

Priority port master planning

# Draft port overlay

## Priority Port of Townsville

Queensland | Australia | 2019



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# 1. Introduction and context

## 1.1. Background

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

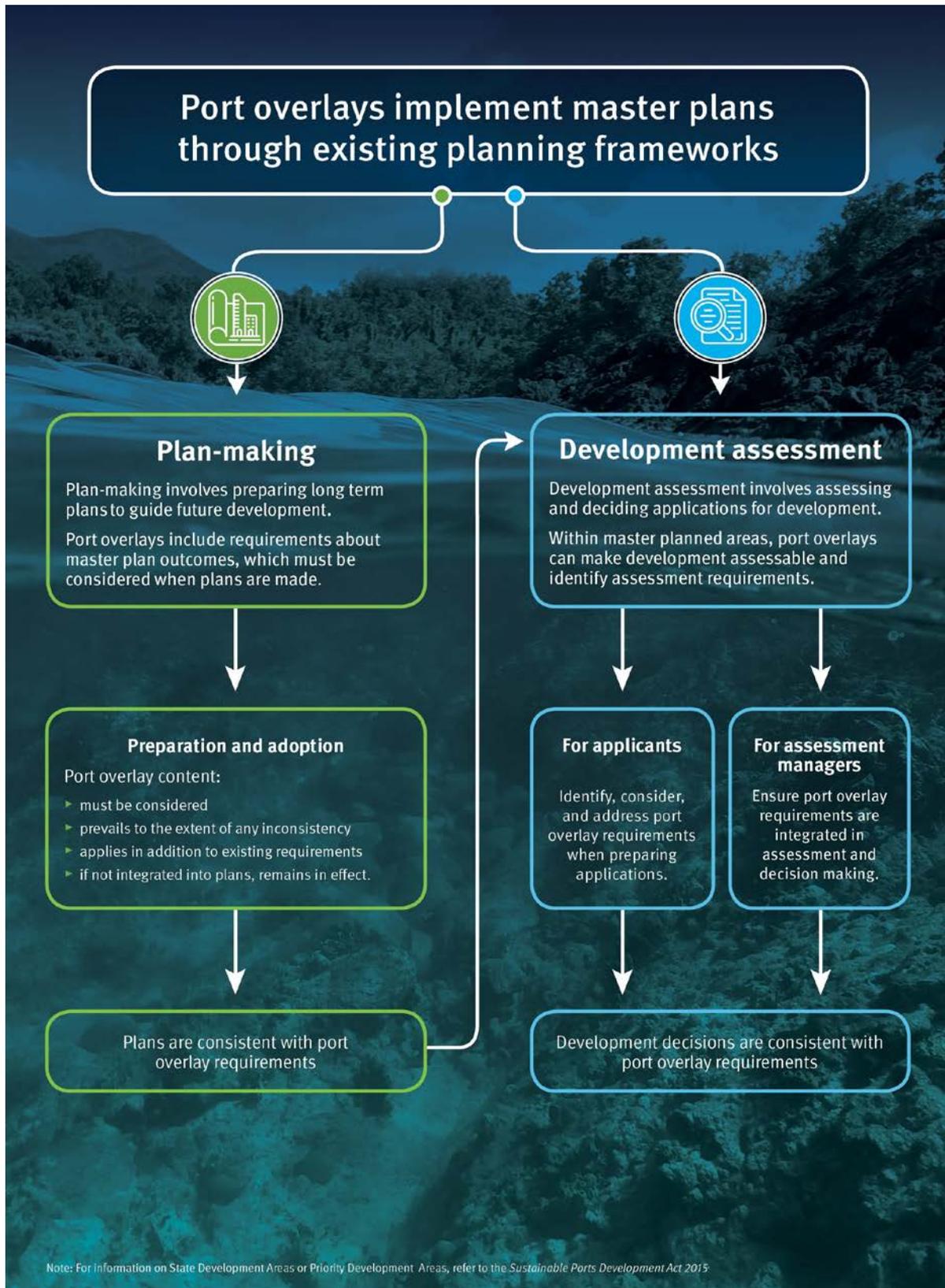
The port overlay regulates development by exception and operates in addition to existing planning instruments and environmental legislative requirements where further requirements are necessary to implement the master plan. The port overlay sets out requirements to regulate development in the master planned area and [Figure 1](#) illustrates how port overlays work within existing frameworks.

Importantly, the port overlay minimises duplication of requirements by allowing existing instruments and approvals to operate where they regulate development to the extent needed to achieve master plan outcomes.

The port overlay does not replace or remove any existing processes or planning instruments and does not modify decision making entities for existing planning and other regulatory processes.

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

Figure 1 – How port overlays work



## 1.2. Components of the draft port overlay

The port overlay includes the following components:

- **Section 1: Introduction and context** describes the port overlay and how it is implemented
- **Section 2: Purpose and application** outlines the purpose of the port overlay, and where and how it applies
- **Section 3: Strategic direction** identifies the strategic intent for the port overlay to implement the master plan
- **Section 4: Environmental management framework** states the measures and objectives required for managing the potential impacts on environmental values that have been identified in the master plan
- **Section 5: Plan-making** prescribes the requirements for the:
  - Townsville City Council (TCC) to consider when making or amending the Townsville City Plan or other local planning instruments
  - Port of Townsville Ltd (POTL) to consider when making or amending the Port of Townsville Land Use Plan (POTLUP)
  - Minister for Economic Development Queensland (MEDQ) to consider when making or amending the Townsville City Waterfront Priority Development Area (TCWPDA) Development Scheme
  - Coordinator-General (CG) to consider when making or amending the Townsville State Development Area (TSDA) Development Scheme.
- **Section 6: Development assessment** states the categories of assessment and assessment benchmarks for development, and the matters an assessment manager must have regard to in assessing a development application
- **Appendix A: Mapping** identifies the master planned area from the master plan
- **Appendix B: Precincts** identifies the precincts from the master plan
- **Appendix C: Environmental management framework objectives** identifies the objectives from the master plan
- **Appendix D: Dictionary** includes definitions of terms to assist in the interpretation of the port overlay
- **Appendix E: Abbreviations and acronyms** includes abbreviations and acronyms referenced in this document.

## 1.3. How to use the port overlay in plan-making

The port overlay prescribes matters that must be considered in either making or amending a regulatory instrument ([section 5](#)) in accordance with the Ports Act.

The requirements of the port overlay apply in addition to existing plan-making requirements and they prevail over planning instruments under the *Planning Act 2016* (Planning Act) or land use plans under the *Transport Infrastructure Act 1994* (Transport Infrastructure Act), to the extent of any inconsistency.

As part of the plan-making process, decision makers will need to integrate these requirements into regulatory instruments to ensure the master plan is implemented in a way which balances economic, environmental and community outcomes.

In considering the port overlay in plan making, a decision maker may give weight to the strategic vision, objectives and desired outcomes for the master planned area, to resolve conflicts should these arise, and to guide implementation of the master plan in an efficient and integrated way.

The plan making process provides the opportunity to plan at a local scale to resolve the appropriate balance and weight based on the strategic vision, objectives and desired outcomes.

## 1.4. How to use the port overlay in development assessment

The port overlay prescribes matters that must be considered by an assessment manager in the development assessment process.

For development assessment, an assessment manager must:

- identify if development is within the master planned area ([Appendix A](#))
- identify if development is made assessable by the port overlay ([section 6.1](#))
- assess development that is made assessable by the port overlay against the identified assessment benchmarks ([section 6.2](#))
- consider the 'matters to have regard to' in assessing development made assessable by the port overlay ([section 6.3](#))
- make decisions that are not inconsistent with the port overlay.

The assessment benchmarks and categories of assessment in the port overlay apply to the extent of any inconsistency with planning instruments under the Planning Act and an assessment manager's decision must not be inconsistent with the port overlay.

When using the assessment benchmarks to assess development, the decision-making hierarchy in relation to the assessment benchmarks applies as follows. If development:

- meets all the acceptable outcomes related to a performance outcome—it complies with the performance outcome
- does not meet all the acceptable outcomes related to a performance outcome but meets the corresponding performance outcome—it complies with that part of the code
- does not meet the acceptable outcomes or performance outcomes of a code but meets the purpose and outcomes for the code—it complies with the code
- does not meet the acceptable outcomes, performance outcomes, or purpose and outcomes for the code—it does not comply with the code and may be refused.

For development that is impact assessable under the port overlay, development is also assessed against the strategic vision, objectives and desired outcomes, and purpose and outcomes for the precinct in which development is located. This allows a decision maker to give weight to the higher order strategic outcomes and to balance economic, environmental and community interests when making decisions under the port overlay.

## 2. Purpose and application

### 2.1. Purpose

The Ports Act provides for the master plan to be implemented by a port overlay, which operates alongside existing planning requirements to guide future development to achieve the long-term strategic vision of the master plan.

The purpose of this port overlay is to implement the Port of Townsville Master Plan (master plan) in accordance with the Ports Act.

While the port overlay applies to the entire master planned area, additional regulation is only provided where necessary in [section 5](#) and [section 6](#) if the existing framework does not regulate development to the extent needed to implement the master plan.

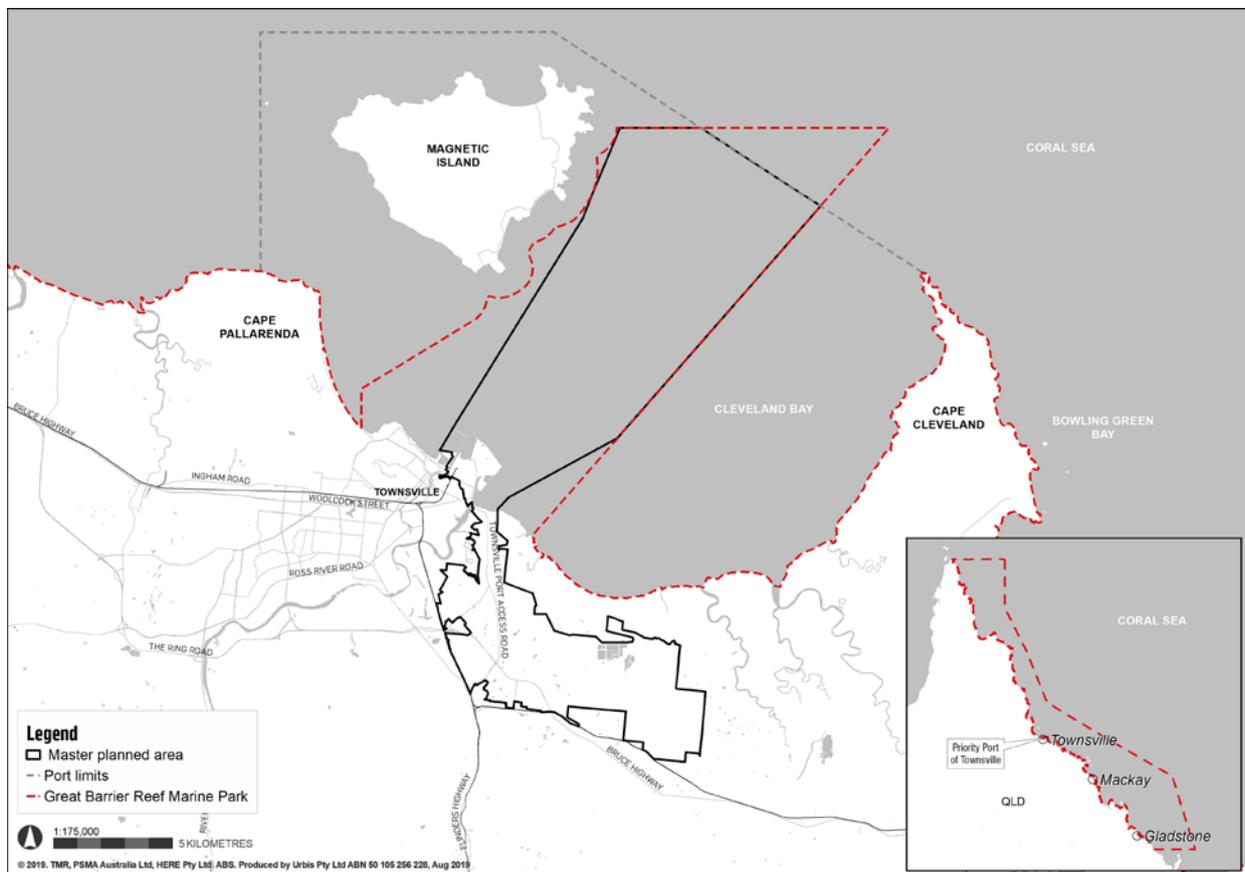
The [Environmental management framework](#) (EMF) states how the PMM from the master plan will be achieved.

Requirements outlined in this port overlay would only take effect once the final port overlay is released, after the statutory public consultation period and consideration of public submissions.

### 2.2. Application

The port overlay applies to all of the master planned area, as shown on [Figure 2](#) and in [Appendix A](#).

**Figure 2 – Master planned area**



The port overlay establishes requirements for regulatory instruments, listed below and summarised in [Table 1](#):

- for the Planning Act:
  - matters TCC must consider in making or amending the Townsville City Plan or other local planning instrument
  - instances where development in the master planned area is made assessable by the port overlay
  - assessment benchmarks that assessable development under the port overlay must be assessed against
  - matters TCC and POTL must have regard to in assessing development under the final port overlay.
- for the Transport Infrastructure Act:
  - matters 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 the MEDQ must consider when making or amending the TCWPDA Development Scheme<sup>1</sup>  
<sup>2</sup>.
- for the *State Development and Public Works Organisation Act 1971* (SDPWO Act):
  - matters the CG must consider when making or amending the TSDA Development Scheme<sup>3</sup> <sup>4</sup>.

The spatial extent of instruments under the above legislation is identified in [Figure 3](#) and the relationship of the port overlay to other legislation and regulatory instruments is summarised in [Table 1](#).

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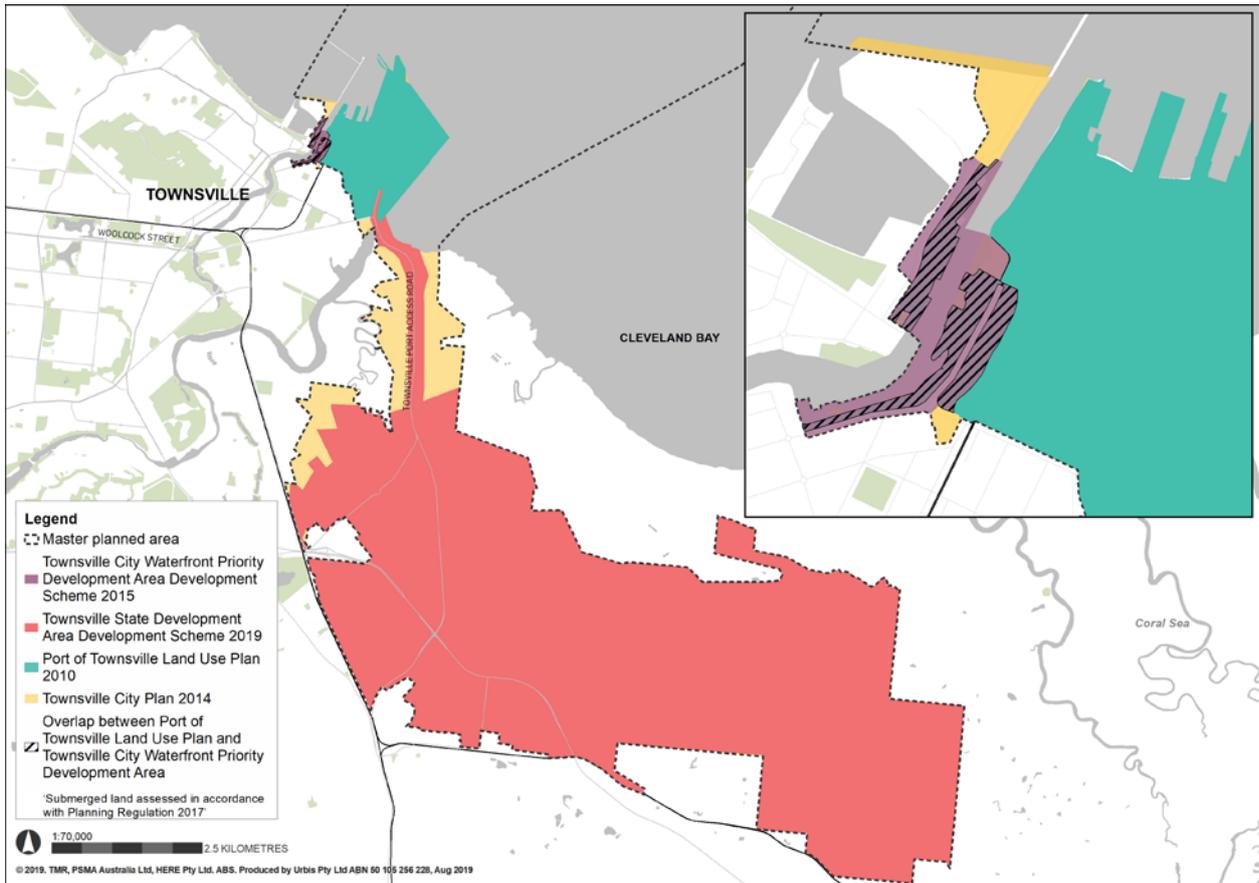
<sup>1</sup> The port overlay does not regulate development that is regulated by the TCWPDA Development Scheme.

<sup>2</sup> Sections 28 and 29 of the Ports Act provide the requirements for MEDQ in reviewing development schemes under the Economic Development Act once a port overlay takes effect.

<sup>3</sup> The port overlay does not regulate development that is regulated by the TSDA Development Scheme.

<sup>4</sup> Sections 31 and 32 of the Ports Act provide the requirements for MEDQ in reviewing development schemes under the Economic Development Act once a port overlay takes effect.

**Figure 3 – Planning frameworks operating within the master planned area**



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

Legislation	Regulatory instrument (see Figure 3 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	Both the Townsville City Plan and the port overlay apply however to the extent of any inconsistency between the port overlay and a planning instrument under the Planning Act, <b>the port overlay prevails</b> (Ports Act - s. 26).	Where the port overlay prescribes assessment benchmarks for assessable development, TCC as the assessment manager must assess the development against the assessment benchmarks and have regard to matters identified in	TCC must consider the content of the port overlay when making or amending the Townsville City Plan or other local planning instrument under the Planning Act ( <a href="#">section 5.2</a> ).

Legislation	Regulatory instrument (see Figure 3 for extent)	Relationship to the Port Overlay	Action for Development Assessment	Action for Plan Making
			<p>assessing development under the port overlay (<a href="#">sections 6.1 and 6.2</a>).</p> <p>The assessment manager's decision about the development application must not be inconsistent with the port overlay.</p>	
	Port of Townsville Land Use Plan	Both the Port of Townsville Land Use Plan and the port overlay apply however to the extent of any inconsistency between the port overlay and the POTLUP, <b>the port overlay prevails</b> (Ports Act - s. 27).	<p>Where the port overlay prescribes assessment benchmarks for the assessable development, POTL as the assessment manager must assess the development against the assessment benchmarks and have regard to matters identified in assessing development under the port overlay (<a href="#">sections 6.1 and 6.2</a>).</p> <p>The assessment manager's decision about the development application must not be inconsistent with the port overlay.</p>	Not applicable.
<i>Transport Infrastructure Act 1994</i>	Port of Townsville Land Use Plan	Both the Port of Townsville Land Use Plan and the port overlay apply however to the	Not applicable.	POTL must consider the content of the port overlay when making or

Legislation	Regulatory instrument (see Figure 3 for extent)	Relationship to the Port Overlay	Action for Development Assessment	Action for Plan Making
		extent of an inconsistency between the port overlay and the POTLUP, <b>the port overlay prevails</b> (Ports Act - s. 27).		amending the POTLUP under the Transport Infrastructure Act ( <a href="#">section 5.3</a> ).
<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 (Ports Act - s. 29(1)).	The port overlay <b>does not regulate development</b> that is regulated by the TCWPDA Development Scheme (Ports Act - s. 19(4)).	The MEDQ is required to consider whether the Development Scheme is inconsistent with the port overlay ( <a href="#">section 5.4</a> ). 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 (Ports Act - s. 32(1)).	The port overlay <b>does not regulate development</b> that is regulated by the TSDA Development Scheme (Ports Act - s. 19(4)).	The CG is required to consider whether the Development Scheme is inconsistent with the port overlay ( <a href="#">section 5.4</a> ). Where there is an inconsistency, the CG must decide whether or not to amend the Development Scheme to remove the inconsistency.

## 3. Strategic direction

This section outlines the strategic intent of the port overlay to implement the master plan.

### 3.1. Strategic vision

The strategic vision identified in the master plan is the long-term outlook for sustainable port development at the priority Port of Townsville:

*“The priority Port of Townsville will be a major driver of economic growth as North Queensland’s primary freight, logistics, container, tourism and defence infrastructure hub. Sustainable port development at the priority Port of Townsville will contribute to the protection of the Outstanding Universal Value of the Great Barrier Reef World Heritage Area within and surrounding the master planned area by managing potential impacts on environmental, social and cultural values”.*

The strategic vision is supported by the desired outcomes and objectives which provide higher order strategic outcomes applicable across the master planned area.

### 3.2. Environmental management framework

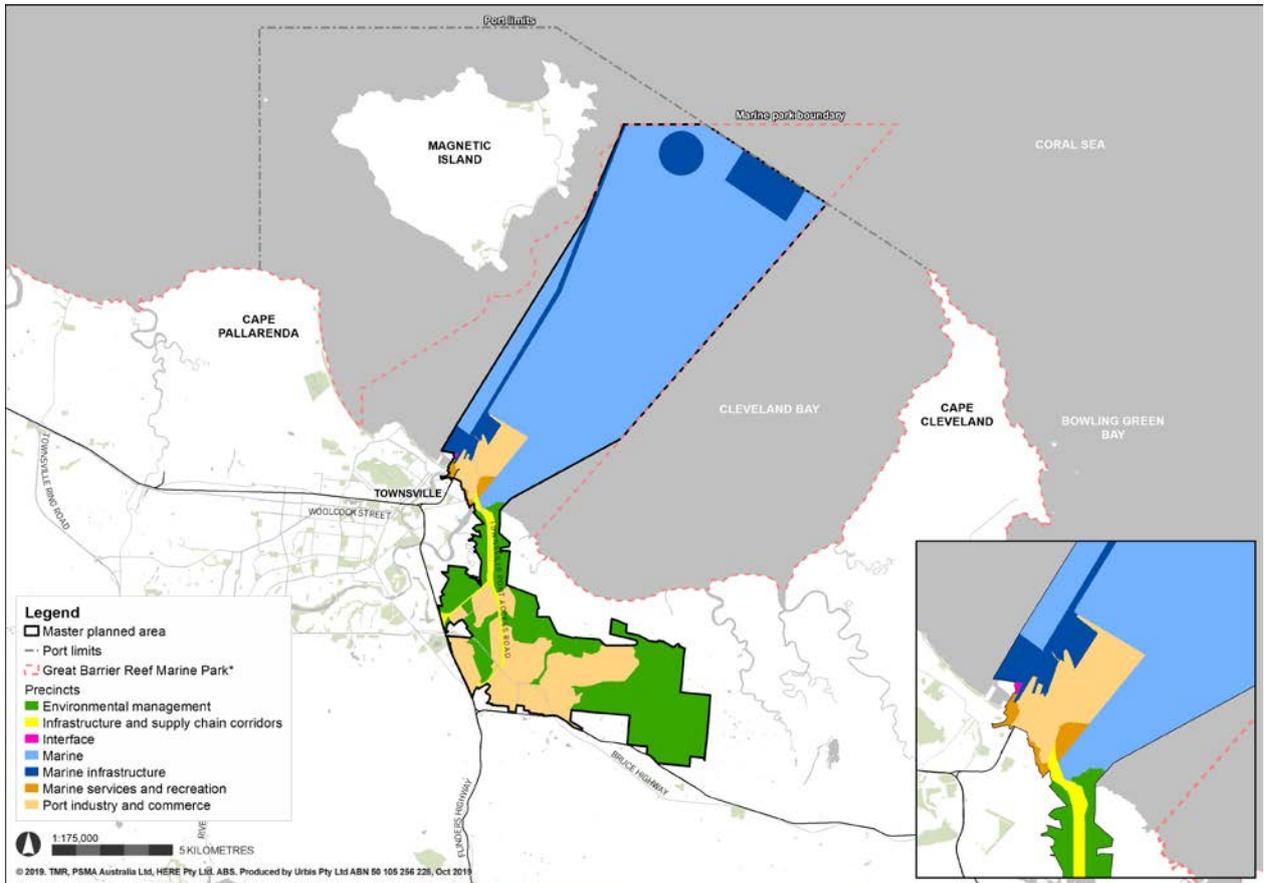
The EMF in the master plan describes the interaction of development with environmental values, with a focus on the local expression of the Outstanding Universal Value (OUV) of the Great Barrier Reef World Heritage Area (GBRWHA) and Matters of National Environmental Significance (MNES) and Matters of State Environmental Significance (MSES).

The EMF contains objectives that apply to specific precincts and includes a PMM to manage impacts from development on environmental values. The EMF objectives combine with the precinct purpose and outcomes to provide direction to achieve the strategic vision for the master plan and are identified in [Appendix C](#).

### 3.3. Precincts

Within the master planned area, the purpose and outcomes of the precincts in the master plan indicate the long-term intent for development in specific locations and those areas where environmental considerations are a predominant consideration. Each precinct is identified in [Figure 4](#) with detailed requirements outlined in [Appendix B](#).

**Figure 4 – Master planned area precincts**

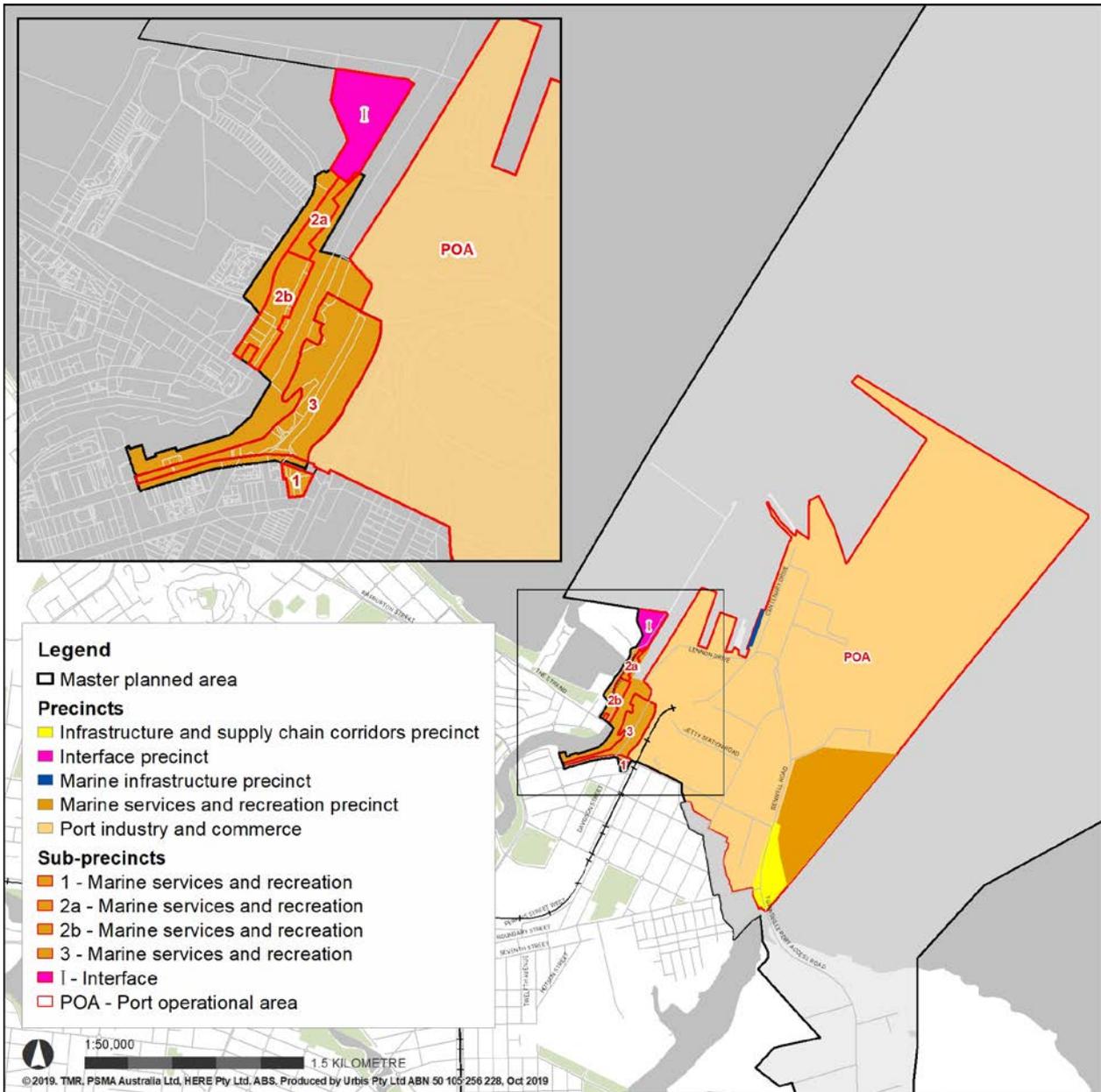


### 3.4. Sub-precincts

In addition to the master plan precincts, the port overlay identifies sub-precincts which provide additional outcomes for defined areas within precincts to implement the master plan at a finer grain. Sub-precincts apply in addition to the relevant precinct.

Sub-precincts are used to trigger assessment benchmarks within specific areas of the master planned area and must also be considered in plan-making.

Figure 5 – Master planned area sub-precincts



## 4. Environmental management framework

The Ports Act establishes a legislative requirement to have an EMF for a priority port. The EMF is outlined in the master plan and includes the following PMM and EMF objectives (see [Appendix C](#)) to manage impacts from development on environmental values.

The PMM and EMF objectives are to be given effect through the final port overlay by the provisions in [section 5](#) and [section 6](#).

### 4.1. Priority management measures

Due to the comprehensive nature of existing state and Commonwealth statutory requirements, approvals and operational environmental management measures that apply to development, a single PMM for the 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 services and recreation
	Port industry and commerce

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

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

### 4.2. Environmental management framework objectives

The EMF objectives outlined in [Appendix C](#) provide for the management of potential impacts from development within each of the precincts.

## 5. Plan-making

### 5.1. Purpose

The purpose of this section is to prescribe the requirements or considerations for either making or amending a regulatory instrument, in accordance with the following sections of the Ports Act:

- section 21(2)(a)(i) with respect to the Townsville City Plan or other local planning instrument
- section 21(2)(b) with respect to the POTLUP
- section 29 with respect to the TCWPDA Development Scheme
- section 32 with respect to the TSDA Development Scheme.

This section also identifies when port overlay requirements have been adequately integrated to the extent that development assessment requirements in [section 6](#) may no longer apply.

### 5.2. Townsville City Council

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

- the strategic vision, objectives and desired outcomes identified in **Part B** of the master plan
- the Port interface management PMM identified in [section 4.1](#)
- the purpose, outcomes and EMF objectives of the Environmental management, Interface, Marine services and recreation, Marine infrastructure and Port industry and commerce precincts identified in [Appendix B](#) and [Appendix C](#)
- the categories of assessment table outlined in [Table 3](#)
- the [Port interface code](#).

The plan-making requirements provide further matters to be considered in addition to the requirements under the State Planning Policy (SPP). The strategic ports state interest applies within and surrounding the master planned area when making or amending the Townsville City Plan or other local planning instrument under the Planning Act.

### 5.3. Port of Townsville Land Use Plan

POTL must consider the content of the port overlay when making or amending a land use plan under the Transport Infrastructure Act:

- the strategic vision, objectives and desired outcomes identified in **Part B** of the master plan
- the Port interface management PMM identified in [section 4.1](#)
- the purpose, outcomes and EMF objectives of the Infrastructure and supply chain corridors, Marine infrastructure, Marine services and recreation and, Port industry and commerce precincts identified in [Appendix B](#) and [Appendix C](#)
- the [Port interface code](#)
- the [Port industry code](#).

## 5.4. Townsville City Waterfront Priority Development Area Development Scheme

The MEDQ must consider, but is not bound by the following requirements of the port overlay when making or amending the TCWPDA Development Scheme under the Economic Development Act, to the extent of any inconsistency:

- the strategic vision, objectives and desired outcomes identified in **Part B** of the master plan
- the Port interface management PMM identified in [section 4.1](#)
- the [Port interface code](#)
- the purpose, outcomes and EMF objectives of the Marine services and recreation precinct identified in [Appendix B](#) and [Appendix C](#)
- incorporating the following additional planning controls for development within Marine services and recreation sub-precincts 2 and 3 to ensure development protects port operations to the greatest extent possible by:
  - development to be designed to provide for habitable rooms to be located and orientated away from port activities
  - where located within [Marine services and recreation sub-precinct 2](#):
    - Sensitive uses are not located in [Marine services and recreation sub-precinct 2a](#)
    - Multiple dwellings and retirement facilities may be located in [Marine services and recreation sub-precinct 2b](#) only 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 [Marine services and recreation sub-precinct 3](#):
    - multiple dwellings and retirement facilities are not located in this sub-precinct
    - development will minimise impacts on sensitive uses in Archer and Perkins Streets
    - sensitive land uses are not located in this sub-precinct.

## 5.5. Townsville State Development Area Development Scheme

The CG must consider the following as soon as practicable after the port overlay takes effect, or when making or amending the TSDA Development Scheme under the SDPWO Act:

- the strategic vision, objectives and desired outcomes identified in **Part B** of the master plan
- the purpose, outcomes and EMF objectives of the Environmental management, Infrastructure and supply chain corridors, and Port industry and commerce precincts identified in [Appendix B](#) and [Appendix C](#)
- the local attributes of the OUV of the GBRWHA identified in the master plan.

## 5.6. Implementing master plan outcomes

In considering the port overlay in plan-making, entities preparing statutory instruments may give weight to the strategic vision, objectives and desired outcomes of the master plan to balance economic, environmental and community outcomes to achieve the intent of the master plan at a local scale.

If an instrument identified in [section 5.1](#) is consistent with, and adequately integrates the port overlay, a statement (integration statement) may be included in the instrument that states:

- the name and date of the port overlay that has been adequately integrated in the instrument
- that all or part of the port overlay has been adequately integrated in the instrument
- if the port overlay has only been integrated in part, a description of the parts of the port overlay that have been adequately integrated in the instrument and the parts of the port overlay that remain relevant for assessment
- unless the instrument indicates a contrary intention, development does not require assessment against the port overlay requirements identified in [section 6](#) to the extent that it is consistent with, and has adequately integrated, the port overlay.

Where an instrument (or part of an instrument) contains an integration statement and amendments are made which affect matters relevant to, or regulated by the port overlay, development will require assessment against the port overlay in [section 6](#) unless a new integration statement is contained in the instrument.

If a proposed amendment has the potential to compromise the implementation of the master plan, it may be necessary to review the master plan and/or port overlay to determine if it should be modified to allow for the development to be regulated by the port overlay.

## 6. Development assessment

This section identifies the following for development in the master planned area under the Planning Act:

- categories of assessment
- assessment benchmarks
- matters to have regard to in assessing development under the port overlay.

No development, other than development stated in this section, is regulated by the port overlay. All other development not listed in [Table 3](#) is not changed by the port overlay.

### 6.1. Categories of assessment

[Table 3](#) identifies the categories of assessment and assessment benchmarks that apply under the port overlay where development is assessed by either TCC or POTL.

Where a higher category of assessment already applies, then the category of assessment is not lowered by the port overlay.

**Table 3 – Categories of assessment and assessment benchmarks**

Development	Category of assessment	Assessment benchmark
<b>If located within the Interface sub-precinct (refer to <a href="#">Figure 5</a>)</b>		
Material change of use for: <ul style="list-style-type: none"> <li>• Multiple dwelling</li> <li>• Retirement facility</li> </ul>	Impact Assessment	Port interface code
Short-term accommodation	Code Assessment	Port interface code
<b>If located within the Marine services and recreation sub-precinct 1 (refer to <a href="#">Figure 5</a>)</b>		
Material change of use for: <ul style="list-style-type: none"> <li>• Multiple dwelling</li> <li>• Retirement facility</li> </ul>	Impact Assessment	Port interface code
<ul style="list-style-type: none"> <li>• Short-term accommodation</li> </ul>	Code Assessment	Port interface code
<b>If located within the Marine services and recreation sub-precinct 2a or 2b (refer to <a href="#">Figure 5</a>)</b>		
Material change of use for: <ul style="list-style-type: none"> <li>• Multiple dwelling</li> <li>• Retirement facility</li> <li>• Short-term accommodation</li> </ul>	Code assessment	Port interface code

Development	Category of assessment	Assessment benchmark
<b>If located within the Marine services and recreation sub-precinct 3 (refer to <a href="#">Figure 5</a>)</b>		
Material change of use for: <ul style="list-style-type: none"> <li>Multiple dwelling</li> <li>Retirement facility</li> </ul>	Impact assessment	Port interface code
<ul style="list-style-type: none"> <li>Short-term accommodation</li> </ul>	Code assessment	Port interface code
<b>If located within the Port operational area (POA) sub-precinct (refer to <a href="#">Figure 5</a>)</b>		
Material change of use where inconsistent with the <a href="#">Long-term port plan (Figure 17)</a>	Code assessment	Port industry code

## 6.2. Assessment benchmarks

The assessment benchmarks for the port overlay are:

- Port interface code
- Port industry code.

[Table 4](#) below is provided to assist in determining the assessment benchmarks applicable to development based upon its location within the master planned area.

**Table 4 – Determining applicable assessment benchmarks for the master plan precincts**

Assessment benchmark	Precinct			
	Interface	Marine infrastructure	Marine services and recreation	Port industry and commerce
Port interface code	✓*	N/A	✓**	N/A
Port industry code	N/A	✓+	✓+	✓+

\*where in the Interface sub-precinct

\*\*where in the Marine services and recreation sub-precinct 1, 2a, 2b or 3

+where in the Port operational area sub-precinct

Note: unless identified in this table, no development assessment requirements are applicable under the port overlay within the master planned area.

## 6.2.1. Port interface code

### 6.2.1.1. Application

The Port interface code applies to development:

- located within the [Interface sub-precinct](#) as shown in [Figure 5](#)
- located within the [Marine services and recreation sub-precincts 1, 2a, 2b or 3](#), as shown in [Figure 5](#) identified as requiring assessment in [Table 3](#).

### 6.2.1.2. Purpose and outcomes

The purpose of the Port interface code is to manage the interface between sensitive land uses and port activities to protect the operations of the port, as well as to mitigate potential 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 sited, designed and constructed to protect the operation of the Port of Townsville
- development is sited, designed and constructed to minimise potential light, noise, odour, dust and visual impacts from port operations on sensitive uses
- development maintains safe public access to the foreshore where practicable.

### 6.2.1.3. Criteria of assessment

[Table 5](#) contains the performance outcomes and acceptable outcomes for the Port interface code for all applicable areas.

[Table 6](#) contains additional performance outcomes and acceptable outcomes for the Interface sub-precinct.

[Table 7](#) contains additional performance outcomes and acceptable outcomes for the Marine services and recreation sub-precincts 1, 2 and 3.

**Table 5 – Port interface code – all areas to which this code applies**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Land use</b>	
PO1 Development does not include land uses that may impact on the operation of the port where amenity impacts cannot be appropriately mitigated.	No acceptable outcome prescribed.
<b>Amenity</b>	
PO2 Development incorporates appropriate noise, dust, odour and lighting standards to ensure siting, design and construction achieves acceptable levels of amenity.	No acceptable outcome prescribed.

Performance outcome (PO)	Acceptable outcome (AO)
<p>Note—Reports to demonstrate compliance with PO2 will need to include assessment against:</p> <p><a href="#">AS/ NZS 2107:2000 – Acoustics – recommended design sound level and reverberation times for building interiors</a></p> <p><a href="#">Environmental Protection (Noise) Policy 2019</a></p> <p><a href="#">Environmental Protection (Air) Policy 2019</a></p> <p><a href="#">Guideline: Odour Impact Assessment from Developments, QLD DEHP</a></p> <p><a href="#">AS 4828:2019 Control of the obtrusive effects of outdoor lighting.</a></p>	
<p>PO3 Development that contains lighting is located, designed and orientated to ensure that illumination and glare from the development does not conflict with port operations (e.g. navigation lead lights).</p>	<p>AO3 Outdoor lighting complies with the technical parameters, design, installation, operation and maintenance <a href="#">AS 4282-2019 Control of the obtrusive effects of outdoor lighting.</a></p>
<p>PO4 Development mitigates exposure to potential adverse amenity impacts from the Port operational area sub-precinct on private or communal outdoor spaces including balconies or ground level spaces intended for outdoor uses.</p>	<p>No acceptable outcome prescribed.</p>
<p>PO5 Development provides landscaping:</p> <ul style="list-style-type: none"> <li>(a) in locations where planting will provide a visual buffer to mitigate aesthetic impacts from the port operational area sub-precinct AND</li> <li>(b) that will contribute to the mitigation of other amenity impacts such as noise and dust.</li> </ul>	<p>No acceptable outcome prescribed.</p>
<p>PO6 Noise attenuation is incorporated into the built form to reduce exposure to adverse amenity impacts associated with port operations.</p> <p>Note—A report to demonstrate compliance with PO6 may be required which includes assessment using <a href="#">Environmental Protection (Noise) Policy 2019</a> and <a href="#">AS/NZS 2107:2000 – Acoustics – recommended design sound level and reverberation times for building interiors, or similar noise guidelines.</a></p>	<p>No acceptable outcome prescribed.</p>
<p>PO7 Design measures are incorporated into the built form to reduce exposure to adverse amenity impacts associated with the Port operational area sub-precinct.</p>	<p>No acceptable outcome prescribed.</p>

**Table 6 – Port interface code – where located in the Interface-sub precinct**

Performance outcome	Acceptable outcome
<b>Land use</b>	
<p>PO1 Development does not include land uses that adversely impact on the operation of the port.</p>	<p>AO1.1 Permanent residential uses are not located in this sub-precinct.</p> <p>AND</p> <p>AO1.2 Sensitive land uses, other than permanent residential use, are only located in this sub-precinct where it can be demonstrated that the proposed development will not impact on the operation of the port.</p>
<b>Design</b>	
<p>PO2 Siting, orientation and building design measures ensure people accessing the development are not adversely affected by amenity impacts associated with the Port operational area sub-precinct.</p>	<p>AO2.1 Development involving sensitive uses is set back 250 metres from the berths/quays and dry bulk use areas identified in the <a href="#">Long-term port plan (Figure 17)</a>.</p> <p>AND</p> <p>AO2.2 Development incorporates screening (vegetation and any other measures) between the building and Port operational area sub-precinct.</p> <p>AND</p> <p>AO2.3 Balconies, doors, windows and openings do not occur on building elevations that overlook the port (partially or directly).</p> <p>AND</p> <p>AO2.4 Habitable rooms are located and orientated away from the Port operational area sub-precinct.</p>

**Table 7 – Port interface code – where located in the Marine services and recreation sub-precincts 1, 2 and 3**

Performance outcome	Acceptable outcome
<b>Land use</b>	
<p>PO1 Development does not include land uses that may impact on the operation of the port where amenity impacts cannot be appropriately mitigated.</p>	<p>AO1.1 Development within <a href="#">Marine services and recreation sub-precinct 1</a>:</p> <ul style="list-style-type: none"> <li>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</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>is located and designed to mitigate adverse impacts from port operations to protect community health and well-being.</li> </ul> <p>OR</p> <p>AO1.2 Development within the <a href="#">Marine services and recreation sub-precinct 2</a>:</p> <ul style="list-style-type: none"> <li>comprises a mix of business and centre activities, short-term accommodation and public open space</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>sensitive land uses including permanent residential (i.e. multiple dwellings and retirement facilities) are located within the <a href="#">Marine services and recreation sub-precinct 2b</a>.</li> </ul> <p>OR</p> <p>AO1.3 Development within the <a href="#">Marine services and recreation sub-precinct 3</a>:</p> <ul style="list-style-type: none"> <li>comprises land uses including low impact port-related uses, marine-based commercial uses, research and education centres, commercial centres and allied marine tourism operations</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>minimises impacts on existing and future sensitive land uses located within <a href="#">Marine services and recreation sub-precinct 1</a>.</li> </ul>

## 6.2.2. Port industry code

### 6.2.2.1. Application

The Port industry code applies to development:

- located within the [Port operational area sub-precinct](#), as shown in [Figure 18](#)
- identified as requiring assessment against the Port industry code in [Table 3](#).

### 6.2.2.2. Purpose and outcomes

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

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

- development of land use activities is located on both existing port land as well as the land identified as part of the approved port expansion project
- 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 growth of the port
- development is appropriately designed, sited, constructed and operated to mitigate the potential adverse social and environmental impacts from port operations on sensitive land uses in Marine services and recreation sub-precincts 1, 2a, 2b or 3
- development does not compromise or adversely impact on (or the upgrading of existing) 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.

### 6.2.2.3. Criteria of assessment

**Table 8** contains the Port industry code for all applicable areas.

**Table 8 – Port industry code**

Performance outcome	Acceptable outcome
<b>Port optimisation</b>	
PO1 Buildings, structures, services and utilities contribute towards an optimised port layout for port operations.	AO1 Land uses within the Port operational area sub- precinct are positioned in accordance with <a href="#">Figure 17 – Long-term port plan</a> .
PO2 Development is located, designed and operated to maximise the efficient and coordinated use of port land and supply chain infrastructure.	AO2.1 Development that is heavily reliant on supply chain infrastructure is co-located with or adjacent to infrastructure or corridors (e.g. a wharf, rail, road or within a shared service corridor).

Performance outcome	Acceptable outcome
---------------------	--------------------

Note—Supporting reports addressing the principles of port optimisation should be provided to address this performance outcome.

PO3 Development is located, designed and operated to maximise berth utilisation and efficiency.

AO3.1 Development does not involve the construction of additional berths.

OR

AO3.2 Development involving berth construction provides for berth facilities to be shared by multiple cargo types.

Amenity
---------

PO4 Development siting, design and layout minimises adverse amenity impacts on surrounding urban areas, having regard to including noise, light emissions, dust, electronic interference or other disturbance.

No acceptable outcome is prescribed.

Note—Development complies with the necessary requirements of:

[Environmental Protection \(Noise\) Policy 2019](#)

[Environmental Protection \(Air\) Policy 2019](#)

[Guideline: Odour Impact Assessment from Developments, QLD DEHP](#)

[AS 4828:2019 Control of the obtrusive effects of outdoor lighting.](#)

Protection of supply chain infrastructure
---

PO5 Development structures, services and utilities do not compromise the future location and efficient operation of supply chain infrastructure.

No acceptable outcome is prescribed.

### 6.3. Matters to have regard to

Where development is identified as assessable under the port overlay, the following are the matters an assessment manager must have regard to in assessing development under the port overlay:

**Code assessment:**

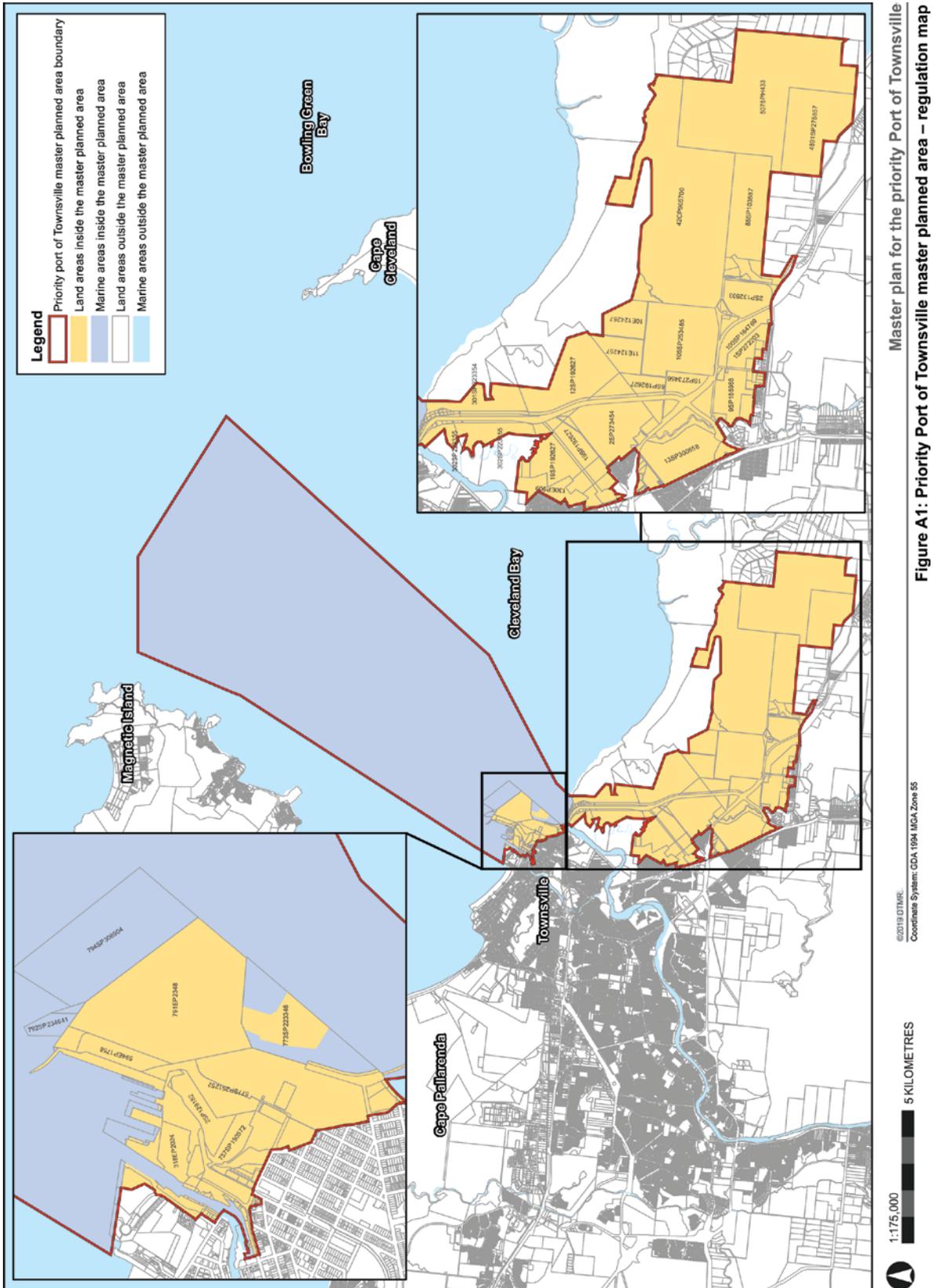
- the purpose, outcomes and EMF objectives for the precinct/s where development is proposed to be undertaken as outlined in [Appendix B](#) and [Appendix C](#).

**Impact assessment:**

- the purpose, outcomes and EMF objectives for the precinct/s where development is proposed to be undertaken, as outlined in [Appendix B](#) and [Appendix C](#)
- the strategic vision, desired outcomes and objectives for the master planned area as identified in the master plan.

# Appendix A – Mapping

## Master planned area

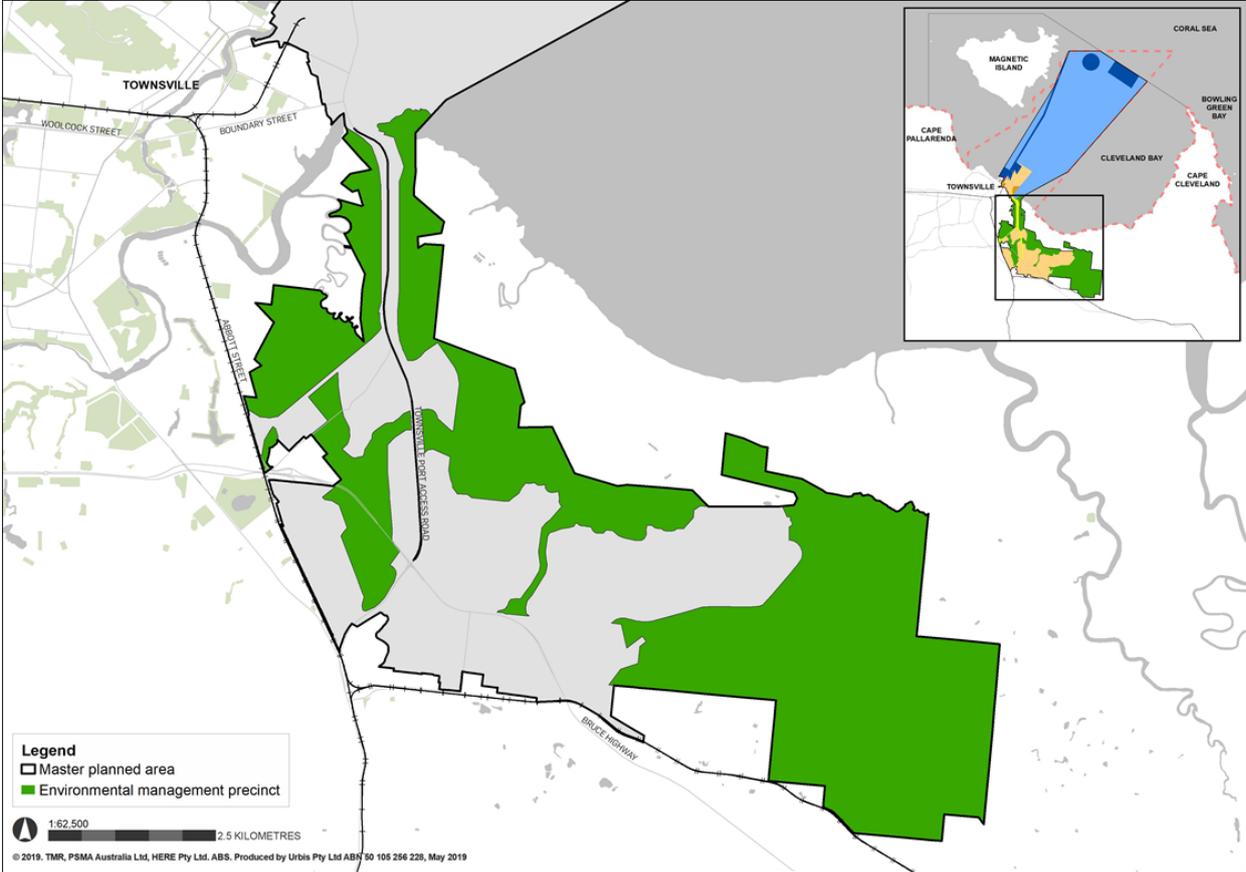


Master plan for the priority Port of Townsville  
**Figure A1: Priority Port of Townsville master planned area – regulation map**

# Appendix B - Precincts

## Environmental management precinct

Figure 6 – Environmental management precinct



- Purpose:** The purpose of the **Environmental management precinct** is to limit development and, where possible, avoid adverse impacts on environmental values.
- Description:** The precinct comprises land within the TSDA and part of the Townsville City Plan area identified as being of environmental significance. It functions as an environmental buffer between 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 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 7 – 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 supply chain corridor infrastructure required to support the ongoing operation and expansion of the port, within the master planned area.

**Description:** The precinct comprises land within the TSDA and part of the Townsville City Plan area and includes land containing the TPAR and 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 North Coast Line and part of the Flinders Highway (Stuart Bypass).

**Outcomes:** Development maintains the safe and efficient operation and management of supply chain infrastructure, including the road and rail transport networks.

Development protects the safety, efficiency and capacity of future rail and road alignments and existing transport corridors.

Infrastructure associated with non-port-related development is limited to necessary minor and interim service infrastructure, including linear infrastructure, utility installations, and telecommunication facilities.

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

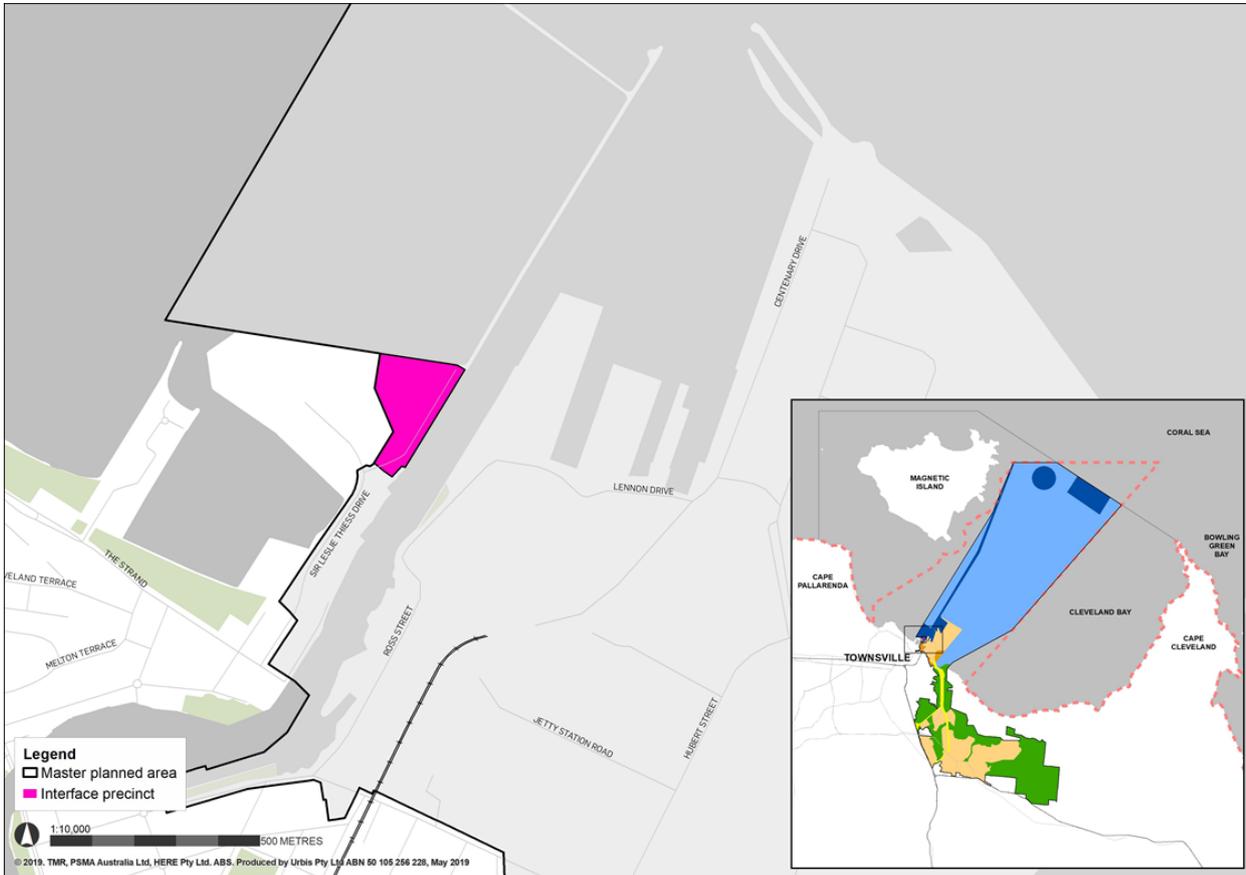
Development supports the establishment of common user infrastructure where practicable.

Development does not result in reverse amenity impacts on 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.

## Interface precinct

Figure 8 – 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.

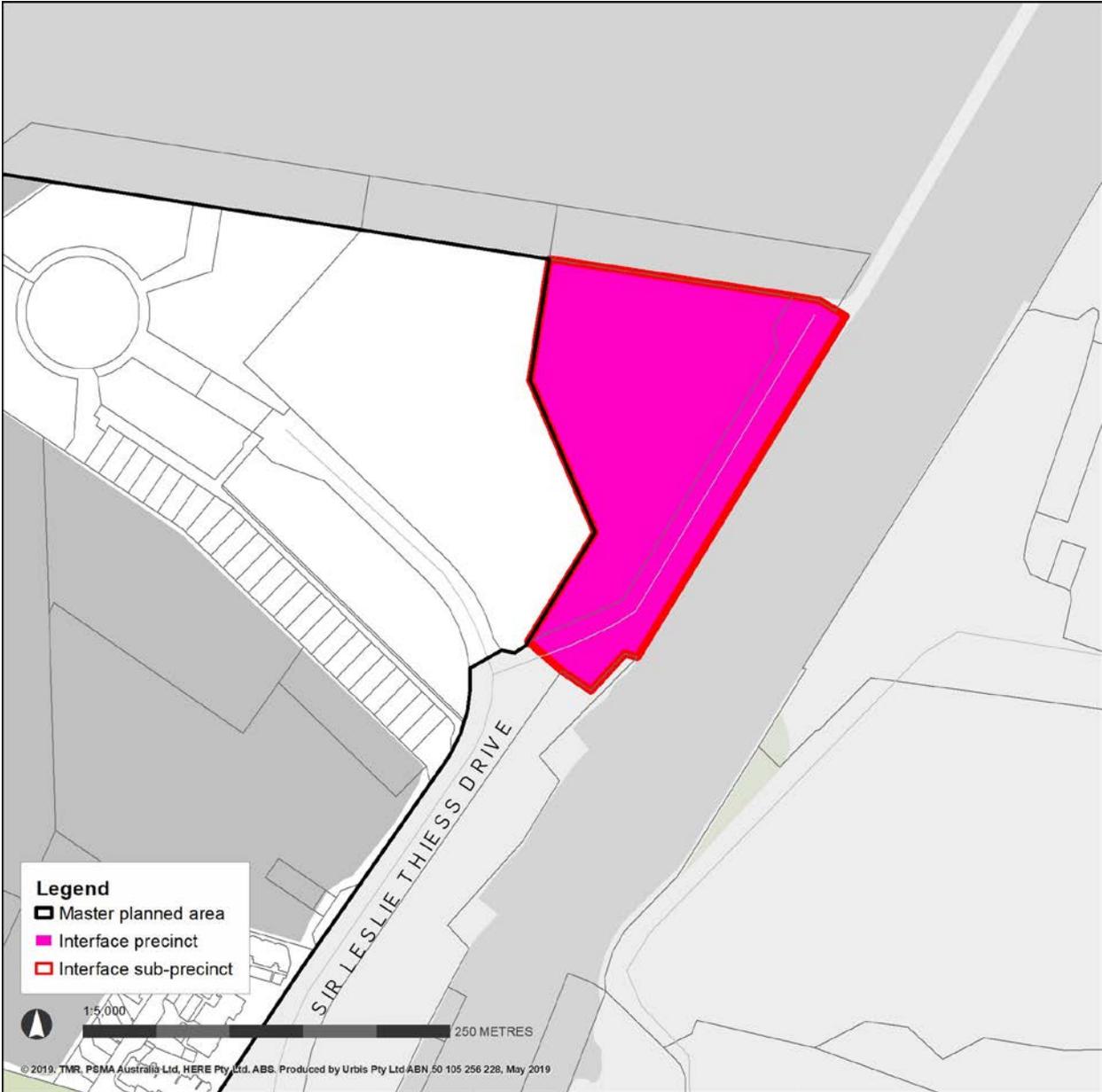
**Outcomes:** Development does not restrict the operation or development of port activities including supply chain infrastructure.

Development must be appropriately located, and incorporate suitable design measures to minimise potential impacts from port operations 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.

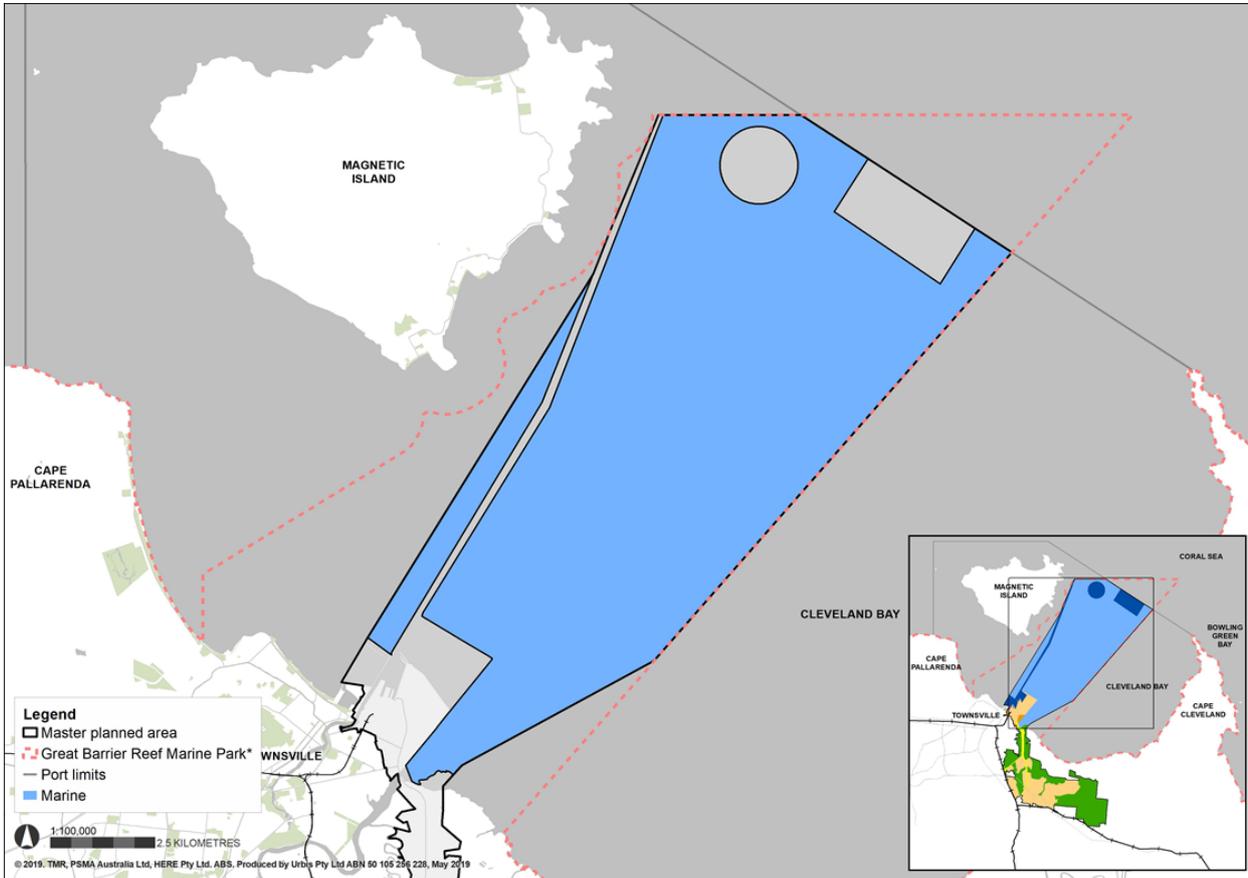
New development should maintain public access to the waterfront.

Figure 9 – Interface sub-precinct



## Marine precinct

Figure 10 – 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.

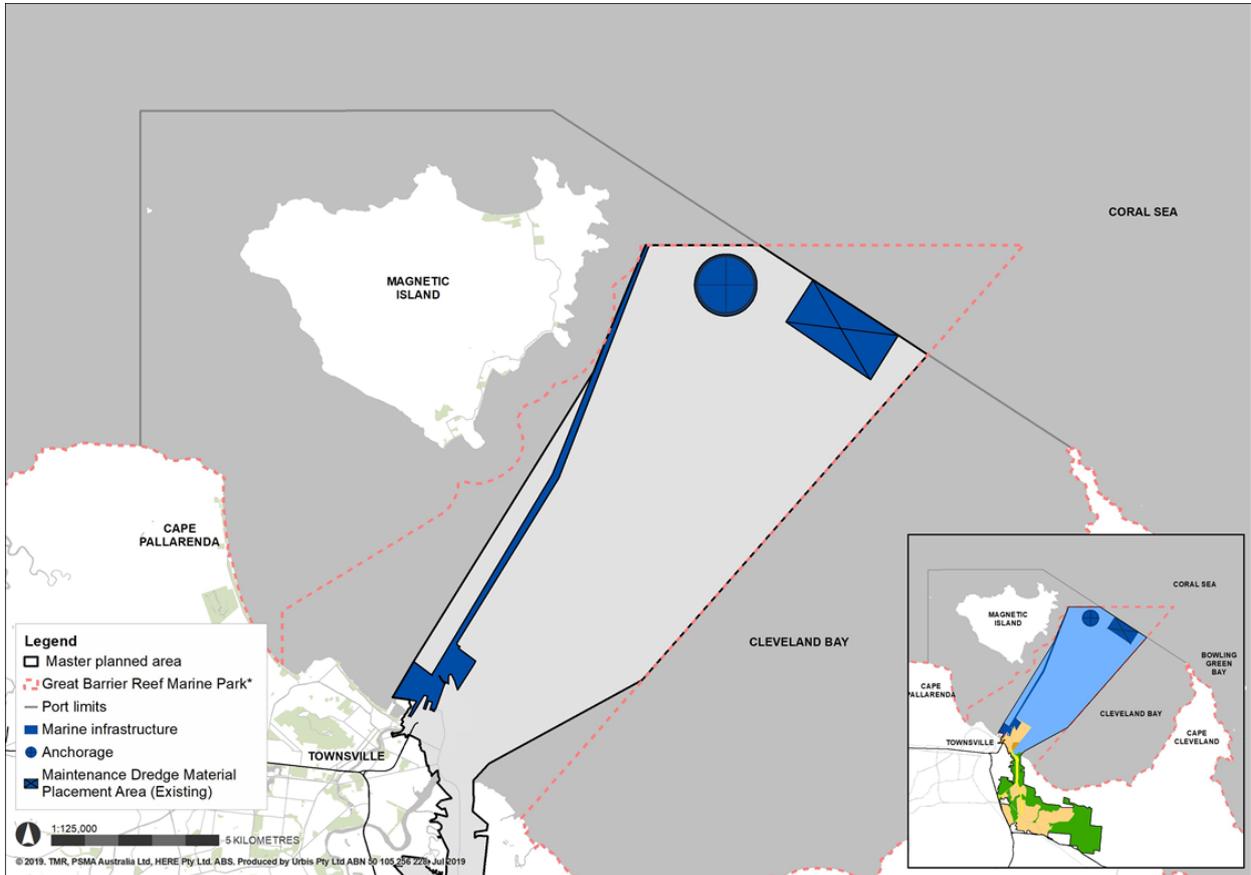
**Description:** This precinct generally extends to the highest astronomical tide (HAT) and includes marine areas adjoining the marine infrastructure precinct that are not critical to the operation or growth of the port. It includes intertidal and marine waters within port limits in Cleveland Bay that are not within the Great Barrier Reef Marine Park.

**Outcomes:** Uses that do not compromise the efficiency of ship movements may be acceptable, including small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, coastal rescue services, commercial fishing, tourism, defence, Indigenous marine resource activities and recreational uses.

Development avoids or minimises impacts on environmental values within and surrounding the master planned area by the appropriate siting and design of compatible uses and infrastructure.

## Marine infrastructure precinct

Figure 11 – Marine infrastructure precinct



**Purpose:** The purpose of the **Marine infrastructure precinct** is to ensure safe shipping access to navigation channels and waterside areas and to provide for marine-based port infrastructure, including 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 HAT and includes:

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

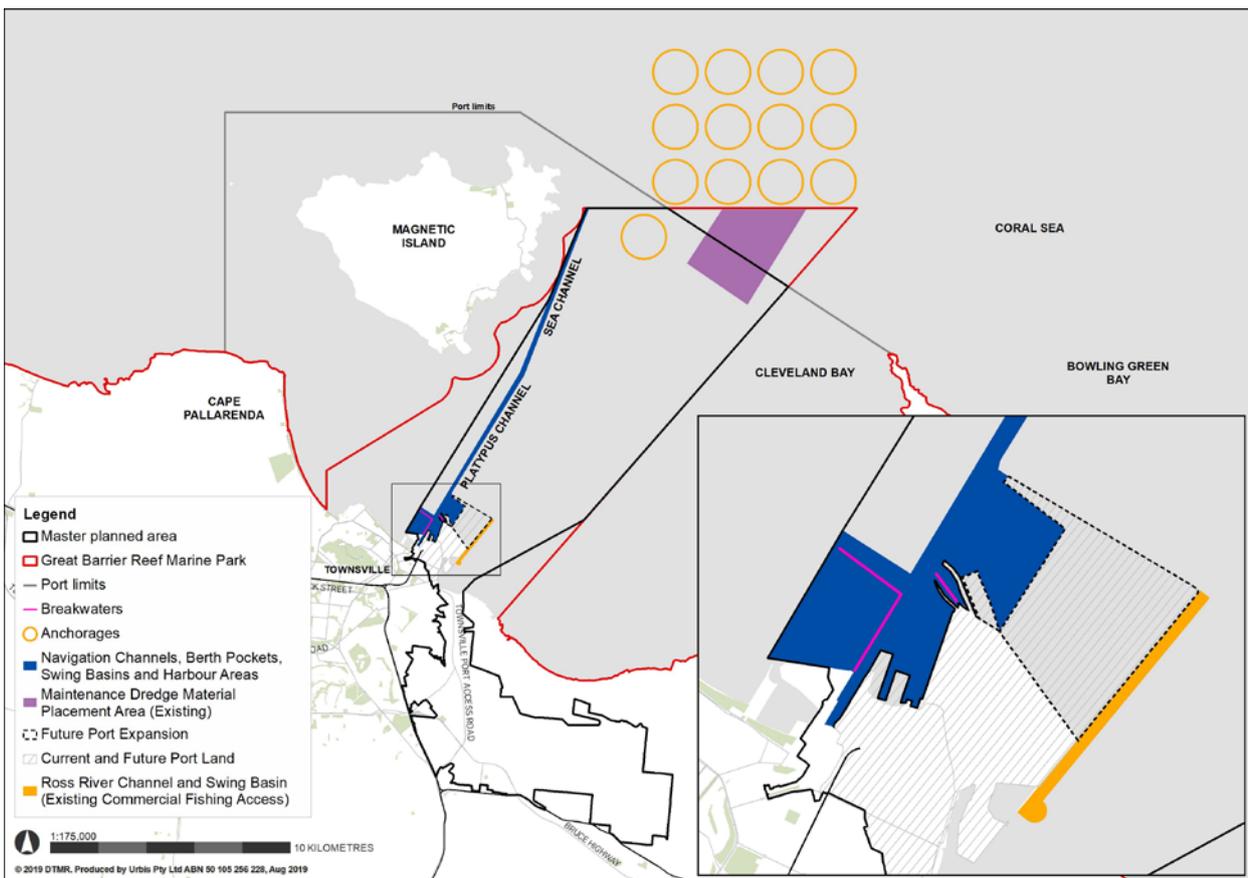
**Outcomes:** Capital and maintenance dredging (and any associated works) for vessel navigation and berthing of vessels maintains and enhances the safe navigation and operation of waterways.

Development establishes 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 12 – Marine infrastructure within and surrounding the master planned area**



## Marine services and recreation precinct

Figure 13 – 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, public open space, 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 Strategic Port Land (SPL), where within the TCWPDA
- SPL located on the southern side of port operations
- Ross Creek public boat ramp and associated infrastructure
- part of the Townsville City Plan area.

**Outcomes:** Development for marine-related and compatible uses occurs including commercial and marina activities and associated marine industries, small boat harbour, coastal rescue services, commercial, light industry, educational facilities and public open space.

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, Archer Street and Perkins Street where the development can be appropriately designed to minimise potential impact on, or 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.

Development supports ease of movement and connectivity between the Townsville Central Business District and the waterfront including measures like wayfinding and pedestrian integration.

**Figure 14 – Marine services and recreation sub-precinct 1**

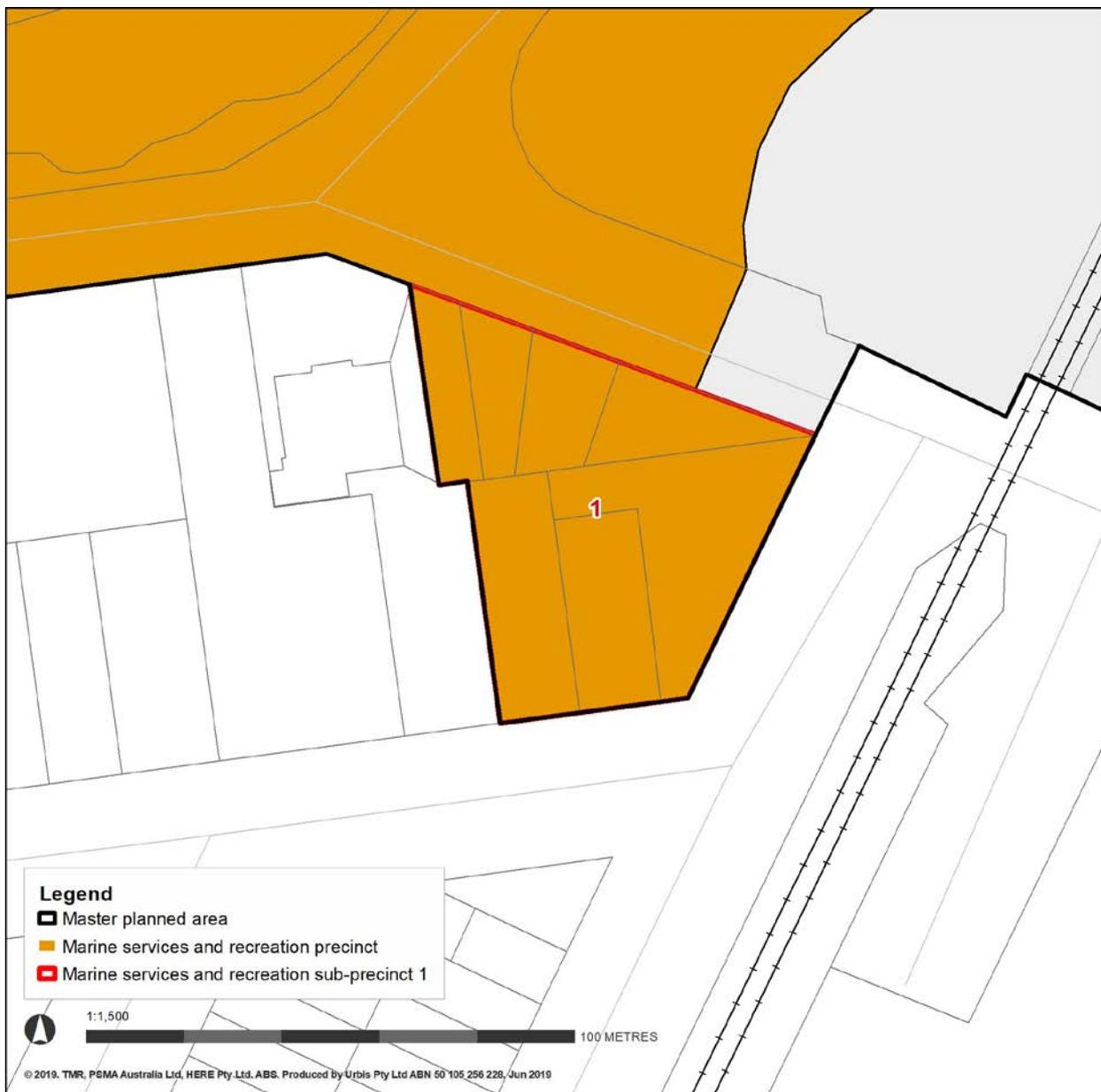
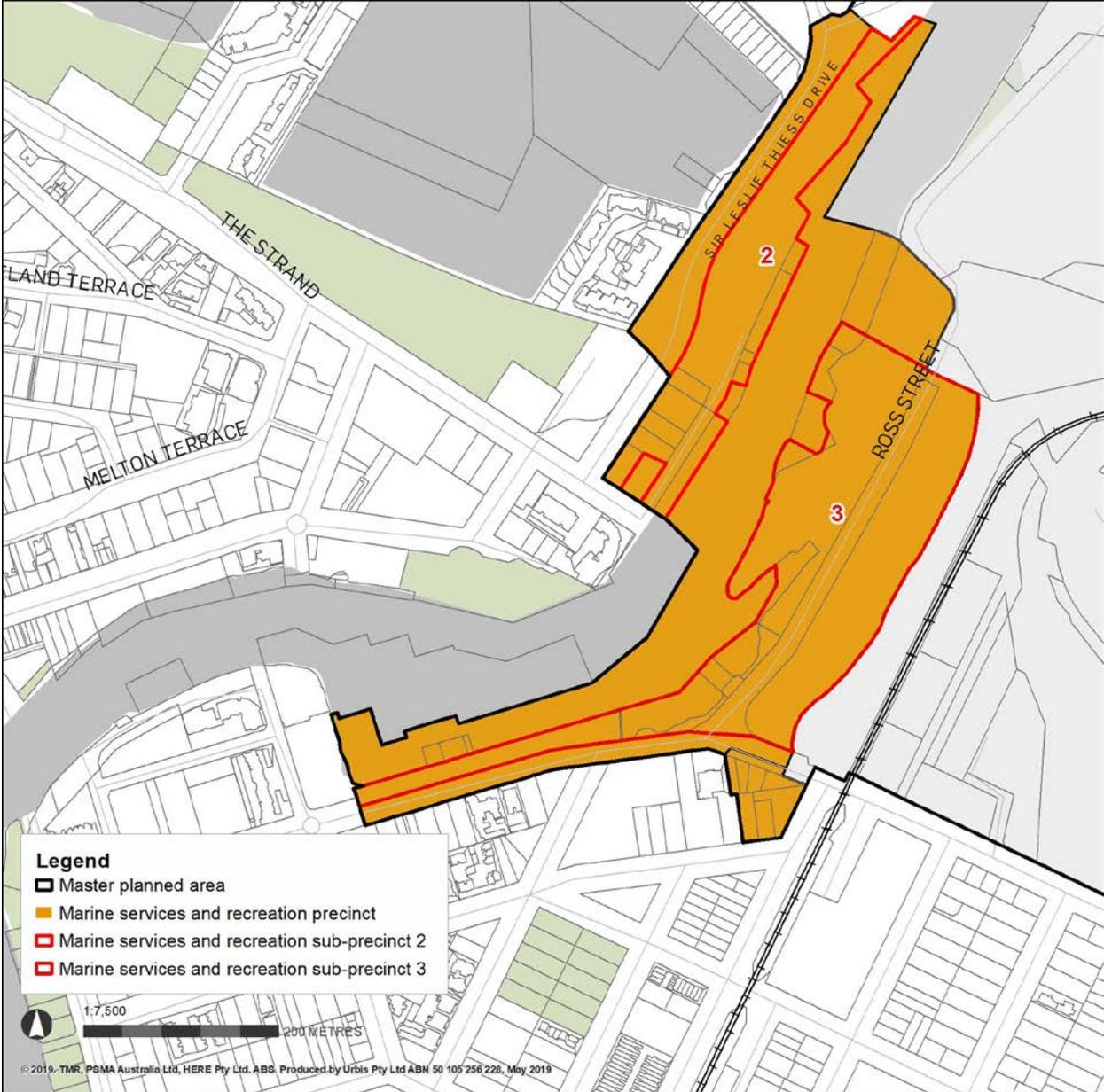
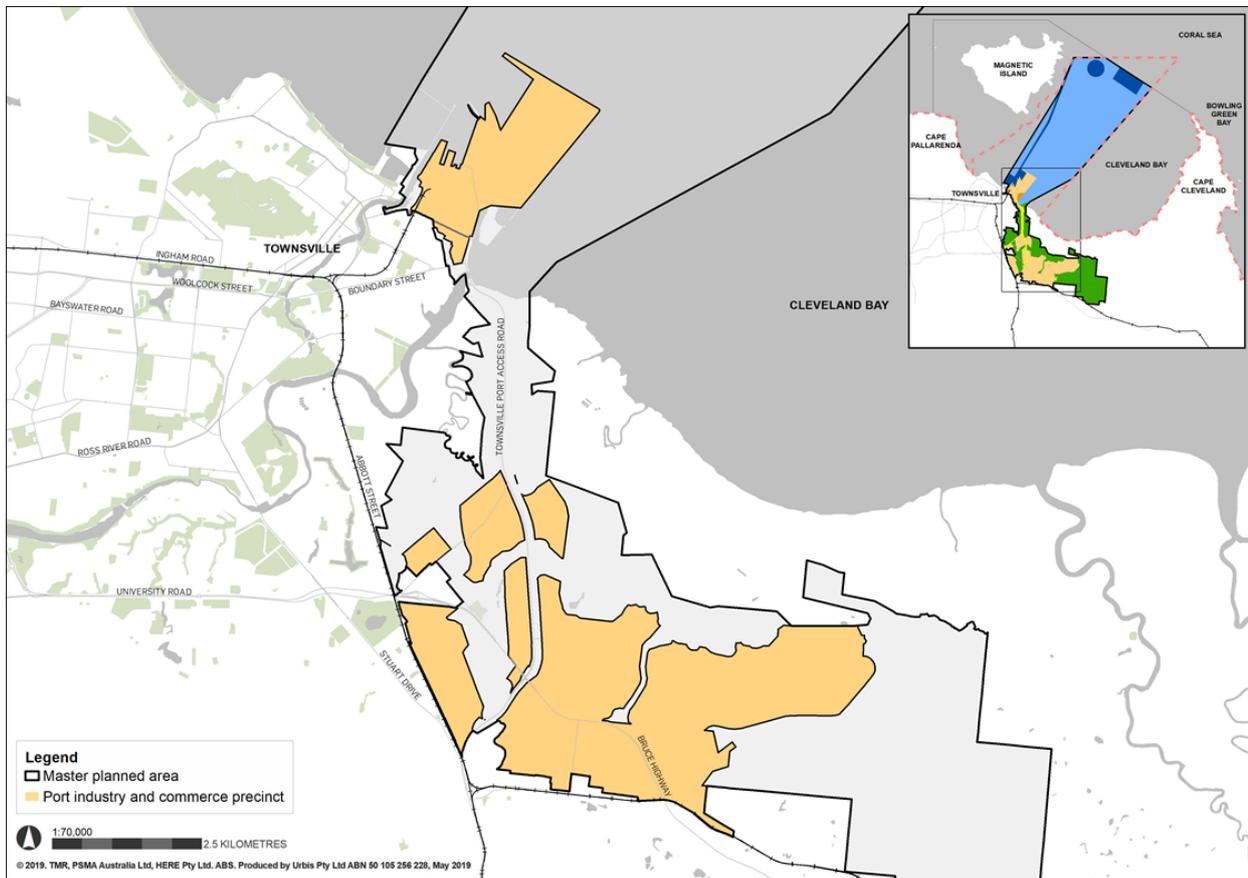


Figure 15 – Marine services and recreation sub-precincts 2 and 3



## Port industry and commerce precinct

Figure 16 – 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 master planned area and includes 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 POTL
- areas within the TSDA, identified for industrial development of regional, state and national significance, including areas for potential future port-related development
- marine areas (land reclamation) approved for future port expansion.

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

Development delivers an evolution of the layout and function of port land uses and supply chain infrastructure generally in accordance with **Figure 18**, to maximise the efficiency of operations and productivity, and to accommodate improved supply chain connections and functionality.

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

Development maximises the effective and efficient utilisation of existing (where 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 the location of higher impact 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 involving a hazardous chemical facility is managed to protect human health and safety.

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 in appropriate locations 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 or otherwise minimise impacts.

**Figure 17 – Long-term port plan**

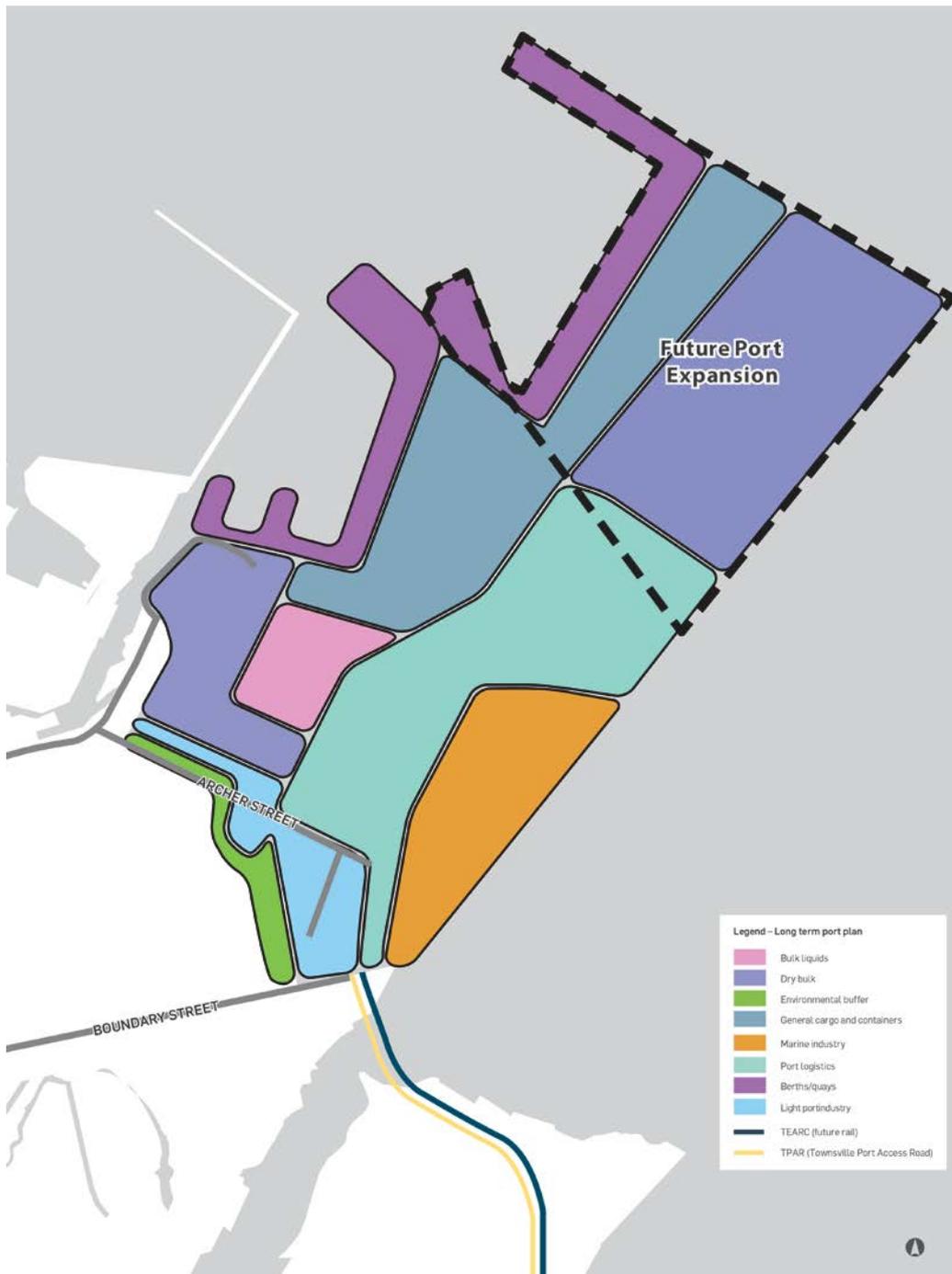
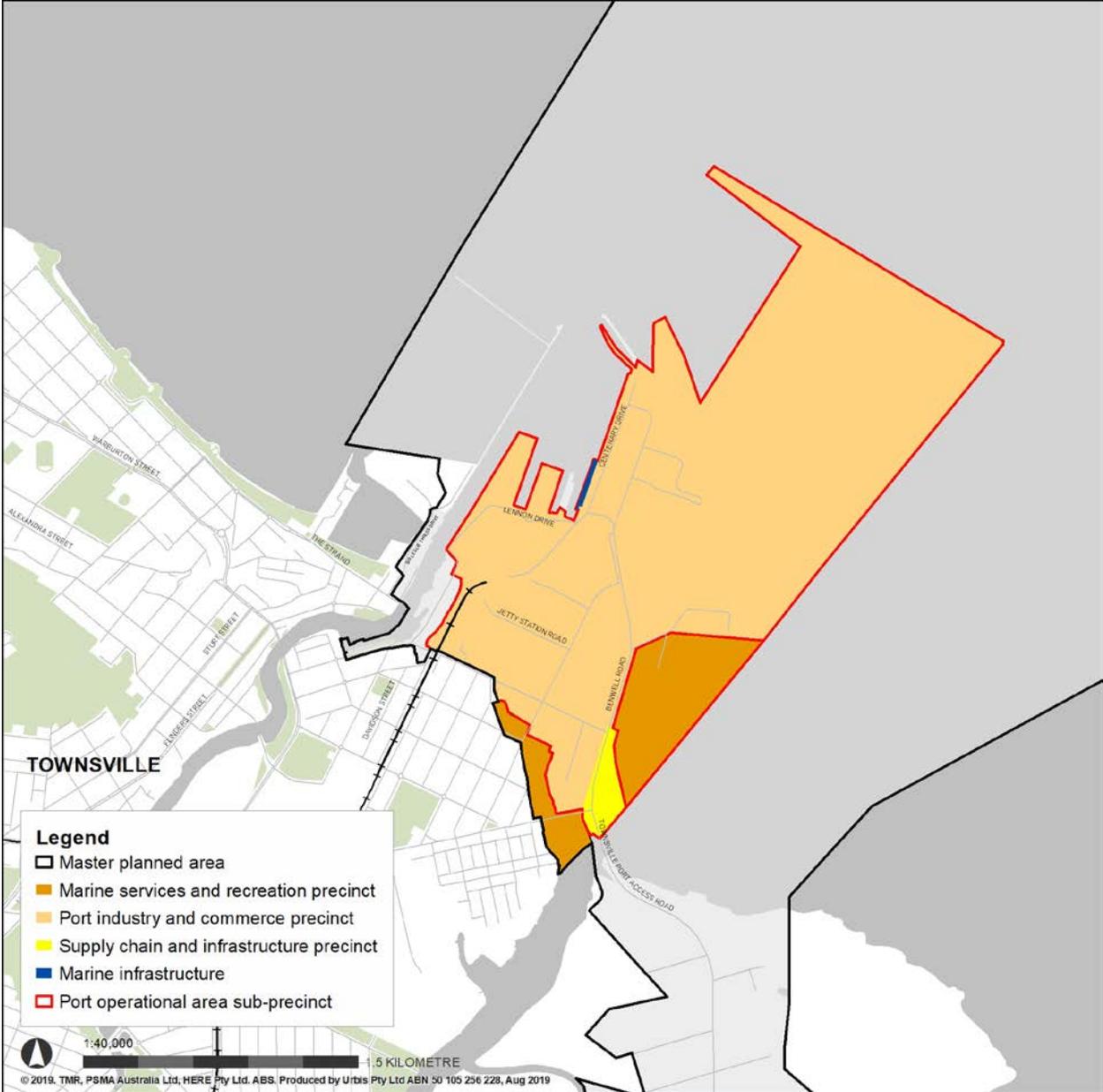


Figure 18 – Port operational area sub-precinct



# Appendix C – Environmental management framework 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) (Cwlth) 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, mangroves, saltmarsh communities and other marine plant communities</li> <li>• conservation of habitat and connectivity for threatened and migratory species under the EPBC Act and <i>Nature Conservation Act 1992</i> (NC Act).</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>Manage ongoing operations 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> <li>• fish passage connectivity.</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>

Precinct	EMF Objectives
Marine	<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 collects information that 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 and NC Act 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>
Marine infrastructure	<p>Development maintains port access to and continued operation of shipping channels and marine based infrastructure 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 collects information that 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 and NC Act 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>

Precinct	EMF Objectives
Marine services and recreation	<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>
Port industry and commerce	<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 and NC Act</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> <li>• fish passage connectivity.</li> </ul> <p>Development collects information that increases the understanding of the importance of habitat for the long-term conservation of species protected under the EPBC Act, NC Act, marine plants and fish.</p> <p>Development maintains appropriate access to areas that provide Aboriginal 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>

## Appendix D – Dictionary

The terms used in the port overlay have the meaning assigned to that term by:

- the *Sustainable Ports Development Act 2015* (Qld)
- another Act where referenced for that term
- another Regulation where referenced for that term
- the *Acts Interpretation Act 1954* (Qld)
- the ordinary meaning, if the term is not otherwise defined in one of the instruments referenced above

Term	Definition
adjoin (or adjoining)	development that is directly adjacent (i.e. shares a common boundary).
assessment manager	as defined in the <i>Planning Act 2016</i> (Qld).
development application	as defined in the <i>Planning Act 2016</i> (Qld).
development	as defined in the <i>Planning Act 2016</i> (Qld).
environmental value	as defined in the <i>Environmental Protection Act 1994</i> (Qld), s. 9.
linear infrastructure	means infrastructure that is linear and may include infrastructure for electricity distribution or transmission, a pipeline, a road or a railway.
local planning instrument	as defined in the <i>Planning Act 2016</i> (Qld).
local attributes of the OUV of the GBRWHA	see priority Port of Townsville Master Plan.
marine parks	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 6(4).
master plan	the priority Port of Townsville Master Plan.
master planned area	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 6(1), however for this port overlay means all of the area shown on Figure 2 (master planned area) in Appendix A (Mapping).

Outstanding Universal Value	as defined in the <i>United Nations Educational, Scientific and Cultural Organisation Operational Guidelines for the Implementation of the World Heritage Convention</i> 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.
port berths	means jetties, berths/wharves and associated infrastructure at the priority Port of Townsville
port optimisation	the act of making a port system, design or decision as effective or functional as possible. This may include making efficient use of strategic port land, berths and/or land-based facilities, ability to control berthing allocations and scheduling, minimising capital-intensive marine-based infrastructure, minimising the distance between land-based facilities and berths and/or minimising capital or maintenance dredging.
port overlay	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 19(1).
precincts	zones of development for specific areas within the master planned area (see Appendix A).
priority management measure	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 8 (1)(c)(iii).
priority ports	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 5.
Townsville City Waterfront Priority Development Area	as identified in the <i>Townsville City Waterfront Priority Development Area Development Scheme 2015</i> (Qld).
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> (Qld), schedule 24.
Strategic Port Land (SPL)	see the <i>Transport Infrastructure Act 1994</i> (Qld), s. 267.
storage facility (or facilities)	<p>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.</p> <p>Note: this may include activities associated with the operation of stockyards, terminals or tank farms.</p>

supply chain infrastructure	<p>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.</p> <p>Note: this may include, road, rail, marine, port and other infrastructure that service the priority Port of Townsville and associated industrial development.</p>
Townsville City Plan	is the Townsville City Council Planning Scheme
Townsville State Development Area	as defined in the <i>State Development and Public Works Organisation (State Development Areas) Regulation 2009</i> (Qld).

## Appendix E – Abbreviations and acronyms

Acronym / Abbreviation	Definition
CG	Coordinator-General
Economic Development Act	<i>Economic Development Act 2012 (Qld)</i>
EMF	Environmental management framework
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</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 (Qld)</i>
OUV	Outstanding Universal Value
Planning Act	<i>Planning Act 2016 (Qld)</i>
PMM	Priority Management Measure
POTL	Port of Townsville Limited
POTLUP	Port of Townsville Land Use Plan
Ports Act	<i>Sustainable Ports Development Act 2015 (Qld)</i>
SDPWO Act	<i>State Development and Public Works Organisation Act 1971 (Qld)</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 (Qld)</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> (Qld)

