



Port of Cape Flattery

Development Guidelines for the Land Use Plan



***Port of Cape Flattery
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PREFACE

These Development Guidelines support the implementation of the Land Use Plan (a statutory requirement under the Transport Infrastructure Act 1994) for the Port of Cape Flattery, by the Far North Queensland Ports Corporation Limited (FNQPC)).

These guidelines provide more detailed assessment criteria (in the form of codes) against which new development or activities on port land will be assessed.

They are intended to be used principally by FNQPC (as the port authority) to assess proposed development on strategic port land at the Port of Cape Flattery. Therefore they provide to existing and future users of port land an indication of expected outcomes in relation to development on port land.

They are to be read in conjunction with the Land Use Plan for the Port of Cape Flattery and other related FNQPC documents and corporate strategies.



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I. INTRODUCTION

The Transport Infrastructure Act 1994 requires that Land Use Plans include measures that will help achieve the Desired Environmental Outcomes (DEOs) described in each Plan. DEOs are expressions of the intended end state for the subject area, in this case the Port of Cape Flattery. The requirement for Land Use Plans to include measures reflects a performance based approach to development of port land.

Measures for the purpose of the Port of Cape Flattery Land Use Plan include;

- (i) Land Use Plan designations, intent statements and indicative uses; and
- (ii) Development Guidelines (this document) which include a number of Codes comprising the following common elements:
 - Overall Outcomes (the purpose of the code)
 - Specific Outcomes (detailed assessment criteria addressing all relevant considerations, which collectively contribute to achieving the overall outcomes)
 - Solutions (where specified, these are a guide to achieving the specific outcomes, and FNQPCs preferred approach!).

These Development Guidelines represent criteria against which development proposals on strategic port land at the Port of Cape Flattery are assessed. When a development proposal is received, FNQPC will determine the extent to which it complies with the DEOs of the Land Use Plan by assessing the proposal against the measures contained within both the Land Use Plan and these Guidelines. Therefore in applying for development, the Codes identified in these Guidelines must be addressed.

This document makes reference to a range of other documents, policies and legislation² which are not included in it. Proponents are strongly advised to consult these related materials prior to undertaking design work.

¹ A proposal may put forward alternative solutions but in doing so, should demonstrate to FNQPC's satisfaction that the alternative solution achieves the relevant specific outcome.

² In the event of any conflict between this document and legislation, the legislation prevails.



2. DESIGN, SITING AND LAYOUT

2.1 Overall Outcomes for Design, Siting and Layout

- All port land is used efficiently, bearing in mind natural features and its relationship with neighbouring properties.
- Site users can access port land safely.
- The safety of all employees and visitors to port land and neighbouring properties is not put at risk as a result of development on port land.

2.2 Specific Outcomes for Design, Siting and Layout

Specific Outcomes	Solutions
<p>SO1. The site for new development is of a size and proportion sufficient to provide for:</p> <ul style="list-style-type: none"> (i) Uses and associated activities consistent with its Land Use Plan designation; (ii) Safe and convenient vehicular and pedestrian access; (iii) Landscaping and buffers on boundaries adjoining strategic port land; (iv) Safe and convenient loading and unloading of goods, wash-down, servicing and repair activities; (v) Safe and efficient storage and stockpiling of fuel, waste and other materials related to the operation of the Port; and (vi) Efficient provision of present and future infrastructure and service requirements. 	<p>S1. No solution provided.</p>
<p>SO2. New buildings and other facilities are set back from site boundaries to minimise impact on neighbouring properties.</p>	<p>S2. No solution provided.</p>
<p>SO3. For all new development, site constraints, particularly the potential for acid sulfate soil disturbance, storm/tide surges (including allowance for expected increases in sea levels from greenhouse gases), storm-water and flooding, are identified and addressed in the design.</p>	<p>S3. In partial satisfaction of SO3</p> <ul style="list-style-type: none"> (i) Finished building floor levels are above Q100 flood heights and storm surge heights at king tides, plus the expected greenhouse sea level rise in the coming 100 years.



Specific Outcomes	Solutions
	<p>(ii) Building design features include measures to reduce impacts of flood and storm-water flows in accordance with relevant Building Code and engineering standards.</p> <p>(iii) Acid sulfate soils are addressed in accordance with Section 3 SO6 of these guidelines.</p>
<p>SO4. The scale and character of new buildings and structures is consistent with its function and the operation of the Port.</p> <p>Buildings and structures are sustainably designed to reflect local environmental conditions.</p>	<p>S4. In partial satisfaction of S04 All aspects of the building design comply with the relevant Building Code standards and any relevant State Planning Policy.</p> <p>All new structures include: Use of building materials and features which reflect the local climate; Provision for natural light and ventilation, privacy and noise attenuation; and Provision of landscaping to provide shading, using endemic native species.</p>
<p>SO5. The layout of new buildings and infrastructure facilitates safety and accessibility of all site users and visitors including: Fencing of all hazards to prevent public access; Clear hierarchy of internal roads; Clear identification of all building entry and exit points; and Good accessibility from work areas to parking.</p>	<p>S5. No solution provided.</p>
<p>SO6. Signage achieves acceptable standards of public safety and does not unreasonably detract from the natural environment.</p>	<p>S6. No solution provided.</p>



3. ENVIRONMENTAL MANAGEMENT

3.1 Overall Outcomes for Environmental Management

- Port operations are as efficient and sustainable as possible.
- Any impacts of port operations and associated activities on the natural and cultural environments are minimised and managed consistent with FNQPC's Port of Cape Flattery Environmental Management Plan.
- Risks to human safety, economic interests and the on-going operation of the Port from natural and other hazards are minimised.

3.2 Specific Outcomes for Environmental Management

Specific Outcomes	Solutions
SO1. New development, including works and port operations, does not detract from areas of high ecological or cultural heritage value, or scenic amenity, both on and off the site.	<p>S1.1. Development applications and new development must provide a project Environmental Management Plan (EMP) for construction and operation phases.³</p> <p>S1.2. Development and operation controls must be consistent with management measures detailed in the FNQPC Port of Cape Flattery Environmental Management Plan.</p> <p>S1.3. New development minimises dust and emissions during both construction and operation.</p> <p>S1.4. Buffers, including landscaping with endemic species, are provided to all waterways, wetlands, remnant vegetation and cultural</p>

³ The EMP should demonstrate compliance with relevant legislation and subordinate legislation and address all operational and construction aspects including noise; lighting; dust and other particulates; air, vapour, smoke and other airborne emissions; liquids, sewage and any other waste; odour; storm-water and any other drainage runoff; sustainable design features including water and energy efficiency; and ozone depleting and Greenhouse gases. The EMP must articulate the adopted monitoring approach, responsibilities, and reporting and action plans, should incidents occur requiring remediation. The EMP will require endorsement from FNQPC before the project will be given approval to proceed.



Specific Outcomes	Solutions
	<p>heritage sites, including those on adjacent or nearby privately owned land.</p> <p>S1.5. Marine vegetation, particularly seagrass meadows and mangrove communities, are not disturbed or removed, except with the written approval of the Department of Primary Industries and Fisheries.</p> <p>S1.6. Development, including operational works, does not disturb vegetation subject to the Vegetation Management Act 1999 without the approval of the Department of Natural Resources and Water or evidence of an exemption granted by the Department.</p> <p>S1.7. Discharges from site operations are managed to prevent entry to waterways.</p> <p>S1.8. Development is consistent with the State Coastal Management Plan and any relevant Regional Coastal Management Plan.</p>
<p>SO2. The design and operation of buildings and activities resulting from new development incorporates sustainability principles, particularly with regard to:</p> <ul style="list-style-type: none"> (i) Waste management; (ii) Energy use and loss; (iii) Water use and reuse; (iv) Contribution to greenhouse gases; (v) Ventilation; and (vi) Heat gain and loss. 	<p>S2. No solution provided. Measures proposed will be assessed on merit.</p>
<p>SO3. New development or activities do not cause terrestrial or marine pests to be released onto land or into water areas.⁴</p>	<p>S3. Activities likely to cause the transfer of pests into ecological systems (such as movement of freight or release of ballast water) are managed in accordance with approved</p>

⁴ Biosecurity Queensland and the Australian Quarantine Inspection Service (AQIS) should be consulted in relation to biosecurity issues.



Specific Outcomes	Solutions
	procedures.
<p>SO4. Plant species used in association with landscaping of new development:</p> <ul style="list-style-type: none"> (i) Are endemic to the local environment; and (ii) Do not detract from the health of existing local vegetation. 	<p>S4. No solution provided.</p>
<p>SO5. New development or operations on port land minimises hazards and risks which could have impacts on human safety or on-going port operations. In particular, risks and hazards associated with goods and materials and their associated:</p> <ul style="list-style-type: none"> (i) Storage; (ii) Processing; (iii) Trading; (iv) Treatment; (v) Disposal; and/or (vi) Movement; <p>meet acceptable safety and risk standards.⁵</p>	<p>S5. No solution provided.</p>
<p>SO6. For new development in port areas where acid sulfate soils are susceptible to disturbance, the development either:</p> <ul style="list-style-type: none"> (i) Does not disturb the acid sulfate soils; or (ii) Manages them so as to minimise the release of acid or metal contaminants to soil or water. 	<p>S6. Prior to new development being undertaken,</p> <ul style="list-style-type: none"> (i) Testing for acid sulfate soils is undertaken by a suitably qualified person; and (ii) If acid sulfate soils are identified, a management plan for the site is prepared by a suitably qualified person in accordance with State Planning Policy 2/02 (this management plan is to be submitted to the Department of Natural Resources and Water for review as Advice Agency).
<p>SO7. Treatment and disposal of waste water ensures:</p> <ul style="list-style-type: none"> (i) No adverse ecological impacts on 	<p>S7. No solution provided.</p>

⁵ Note: Any relevant Commonwealth and State legislation (including subordinate legislation) must also be complied with.



Specific Outcomes	Solutions
<p>the environment, particularly nearby receiving environments including surface waters and ground water; and</p> <p>(ii) The cumulative impacts of on-site wastewater treatment does not cause deterioration of environmental conditions; and</p> <p>(iii) There is maximum reuse of treated water on-site.</p>	

4. CULTURAL HERITAGE

4.1 Overall Outcome for Cultural Heritage

- Indigenous cultural heritage values and areas of historical significance are not diminished by port operations.

4.2 Specific Outcomes for Cultural Heritage

Specific Outcomes	Solutions
<p>SO1. New development on port land protects and/or does not adversely affect:</p> <p>(i) Areas known or suspected to have indigenous cultural heritage values; and</p> <p>(ii) Areas of historical significance, whether or not those values are contained on port land.</p>	<p>SI.1. Sites with known or suspected indigenous cultural heritage values, are not developed until:</p> <p>(i) Consultation has been undertaken with the Traditional Owner Representatives; and</p> <p>(ii) Appropriate measures to protect cultural heritage values are incorporated into the design of new development including construction and operation phases.</p> <p>SI.2. Sites of historical significance are investigated prior to any development occurring on or near those sites.</p>



5. ON-SITE MOVEMENT AND CIRCULATION

5.1 Overall Outcomes for On-site Movement and Circulation

- The function and efficiency of the port is protected and enhanced through the establishment and maintenance of effective movement systems (including vehicular and pedestrian access).
- Amenity impacts of vehicle movements resulting from port operations are minimised.
- The safety of employees or visitors accessing port land and adjacent sites is protected.

5.2 Specific Outcomes for On-site Movement and Circulation

Specific Outcomes	Solutions
<p>SO1. New development does not impact on the safety, efficiency or designated function of existing or proposed port roads in accordance with the Land Use Plan for the Port of Cape Flattery.</p>	<p>S1. No direct access to port roads is provided unless approved by FNQPC.</p>
<p>SO2. New development provides for safe and efficient:</p> <ul style="list-style-type: none"> (i) Direct access to a road or access corridor that provides the level of service required to accommodate traffic generated by the use; (ii) Movement and manoeuvring of all modes of transport generated by the use; (iii) Circulation of vehicles in a forward gear, recognising function; (iv) On-site loading and unloading of goods; and (v) Vehicle queuing on site. 	<p>S2. Relevant standards including but not limited to:</p> <ul style="list-style-type: none"> (i) AUSTRROADS standards; (ii) Department of Main Roads standards; (iii) Relevant Australian standards; and (iv) Any policies or standards prepared/adopted by the Ports Corporation of Queensland.
<p>SO3 Direct, convenient and safe pedestrian access is provided.</p>	<p>S3. Development must maintain and consider the establishment of pedestrian access, safety and ease of connectivity, through:</p> <ul style="list-style-type: none"> (i) Designing and locating vehicle driveways and access to minimise disruption and inconvenience to pedestrians; (ii) Providing direct routes for pedestrians that discourage ad hoc movement;



Specific Outcomes	Solutions
	<p>(iii) Restricting pedestrian access across areas dedicated as loading bays, freight docks, and for larger vehicle movements; and</p> <p>(iv) Providing clear signage in suitable locations.</p>
<p>SO4. Access for Indigenous persons to culturally significant places and landscapes is maintained where consistent with CFMS Workplace Health and Safety Requirements.</p>	<p>S4. No solution provided.</p>
<p>SO5. Sufficient car parking is provided for the number and type of vehicles expected to access the site.</p>	<p>S5. Car parking for each new use is provided in accordance with Table I below.</p>

Table I

Development Type	Parking Rate
Industry	- 1 space per 100m ² Gross Floor Area (GFA), or - 1 space / employee at the time of peak accumulation i.e. two heaviest overlapping shifts); whichever is the greater.
Office	1 space per 50m ²
Warehouse and storage facility	2 spaces per 1,000m ² GFA
Other use	As determined by the Assessment Manager



6. INFRASTRUCTURE

6.1 Overall Outcomes for Infrastructure

- All port land is serviced with infrastructure to ensure its efficient functioning.
- Infrastructure is provided in a timely manner to support new development on port land.
- Uses and activities on port land do not threaten the efficiency of existing infrastructure.

6.2 Specific Outcomes for Infrastructure

Specific Outcomes	Solutions
SO1. Land is adequately serviced by a level of infrastructure suitable for its locational requirements, such as water supply, sewerage disposal, lighting and telecommunications.	S1. No solution provided.
SO2. New development demonstrates a commitment to on-going maintenance of infrastructure on site.	S2. A maintenance plan or schedule may be required, including developer/lessee responsibility for maintenance of off-site connection.
SO3. New development does not compromise the capacity of infrastructure providers, including State infrastructure providers, to service existing and planned land uses on the site and elsewhere. ⁶	S3. No solution provided.
SO4. The cost of providing or connecting infrastructure to new development is accepted by the proponent of the new development.	S4. No solution provided.
SO5. Treatment and disposal of waste water is managed in accordance with Section 3 S07 of these guidelines.	S5. No solution provided.

⁶ Development with any potential to impact on the function or efficiency of State infrastructure should seek input during the design stage from the relevant State agency.



7. AMENITY AND LANDSCAPING

7.1 Overall Outcomes for Amenity and Landscaping

- The amenity of port land, as experienced by both site users and visitors, is enhanced by the provision of appropriate landscaping to new development.
- The visual impact of new development or uses on adjoining properties is minimised.
- Landscaping is efficient, safe and suited to the local environment.

7.2 Specific Outcomes for Amenity and Landscaping

Specific Outcomes	Solutions
SO1. The design of new development includes landscaping to enhance amenity.	S1. A landscape master plan is prepared and submitted, including in particular: Retention of existing vegetation where possible; Use of endemic species which provide habitats for local birds and other fauna, without creating potential hazards for port operations and associated uses and activities; and Maximisation of shade and energy efficiency without detracting from the function of the site.
SO2. Landscaping aids in the reduction of emissions of environmental concern from sites.	S2. Vegetation and landforms are designed to aid in filtering dust, screening light and reducing noise levels.
S03. The location and type of planting incorporated within any landscaping does not impede the function of, or access to services, facilities and sight lines for vehicle movement.	S3. No solution provided.
S04. Landscaping promotes energy efficiency and increases the amenity of outdoor spaces used by employees and visitors.	S4. No solution provided.