

Master plan for the priority Port of Townsville

The Queensland Government is leading master planning for the four priority ports—Townsville, Gladstone, Hay Point/Mackay, and Abbot Point—in accordance with the *Sustainable Ports Development Act 2015* and the *Reef 2050 Long-Term Sustainability Plan*.

About the Port of Townsville

The priority Port of Townsville is the largest general freight and container port in northern Australia and is critical to the state's economy. It supports a wide range of associated industry sectors, including resources, energy and agriculture, and plays a strategic role in Australia's defence capabilities.

About the master plan

The Queensland Government has released the final *Master plan for the priority Port of Townsville*.

The master plan sets out the long-term plan for the sustainable development of the priority Port of Townsville until the year 2050, balancing economic growth for the region while also providing for the protection of the Great Barrier Reef.

In late 2018, a draft master plan was released for public consultation and stakeholders were encouraged to have their say on shaping the final master plan.

A **consultation report** outlining the matters raised during public consultation and how these have been addressed in preparing the final master plan is now available at www.tmr.qld.gov.au/SustainablePorts-Townsville

The master plan recognises the port is critical to the economic future of the region and establishes a foundation for economic activity generated by port industries.

The master plan supports future investment in the port and is aligned with initiatives like:

- the Townsville Port Expansion Project
- the acceleration of the Townsville State Development Area
- the proposed Townsville Eastern Access Rail Corridor
- supporting the North West Minerals Province export route.

Along with these major projects, the master plan supports opportunities for efficient use of existing land and infrastructure through multi-user access arrangements which optimise existing supply chain infrastructure to minimise transport costs and increase freight network efficiency.

The master plan:

- identifies land and marine areas vital for the sustainable development of the port to 2050
- outlines a strategic vision for the port as a major driver of economic growth while protecting the Great Barrier Reef
- states objectives and desired outcomes for the future development of the port and surrounding land and marine areas
- identifies the comprehensive view of the state for port development within the master planned area
- includes an environmental management framework which identifies and maps environmental values and manages potential impacts from development.

Master planned area

The master plan identifies a master planned area that covers a total area of about 16,500 hectares, including land and marine areas.

The boundary of the master planned area has been established to avoid areas that contain significant environmental values, such as intertidal areas, and provide certainty to industry and the community about where development will be located.

The master planned area and precincts are mapped on the reverse side of the page.

Implementing the master plan

The port overlay is the regulatory instrument that implements the master plan. A draft port overlay has been released for public consultation and can be viewed at www.tmr.qld.gov.au/SustainablePorts-Townsville

Master plan precincts

Within the master planned area there are precincts that outline the long-term intent for specific areas.

Environmental management: areas with environmental values including those that contribute to the Outstanding Universal Value (OUV) of the Great Barrier Reef World Heritage Area (GBRWHA), where development should be limited.

Infrastructure and supply chain corridors: existing and planned infrastructure and supply chain corridors, including the Townsville Port Access Road and proposed Townsville Eastern Access Rail Corridor.

Interface: areas where future residential and port operations are in close proximity and potential amenity impacts should be managed.

Marine: marine areas with environmental values including those that contribute to the OUV of the GBRWHA, where development should be limited.

Marine infrastructure: existing and planned marine infrastructure including channels, swing basins, breakwaters, and berth pockets.

Marine services and recreation: areas that provide for marine services and recreation, including the Townsville City Waterfront Priority Development Area.

Port industry and commerce: areas to provide for port operations, industry, commerce, and supporting activities, including current and future port land and the Townsville State Development Area.

