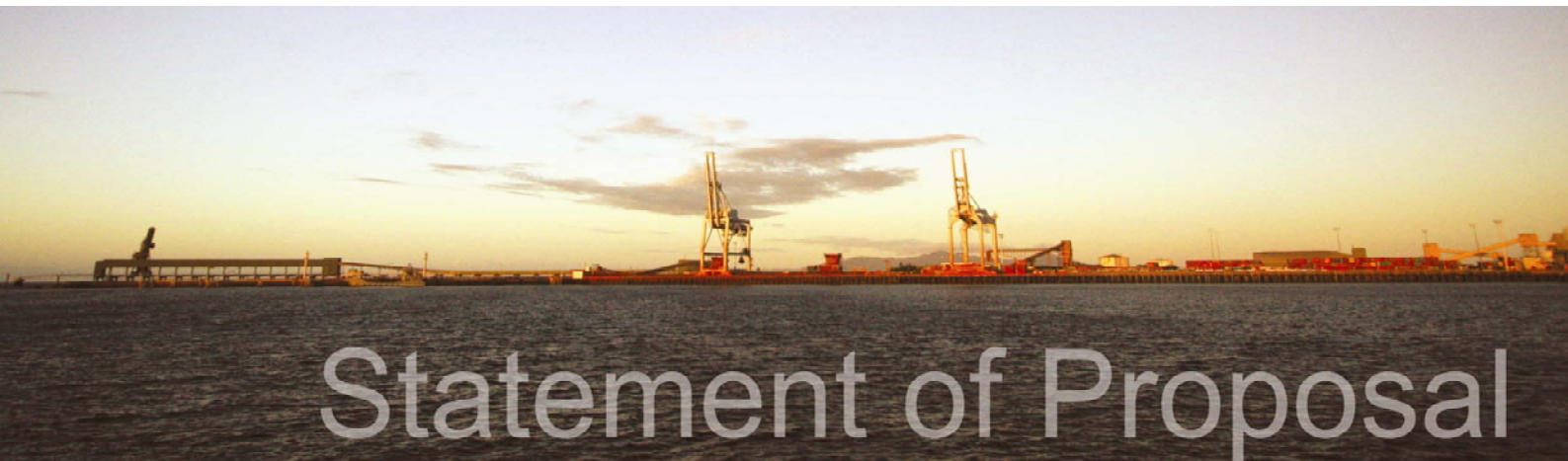




PORT of TOWNSVILLE

Nexus North Queensland

September 2006



Statement of Proposal



Foreword

The Townsville Port Authority Statement of Proposal has been prepared to provide clear guidance on core matters the Port will consider in the preparation of a new Land Use Plan for the Port of Townsville. This Statement of Proposal addresses planning and development matters within the Port of Townsville.

The Statement of Proposal has been produced in accordance with the requirements of the *Transport Infrastructure Act 1994*.

The Statement of Proposal is the initial step in the preparation of the new Land Use Plan. It has been prepared to seek your views and feedback on what the new Land Use Plan may or may not contain at a very early stage in its preparation, providing the community and stakeholders an opportunity to have input to the future development and direction of the Port of Townsville.

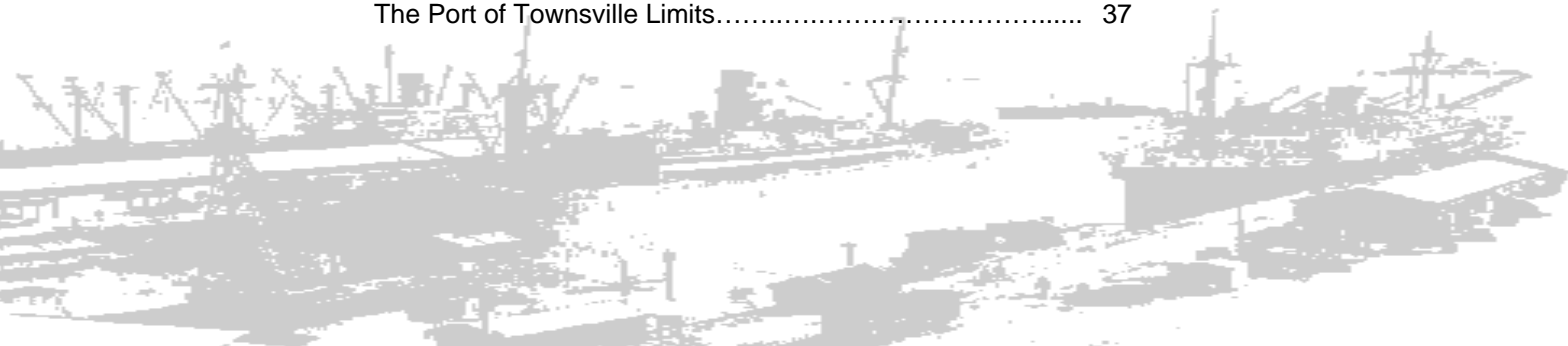
The Authority encourages you to read this document and provide comment and your direct input into this on-going process. It helps us to create a quality environment and sustainable future for the Port of Townsville.

Barry Holden
Chief Executive Officer



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1.1 PURPOSE OF THE STATEMENT OF PROPOSAL

Townsville Port Authority has commenced the preparation of a new Land Use Plan for Strategic Port Land (refer to **Figure 1.1 – Strategic Port Land**). This document is an initial step in this process. The Statement of Proposal is primarily a consultation tool that provides the opportunity for the community to gain a clear understanding of the major issues and challenges within and surrounding the Port area. The public notification of the Statement of Proposal allows individuals and companies to make a meaningful contribution towards determining how the Land Use Plan will respond to those issues and challenges. The Statement of Proposal also sets out how the Land Use Plan may be structured.

1.2 WHAT THE LAND USE PLAN MEANS FOR THE COMMUNITY

A Land Use Plan is an important document for the community as it needs to reflect the aspirations of the Port and community within the context of an operating international seaport. When we refer to community and community engagement we are referring to the Port community and the wider Townsville community.

Community engagement at an early stage ensures that the planning principles appropriately reflect the operational and development needs of the Port community, whilst ensuring that wider community concerns are appropriately taken into account.

The Land Use Plan will ensure:

- that there is consistency and appropriate decision-making by Townsville Port Authority;
- that there is effective development on strategic Port land that does not compromise future port development or the wider community; and,
- that an integrated statutory document guides future growth and development of the Port of Townsville.

1.3 PROCESS FOR PREPARING THE LAND USE PLAN AND FURTHER OPPORTUNITIES FOR COMMUNITY INPUT

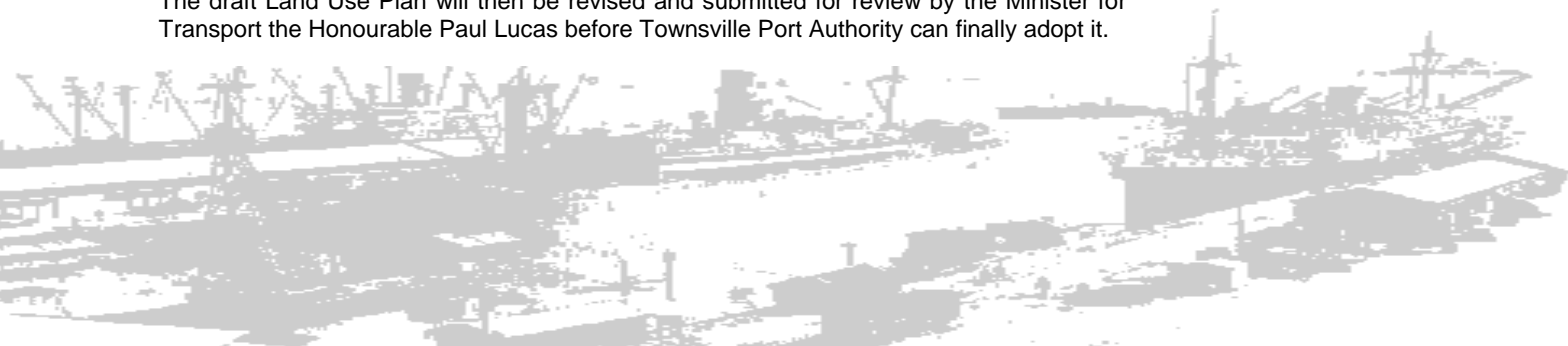
All Queensland Port Authorities are required to prepare a Statement of Proposal in conjunction with a future Land Use Plan for the management of their Strategic Port Land as defined under the provisions of the *Transport Infrastructure Act 1994* (TIA). The Act sets out a process for the preparation of the Land Use Plan. The process and the timing that Townsville Port Authority anticipates will be involved in preparing the new Land Use Plan is illustrated in the **Table 1.2 – Land Use Plan, Anticipated Timing and Major Stages**.

The first stage in the process involves preliminary consultation in which this Statement of Proposal is a key element. Townsville Port Authority is required to publicly advertise the Statement of Proposal and make it available for comment. This represents the first formal opportunity for input about the new Land Use Plan.

The Authority is required to consider all submissions made to it in response to the Statement of Proposal before commencing preparation of the draft Land Use Plan. The draft Land Use Plan will be prepared in accordance with the Statement of Proposal, and will take into account all submissions received.

Once the draft Land Use Plan has been prepared it is required to be publicly notified (advertised) which is the second formal opportunity for consultation.

The draft Land Use Plan will then be revised and submitted for review by the Minister for Transport the Honourable Paul Lucas before Townsville Port Authority can finally adopt it.



1. INTRODUCTION

Table 1.2 – Land Use Plan, Anticipated Timing and Major Stages

Anticipated Timing	Major Stages
January 2006 – August 2006	<p>Development of the Statement of Proposal:</p> <ul style="list-style-type: none"> • copy of Statement of Proposal to be sent to Ministerial advisors and Board for review prior to consultation; and, • consultant review.
August 2006 – October 2006	<p>Public notification for the Statement of Proposal:</p> <ul style="list-style-type: none"> • exhibition for a minimum of 40 business days; • review by Minister; and, • supplementary consultation activities.
October 2006 – February 2007	<p>Preparation of draft Land Use Plan:</p> <ul style="list-style-type: none"> • review of Statement of Proposal submissions; • on-going community input; • drafting; • copy of Statement of Proposal to be sent to Ministerial advisors and Board for review prior to consultation; and, • consultant review.
February 2007 – May 2007	<p>Public Notification for the Land Use Plan:</p> <ul style="list-style-type: none"> • exhibition for a minimum of 40 business days; • review by Minister; and, • supplementary consultation activities.
May 2007 – July 2007	<p>Finalisation of the Land Use Plan:</p> <ul style="list-style-type: none"> • review of submissions; • minister sign-off; and, • adoption by Townsville Port Authority.

1.4 WHAT THE LAND USE PLAN IS REQUIRED TO DO

The current Land Use Plan was adopted in 1996. The TIA requires that the Land Use Plan be reviewed at least every eight years. To ensure the Port is appropriately planned, developed and managed, and that future growth is guided in an effective and coordinated manner, it is imperative that Townsville Port Authority prepare a balanced document that is reflective of the future vision for the Port.



The TIA identifies that the new Land Use Plan must:

- a) Specify details of the Authority's **Strategic Port Land**.
*Strategic Port Land is land that is identified within the current approved Land Use Plan. **Figure 1.1 – Strategic Port Land** clearly identifies the extent of Strategic Port Land under the jurisdiction of Townsville Port Authority.*
- b) Identify **desired environmental outcomes** for the land.
The Land Use Plan is to include desired environmental outcomes, which should articulate what the community desires the Port to be like in the future. The Integrated Planning Act 1997 requires that any decision made about development applications must not compromise the achievement of these desired environmental outcomes.
- c) Specify details of the **land proposed to become Strategic Port Land**.
*To accommodate the future expansion of a growing Port it is imperative that Future Strategic Port Land is clearly identified to ensure it is appropriately protected to accommodate future growth objectives. **Figure 1.3a and 1.3b – Future Strategic Port Land** clearly show the extent of the Future Strategic Port Land.*
- d) Specify details of the **current and proposed uses** of the land.
The Land Use Plan will identify the current and proposed uses on the Strategic and Future Strategic Port Land. This is important to ensure that the Port is managed appropriately and development occurs in a timely and orderly manner.
- e) **Coordinate and integrate** the **core matters** relevant to the Land Use Plan.
An important role of the Statement of Proposal is to discuss how Townsville Port Authority intends to address these core matters.

The core matters relate to:

(i) *land use and development*, for an area, includes each of the following:

- the location of, and the relationship between, the land uses in the area;
- the current effects of land use in the area;
- the likely effects of any proposed development on the land; and,
- the accessibility to the area.

(ii) *port facilities*, of a port authority, means the facilities or land that are:

- owned or controlled by a port authority; and,
- used in the operation or strategic management of the Port.

(iii) *valuable features*, being:

- resources or areas that are of ecological significance;
- areas contributing significantly to amenity (such as areas of high scenic value);
- areas or places of cultural heritage significance; and,
- resources or areas of economic value.

- f) Include **measures** that will help achieve the desired environmental outcomes.



2.1 LAND USE AND DEVELOPMENT

According to the TIA, land use and development includes the discussion of the following matters:

- the location of, and the relationship between, the land uses in the area;
- the current effects of land use in the area;
- the likely effects of any proposed development on the land; and,
- the accessibility to the area.

The Port of Townsville is a dynamic multi-purpose Port and as such there is a broad range of demands placed on land uses within the Port. Whilst the diversity of products generate opportunities it also presents challenges in terms of land use, transport and product handling efficiencies.

Within this context, it is important that the Port of Townsville Land Use Plan is able to accommodate the breadth of potential growth scenarios without compromising operational efficiencies or constraining future growth potential. The land use and development context for the existing and future proposed facilities for the Port is described below.

2.1.1 LAND USES

Within the Port, activities vary in form, nature and intensity. A large proportion of Port lands are used for industrial-based operations.

Existing uses include; wharves, cargo consolidation, marine-related industries, buffers, storage of dry bulk materials and bulk liquids, container handling, product stockpiles, transit and transport area, and screening facilities.

It is envisaged that the existing uses on Port land will expand to meet the growing demands of future trade forecasts for the Port of Townsville. It is important to ensure that related industrial type land uses are located within clusters. This forward planning will ensure that adequate area is provided for future growth and minimise the occurrence of incompatible land use.

The areas immediately adjoining the wharf are used as short-term lay-down areas for the loading and unloading of ships. Demand for common-user lay-down and short-term storage will become increasingly important as tonnage throughput and berth utilisation increase.

The Port area is in close proximity to the South Townsville residential community. Currently land uses are separated by physical barriers including, but not limited to, open space (Port Environmental Park), transport corridors (roads) and benign development (such as warehousing).

2.1.2 TRANSPORT

The Port of Townsville is a commercial, industrial multi-cargo Port. Activities undertaken within the Port have the potential to generate noise, odours, dust or light emissions, or may impact traffic movements and visual amenity of the surrounding land uses.

Rail access to the Port is via the rail corridor located along Perkins Street. Townsville City Council City Plan 2005 identifies that this transport route is part of the Rail Freight Network and is designated as 'Other Freight' on Map 3.3(b). It is envisaged that this route will remain as the future primary rail transport corridor to and from the Port.



Road access to the Port of Townsville is primarily via Boundary Street and Benwell Road. Boundary Street is bounded by a mix of residential and non-residential uses, including industrial, commercial and shop-type uses. Both Boundary Street and Benwell Road form part of the 'Principal Road Freight Network' as defined in Townsville City Council's City Plan 2005. A connection to the Port also exists via McIlwraith Street and Perkins Street to Ross Street which forms part of the 'Secondary Road Freight Network' and further on to Lennon Drive which is part of the 'Principal Road Freight Network' as defined in Townsville City Council's City Plan 2005.

A future access route to the site will be via the Stuart Bypass and proposed Eastern Access Corridor. The proposed Eastern Access Corridor will provide a direct transport connection along part of Benwell Road and across Ross River to the State Development Area. This route will also include a future rail corridor for movement of rail carriages primarily from the south and west of Townsville and potential for product services corridor such as conveyor and pipeline.

2.1.3 PROPOSED RESPONSE TO LAND USE AND DEVELOPMENT

It is anticipated that the Land Use Plan will include a number of measures. These will be developed as fundamental tools for implementation of the desired environmental outcomes. The desired environmental outcomes are based on broad planning objectives. These broad planning objectives will underpin the basis for any future development within the Port area. It is envisaged that these broad planning objectives will be defined on an 'All of Port' map, similar to a strategic plan.

These broad planning objectives may include:

- port use;
- marine use;
- port service;
- port interface; and,
- special development.

Further details relating to these broad planning objectives are discussed in Section 3.2.2 of this document.

Precincts or designations classifying land that has similar functions or land use intents within the Strategic Port Land may also be identified. These would reflect a balanced outcome in terms of protecting valuable features, infrastructure investment and managing land use and development.

Categories may include:

- wharf;
- wharf interface;
- cargo consolidation and handling;
- waterfront activities;
- waterfront commercial;
- commercial;
- light industry;
- park/buffer;
- interface;
- specific area– Ross Creek west bank; and,
- specific area – Ross River west bank.



2. CORE MATTERS

The Land Use Plan will also identify areas where possible interface or conflict may arise between the Port and adjoining land uses, and will include specific provisions to be addressed to minimise these potential conflicts. These matters will be considered as part of any future development activity on the site. Consideration of appropriate transitional uses (as well as buffers) to minimise conflicts at the interface will also be considered.

2.2 PORT FACILITIES

Port facilities include all land, transport infrastructure, wharves, shipping navigation infrastructure and product storage and handling facilities required to operate the Port. Efficient use of, and access to, existing facilities and taking into account growth potential for new facilities is essential to the sustainable growth and development of the Port.

The port infrastructure represents a significant investment in port facilities. This is likely to continue into the future as trade through the Port continues to increase. Effective land use planning is critical to ensure that future capital investment in response to trade demand and capacity triggers does not compromise or adversely impact on existing uses, adjoining land areas or possible future growth and expansion. Land use planning for infrastructure requires consideration of the extent and location of proposed infrastructure, having regard to existing infrastructure networks, their capacities and thresholds for augmentation.

The Port of Townsville is easily accessible by road, rail and sea. It has a dedicated rail network within the port area which is provided by Queensland Rail, Townsville Port Authority, and port tenants. Road networks to the port are a combination of state and local roads. Roads within the port boundaries are developed, owned, managed and maintained by Townsville Port Authority. Navigational access to the port is via access channels, swing basin and berth pockets. Development and maintenance of these is a core function of Townsville Port Authority.

The access channels to the Port of Townsville have a total length of 6.4 nautical miles. The Platypus Channel is 92 metres wide and has a depth of approximately 11.7 metres below the Lowest Astronomical Tide (LAT). Depths along the wharves vary from 12.3 metres to 9.8 metres according to the requirements of the individual trade using the berth.

The Port of Townsville has nine operational wharves. Wharves are equipped with bulk handling facilities including pipelines for fuel, oil, gas, chemicals, cement and molasses, shiploaders for sugar, mineral and metal concentrates and fertiliser, cranes for containers, refined metals, nickel ore, fertilisers and breakbulk cargo and RORO ramps for rolling stock.

A summary of the berths is as follows:

- Berth No. 1 A dedicated bulk liquids wharf used exclusively by tankers for products such as or bulk oil/fuel, gas and sulphuric acid.
- Berth No. 2 Used for unloading nickel ore. Two gantry cranes can be equipped to unload ore from the vessel into hoppers and feed a conveyor system which carries the ore to the product stockpile in preparation for loading onto rail.
- Berth No. 3 Typical cargoes handled over this berth include lead ingots, refined copper and zinc. It is also used for containerised cargo, fertiliser imports and live cattle exporting (by rail).
- Berth No. 4 This berth is equipped with a landing pad, supported by steel piling to service stern angle ramp RORO vessels. It handles bulk cement, motor vehicles, molasses and general cargo.
- Berth No. 7 This berth supports a private bulk ship loader used for mineral concentrates and fertiliser.



- Berth No. 8 A general purpose berth where frozen beef, and other goods are handled, drawn from freezer stores adjacent to the Port as well as timber, molasses, sulphur, scrap metal, fertiliser, motor vehicles and general cargo. Cruise ships and navy vessels also utilise this berth and it is fitted with refuelling pipelines.
- Berth No. 9 This berth mainly handles sugar. Molasses, fertiliser and general cargo are also handled. This berth is fitted with refuelling pipelines.
- Berth No. 10 Used primarily for containerised trade, general cargo and livestock. A RORO ramp is also available which enables vehicles to be loaded on or off a vessel. Live cattle are exported over this wharf (by road). This wharf is also used by the Australian Defence Forces occasionally.
- Berth No. 11 This berth is known as the Outer Berth Mineral Concentrates Loading Facility. Zinc and lead concentrates are handled via private ship loading equipment.

Individual stevedoring companies have an extensive range of mobile cargo handling equipment including forklifts, tractors, trailers (container), loaders and earth-moving equipment.

There are a number of different existing product storage facilities within the Port area. These include:

Cement	One 30,000 tonne bulk cement storage silo located in the Eastern Port Development area.
Chemicals	Two sulphuric acid storage tanks of 17,000 tonnes total capacity and caustic soda tanks are located in the Eastern Port Development area.
Concentrates	170,000 tonne covered storage area located adjacent to wharf 7 and 40,000 tonne covered storage area located in the northern balloon loop, accessed via Centenary Drive.
Fertiliser/ Sulphur	One 90,000 tonne and one 10,000 tonne covered storage shed located in the northern balloon loop, accessed via Centenary Drive. Additional storage is located along Archer Street.
Logs	Logs are stored in the area between Benwell Road and Hubert Street, access to the site is via Hubert Street.
LP Gas	Five LPG storage tanks with a total capacity of 1,250 tonnes are located on Benwell Road behind Berth 4.
Molasses	Four bulk storage tanks of 60,000 tonnes total capacity located behind Berth 4.
Oil / Fuel	All major oil companies operate bulk terminals in close proximity to the Port.
Raw Sugar	Three storage sheds of 745,000 tonnes total capacity with two of the sheds located adjacent to Berth 9 and the third shed parallel to Archer Street.
Open Storage	Refined copper and other cargoes are in open storage. areas throughout the port area.

Cold storage facilities are located adjacent to the Port (Boundary Street) with a capacity of approximately 5,000 tonnes.



2. CORE MATTERS

The Port area contains a number of container terminal storage areas. These are as follows:

Behind Berth 3 (wharf area)	Area of 1.8 hectares with storage accommodation for 1,500 dry containers and 64 freezer containers with a wash down bay.
Behind Berth 8 (wharf area)	Total area of 0.4 hectares with storage accommodation for 200 containers, 10 of which can be connected to refrigeration power outlets
Behind Berth 10 (wharf area)	Area of 2.6 hectares with storage accommodation for 400 containers, 18 of which can be connected to refrigeration power outlets
Hubert Street	The balance lies at the corner of Benwell Road and Hubert Street, which is within the Port Precinct and offers 3.6 hectares of container and break bulk cargo storage, of which 1.5 hectares is sealed. Facilities include container transportation, container packing, cargo handling, storage within a 4,000 square metre warehouse and an operational wash bay facility.

2.2.1 PROPOSED RESPONSE TO PORT FACILITIES

Townsville Port Authority continuously monitors trade and business growth potential to ensure infrastructure capacity is capable of meeting demand. In response to the regional growth, strategic infrastructure planning and business initiatives are being implemented to ensure that the facilities and services are efficient, reliable, and adequately meet the needs and expectations of existing and future customers.

Facilities at the Port of Townsville are faced with a number of constraints. These include:

- land availability;
- promotion of multi-user facilities to increase efficiency and utilisation;
- long-term transport connectivity; and,
- urban encroachment.

It is important that these constraints which may hinder Port development are appropriately recognised and methods for mitigation are identified.

Future Port facilities developments may include but are not limited to:

- reclamation and construction of new wharves;
- channel and harbour capital dredging;
- upgrade of Berths 4, 8 and 10;
- Berth 6/7 demolition;
- Berth 1 safety improvements;
- channel marker upgrade in Ross River; and,
- construction of a commercial marine precinct.

2.3 VALUABLE FEATURES

This component of the core matters considers land and aquatic resources or areas of significance because of their ecological, historical or economic contribution to the local broader area.



Specifically, valuable features are defined under the *Transport Infrastructure Act 1994* to include the following:

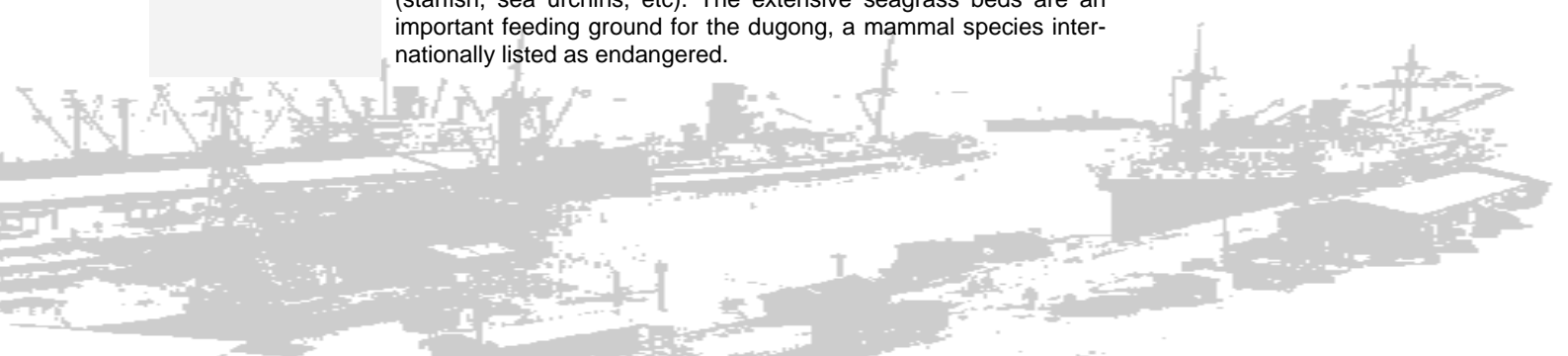
- a) resources or areas that are of ecological significance such as habitats, wildlife corridors, buffer zones, places supporting biological diversity or resilience, and features contributing to the quality of air, water (including catchments or recharge areas) and soil;
- b) areas contributing significantly to amenity such as areas of high scenic value, physical features that form significant visual backdrops or that frame or define places or localities, and attractive built environments;
- c) areas or places of cultural heritage significance such as areas or places of indigenous cultural significance, or aesthetic, architectural, historical, scientific, social or technological significance, to the present generation or past or future generations; and,
- d) resources or areas of economic value such as extractive deposits, fishery resources, water resources, forestry resources, water resources, sources of renewable and non-renewable energy and good quality agricultural land.

2.3.1 ECOLOGICAL VALUES

The Port of Townsville is primarily located on reclaimed land that has been reclaimed and developed over 100 years. The Port of Townsville is located within Cleveland Bay which is protected by the Great Barrier Reef.

Areas of specific ecological significance within the Port of Townsville limits include:

<p>The Great Barrier Reef Marine Park</p>	<p>The Great Barrier Reef extends for more than 2,000 km along the coast of Queensland. It is the largest coral reef system that has ever existed. Between the reefs are rocky reefs, sand flats, open ocean and the deep sea floor, and at the coastal edge mangroves, seagrass beds and beaches. The area not only supports a huge and diverse array of wildlife, but is also used by people for recreation and livelihood.</p> <p>The Great Barrier Reef Marine Park was established in 1975 and covers 345,950 square kilometres.</p> <p>The Great Barrier Reef Marine Park Authority is responsible for the planning and management of the Great Barrier Reef marine Park, in conjunction with Queensland Parks and Wildlife Service who are responsible for the day-to-day management.</p>
<p>The Great Barrier Reef World Heritage Area (GBRWHA)</p>	<p>The Great Barrier Reef World Heritage Area was placed on the World Heritage List and listed on the National Heritage List in 1981. Approximately 99.3% of the GBRWHA is comprised of the Great Barrier Reef Marine Park.</p> <p>The Great Barrier Reef provides habitats for many diverse forms of marine life. There are an estimated 1,500 species of fish and more than 300 species of hard, reef-building corals. More than 4,000 mollusc species and over 400 species of sponges have also been identified.</p> <p>Other well-represented animal groups include anemones, marine worms, crustaceans (prawns, crabs, etc) and echinoderms (starfish, sea urchins, etc). The extensive seagrass beds are an important feeding ground for the dugong, a mammal species internationally listed as endangered.</p>



2. CORE MATTERS

	<p>The reef also supports a wide variety of fleshy algae that are heavily grazed by turtles, fish, sea urchins and molluscs.</p> <p>The reef contains nesting grounds of the endangered green and loggerhead turtles which are of world significance. It is also a breeding area for humpback whales, which come from the Antarctic to give birth to their young in the warm waters.</p> <p>The islands and cays support several hundred bird species, many of which have breeding colonies there. Reef herons, osprey, pelicans, frigate birds, sea eagles and shearwaters are among the numerous sea birds that have been recorded.</p>
Dugong Protected Areas	Dugong protected areas are recognised under Queensland legislation as being areas of significant dugong habitat. The effective conservation of dugongs requires the protection of key habitats, including feeding and calving areas and migratory pathways.
Proposed Fish Habitat Area	<p>Department of Primary Industry & Fisheries (DPI&F) has a proposal in effect for a Fish Habitat Area (FHA) (protected habitat zones) for Cleveland Bay, Townsville.</p> <p>Declared FHA's give protection to inshore and estuarine fish habitats that are important for sustaining local and regional fisheries.</p> <p>Once an area is declared as a FHA, it equally protects all habitat types (e.g. vegetation, sand bars and rocky headlands) from direct physical disturbance and coastal development.</p>
RAMSAR – Bowling Green Bay	<p>Cape Bowling Green is a large coastal wetland system, representative of the Queensland coastal area. The coastal dunes host forests and swamps, while mangrove forests dominate the coastline. The varied floral communities present at this wetland provide a representation of the major coastal communities of the north Australian tropics. Two plant species found here are classified as globally threatened.</p> <p>Globally threatened fauna at the site includes two endangered sea turtle species and dugong. Additionally, a wide range of birds are located at the site including wading birds.</p>
Magnetic Island	<p>Magnetic Island, eight kilometres offshore from the city of Townsville in Cleveland Bay is a 52 square kilometre mountainous island with 23 beaches and bays.</p> <p>The Island is a haven for wildlife and is 54% National Park which is mostly located on the steep hilly interior and rugged north western side. One of the most distinctive features of Magnetic Island is the native Bush Stone-curlews and Koalas which are relatively common on the Island.</p>
Fisheries	<p>Queensland's East Coast Line Fishery (Includes; Coral Reef Fin Fish, Rocky Reef Fin Fish, Pelagic, Gulf of Carpentaria Fin Fish, Deep Water Multiple-Hook Fisheries)</p> <p>Line fishing takes place along the length of Queensland's east coast. Commercial line fishing for coral reef fin fish is concentrated between Cooktown and Fraser Island (outside of Great Barrier Reef World Heritage Area).</p>



<p>Fisheries (continued)</p>	<p>Queensland's East Coast Trawl Fishery <i>(Includes; East Coast Otter, Moreton Bay Otter, River and Inshore Beam, Fin Fish (Stout Whiting) Fisheries)</i></p> <p>The trawl fishery is Queensland's largest commercial fishery. The main targets are prawns, scallops and bugs although approximately 60 species of molluscs, crustaceans and finfish are retained as commercial by product.</p> <p>The East Coast Trawl Fishery extends from Cape York along the east coast to the border of New South Wales and Queensland.</p> <p>Queensland's East Coast Net Fishery <i>(Includes; Gulf of Carpentaria Inshore Fin Fish, East Coast Inshore Fin Fish, Ocean Beach (a subset of the East Coast Inshore Fin Fish Fishery) Fisheries)</i></p> <p>The East Coast Inshore Fin Fish Fishery is the largest and most complex fishery in Queensland.</p> <p>Within the GBRWHA, barramundi is the key commercial species targeted, but other important commercial species include threadfin salmon, small mackerels (grey and school mackerels) and tropical sharks. There is also a smaller commercial line fishery, mainly targeting spotted and school mackerels. Outside the GBRWHA, sea mullet is also a significant inshore fishery. The recreational sector of the inshore fishery is significant along the length of the coast, with the catch numbers of some species being higher than commercial catch. As well as targeting the commercial species above, recreational fishers also catch species such as bream, whiting and flathead.</p> <p>Queensland's East Coast Crab Fishery <i>(Includes; Mud Crab, Blue Swimmer Crab, Spanner Crab Fisheries)</i></p> <p>There is a significant commercial crab fishing industry targeting mud crabs along the western boundary of the GBRWHA which is the low water mark on the Queensland coast. There is also a significant recreational crab fishery, especially for mud crabs.</p> <p>Queensland's East Coast Collection Fishery <i>(Includes; Sea Cucumber (beche-de-mer), Marine Aquarium Fish, Coral, Trochus Shell, Tropical Rock Lobster Fisheries and the minor Fisheries of Bait and Shell)</i></p> <p>The harvest fishery is an important part of Queensland's commercial fisheries. Much of the harvest is exported, except for corals. Corals also subject to Convention on International Trade in Endangered Species of Wild Flora and Fauna (CITES) listing.</p> <p>Queensland's harvest fisheries are distinguished by their collection methods which are mostly by hand or by using hand-held implements.</p> <p>The commercial harvest fishery collects a range of species of molluscs, sea cucumbers, crustaceans, corals and fish.</p>
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2. CORE MATTERS

Figure 5.1 – Areas of Specific Ecological Significance within the Port of Townsville Port Limits clearly shows the extent of Port Limits in relation to; The Great Barrier Reef Marine Park, GBRWHA, Dugong Protected Areas, Proposed Fish Habitat Area, Magnetic Island.

In light of the Port's location in the context of these areas, ecological sensitivities must be taken into account in all port planning and development activities and, where possible, measures need to be adopted to protect the regional ecological values identified below.

Category	Detail	
Marine	Coral	There are recognised coral reefs in and around Magnetic Island and a significant reef (Middle Reef) between Magnetic Island and Townsville.
	Sea Grass	There are deep-sea sea grass beds within Cleveland Bay. However, there is limited detailed information available.
	Sea Turtles	There are a number of species of sea turtle that use Cleveland Bay and surrounding beaches. These include a number of endangered species.
	Cetaceans	Dolphins are commonly seen within the bay and shipping channels.
	Dugong	Cleveland Bay is recognised as a dugong habitat and a dugong protection area has been established to minimise boat strikes.
	Fish	Cleveland Bay has many species of fish. These are protected by various mechanisms including; proposed fish habitat area, zoning plans, licensing, and catch limits.
	Fish Nurseries	Estuaries and sheltered bays are recognised fish nurseries for a number of species including key commercial/recreational species (eg, Barramundi).
	Sea Birds	A range of sea birds are commonly seen in the marine areas including, but not limited to, sea eagles, ospreys and brown boobies.
Intertidal	Sea Grass	There are intertidal sea grass beds within Cleveland Bay. Department of Primary Industries and Fisheries (DPI&F) / Sea Grass Watch routinely monitor specific beds. This research shows that these beds fluctuate over time but appear to be robust to change in the long-term.
	Mangroves	There are substantial mangrove stands in and around Magnetic Island and Cleveland Bay. These are protected by legislation administered by DPI&F. Mangroves stands provide nursery habitat for many fish and invertebrate species as well as nesting habitat for birds and animals.
	Wetlands	Wetlands provide an important habitat for many birds and animals as well as removing nutrients from runoff and providing water retention areas.
	Invertebrates	The intertidal area is a key habitat for many species of invertebrates (crabs, shell fish, worms).
	Wading Birds	Intertidal areas provide foraging habitat for many species of wading birds.



Within the jurisdiction of the Port of Townsville large tracts of land contain built form. This built form has evolved over the past 100 years on predominantly reclaimed land and, as such, there are limited natural terrestrial habitats and structures. It is recognised that Magnetic Island contains some significant terrestrial habitats, however port activities have minimal impact given nature of operations being primarily sea-based. Development on Magnetic Island is regulated by the Townsville City Council City Plan 2005 and National Parks legislation.

2.3.2 AMENITY VALUES

The following features within Port limits may be considered as having high scenic value:

- the Port of Townsville port facilities (including, active berths);
- Ross River (sandy beaches, boat ramps, and recreational fishing areas);
- Ross Creek;
- tracts of vegetation along the coast;
- the Strand;
- Magnetic Island coastline;
- Townsville Maritime Museum;
- Port Environmental Park; and,
- Cape Cleveland Coastline.

Features which are located outside the Port limits that may be considered as having high scenic value include:

- Castle Hill;
- existing Townsville city built form; and,
- tracts of vegetation outside of the Port Limits.

Port facilities and operations at the Port of Townsville are visible from many points in Townsville, including Castle Hill, Townsville city and built structures (i.e. tower buildings). The commercial operating Port is situated in close proximity to growing Townsville suburbs.

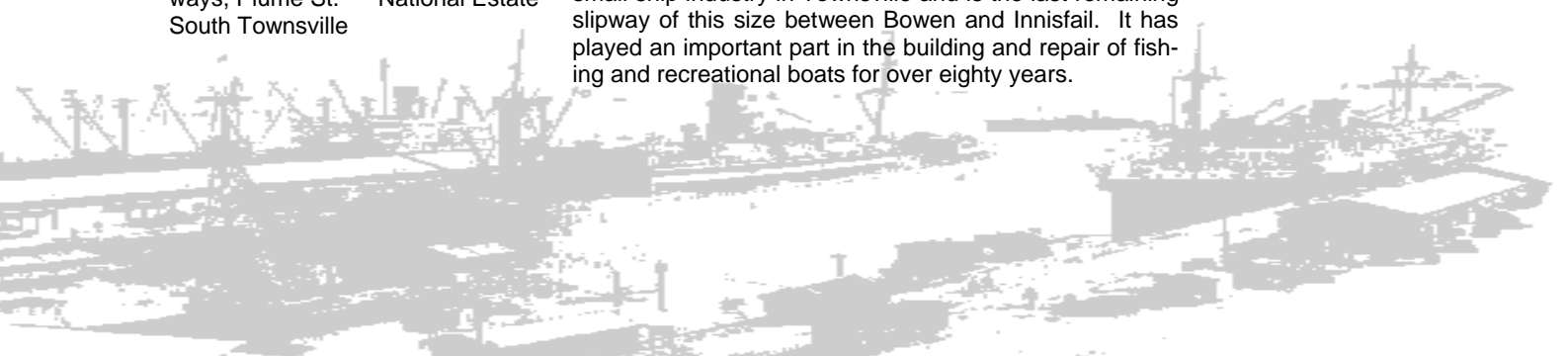
Townsville Port Authority intends to maintain existing dominant sight lines to and from the port and focus on clear sight lines.

2.3.3 CULTURAL VALUES

Discussions are underway between Townsville Port Authority and the Department of Natural Resources and Mines regarding cultural heritage. It is envisaged that any outcomes of these discussions will be incorporated into the Land Use Plan.

There are no identified places of heritage significance on existing Strategic Port Land. However a number of properties that are identified on the Register of the National Estate and/or Queensland Heritage Register are in close proximity to Strategic Port Land. These are as follows:

Location	Status	Description
Castle Hill	Register of the National Estate	Castle Hill is a landform feature of distinctive height and profile, is predominantly a recreation reserve and is a focal centre for Townsville. It is important that the sight-lines to Castle Hill are maintained as ships enter the Port.
Townsville Slipways, Plume St. South Townsville	Register of the National Estate	Townsville Slipways represent a significant part of the small ship industry in Townsville and is the last remaining slipway of this size between Bowen and Innisfail. It has played an important part in the building and repair of fishing and recreational boats for over eighty years.



2. CORE MATTERS

Place / Location	Status	Description
Victoria Bridge, Crossing Ross Creek to Ogden Street	Register of the National Trust Queensland Heritage Register	<p>The design of the central pivoting swing bridge was an innovative solution to the problem of a bridge over a shallow waterway. Only one other bridge of a similar design was constructed in Australia.</p> <p>Victoria Bridge has been a feature for the townscape and played a major part in the development of the city for over one hundred years.</p>
The Victoria Park Hotel located on Boundary Street, South Townsville	Queensland Heritage Register	The building was constructed in 1896 and demonstrates the development of this early suburb of Townsville and is the last of its type remaining in Townsville. The Victoria Park Hotel makes a major contribution to the built character of South Townsville and is demonstrably well liked by the community.
The Cape Cleveland Light station Precinct	Queensland Heritage Register	<p>This includes light station, two residences, the old and new powerhouses, remnants of the flying fox and tramway, landscape elements and all associated structures. It is significant because it contributes to an understanding of the functional requirements of a light station operating between 1879 and 1987.</p> <p>This precinct, identified on the Register of the National Estate, is also significant for its association with Queensland's earliest phase of coastal safety expansion, which resulted from an increase in maritime trade along the coast accessible only through the dangerous water of the Great Barrier Reef.</p>

2.3.4 ECONOMIC VALUES

Townsville and Thuringowa's main natural resources are its fisheries and extractive materials which make a substantial contribution to the regional economy. The rivers, wetlands, estuaries, coastal bays, islands and reefs of the region support major recreational and commercial fisheries. These are of economic importance to the region, creating jobs and export earnings, and are also a major recreation resource for residents and visitors.

Other natural resources such as good quality agricultural land, forests and timber, and water are less significant, and the region tends to rely on adjacent areas for these items, e.g. the Burdekin provides horticultural produce and supplements the region's bulk water supplies.

The fishery resources are nationally and internationally recognised for the quality of the recreational fishing they provide, and are a substantial attraction to tourists. Some of the region's important fishery resources are protected by the Bowling Green Bay Fish Habitat area, however there are other important fishery resources that should also be protected.

While the cities of Townsville and Thuringowa do not contain any known workable reserves or minerals, coal or petroleum, they are provided with a range of significant quarry



materials which support the regional building industry. As well as silica, sand, quartz and gravel, the region contains an abundance of hard rock, clay and limestone deposits.

Good quality agricultural land is relatively limited in extent occurring mainly on alluvial flats associated with rivers and creeks. Lack of adequate and reliable rainfall further limits intensive agriculture pursuits to some dry land cane farming in the northern part of the region. The predominant agricultural pursuit is grazing of beef cattle on the lesser quality lands that predominate the region.

The region's relatively low and highly-seasonal rainfall limits the availability of surface water supplies. The main water storages are the Paluma Dam on Swamp Creek in the north of the region, and the Ross River Dam. These water supplies are supplemented by bulk water from the Burdekin Falls Dam-Clare Weir system outside the region.

The Port of Townsville is of local, state and national importance. It is the largest deep water facility in North Queensland, and with its proximity to nearby North West Minerals Province around Mount Isa the mining sector plays a significant role in the economic development of the region. Preliminary assessments of recent business enquiries indicate that trade throughput at the Port of Townsville has the potential to increase from the current 10 million tonnes per year to more than 30 million tonnes in the next 15 years.

The Port of Townsville is a transport gateway for exporting mining resources and major agricultural products (bulk sugar, meat and meat products).

2.3.5 PROPOSED RESPONSE TO VALUABLE FEATURES

The purpose of identifying valuable features is to ensure their consideration, prioritisation and protection through planning principles where relevant and practicable. Where relevant or where the proposed development has the potential to impact on valuable features, mitigation strategies will be required to be considered as part of the development application.

The valuable features identified in this document will be appropriately maintained and protected. Any conflicts between port uses and the valuable features will be appropriately mitigated through the following means:

- a) Development requirements included within the Land Use Plan to minimise any adverse impacts on the valuable features.
- b) Detailed requirements of the following for any future development on Strategic Port Land:
 - stormwater management plans/details;
 - environmental management plans;
 - sustainable development guidelines; and,
 - landscaping guidelines.
- c) Recognition and conservation of heritage values of the existing built form.
- d) Establish and maintain good working relationships with the traditional owner representatives.



2. CORE MATTERS

- e) Continued development and implementation of environmental monitoring systems, including but not limited to:
 - noise;
 - water quality;
 - environmental, complaints, incident and management system;
 - sediment; and,
 - dust and/or air quality.

- f) Continuation of the following environmental initiatives:
 - Environmental Working Group;
 - training and professional development;
 - environmental compliance; and,
 - feral cat management.



3.1 GENERAL APPROACH

The current Land Use Plan was adopted in 1996. Townsville Port Authority is required to prepare a Land Use Plan for the management of the Strategic Port Land as defined under the provisions of the TIA. The Act sets out a process for the preparation of the Land Use Plan.

Given the recent amendments to the TIA, the revised Land Use Plan will need to be structured so that it clearly identifies:

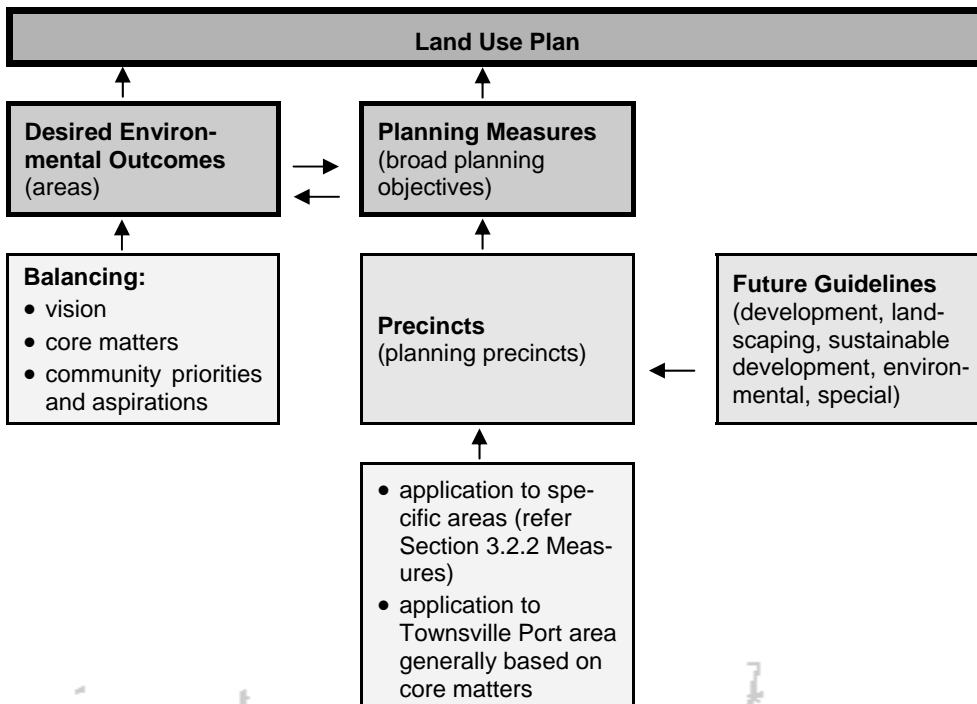
- strategic port land and future strategic port land;
- current and proposed uses on strategic port lands;
- desired environmental outcomes;
- core matters (affecting planning decisions); and,
- planning measures to be adopted.

In addition, Townsville Port Authority believes that the structure of the Land Use Plan should be simple, effective and straightforward to ensure it will be readily understood by the community, key stakeholder groups, and those making and assessing development proposals.

3.2 PROPOSED FORMAT

Townsville Port Authority envisages that the new Land Use Plan will take on the format outlined in **Table 3.1 – Proposed Planning Structure**. It should be noted that this approach may be refined or revised as the Land Use Plan is developed as a result of ongoing consultation as part of this process, and as matters and issues arise during preparation.

Table 3.1 – Proposed Planning Structure



3. NEW LAND USE PLAN

3.2.1 DESIRED ENVIRONMENTAL OUTCOMES

One set of desired environmental outcomes will be established which have relevance to the Port area. The desired environmental outcomes are intended to be based on:

- the Port Vision, Mission, Values and Strategic Direction;
- the core matters applicable to the port area;
- the local community priorities and aspirations; and,
- valuable features of the port.

3.2.2 MEASURES

It is anticipated that the Land Use Plan will include a number of measures which will be developed as fundamental tools for implementation of the desired environmental outcomes, and that the desired environmental outcomes are further defined based on broad planning objectives. These broad planning objectives will underpin the basis for any future development within the Port area and will be defined on an 'All-of-Port' map, similar to a strategic plan.

These broad planning objectives may include:

- Port Use

The port use area is the primary focus of the Port of Townsville and incorporates major port-related wharfage areas and inter-modal transportation facilities and cargo consolidation and handling. This area will also accommodate port operational activities and industries requiring separation from more sensitive land uses.

Examples of use include; berths, wharves, breakwaters, channels, ship loading and unloading equipment, cargo handling equipment, stevedoring activities, pilotage facilities, container handling facilities, fuel depots, vehicle storage, cold stores and warehouse/distribution activities.

- Marine Use

The marine use area will support activities which benefit from water access or close proximity to navigable waters. These activities include operations such as marinas, boat ramps, pontoons, moorings, public landings, jetties, ferry terminals, slipways, boat hauling and repair facilities.

- Port Service

The port service area is intended to support marine commercial or light industrial activities. Examples of uses to be located within this area include; local utility, shop, office, catering shop, seafood storage and distribution, service/light industry and warehouses.

- Port Interface

The port interface is intended to support a range of benign uses and also perform a role in buffering port activities from other uses. Examples of uses to be located within this area include; park, local utility, car park, cultural facilities, market and minor or temporary telecommunications facility.

- Special Development

The areas identified as special development is considered appropriate for mixed port and urban land uses that are compatible with, and complement, port-related facilities and adjacent urban areas. Uses at these locations will include any or all of the following; accommodation building, multiple dwelling, shop, office, restaurant, park and residential (low density – 37 persons per hectare).



3. NEW LAND USE PLAN

The intention is to provide measures, which create certainty, flexibility and user understanding. Proposed specific measures are discussed in greater detail below.

PLANNING PRECINCTS

It is intended to divide the port into planning precincts. These would be illustrated by maps developed at the appropriate scale. Each precinct would express the planning intentions for the particular area of the Port. Together, the precincts would reflect a balanced outcome in terms of protecting valuable features, infrastructure investment and managing land use and development.

Specific precincts may include:

- wharf;
- wharf interface;
- cargo consolidation and handling;
- waterfront activities;
- waterfront commercial;
- commercial;
- light industry;
- park/buffer;
- interface;
- specific area– Ross Creek west bank; and,
- specific area – Ross River west bank.



Regional and Local Context

4.1 TOWNSVILLE REGION

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

The Townsville region has a spatial area of 3,735.6¹ square kilometres. The city of Townsville comprises an area of 1,868.7² square kilometres and the city of Thuringowa covers an area of 1,866.9³ square kilometres.

The Port of Townsville is in close proximity to the North West Minerals Province around Mount Isa mining sector which plays a significant role in the economic development of the region. The Townsville region shares its boundaries with the Shires of Burdekin to the south, Dalrymple to the west, and Hinchinbrook to the north.

4.2 GEOGRAPHICAL FEATURES

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

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

The catchment focus area extends from Crystal Creek (60 kilometres north of Townsville) to the Haughton River in the south (30 kilometres southeast of Townsville).

The Townsville region is located within the Great Barrier Reef World Heritage Area, the Great Barrier Reef Marine Park, and the Queensland State Marine Park.

The marine environment within the Townsville region is of significance due to the presence of turtle nesting areas, dugong habitat, fish nurseries, seabird, wader and raptor habitats, seagrass and mangrove communities, and fringing reefs. Declared dugong protection areas are located in Cleveland and Bowling Green Bays and around Magnetic Island. Bowling Green Bay is a major wetland area of significance to wading birds and is listed as a 'Wetland of International Importance' under the Ramsar Convention.

4.3 POPULATION / DEMOGRAPHICS

Information provided by the Department of Local Government and Planning's Population Information and Forecasting Unit (PIFU) shows the continued population growth and demographic change in the Townsville-Thuringowa region.

This is summarised as follows:

- the Townsville-Thuringowa region's population increased from 151,898 to 155,371 people in the year to June 2004, representing an annual growth rate of 2.2 per cent, which was comparable with Queensland's growth rate of 2.1 per cent;
- almost two-thirds (63.4 per cent) of population growth in the year to June 2004 can be attributed to assumed net migration, compared to the ten-year average of 50.3% for the Region;



4. REGIONAL AND LOCAL CONTEXT

- Townsville city had the third largest annual population change of any Local Government Area (LGA) outside south east Queensland in the year to June 2004, while Thuringowa city had the fourth largest;
- the Townsville-Thuringowa region enjoyed significantly and consistently stronger growth than its neighbouring coastal LGA's over the last three years; and,
- dwelling approvals for the Townsville-Thuringowa region were up almost 25 per cent on the previous year, with 1,960 total approvals in the year to December 2004 compared with 1,573 total approvals in the year to December 2003.

4.4 RELATIONSHIP TO ADJOINING LOCAL GOVERNMENT AREAS

The Strategic Port Land is under the jurisdiction of Townsville Port Authority and adjoins the Townsville City Council area. Consistent with the TIA, Townsville City Council City Plan 2005 designates Strategic Port Land as 'not subject to Planning Scheme'.

The Port of Townsville does not adjoin the nearby Thuringowa City Council area.



¹Reference <http://www.townsville.qld.gov.au/about/atlas/intro.asp> viewed on Tuesday, 2 May 2006.

²Reference <http://www.townsville.qld.gov.au/about/atlas/intro.asp> viewed on Tuesday, 2 May 2006.

³Reference <http://www.townsville.qld.gov.au/about/atlas/intro.asp> viewed on Tuesday, 2 May 2006.



5.1 ABOUT THE PORT

The Port of Townsville provides all of North Queensland with a world-class gateway for commerce and trade. The Port is situated in the heart of tropical North Queensland (1,359 kilometres north of Brisbane, Queensland's capital city).

The Port of Townsville is Queensland's third largest multi-cargo Port. In the 2005/2006 financial year 9,930,444 tonnes of cargo was handled through the Port.

Townsville Port Authority is responsible for facilitating trade through the Port by effectively managing and operating Port facilities and services, and ensuring appropriate levels of safety, security and availability.

Customers play a vital role in the Port's development, operations and continued success. Their needs are met through the provision of safe navigation within the harbour by ensuring ongoing dredging, the provision of land and port infrastructure, and the timely and reliable provision of Port services.

Townsville Port Authority is a statutory Government Owned Corporation that manages the dynamic and diverse Port, a breakwater harbour with a land and sea jurisdiction in excess of 400 square kilometres.

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

Since the Port's first wharf was constructed in 1863, the Port has remained central to the economic development of the region. Townsville Port Authority dedicates its efforts to a strong economic and social relationship with the city and the wider region to ensure its continued growth and prosperity is also aligned with that of the city and region.

5.2 CURRENT PORT TRENDS

Townsville Port Authority increased in many key areas during the 2005/2006 financial year, with trade reaching in excess of 9.9 million tonnes. There has been increased over berth tonnage from cement, general purpose oil, Yabulu oil, sulphur, zinc ingots, cattle, copper concentrates, zinc concentrates, fertiliser (high analysis), and timber.

There were record imports set in 2005/2006 including: cement (469,159 tonnes, an increase of 18.7 per cent), general purpose oil (807,875 tonnes, an increase of 4.99 per cent), and sulphur (112,433 tonnes, an increase of 17.8 per cent).

Similarly there were export records set in 2005/2006 including: zinc concentrates (398,532 tonnes, an increase of 16.4 per cent), fertiliser (high analysis) (837,605 tonnes, an increase of 4 per cent), and timber (139,315 tonnes, an increase of 175.3 per cent).



5.2.1 IMPORTS

The Port of Townsville currently or has recently imported the following products:

Product	Description	Tonnage 2005/2006
Cement	Used in the construction industry.	469,159
Fertiliser	Nitrogen-based fertiliser which is used within the agricultural industry.	80,835
General Cargo	General cargo includes a broad range of items, including, personal items, spare parts and machinery.	87,622
Motor Vehicles	Vehicles including cars, trucks and forklifts.	16,477
Nickel Ore	Nickel ore is refined into nickel at Yabulu.	3,313,150
Oil and Fuel	Oil and fuel is imported and used in domestic motor vehicles, aviation and in the mining industry.	General Purpose 770,399 Yabulu 250,934
Sulphur	Used in the production of sulphuric acid, which is a major component in the production of fertiliser.	112,433
Sulphuric Acid	Used in the production of phosphate fertiliser and in mineral processing.	Nil
Zinc Concentrates	Refined into zinc metal.	232,235



5. THE PORT

5.2.2 EXPORTS

The Port of Townsville currently or has recently exported the following products:

Product	Description	Tonnage 2005/2006
Cattle	Exported to South-East Asia.	6,378
Concentrates (including lead, zinc and copper)	Exported to locations throughout the world.	Copper 534,336 Lead 421,016 Zinc 483,213
Copper – Re- fined	Exported to countries including; Taiwan, Indonesia and Germany .	123,969
Fertiliser	High Analysis Fertiliser is exported to countries including; India, Pakistan, Bangladesh and within Australia.	837,605
General Cargo	Includes general items for export such as milk, sleepers, machinery, spare parts and sandalwood.	139,389
Lead Ingots	Refined metal is exported for use in various applications, eg. batteries, lead weights.	137,619
Meat & Meat By- Products	Exported to countries including; United States of America, Taiwan, China and Hong Kong.	27,538
Molasses	Used for stock feed.	260,408
Nickel – Refined	Exported to the Republic of Korea and Taiwan for stainless steel manufacturing.	10,779
Sugar	This product is exported to Japan, Malaysia and the Republic of Korea.	1,176,780
Sulphuric Acid	Used in the production of phosphate fertiliser and in mineral processing, the excess is exported.	31,037
Timber	This product is exported to China, Republic of Korea and Japan.	139,315
Zinc – Refined	This product is exported for the following uses: <ul style="list-style-type: none">• anti-corrosion coatings on steel (galvanising);• automobiles;• precision components (die castings);• zinc oxide;• construction material;• brass;• pharmaceuticals and cosmetics; and,• micronutrients for humans, animals and plants.	130,032



Where to From Here

6.1 CONSULTATION ABOUT THE STATEMENT OF PROPOSAL

This Statement of Proposal is to be made available for review and comment by the community and other stakeholders from **Tuesday 12 September 2006 to Thursday 9 November 2006**.

During this period, Townsville Port Authority will be undertaking the following activities to assist members of the community to better understand what is being proposed and to provide feedback on their concerns and priorities:

- regular newsletter drops and updates;
- workshops; and,
- public notification (advertising) in local newspapers.

In addition, further discussions will be held with the community, key stakeholders and Government agencies to identify information to be included in the Land Use Plan and to work together to develop measures to be incorporated into the draft Land Use Plan.

It is intended that feedback received from the community, key stakeholders and Government agencies to the core matters presented in the Statement of Proposal will directly influence what will be contained in the draft Land Use Plan.

Once the draft Land Use Plan has been prepared, it will also be made available for public comment prior to being finalised and adopted by Townsville Port Authority.

Comments on the Statement of Proposal are sought to assist the Townsville Port Authority to identify all the relevant issues and measures, which should be identified and undertaken by Townsville Port Authority with its draft Land Use Plan.

Any written submission or comment on the Statement of Proposal must:

- be in writing and be signed by each person who is making the submission;
- include the full name and address of each person who made the submission;
- clearly outline the concerns, support or comments being made on the Statement of Proposal; and
- be received by the Townsville Port Authority by no later than **5.00pm Thursday 9 November 2006**.

Townsville Port Authority would welcome written comments by **5.00pm Thursday 9 November 2006**. All Comments should be directed to:

Post:	Delivery:
Planning Officer	Planning Officer
Planning and Environment	Planning and Environment
Townsville Port Authority	Townsville Port Authority
PO Box 1031	Engineering Building
TOWNSVILLE QLD 4810	Benwell Road
	TOWNSVILLE QLD 4810

Electronic Submission:

Email planning@townsville-port.com.au
Fax: (07) 4781 1601

For enquiries regarding the Statement of Proposal document during the public notification period, please contact the Planning Officer on (07) 4781 1610 during business hours.

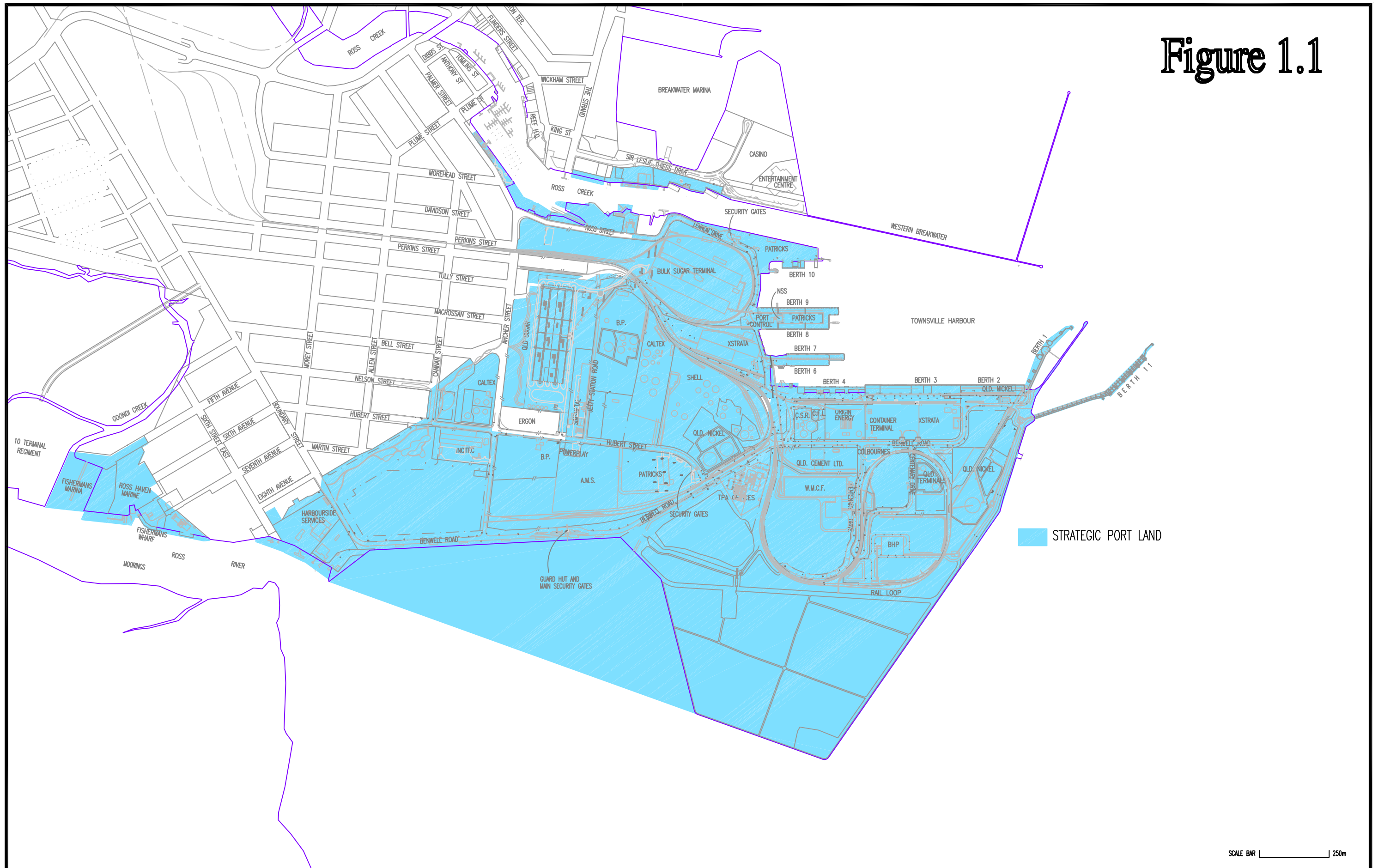


APPENDIX

- Figure 1.1 Strategic Port Land
- Figure 1.3a Future Strategic Port Land
- Figure 1.3b Future Strategic Port Land
- Figure 5.1 Areas of Specific Ecological Significance Within
The Port Of Townsville Limits



Figure 1.1



SCALE BAR | 250m

DATE	REVISIONS	CHKD	APVD

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SCALE -
GRID SYSTEM
LEVEL DATUM IS TOWNSVILLE PORT AUTHORITY DATUM (TPA).
RL 0.0 (TPA) = TIDE HEIGHT OF +0.28m (LAT)

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APPROVED			

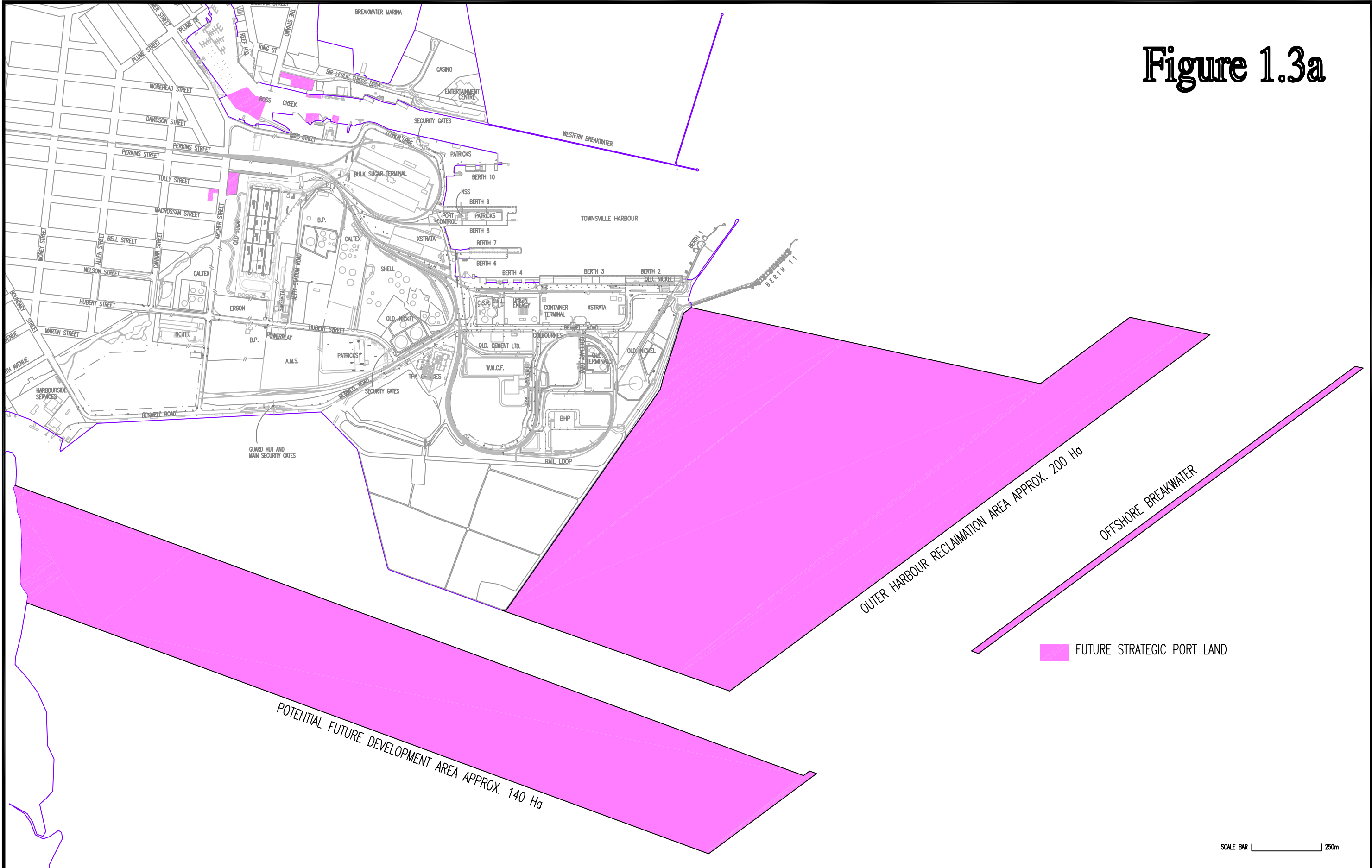
PORT of TOWNSVILLE

STRATEGIC PORT LAND

IF YELLOW, THIS IS THE ORIGINAL DRAWING
DWG NO & ACAD FILE

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Figure 1.3a



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DATE	REVISIONS	CHKD	APVD											

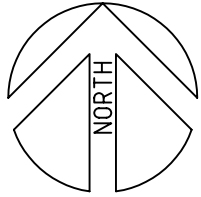
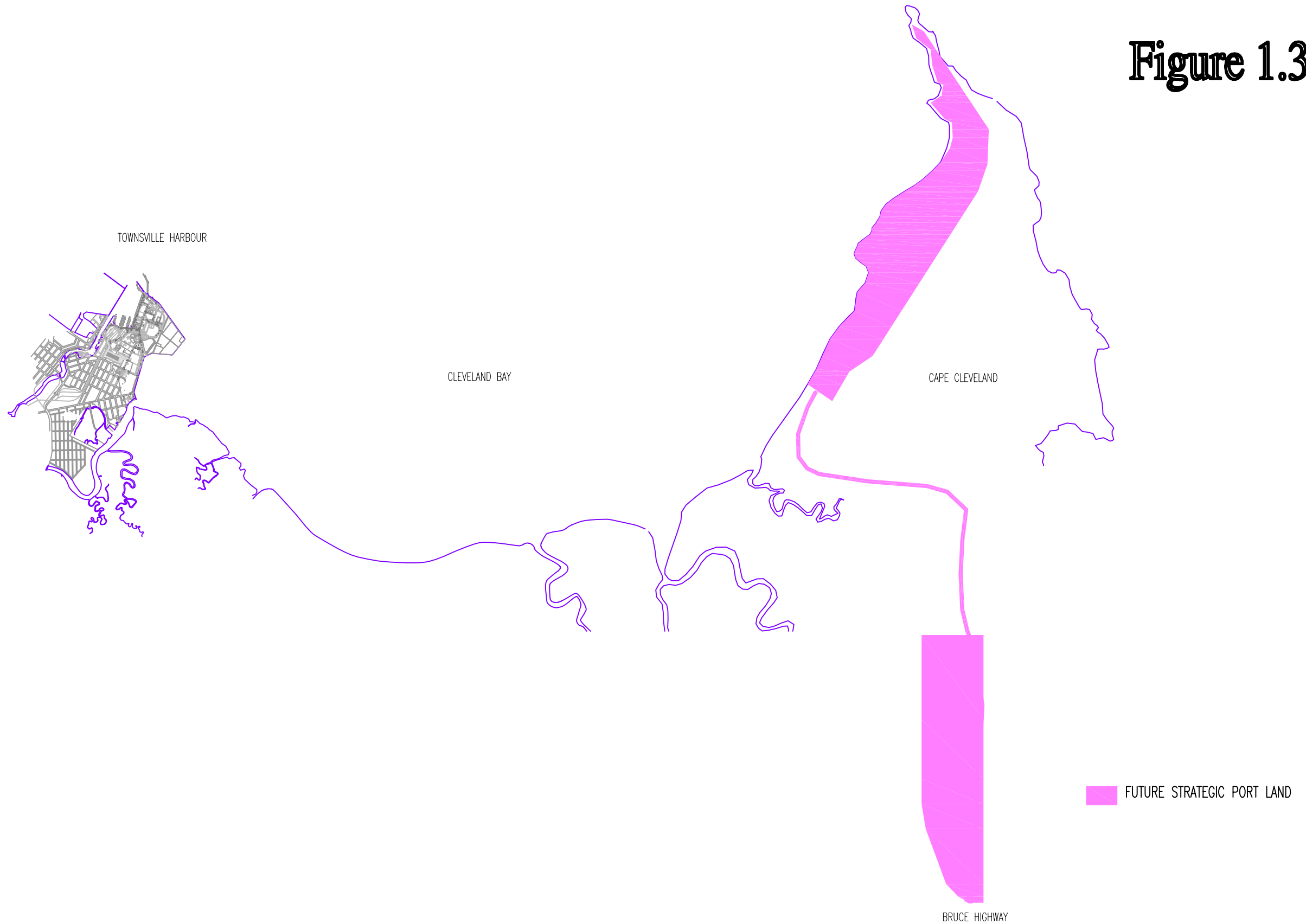


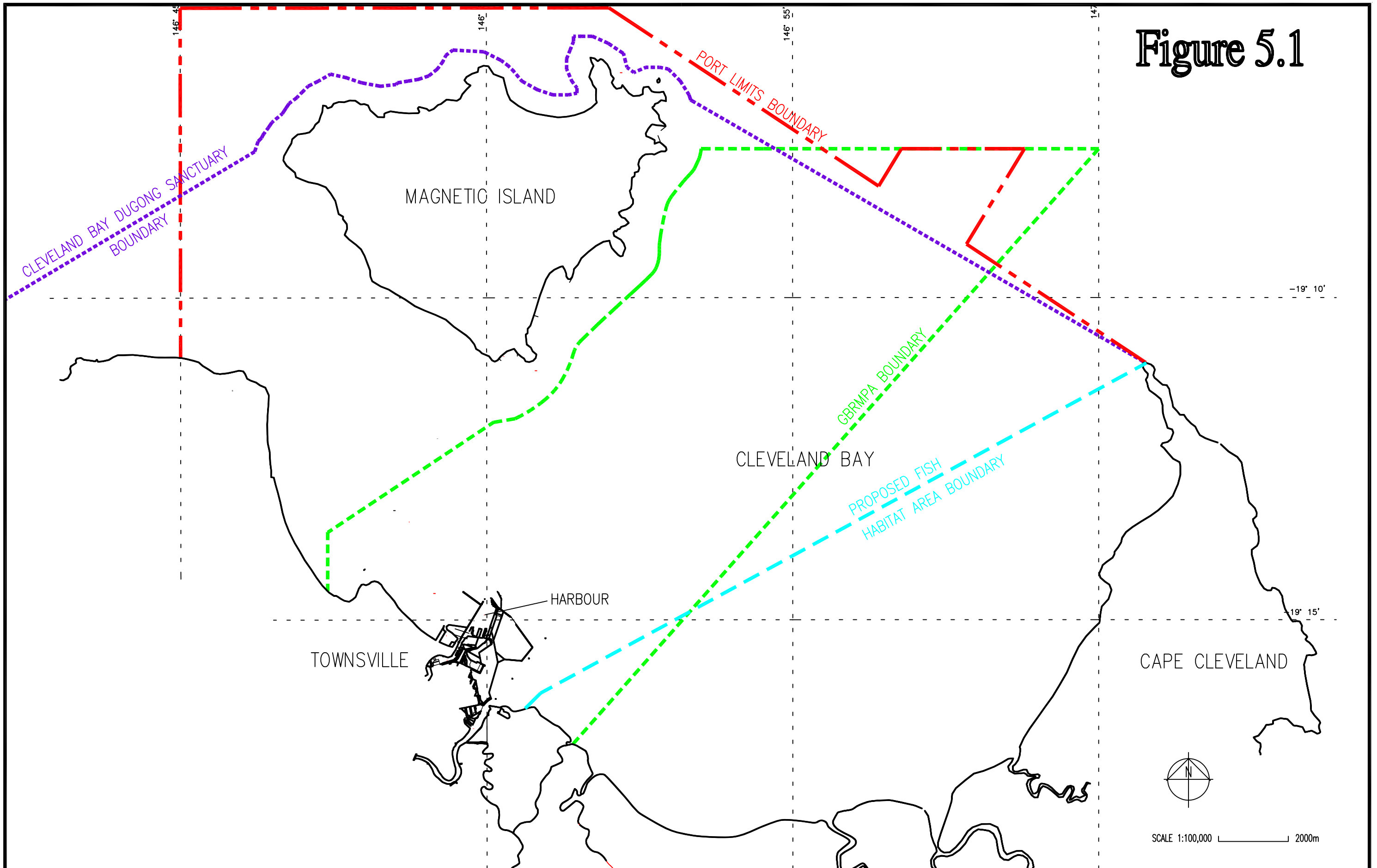
Figure 1.3b



SCALE 1:100.000 | _____ | 2.0km

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DATE	REVISIONS	CHKD	APVD			APPROVED			

Figure 5.1



THIS DRAWING REMAINS THE PROPERTY OF THE TOWNSVILLE PORT AUTHORITY, AND IS SUBJECT TO COPYRIGHT. THIS DRAWING SHALL NOT BE USED OR REPRODUCED IN WHOLE OR IN PART WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE TOWNSVILLE PORT AUTHORITY. THE TOWNSVILLE PORT AUTHORITY DOES NOT GUARANTEE THE CORRECTNESS OR COMPLETENESS OF THE INFORMATION SHOWN ON THIS DRAWING EXCEPT AND TO THE EXTENT WHERE IT IS APPROVED FOR CONSTRUCTION.		SCALE - GRID SYSTEM LEVEL DATUM IS TOWNSVILLE PORT AUTHORITY DATUM (TPA). RL 0.0 (TPA) = TIDE HEIGHT OF +0.28m (LAT)	UNLESS STATED OTHERWISE, THIS DRAWING IS UNCONTROLLED, AND IS FOR INFORMATION ONLY.	DRAWN DJM CHECKED DESIGNED APPROVED	DATE 11.08.2006 CONFIRMED		<input type="checkbox"/> IF YELLOW, THIS IS THE ORIGINAL DRAWING DWG NO & ACAD FILE P2837
DATE	REVISIONS	CHKD	APVD			AREAS OF SPECIFIC ECOLOGICAL SIGNIFICANCE WITHIN THE PORT OF TOWNSVILLE LIMITS	