



**Ports
Corporation**
of Queensland

DRAFT DEVELOPMENT GUIDELINES

PORT OF THURSDAY ISLAND

MARCH 2008

In association with:



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 Thursday Island, by the Ports Corporation of Queensland (PCQ).

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 PCQ (as the port authority) to assess proposed development on strategic port land at the Port of Thursday Island. 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 Thursday Island and other related PCQ documents and corporate strategies.

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1. 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 Thursday Island. The requirement for Land Use Plans to include measures reflects a performance based approach to development of port land.

Measures for the purposes of the Port of Thursday Island 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 PCQs preferred approach¹).

These development guidelines represent criteria against which development proposals on strategic port land at the Port of Thursday Island are assessed. When a development proposal is received, PCQ 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.

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 PCQ'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 and without disruption to other land uses in the vicinity.
- 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 all boundaries adjoining private land; (iv) safe and convenient loading and unloading of goods, wash-down, servicing and repair activities; and (v) safe and efficient storage and stockpiling of fuel, waste and other materials. 	<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. (ii) Building design features include measures to reduce impacts of flood and storm-water flows in accordance with relevant Building Code and engineering standards. (iii) Acid sulfate soils are addressed in accordance with Section 3 SO6 of these guidelines.

Specific Outcomes	Solutions
<p>SO4. The scale and character of new buildings and structures is consistent with its function and the operation of the port, while also having regard to the scale and appearance of neighbouring areas and development.</p>	<p>S4. In partial satisfaction of S04</p> <ul style="list-style-type: none"> (i) All aspects of the building design comply with the relevant Building Code standards and any relevant State Planning Policy. (ii) All new structures include: <ul style="list-style-type: none"> ▪ 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 and screening from neighbouring properties, using endemic native species where possible.
<p>SO5. The layout of new buildings and infrastructure facilitates safety and accessibility of all site users and visitors including:</p> <ul style="list-style-type: none"> (i) fencing of all hazards to prevent public access; (ii) clear hierarchy of internal roads; (iii) clear identification of all building entry points; (iv) good accessibility from new buildings to visitor parking; and (v) connections to the open space network, and pedestrian and cycle paths identified in Council planning documents. 	<p>S5. No solution provided.</p>
<p>SO6. Signage on or associated with new buildings does not detract from public safety or the amenity of the natural or built environment.</p> <p><i>Note: Compliance with the relevant Torres Shire Local Law is also required.</i></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, in view of their significance to the local community and economy.
- Any impacts of port operations and associated activities on the natural and cultural environments are minimised and managed consistent with the PCQ Port of Thursday Island 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 land uses, 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 PCQ Port of Thursday Island 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 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 <i>Vegetation Management Act 1999</i> without</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; 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 PCQ before the project will be given approval to proceed.

Specific Outcomes	Solutions
	<p>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 waterways.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 procedures.</p>
<p>SO4. Plant species used in association with landscaping of new development:</p> <ul style="list-style-type: none"> (i) reflect the local environment; (ii) do not detract from the health of existing local vegetation; and (iii) provide shade for site users and screening when viewed from private land external to the site. 	<p>S4. No solution provided.</p>

⁴ Biosecurity Queensland and AQIS should be consulted in relation to biosecurity issues.

Specific Outcomes	Solutions
<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.
<p>SO7. Treatment and disposal of waste water ensures:</p> <ul style="list-style-type: none"> (i) no adverse ecological impacts on the environment, particularly nearby receiving environments including surface waters and ground water; and (ii) the cumulative impacts of on-site wastewater treatment does not cause deterioration of environmental conditions; and (iii) there is maximum reuse of treated water on-site. 	<p>S7. No solution provided.</p>

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

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> <ul style="list-style-type: none"> (i) areas known or suspected to have indigenous cultural heritage values, and (ii) areas of historical significance, whether or not those values are contained on port land. 	<p>S1.1. Sites with known or suspected indigenous cultural heritage values, including Lot 1 TS371 and Lot 173 on SP108488 on Horn Island, are not developed until:</p> <ul style="list-style-type: none"> (i) consultation has been undertaken with the Kaurareg people; and (ii) appropriate measures to protect cultural values are incorporated into the design of new development including construction and operation phases. <p>S1.2. Sites of historical significance are investigated prior to any development occurring on or near those sites.</p>

5. VEHICLE MOVEMENT

5.1 Overall Outcomes for Vehicle Movement

- The function and efficiency of the port is protected and enhanced through the establishment and maintenance of effective vehicle movement systems on port land.
- 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 Vehicle Movement

Specific Outcomes	Solutions
SO1. New development does not impact on the safety, efficiency or designated function of existing or proposed port roads in accordance with the <i>Land Use Plan for the Port of Thursday Island</i> .	S1. No direct access to port roads is provided unless approved by PCQ.
SO2. New development provides for safe and efficient: <ul style="list-style-type: none"> (i) direct access to a road providing a 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; (v) vehicle queuing on site; (vi) wash-down, repair and servicing of vehicles; and (vii) pedestrian movement for both employees and visitors. 	S2. Relevant standards including but not limited to: <ul style="list-style-type: none"> (i) AUSTRROADS standards; (ii) Department of Main Roads standards; (iii) Torres Shire Council design standards; (iv) Relevant Australian standards; and (v) Any policies or standards prepared/adopted by the Ports Corporation of Queensland.
SO3. Sufficient car parking is provided for the number and type of vehicles expected to access the site.	S3. Car parking for each new use is provided in accordance with Table 1 below.

Table 1

Development Type	Parking Rate
Industry	- 1 space per 100m ² 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
Shop	1 space per 25m ² if less than 700m ² GFA and additional 1 space per 10m ² for GFA exceeding 700m 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, street 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 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. New development does not detract from the amenity of neighbouring properties.	S1. In partial satisfaction of SO1: (i) Emissions including noise, light, dust, etc are appropriately managed in accordance with an approved Environmental Management Plan.
SO2. The design of new development includes landscaping and facilities, where possible, to enhance and protect the amenity and safety of site users.	S2. A landscape and facilities master plan is prepared and submitted, including in particular: (i) retention of existing vegetation where possible; (ii) 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; (iii) maximisation of shade and energy efficiency without detracting from the function of the site; (iv) for shade structures, seating and other facilities, use of materials suited to coastal and/or marine conditions to maximise safety of site users and minimise cost of maintaining the landscaping; (v) additional car and truck parking; (vi) sealing of carriageways; and (vii) improved toilet and waiting facilities.