

Preparation and Assessment of Assessable Development / Works Proposals

Development of Strategic Port Land under the Port of Townsville Land Use Plan 2010 (LUP) can be classified as 'Accepted', 'Self-Assessable', 'Assessable' or 'Prohibited'.

This fact sheet explains 'Assessable Development' requirements for lodgement of development applications for assessment in accordance with the *Planning Act 2016*, *Economic Development Act 2012* (Townsville City Waterfront Priority Development Area Scheme) and *Sustainable Ports Development Act 2015* (Priority Port of Townsville Master Plan and Port Overlay) as well as external State Assessment Referral Agency matters.

ASSESSABLE DEVELOPMENT PROPOSALS

Assessable Development may take one of the following forms:

1. **Assessable Development—Consistent:** refers to development that is **consistent** with the LUP Zones/Precinct Plan intent and requires **Code Assessment** under the State MyDAS (My Development Assessment System for assessment against the preceding *Sustainable Planning Act 2009*) or MyDAS2 for newer applications under the *Planning Act 2016*. Queensland examples include:
 - General Warehouse facilities in the Terminals (Bulk, General Purpose) Precinct
 - Service facility in the Transport Infrastructure Precinct
 - Major Hazard Facilities in the Special Industry Precinct

2. **Assessable Development—Inconsistent (Code Assessable):** refers to development that is **inconsistent** with the LUP Zones/ Precinct Plan and requires **Code Assessment** under the State MyDAS (My Development Assessment System) or MyDAS2 for newer applications under the *Planning Act 2016*. Queensland examples include:
 - Ship Building/Dry Dock within the Terminals (Containers, Motor Vehicles, General Cargo) Precinct
 - Vehicle Parking Facilities in the Buffer/Investigation Precinct



PREPARING A DEVELOPMENT PROPOSAL

Development proposals require correct preparation so that once lodged the assessment process can occur in a timely manner.

For **Assessable** Development, the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) as the State Development Assessment Agency (SARA)) and the relevant technical agencies will closely review each proposal, hence the importance of providing the right amount of technical design and environmental management detail. DA forms required for application lodgement process can be viewed via the department's website (<https://planning.dsdmip.qld.gov.au/planning/better-development/application-forms-and-templates>)

Pre-lodgement meetings are encouraged and can be arranged by contacting Port's Planning Officer to determine if the development is **Exempt**, **Self-Assessable**, **Assessable** or **Prohibited** and to discuss the relevant application requirements. Pre-lodgement meetings may also be required with DSDILGP SARA and DSDILGP Economic Development Queensland (EDQ, for Townsville City Waterfront Priority Development Area).

Port also has a Planning Codes and Guidelines document that must be referred to when formulating development/work proposals. It outlines the various port specific and technical considerations to effectively manage Port operational and environmental setting.



THE APPLICATION PROCESS

Having first obtained Port's land owner's consent for the proposal (and submitted the application to the Port in accordance with advice from the Port Planning Officer), the **Assessable** development application will need to be lodged with the DSDILGP SARA under the MyDAS2 provisions of the *Planning Act 2009* (see Figure 1 page below) and/or DSDILGP EDQ.

The responsibilities of various State Government Agencies and Townsville City Council will vary depending on the nature and scope of the **Assessable** Development proposal i.e. different technical agencies will have different assessment roles in projects involving

environmental relevant activities, transport logistics, tidal works, marine plant disturbance etc.

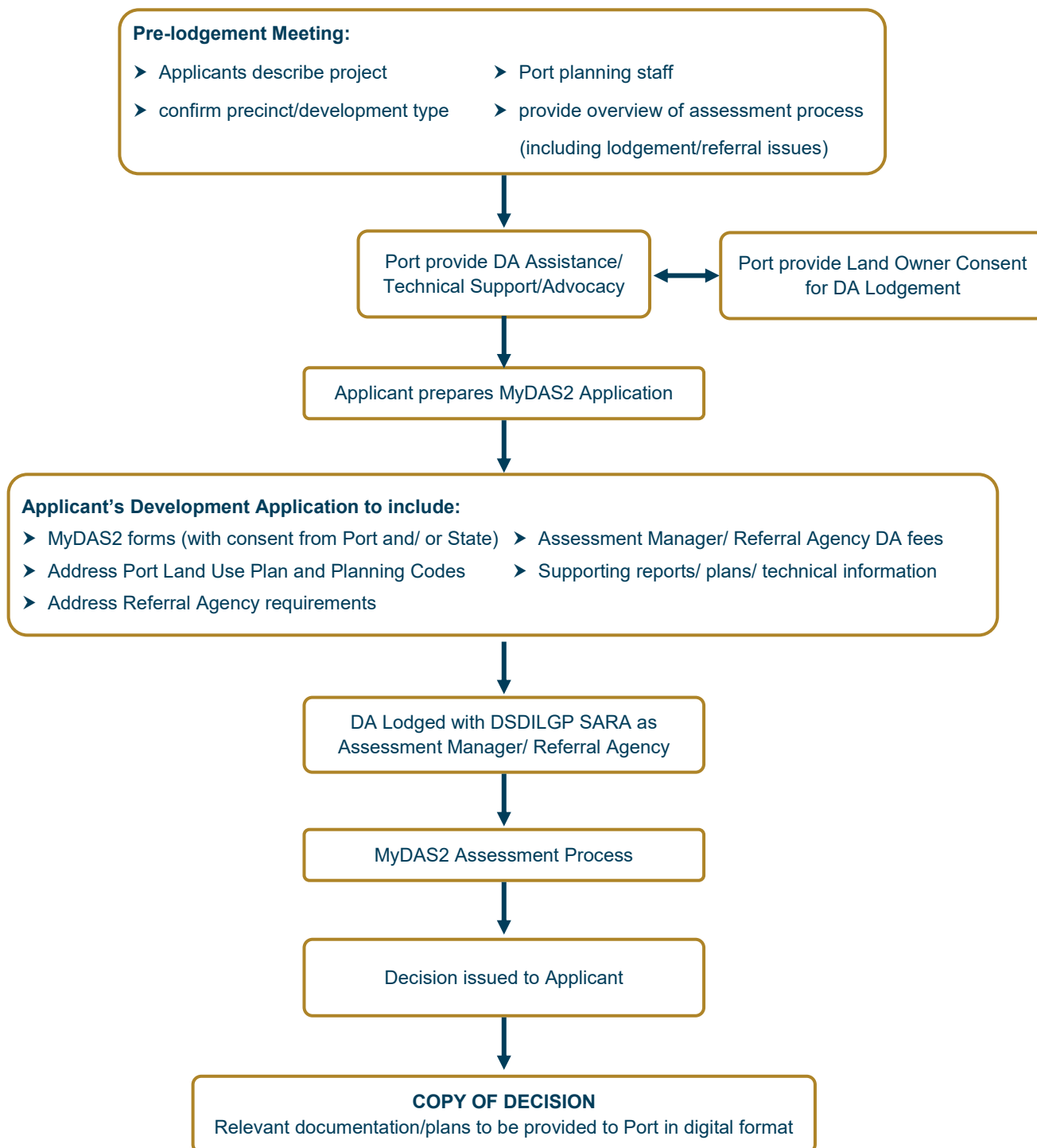
The Port's planner and environmental advisors are available to help clarify the role of specific agencies and any other matters as they arise.

In the case of **Assessable** Development, it is strongly recommended that suitably qualified consultants are engaged to assist in addressing the codes and policies administered by the State, Council and the Port's land use planning documents.



FIGURE 1. DEVELOPMENT ASSESSMENT PROCESS

Assessable Development



FURTHER INFORMATION

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Should you require more information, please contact Port's Planning Officer: