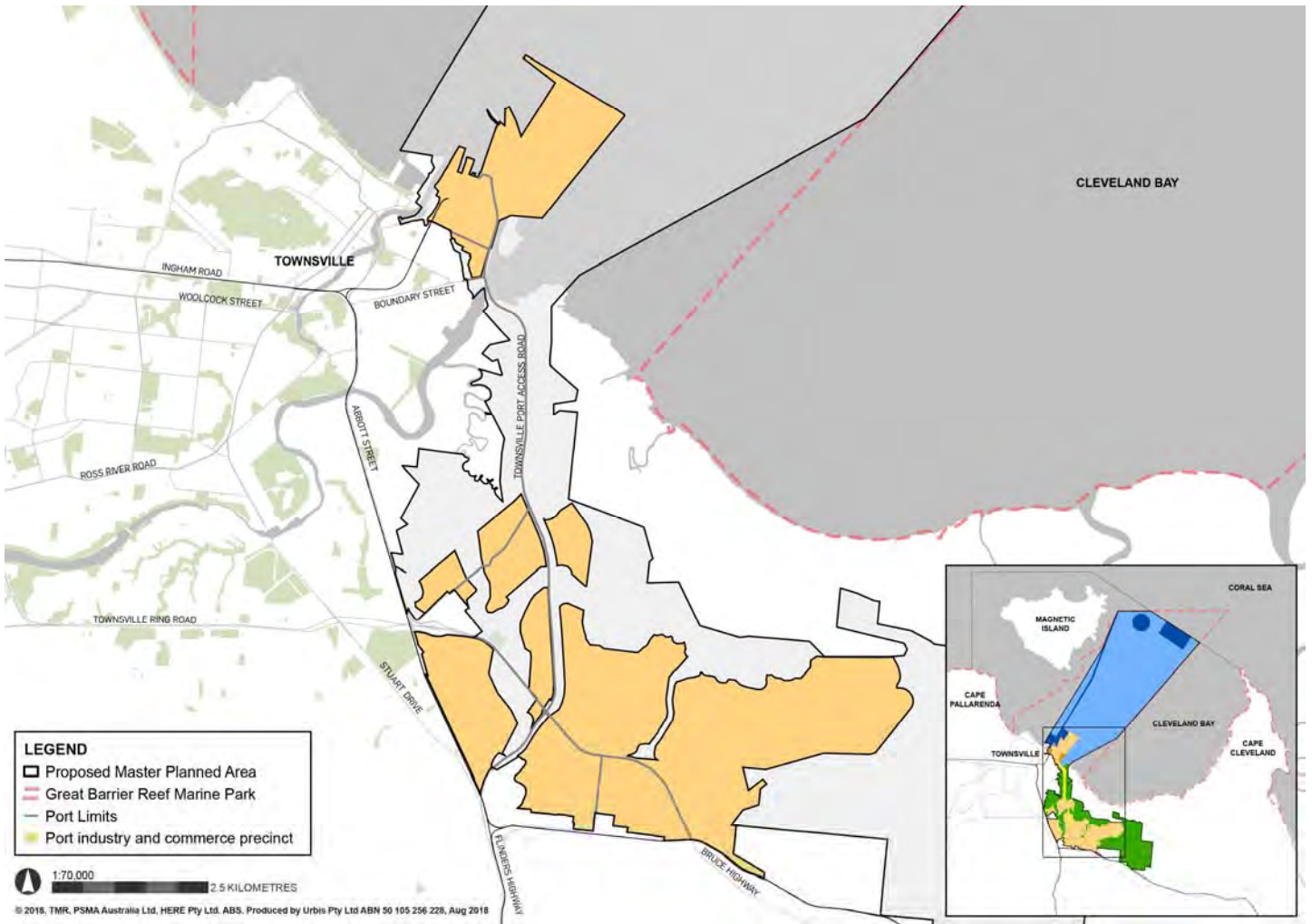
Sensitive uses, including permanent residential accommodation and short-term accommodation, may otherwise be provided along Ross Creek and Archer Street / Perkins Street where the development can be appropriately designed to minimise potential impact from light, noise, odour, dust and visual impact on or from the port operations or port infrastructure.

Development is located and designed to ensure that reverse amenity impacts on port operations are effectively mitigated.

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# Port industry and commerce precinct

Figure 11 – Port industry and commerce precinct



**Purpose:** The purpose of the **Port industry and commerce precinct** is to provide for port operations, industry, port-related commercial activities and other supporting or related development.

**Description:** The Port industry and commerce precinct is the primary industrial precinct within the proposed master planned area and includes the existing port activities and operations, and the future port expansion area, including land and infrastructure connecting to the proposed TEARC.

The precinct comprises:

- SPL owned and administered by the POTL
- areas within the TSDA, comprising those areas identified for potential future port-related development under the TSDA development scheme but excluding the Buffer Precinct
- marine areas (land reclamation) approved for future port expansion.

**Outcomes:** **Port land (including the port expansion area)**

Development delivers an evolution of the layout and function of land uses generally in accordance with **Figure 12**, to maximise the efficiency of operations and productivity, as well as accommodate improved supply chain connections and functionality.

Development provides a wide range of industrial uses which directly support the import and export of cargo and allied non-industrial uses, such as cargo storage, handling and transportation, which contribute to the effective, efficient and sustainable growth of the port.

Development maximises the effective and efficient utilisation of existing (where to be retained) and future port infrastructure and facilities. In particular, development must protect and integrate with the proposed TEARC and associated future rail loops in the port.

Development encourages the co-location of related industries and facilities to provide enhanced port utilisation, cargo handling and transfer efficiencies.

Development maintains ongoing accessibility by land or water to and from cargo and commodity handling areas.

Development provides for the manoeuvrability of heavy vehicles utilising the internal port road network.

Development that is heavily reliant on wharf or rail dispatch facilities is located adjacent to those facilities or otherwise connected by necessary infrastructure.

Development of essential infrastructure required for daily operations of the port such as security, customs and quarantine requirements, parking facilities, utility installations, staging areas for heavy vehicle movements and materials transportation infrastructure to support industry is provided.

Interim or temporary development does not compromise the long-term efficient utilisation of the port.

Port operational areas are only located in areas that do not have a direct interface with permanent residential accommodation.

Development encourages intensive port operations (such as movement of dry bulk and livestock) to be located as far away from existing and future sensitive land uses as practical.

Development that has an interface with sensitive land uses is designed to maintain a high standard of amenity for existing and future sensitive land uses.

Development is appropriately located, designed and managed to avoid environmental impacts.

**Outcomes:**

***Townsville State Development Area***

Development will provide industries which are of regional, state, and national economic significance, and supply chain infrastructure that supports the operation of the port and industry. Uses may include port-related industry, logistics and freight terminals, and linear infrastructure.

Road, rail and conveyor infrastructure within the precinct will maximise transport, infrastructure and land use efficiencies, including the establishment of common user arrangements where practicable.

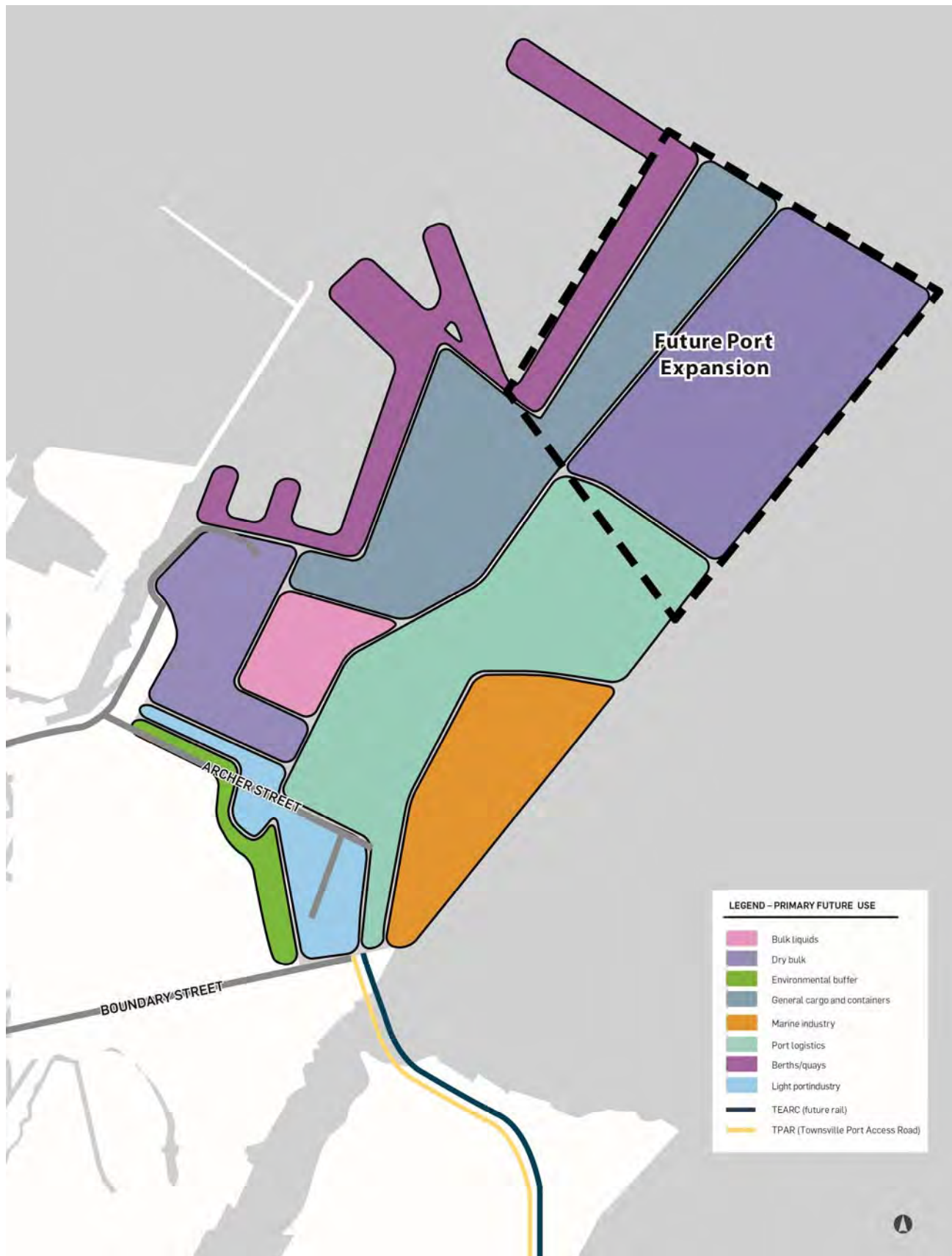
Development must protect the safe and efficient function of the Bruce Highway, the NCL, the proposed TEARC, the existing TPAR and the future duplication of the TPAR.

Development that is adjacent to the Infrastructure and supply chain corridors precinct does not compromise the establishment and operation of existing and/or potential future infrastructure.

Interim or temporary development does not compromise the long-term efficient utilisation of supply chain infrastructure associated with the operation of the port and industry.

Development is appropriately located, designed and managed to avoid environmental impacts where possible.

Figure 12 – Preferred future land use arrangement for port land



# Part B – Environmental Management Framework

The Ports Act establishes a legislative framework for an Environmental Management Framework (EMF) for a priority port. The EMF describes the interaction of port-related development with environmental values, with a particular focus on the local expression of the OUV of the GBRWHA.

The EMF is outlined in the draft master plan and includes the following priority management measure (PMM) and EMF objectives (see **Appendix D**) to manage impacts from development on environmental values.

An environmental risk assessment of potential development activities was undertaken to identify potential impacts on the environmental values within and surrounding the master planned area. This process considered the existing state and Commonwealth legislation, state and local planning instruments, operational environmental management measures and approvals in managing potential impacts from development on environmental values

The PMM and EMF objectives are proposed to be given effect through the final port overlay by the provisions in **Part C (Development Assessment)** and **Part D (Plan Making)**.

The responsible entities for the PMM are the authorities responsible for decision making under each of the planning instruments:

- TCC for the Townsville City Plan or other local planning instruments
- POTL for the POTLUP
- MEDQ for the TCWPDA Development Scheme

## Priority management measures

Due to the comprehensive nature of existing state and Commonwealth statutory requirements, approvals and operational environmental management measures that apply to port-related development, a single PMM for the proposed master planned area is identified in **Table 2** to manage potential light, noise, odour, dust and visual impacts from development in areas that interface with port operations

**Table 2 – Priority management measures**

Priority management measure	Master planned area precinct
<b>Port interface management</b> Manage the interface between sensitive land uses and port operations to ensure that development minimises potential light, noise, odour, dust and visual impacts from port operations on sensitive uses.	Interface
	Marine infrastructure
	Marine service and recreation
	Port industry and commerce

## EMF objectives

The EMF objectives outlined in **Appendix D** provide for the management of potential impacts from port-related development within each of the precincts. The EMF objectives combine with the precinct purpose and outcomes to provide direction to achieve the strategic vision for the proposed master planned area.



# Part C – Development assessment

## Introduction

This part identifies the following for development in the proposed master planned area:

- categories of assessment
- assessment benchmarks.

No development, other than stated in this part, is regulated by the preliminary draft port overlay.

**Part C** details the requirements of the preliminary draft port overlay in relation to development assessment processes under the **Townsville City Plan** and the **POTLUP**. The assessment manager's decision must not be inconsistent with the preliminary draft port overlay.

## Townsville City Plan

**Table 3** identifies the assessment benchmarks that are assessable under the Townsville City Plan as the categorising instrument.

**Table 3 – Categories of Assessment – Townsville City Plan**

Development	Category of assessment	Assessment benchmark
If located within the Interface precinct of the port overlay		
Land within the <b>mixed use zone</b> of the Townsville City Plan		
Material change of use for:	Impact Assessment	Port interface code
<ul style="list-style-type: none"> <li>• Multiple Dwelling</li> <li>• Retirement facility</li> </ul>		
Short-Term Accommodation	No change to assessment level	Port interface code
All other development	No change to assessment level	
If located within the Marine services and recreation precinct of the port overlay		
Land within the <b>high density residential zone</b> of the Townsville City Plan		
Material change of use for:	Impact Assessment	Port interface code
<ul style="list-style-type: none"> <li>• Multiple Dwelling</li> <li>• Retirement facility</li> </ul>		
Short-Term Accommodation	No change to assessment level	Port interface code
All other development	No change to assessment level	



## Port of Townsville Land Use Plan

**Table 4** identifies the assessment benchmarks that are assessable under the POTLUP as the categorising instrument.

**Table 4 – Categories of Assessment – Port of Townsville Land Use Plan**

Development	Category of assessment	Assessment benchmark	
If located within the Marine services and recreation precinct of the port overlay			
Land within the Special Use – Ross Creek West land use precinct of the POTLUP			
Material change of use for:	No change to assessment level	Port interface code	
<ul style="list-style-type: none"> <li>Multiple Dwelling</li> <li>Retirement Facility</li> <li>Short-Term Accommodation</li> </ul>			
Land within the Special Use – Ross Creek East land use precinct of the POTLUP			
Material change of use for:	Impact Assessment	Port interface code	
<ul style="list-style-type: none"> <li>Multiple Dwelling</li> <li>Retirement Facility</li> </ul>			
Short-Term Accommodation	No change to assessment level	Port interface code	
If located within the following precincts of the port overlay and not within the Special Use - Ross Creek East or Ross Creek East land use precinct of the POTLUP:	Infrastructure and supply chain corridors precinct	Marine services and recreation precinct	Port industry and commerce precinct
Land that is Strategic Port Land and falls within the POTLUP			
Material change of use for any preferred use listed within the following zones of the POTLUP:	No change to assessment level	Port industry code Infrastructure and supply chain management code	
<ul style="list-style-type: none"> <li>Zone 2 – Port Industry</li> <li>Zone 3 – Marine Industry</li> </ul>			
If located within the Marine infrastructure precinct			
Water that is Strategic Port Land and falls within the POTLUP			
Material change of use for any preferred use listed within the following zones of the POTLUP:	No change to assessment level	Port industry code	
<ul style="list-style-type: none"> <li>Zone 1 – Port Operations</li> </ul>			
All other development	No change		

## Matters to have regard to

The matters to have regard to for the preliminary draft port overlay are the purpose, outcomes and EMF objectives for the following precincts where development is proposed to be undertaken within these precincts, as outlined in Part A:

- Infrastructure and supply chain corridors precinct
- Interface precinct
- Marine infrastructure precinct
- Marine services and recreation precinct
- Port industry and commerce precinct.

## Assessment benchmarks

Assessment benchmarks are matters to be considered in development assessment processes where identified as applicable for **Tables 3 and 4** above. The assessment benchmarks address key issues to support the implementation of the vision, objectives, desired outcomes and state interests that are outlined in the preliminary draft master plan.

The assessment benchmarks for the preliminary draft port overlay are:

- Port interface code
- Port industry code
- Infrastructure and supply chain corridors management code.

**Table 5** below is provided to assist in determining the assessment benchmarks applicable to a proposed development based upon its location within the proposed master planned area.

**Table 5 – Determining applicable assessment benchmarks for the master plan precincts**

Assessment benchmark	Precinct						
	Environmental management precinct	Infrastructure and supply chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port industry and commerce precinct
Port interface code	N/A	N/A	✓	N/A	N/A	✓+	N/A
Port industry code	N/A	✓*	N/A	N/A	✓	✓*	✓*
Infrastructure and supply chain management code	N/A	✓*	N/A	N/A	N/A	✓**	✓**

\*where on Strategic Port Land and not in the Special Use Zone (Ross Creek East and Ross Creek West) of the POT LUP.

**\*\* where on Strategic Port Land and is immediately adjacent to the Infrastructure and supply chain corridors precinct.**

**+where in the Special Use Zone (Ross Creek East and Ross Creek West) of the POTLUP, or in the High Density Residential Zone of the Townsville City Plan.**

The decision-making hierarchy in relation to the assessment benchmarks provides that if development:

- meets the acceptable outcome of a code, it complies with the code
- does not meet the acceptable outcome of a code, but meets the corresponding performance outcome, it complies with the code
- does not meet the acceptable outcome or performance outcome of a code, but meets the purpose and outcomes for the code, it complies with the code
- does not meet the acceptable outcome, performance outcome, or purpose and outcomes for the applicable precinct/s, it does not comply with the code.

Where the acceptable outcomes include:

- an 'AND' provided between each acceptable outcome, this means all the acceptable outcomes apply if they are relevant to the application.
- an 'OR' between each acceptable outcome and there are only two acceptable outcomes, this means one or the other apply if they are relevant to the application.

## Port interface code

### Application

The Port interface code applies to development:

- located within the interface precinct as shown in **Appendix A** (Mapping)
- located within the marine services and recreation precinct, as shown in **Appendix A** (Mapping), to the extent the land is also within the Special Use Zone (Ross Creek East and Ross Creek West) of the POTLUP or the High Density Residential Zone of the Townsville City Plan
- identified as requiring assessment by the categories of assessment tables in **Table 3 (Townsville City Plan)** or **Table 4 (Port of Townsville Land Use Plan)**.

### Purpose and outcomes

The purpose of the port interface code is to effectively manage the interface issues between a sensitive land use (or uses) and port activities to protect the operations of the port, as well as to mitigate any potential issues for the port arising from amenity impacts on surrounding non-port development.

The purpose of the Port interface code will be achieved through the following outcomes:

- development is for land use activities which will not impact on the operation of the Port of Townsville
- development is designed, sited and constructed to ensure it does not adversely impact on the operation of the Port of Townsville
- development maintains safe public access to the foreshore where practicable.

### Criteria for assessment

**Table 6** contains the Port industry code for all applicable areas.

**Table 7** contains additional criteria for assessable development within the Interface precinct.

**Table 8** contains additional criteria for assessable development within the Marine services and recreation precinct.

**Table 6 – Port interface code – all areas**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Land Use</b>	
PO1 Development avoids impacts on the ongoing operation of the port.	No acceptable outcome specified.
<b>Amenity</b>	
PO2 Development provides for appropriate noise, dust, odour and lighting standards to ensure siting, design and construction achieves acceptable levels of amenity.	No acceptable outcome specified.
PO3 Lighting is located to ensure that illumination and glare from the development does not conflict with port operations (e.g. navigation lead lights).	No acceptable outcome specified.
PO4 Outdoor areas are sited, orientated, designed and constructed to reduce exposure to noise, light, dust or odour from port operations.	No acceptable outcome specified.
PO5 Landscaping along Archer Street and Perkins Street to visually screen port operations.	No acceptable outcome specified.
PO6 Noise attenuation such as double glazing and acoustic screening are incorporated into the built form to reduce exposure to adverse amenity impacts associated with port operations.	No acceptable outcome specified.
PO7 Design measures such as physical screening are incorporated into the built form to reduce exposure to adverse amenity impacts associated with port operations.	No acceptable outcome specified.

**Table 7 – Port interface code – where located in the Interface precinct**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Land Use</b>	
PO1 Development does not include permanent residential activities including multiple dwellings and/or retirement facilities.	AO1 No acceptable outcome specified
<b>Design</b>	
PO2 Buildings are designed, sited and orientated to reduce exposure to noise and other impacts from port activities.	AO2.1 Development is orientated away from the port. AND AO2.2 Balconies, doors, windows and openings are minimised on building elevations that overlook the port (partially or directly). AND AO2.3 Habitable rooms are located and orientated away from port activities.

**Table 8 – Port interface code – where located in the Marine services and recreation precinct**

Performance outcome (PO)	Acceptable outcome (AO)
Land Use	

PO1 Development is designed and located to avoid impacts on port operations by:

No acceptable outcome specified.

Within the area defined in **Area 1** and **Area 2** in **Figure A** development:

- comprises a mix of business and centre activities, short-term accommodation and public open space
- sensitive land uses including permanent residential (i.e. multiple dwellings and retirement facilities) are located within the area defined in **Area 2** in **Figure A**, where it is demonstrated that the proposed development will not impact on the operation of the port and amenity impacts associated with the port can be mitigated.

**Figure A**



Within the area defined in **Area 3** in **Figure B** development:

- comprises low impact port-related uses, marine-based commercial uses, research and education centres, commercial centres and allied marine tourism operations, where it is demonstrated the development will minimise impacts on existing and future sensitive



## Performance outcome (PO)

## Acceptable outcome (AO)

land uses located within the area defined in **Area 4** in **Figure A**.

Within the area defined in **Area 4** in **Figure B** development

- comprises a mix of business and centre activities on ground floor premises, short-term accommodation on the ground and/or upper floors, and public open space.
- is located and designed to mitigate adverse impacts from port operations to protect community health and well-being.

**Figure B**



## Port industry code

### Application

The Port industry code applies to development:

- located within the Infrastructure and supply chain corridors precinct, Marine services and recreation precinct, and Port industry and commerce precinct, as shown in **Appendix A** (Mapping), to the extent the land is also on SPL
- located within the Marine infrastructure precinct, as shown in **Appendix A** (Mapping)
- identified as requiring assessment against the Port industry code by the categories of assessment in **Table 4**.

### Purpose and outcomes

The purpose of the Port industry code is to provide for port operations, industry, port-related commercial activities and other supporting or related development.

The purpose of the Port industry code will be achieved through the following outcomes:

- development is for port-related land use activities on both the existing port land as well as the land identified as part of the approved port expansion area
- development for port industry activities and supply chain infrastructure is appropriately located, designed, constructed and operated having regard to principles of port optimisation to support sustainable ongoing growth of the port.

## Criteria for assessment

Table 9 contains the Port industry code for all applicable areas.

Table 9 – Port industry code

Performance outcome (PO)	Acceptable outcome (AO)
Port optimisation	
PO1 Buildings, structures, services and utilities do not compromise port operations.	<p>AO1.1 Land uses within the Port, Industry and Commerce Precinct are positioned in accordance with <b>Appendix A – Preferred future land use arrangement for Port land.</b></p> <p>AND</p> <p>AO1.2 Development must protect land for the TEARC and associated rail loops in the Port.</p>
PO2 Development for port industry activities and/or supply chain infrastructure is demonstrated to be feasible having regard to principles of port optimisation.	<p>AO2.1 Development that is heavily reliant on supply chain infrastructure is co-located on or with existing operational infrastructure (e.g. a wharf, rail, road or within a shared service corridor).</p> <p>OR</p> <p>AO2.2 Development is co-located on or within existing decommissioned infrastructure or corridors (e.g. repurposing or co-locating on or within redundant or decommissioned facilities).</p> <p>OR</p> <p>AO2.3 Development can demonstrate that co-location is not feasible or not required, but that the development has considered other aspects of port optimisation in its location, design, siting, construction and/or operational practices.</p>
PO3 Development is designed and operated to maximise berth utilisation and efficiency.	<p>AO3.1 Development optimises the efficiency of existing berths prior to the development of additional berths.</p> <p>AND</p> <p>AO3.2 Development provides for berths to facilitate sharing by multiple cargo types.</p>
PO4 Development for a storage facility associated with port industry activities is located, designed and operated to maximise berth utilisation and efficiency.	<p>AO4.1 Development for or including a storage facility (e.g. cargo storage, stockyard) is designed to reduce the distance (and associated development footprint) between the facility and any associated berth.</p> <p>OR</p> <p>AO4.2 Development for or including a storage facility demonstrates that the design and operation of the storage facility incorporates other aspects in its design and operational practices which achieve principles of port optimisation.</p>

Performance outcome (PO)	Acceptable outcome (AO)
Amenity	
PO5 Development maintains a high standard of amenity for sensitive land uses, having regard to including noise, light emissions, dust, electronic interference or other disturbance.	No acceptable outcome specified.

## Infrastructure and supply chain management code

### Application

The Infrastructure and supply chain management code applies to **development**:

- located within the Infrastructure and supply chain corridors precinct, Marine services and recreation precinct, and Port industry and commerce precinct, as shown in **Appendix A** (Mapping), to the extent the land is also on SPL
- identified as requiring assessment against the infrastructure and supply chain management code by the categories of assessment in **Table 4**.

### Purpose and outcomes

The purpose of the Infrastructure and supply chain management code is to protect infrastructure associated with supply chain corridors (i.e. critical road and rail corridors) from development either within or adjacent to the corridor.

The purpose of the Infrastructure and supply chain management code will be achieved through the following outcomes:

- development does not compromise or adversely impact on the development of (or the upgrading of existing) land based supply chain infrastructure critical to the operation of the Port of Townsville
- development does not compromise or adversely impact the corridor and operation of the proposed Townsville Eastern Access Rail Corridor (TEARC) or other port infrastructure
- development does not compromise or adversely impact the safety, function and operational efficiency of the Townsville Port Access Road
- development, including where for sensitive land uses, is appropriately designed, sited and constructed to mitigate the potential operational effects of supply chain infrastructure
- development for port industry activities and supply chain infrastructure is appropriately located, designed, constructed and operated having regard to principles of port optimisation in order to support sustainable ongoing growth of port capacity.

**Criteria for assessment**

**Table 10** contains the Infrastructure and supply chain management code for assessable development.

**Table 10 – Infrastructure and supply chain management code**

Performance outcome (PO)	Acceptable outcome (AO)
Protection of supply chain corridors	
PO1 Buildings, structures, services and utilities do not compromise the potential development of supply chain infrastructure.	AO1.1 Buildings, structures, services and utilities are not located within the infrastructure and supply chain corridors precinct unless development is associated with supply chain infrastructure.
PO2 Construction does not compromise the development of the infrastructure and supply chain corridors precinct.	AO2.1 Associated excavation and filling does not undermine, cause subsidence, or result in groundwater seepage to land situated in the infrastructure and supply chain corridors precinct.

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# Part D – Plan Making

## Purpose

The purpose of this section is to prescribe the requirements or considerations for either making or amending a planning instrument to align with the preliminary draft port overlay, in accordance with the following sections of the Ports Act:

- Section 21(2)(a)(i) with respect to the Townsville City Plan
- Section 21(2)(b) and (c) with respect to the POTLUP
- Section 29 with respect to the TCWPDA Development Scheme
- Section 32 with respect to the TSDA Development Scheme.

## Townsville City Plan

TCC must consider the content of this preliminary draft port overlay when making or amending the Townsville City Plan or other local planning instrument under the Planning Act, specifically:

- the purpose, description, outcomes and EMF objectives of the Environmental management, Interface, Marine services and recreation and Marine infrastructure precincts
- the categories of assessment table outlined in **Table 3**
- the purpose and outcomes of the Port interface code
- all Performance Outcomes and Acceptable Outcomes of the Port interface code.

## Port of Townsville Land Use Plan

POTL must consider the content of this preliminary draft port overlay when making or amending the POTLUP under the Transport Infrastructure Act, specifically:

- the purpose, description, outcomes and EMF objectives of the Infrastructure and supply chain corridors, Marine services and recreation, Port industry and commerce and Marine infrastructure precincts
- the categories of assessment table outlined in **Table 4**
- the purpose and outcomes of the Port interface code, Port industry code and Infrastructure and supply chain corridors management code
- all Performance Outcomes and Acceptable Outcomes of the Port interface code, Port industry code and Infrastructure and supply chain corridors management code.

## Townsville City Waterfront Priority Development Area Development Scheme

The MEDQ must consider the following requirements of this preliminary draft port overlay when making or amending the TCWPDA Development Scheme under the *Economic Development Act*, to the extent of any inconsistency:

- the purpose, description, outcomes and EMF objectives of the Marine services and recreation precinct; and
- incorporating the following additional planning controls for development within Precinct 6 – Ocean Gateway and Precinct 7 – Maritime Mixed Use to ensure development maintains and protects port operations to the greatest extent possible by:
  - Development will provide for habitable rooms to be located and orientated away from port activities



- Where located within the Marine services and recreation precinct and within precinct 6 – Ocean Gateway Precinct:
  - Sensitive uses are not located in **Area A (Figure 13)**
  - Multiple dwellings and retirement facilities are located in **Area B (Figure 13)**, where it is demonstrated that the proposed development will minimise impacts on the operation of the port and amenity impacts associated with the port can be mitigated.
- Where located within the Marine services and recreation precinct and within Precinct 7 – Maritime Mixed Use Precinct:
  - Multiple dwellings and retirement facilities are not located in **Area C (Figure 13)**
  - Development within **Area C (Figure 13)** will minimise impacts on sensitive uses in Archer / Perkins Streets. Sensitive land uses are not located in **Area C**.

**Figure 13 – Locations of Areas A to C in the TCWPDA**



## Townsville State Development Area Development Scheme

The CG must consider the content of this preliminary draft port overlay when making or amending the Townsville SDA Development scheme, to the extent of any inconsistency. Specifically, the CG may consider the following provisions:

- the purpose, description, outcomes and EMF objectives of the Infrastructure and supply chain corridors, Environmental management, and Port industry and commerce precincts
- incorporating the following additional planning controls to **Schedule 4 – Assessment Criteria, Table 14, Item 3** of the TSDA DS for any Material Change of Use situated on or shares a common boundary with the infrastructure and supply chain corridor precinct, as proposed in **Table 11** below.

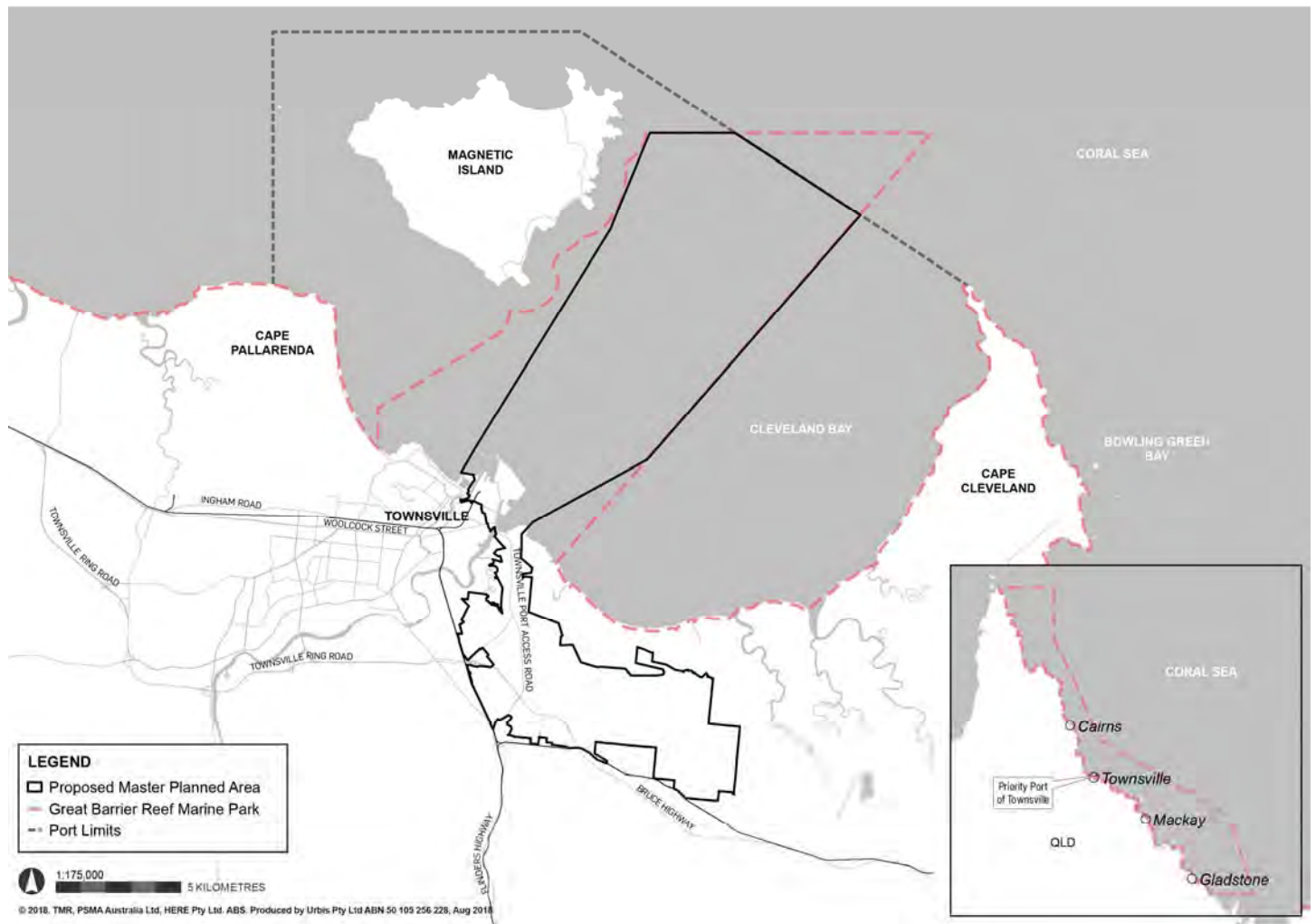
**Table 11 – Proposed amendments to Townsville State Development Area Development Scheme**

Assessment Criteria #	Current Requirements	Proposed Requirements
Infrastructure		
3	Development provides for and protects the safe and efficient function of the Bruce Highway, the NCL and TPAR.	Development provides for and protects the safety, functionality and efficiency of the Bruce Highway, the NCL, TPAR and Flinders Highway (Stuart Bypass) and the TEARC.

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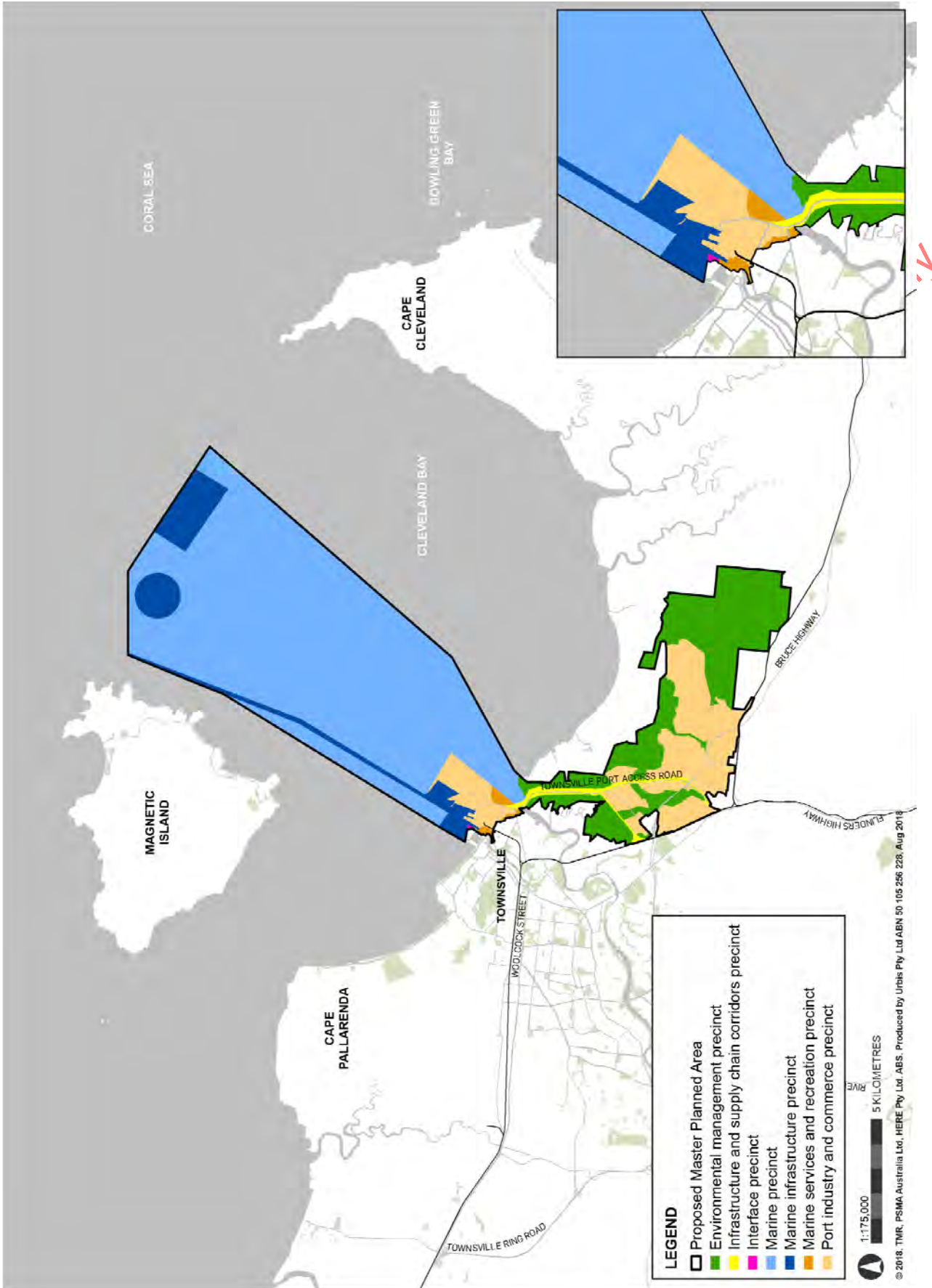
# Appendix A – Mapping

## Proposed master planned area



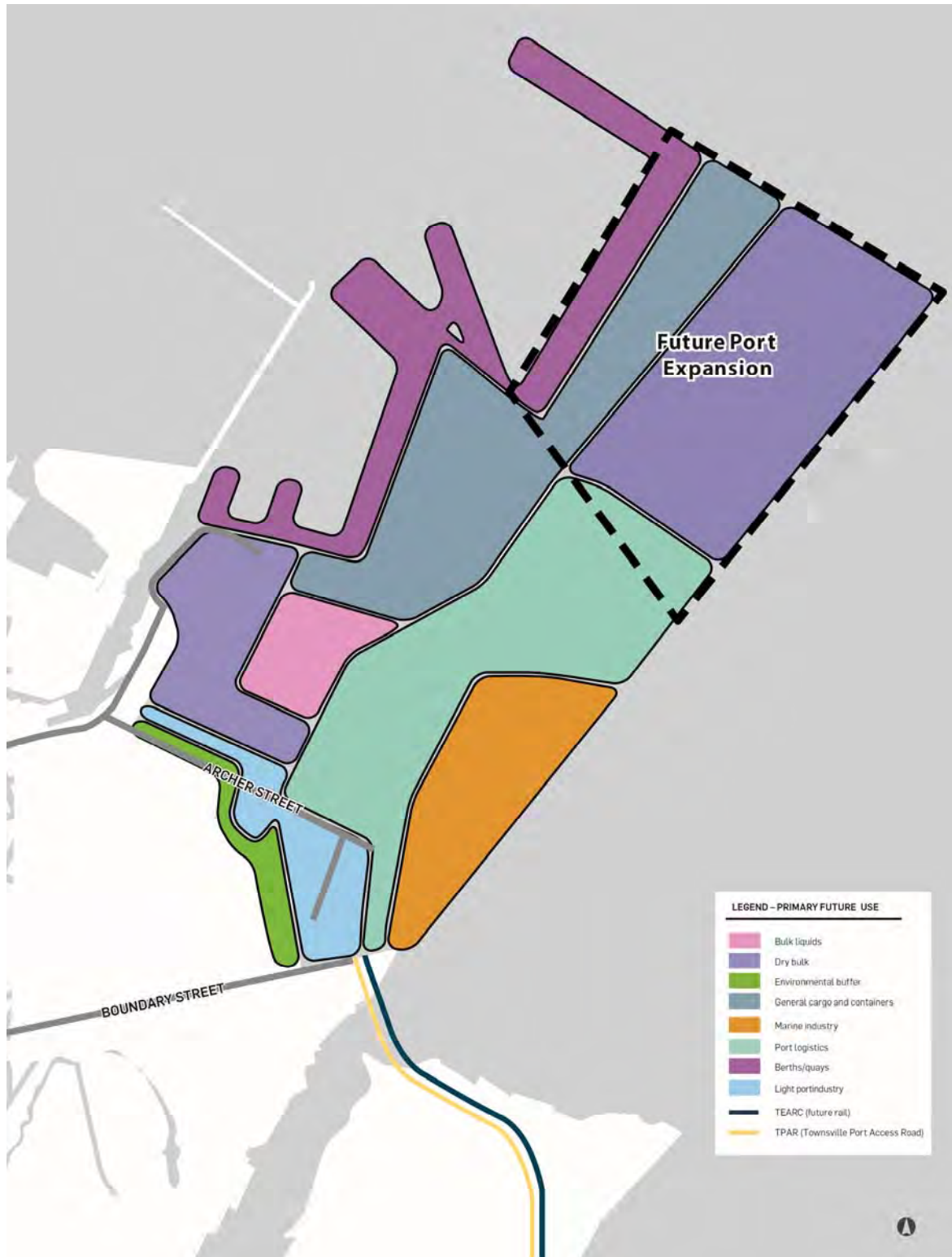
Preliminary draft -

Draft precincts map





Preferred future land use arrangement for Port land  
 For AO1.1 of the Port industry code



only



# Appendix B – Dictionary

## Defined terms referenced in this document

Term	Definition
adjoin (or adjoining)	development that is directly adjacent (i.e. shares a common boundary)
aid (or aids) to navigation	see <i>Transport Operations (Marine Safety) Act 1994</i> , section 104
assessment manager	see the <i>Planning Act 2016</i>
development application	see <i>Planning Act 2016</i>
development	see <i>Planning Act 2016</i>
environmental value	see the <i>Environmental Protection Act 1994</i> , section 9
local planning instrument	see <i>Planning Act 2016</i>
marine parks	see <i>Ports Act</i> , section 6(4)
master plan	the draft priority Port of Townsville Master Plan
master planned area	see <i>Ports Act</i> , section 6 (1), however for this port overlay means all of the area shown on <b>Figure 1</b> (master planned area) in <b>Appendix A</b> (Mapping)
Outstanding Universal Value (OUV)	as defined in the UNESCO Operational Guidelines for the Implementation of the World Heritage Convention means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community as a whole.
planning instrument	see <i>Planning Act 2016</i> , section 8 (1), and land use plan under the <i>Transport Infrastructure Act 1994</i> , section 285, and approved development scheme under the <i>State Development and Public Works Organisation Act 1971</i> , Schedule 2, and development scheme under the <i>Economic Development Act 2012</i> , Schedule 1
port authority	see the <i>Transport Infrastructure Act 1995</i> , schedule 6
Port berths	means jetties, berths/wharves and associated infrastructure
port-related development	development or activities carried out for or in association with core port, industrial, supply chain or commercial activities necessary for the efficient functioning of the priority Port of Townsville and its supply chain

Term	Definition
port optimisation	<p>the act of making a port system, design or decision as cost-effective, operationally efficient and/or functional as possible. This may include for example, making efficient use of strategic port land, berths and/or land-based facilities, minimising capital intensive marine based infrastructure, minimising the distance between land based facilities and berths and/or minimising capital and maintenance dredging. Port optimisation requires a balance to be achieved across a number of these issues.</p> <p>For port infrastructure, optimisation usually centres on the resources that are scarcest. However, different development may require different aspects of the infrastructure to be optimised, having regard to the economic, environmental and social context of the project.</p>
port overlay	see Ports Act, section 19
priority management measures (PMM)	see Ports Act, section 8 (1)(c)(iii)
priority ports	see Ports Act, section 5
Townsville City Waterfront Priority Development Area (TCWPDA)	see the <i>Townsville City Waterfront Priority Development Area Development Scheme 2015</i>
responsible entity	the entity or entities responsible for implementation of a priority management measure
sensitive land use or uses	see the <i>Planning Regulation 2017</i>
Strategic Port Land (SPL)	see the <i>Transport Infrastructure Act 1994, section 267</i>
storage facility (or facilities)	areas associated with the movement and storage of cargo and commodities, including (but not limited to) wet or dry bulk products and materials, container and or general cargo in association with import and export as part of the port supply chain. This includes, for example, activities associated with the operation of stockyards, terminals or tank farms.
supply chain infrastructure	infrastructure, services and utilities identified as critical to supporting the future functioning of priority Port of Townsville, and its associated trade and economic growth for the region. This includes, for example critical road and rail infrastructure and links, above and below ground linear infrastructure (e.g. pipelines and conveyors), infrastructure nodes (e.g. power station, treatment plant, extractive resources), transmission lines that service and link the priority Port of Townsville and industry development
Townsville City Plan	is the Townsville City Council Planning Scheme
Townsville State Development Area (TSDA)	see the <i>Townsville State Development Area Development Scheme July 2013</i>

## Appendix C – Abbreviations and acronyms

Acronym / Abbreviation	Definition
CG	Coordinator-General
Economic Development Act	<i>Economic Development Act 2012</i>
EMF	Environmental management framework
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
GBRWHA	Great Barrier Reef World Heritage Area
HAT	Highest astronomical tide
MEDQ	Minister for Economic Development Queensland
NC Act	<i>Nature Conservation Act 1992</i>
NCL	North Coast Line
OUV	Outstanding Universal Value
Planning Act	<i>Planning Act 2016</i>
PMMs	Priority Management Measures
POTL	Port of Townsville Limited
POTLUP	Port of Townsville Land Use Plan
Ports Act	<i>Sustainable Ports Development Act 2015</i>
Reef 2050	<i>Reef 2050 Long-Term Sustainability Plan</i>
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i>
SPL	Strategic Port Land
TCC	Townsville City Council
TCWPDA	Townsville City Waterfront Priority Development Area
TCWPDA Development Scheme	Townsville City Waterfront Priority Development Area Development Scheme
TEARC	Townsville Eastern Access Rail Corridor

Transport Infrastructure Act	<i>Transport Infrastructure Act 1994</i>
TSDA	Townsville State Development Area
TSDA Development Scheme	Townsville State Development Area Development Scheme
TPAR	Townsville Port Access Road
VM Act	<i>Vegetation Management Act 1999</i>

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## Appendix D – EMF Objectives

Precinct	EMF Objectives
Environmental management	<p>Avoids, mitigates and/or offsets potential impacts (direct, indirect and cumulative) from development within and adjacent to the precinct with particular regard to:</p> <ul style="list-style-type: none"> <li>• avoiding direct impacts on threatened ecological communities under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) (Cth) and Endangered and Of concern Regional Ecosystems under the <i>Vegetation Management Act 1999</i> (VM Act)</li> <li>• addressing the potential for cumulative impacts on environmental values from multiple developments within the Port industry and commerce Precinct</li> <li>• early detection of potential impacts on fish passage connectivity, mangrove, saltmarsh communities and other marine plant communities</li> <li>• conservation of habitat and connectivity for threatened and migratory species under the EPBC Act (Cth) and <i>Nature Conservation Act 1992</i> (NC Act) (Qld).</li> </ul>
Infrastructure supply chain and corridors	<p>Development operates efficiently and effectively, in a manner that appropriately balances industrial, commercial, recreational and cultural activities, and potential impacts from development on the OUV of the GBRWHA and other environmental values.</p> <p>Consolidate infrastructure connecting the port and TSDA to minimise clearing requirements.</p> <p>Ongoing operations should be managed so that the transportation of materials avoids or minimises impacts on sensitive receptors through air quality, noise and stormwater impacts.</p> <p>Minimise potential impacts (direct, indirect and cumulative) from development within the precinct on the following environmental values:</p> <ul style="list-style-type: none"> <li>• mangroves and other marine plants</li> <li>• migratory shorebird habitat and populations</li> <li>• marine and fresh water quality</li> <li>• cultural heritage values.</li> </ul>
Interface	<p>Development incorporates design measures and other controls that avoid and minimise noise, light, visual amenity and air quality impacts from adjoining port and industrial land uses.</p>



<p>Marine</p>	<p>Development avoids, mitigates and/or offsets impacts (direct, indirect and cumulative) on the following environmental values:</p> <ul style="list-style-type: none"> <li>• seagrass meadows</li> <li>• mangroves and other marine plants</li> <li>• migratory shorebird habitat and populations</li> <li>• marine megafauna and habitat</li> <li>• marine water quality</li> <li>• cultural heritage values</li> <li>• reef communities.</li> </ul> <p>Development increases the understanding of the presence of attributes that contribute to the local expression of the OUV of the GBRWHA, and habitat value for other EPBC Act (Cth) and NC Act (Qld) species, and marine plants.</p> <p>Development collects information to monitor changes to the environmental values and confirm the impact from development within the precinct on the OUV of the GBRWHA and other environmental values.</p>
<p>Marine infrastructure</p>	<p>Development maintains port access to and continued operation of shipping channels and marine based infrastructure areas in a manner that appropriately balances maritime safety, industrial, commercial, recreational and cultural activities and potential impacts on the OUV attributes of the GBRWHA and other environmental values.</p> <p>Development avoids, mitigates and/or offsets direct, indirect and cumulative impacts from development on the following environmental values where possible:</p> <ul style="list-style-type: none"> <li>• seagrass meadows</li> <li>• mangroves and other marine plants</li> <li>• migratory shorebird habitat and populations</li> <li>• marine megafauna and habitat</li> <li>• marine water quality;</li> <li>• cultural heritage values</li> <li>• reef communities.</li> </ul> <p>Development increases the understanding of the presence and contribution of attributes that contribute to the local expression of the OUV of the GBRWHA, and habitat value for other EPBC Act (Cth) and NC Act (Qld) species and marine plants.</p> <p>Development collects information to monitor changes to the environmental values and confirm the impact from development within the precinct on the OUV of the GBRWHA and other environmental values.</p>

<p>Marine services and recreation</p>	<p>Development minimises impacts (indirect and cumulative) within the precinct on the following environmental values:</p> <ul style="list-style-type: none"> <li>• mangroves and other marine plants</li> <li>• migratory shorebird habitat and populations</li> <li>• marine megafauna</li> <li>• marine water quality</li> <li>• cultural heritage values.</li> </ul> <p>Development maintains safe access to the waterfront and harbour for commercial operations, residents, recreational users and tourists.</p> <p>Development within the precinct incorporates design measures and other controls that avoid and minimise noise, light, visual amenity and air quality impacts from adjoining port and industrial land uses</p>
<p>Port industry and commerce</p>	<p>Development avoids, mitigates and/or offsets impacts (direct, indirect and cumulative) within the precinct on the following environmental values:</p> <ul style="list-style-type: none"> <li>• threatened ecological communities under the EPBC Act</li> <li>• regional ecosystems under the VM Act</li> <li>• threatened and migratory species under the EPBC Act (Cth) and NC Act (Qld)</li> <li>• seagrass meadows</li> <li>• mangroves and other marine plants</li> <li>• migratory shorebird habitat and populations</li> <li>• marine megafauna</li> <li>• freshwater, marine water and ground water quality</li> <li>• air quality</li> <li>• palustrine wetlands</li> <li>• cultural heritage values</li> <li>• reef communities.</li> </ul> <p>Development increases the understanding of the importance of habitat for the long-term conservation of species protected under the EPBC Act (Cth), NC Act (Qld), marine plants and fish.</p> <p>Development maintains appropriate access to areas that provide Aboriginal and Torres Strait Islander cultural heritage values and natural scenic amenity values that contribute to the OUV of GBRWHA to residents, recreational users and tourists.</p> <p>Development is appropriately located, designed and managed to avoid and minimise noise, light, visual amenity and air quality impacts on adjoining land uses.</p>

