14.0 BUFFER / RESTRICTED DEVELOPMENT PRECINCT

14.1 PURPOSE AND OBJECTIVES
The purpose of this precinct, as recommended through this strategy, is to serve as a buffer area between the industrial activities in the TSDA and adjacent uses external to the TSDA. This precinct is generally considered inappropriate for development based on topography.

The objectives of this precinct are to:-

- Provide for the physical separation of industrial and other significant activities within the TSDA from land uses outside the TSDA.
- Provide for the continuation of uses in areas within the precinct for purposes such as the existing correctional facility and rural and agricultural uses, which are largely unobtrusive in nature and do not threaten the integrity of the precinct as a means of separating significant industrial activities within the TSDA from land uses external to the TSDA.

14.2 LOCATION AND DESCRIPTION
This precinct is south of Hunter Street, and is currently occupied by some operational areas of the Townsville Correctional Facility. It is anticipated the uses will continue and serve as an important buffer between the industrial uses to the north and the predominantly agricultural areas to the south and east. This precinct is 462ha (9%) of the gross developable area of the TSDA.

14.3 PREFERRED LAND USES AND INTENT
The preferred land uses and intent for this precinct include:-

- Agriculture.
- Animal husbandry.
- Wastewater irrigation.

14.4 DEVELOPMENT PARAMETERS
- No additional direct property access off the Bruce Highway.

14.5 PREFERRED SUBDIVISION PATTERN
Further subdivision of the properties within this precinct is minimal.

14.6 KEY INFRASTRUCTURE COMPONENTS
There is no significant infrastructure required to service this precinct.
15.0 ENVIRONMENTAL CONSERVATION PRECINCT

15.1 PURPOSE AND OBJECTIVES
The intent and purpose of this precinct, as recommended through this strategy, is to protect the wetlands, vegetation and fauna habitats that are adjacent to Cleveland Bay and Muntalunga Ranges, and have an indirect relationship with the Great Barrier Reef Marine Park.

The objectives of this precinct are to:
- Ensure environmental values are protected.
- Provide areas of buffer between the developable area in the TSDA and surrounding areas including the Great Barrier Marine Park and sensitive land uses.
- Continue to foster flora and fauna values of medium - high significance.
- Be a second priority for environmental offsets should they be required.

15.2 LOCATION AND DESCRIPTION
This precinct is along the northern and eastern boundary of the TSDA. It has been identified through a thorough ecological assessment and is not suitable for development for a number of reasons including high environmental values, exposure to storm surge and flooding, and is considered a key element of the catchment into Ross River and the Great Barrier Marine Park. The precinct is 1,823ha (37%) of the total TSDA land area.

15.3 PREFERRED LAND USES AND INTENT
No development is envisaged for this precinct. With further investigation, it may be possible to construct minimal access paths and walking trails, however, this would require careful consideration and considerable investment given the area is predominantly wetlands and grassy marsh.

The preferred land use / intent for this precinct is environmental conservation.

15.4 DEVELOPMENT PARAMETERS
No development is envisaged for this precinct.

15.5 PREFERRED SUBDIVISION PATTERN
Subdivision of this land is not considered appropriate.

15.6 KEY INFRASTRUCTURE COMPONENTS
With no development envisaged for the precinct, there is no major infrastructure required for this precinct, however it may be considered suitable for walking trails and boardwalks which would require some infrastructure.
16.0 ECOLOGICAL CORRIDORS AND PRIORITY OFFSET PRECINCT

16.1 PURPOSE AND OBJECTIVES
The purpose of this precinct, as recommended through this strategy, is to provide important ecological and catchment corridors within the TSDA, and ensure that the developable areas within the TSDA are immune to the impacts from 1 in 100 year flood events.

The objectives of this precinct are to:-

- Protect ecological values associated with tributaries and drainage lines throughout the TSDA, in particular Stuart Creek, eventually feeding into the Ross River.
- Provide capacity for 1 in 100 year flood events, and ensure development outside of these corridors is immune to flood impacts.
- Serve as the priority areas for environmental offsets, should offsets be deemed necessary as a result of development occurring in the TSDA.
- Contribute to the amenity and open space values of the TSDA.

16.2 LOCATION AND DESCRIPTION
These ecological corridors and priority offset areas are predominantly along existing waterways, drainage lines and tributaries in the TSDA. These corridors do feed into the Environmental Conservation Precinct and the Great Barrier Reef Marine Park and Ross River. The precinct is 234ha (5%) of the gross developable area of the TSDA.

16.3 PREFERRED LAND USES AND INTENT
The preferred land uses and intent for this precinct include:-

- Environmental conservation.
- Passive open space which does not encourage built form or structures, but may include pedestrian/cycle paths.
- Environmental offsets – revegetation and mitigation works as per any conditions of development approvals.
- Flood mitigation – some works may be required to enhance and maintain the capacity of these corridors to manage flood risks to development.

16.4 DEVELOPMENT PARAMETERS
Limited development of built form and structures may be permissible in these corridors if deemed necessary to service the passive open space and flood mitigation functions of these corridors. The requirements for the provision of environmental offsets area should at a minimum be in accordance with the Vegetation Management and Other Legislation Amendment Act 2009. Further information is required to determine the specific requirements of development for the provision of offsets for both vegetation and other environmental matters. Such an agreement should address:-

- The characteristics of a suitable offset area for the offset.
- On-going management and monitoring of the vegetation in the offset area.
- Reporting about the management and monitoring of the vegetation and mitigation works conducted in the offset area.
- Flood mitigation works will not impact on the natural processes of ecological values.
- Determine a range of measures to legally secure an offset area.

16.5 PREFERRED SUBDIVISION PATTERN
Subdivision is not envisaged for this precinct, however, it may be a condition of approval that land in this precinct be either resumed or referred to Council for adequate management.

16.6 KEY INFRASTRUCTURE COMPONENTS
There is limited infrastructure requirements for development in this precinct, however, the following guidelines outline the requirements for the provision of environmental assets.

Development within the TSDA has the potential to trigger a variety of offset requirements in accordance with the Queensland Government offsets policies.
17.0 SERVICE CENTRE

17.1 INTENT AND OBJECTIVES
Within the TSDA, there is the potential to accommodate one multi-purpose service centre (approximately 5ha) that provides for small scale convenience activities focused on meeting the basic day to day convenience needs of the TSDA.

The intent of the service centre is to incorporate suitable uses in one central, integrated hub, including:-

- Service station
- Small supermarket 250m²
- Restaurant and takeaway

The service centre and neighbouring industrial uses proposed must be compatible and should not create any land use conflicts.

17.2 POTENTIAL LOCATION
The junction of the Bruce Highwar and the TPAR has been identified as a preferred location for the service centre, as illustrated by the adjacent plan. The three possible developable corners are located within:

- Central Port Related Industrial Precinct;
- Priority Rail Dependant / Port Related Industrial Precinct;
- Priority Road / Rail Dependent Industrial Precinct.

There is potential for only one of the corners to accommodate a single multi-purpose service centre.

17.3 DEVELOPMENT PARAMETERS
- Buildings must be of a scale and design generally compatible with those of nearby buildings and must contribute positively to the visual character of the area, especially as seen from the street ie. the Bruce Highway and Townsville Port Access Road.
- Car-parking provided in accordance with planning scheme requirements for small local centres.
- Development is to be immune from impacts associated with a 1 in 100 year flood event.

17.4 INFRASTRUCTURE COMPONENTS
The key infrastructure elements required to service development in this centre include:-

- Development of an intersection with the TPAR.
**18.0 INFRASTRUCTURE NETWORK**

An indicative network of road and rail corridors is illustrated in the preceding sections. The network of infrastructure required to service the overall development is extensive and each development may be subject to infrastructure charges and agreements with the State and Townsville City Council upon development approval.

It is envisaged infrastructure would service development need and would not be constructed in anticipation of development.

**18.1 ROAD INFRASTRUCTURE**

**18.1.1 TOWNSVILLE PORT ACCESS ROAD (INCLUDING STUART BYPASS)**

The TPAR, completed in late 2012 provides a direct road link from the Bruce Highway into the Port of Townsville. It is of a standard to accommodate heavy vehicles, and its carrying capacity is 2 lanes. The dedicated corridor has the potential to expand to a dual carriageway as demand requires.

General design principles along the TPAR include:-

- No direct access is permitted off the road.
- At least three intersections are required to accommodate the full development of the TSDA to:
  - provide access to the existing sewerage treatment plant in the north, outside of the TSDA
  - provide a direct connection to Racecourse Road, and
  - service the Central Port Related Industrial Precinct, and Priority Rail Dependent/ Port Related Industrial Precinct.

- An internal road network.
- Any crossing of major freight rail lines must be grade separated (bridges or underpasses) – no level crossings.
- Design to minimise conflicts between urban and/or residential traffic and heavy vehicles.

**18.1.2 BRUCE HIGHWAY**

The State Government is committed to an upgrade of the Bruce Highway in Townsville. The section included within this upgrade begins at the southern approach from Stuart to Killymoon Creek. Layout plans indicate that a mixture of four lane and six lane road segments are to be incorporated from Vantassel Street to Cluden.

This section runs adjacent to the TSDA and will allow for four access points into the TSDA, including Vantassel Street, Hunter Street, the Stuart Bypass and Racecourse Road. An upgrade to the Hunter Street intersection will allow for the use of traffic signals at this point. Left-in, left-out access will also be incorporated into the upgrade design in order to accommodate heavy vehicles. Access for traffic travelling on and off the highway is proposed at an existing access point north of Stuart Creek. Access will be provided by the TPAR and is intended to cater for existing traffic type.

**18.1.3 DESIGNATED FREIGHT ROUTES**

There are a number of designated freight routes within and servicing the TSDA which should be maintained, including:-

- Bruce Highway
- Flinders Highway
- TPAR (including Stuart Bypass)
- Abbott Street
- Boundary Street
- Southwood Road, and
- Hunter Street

These roads serve as key to the TSDA being able to function as an industrial area focused on development which takes best advantage of the confluence of road, rail and port infrastructure.

**18.1.4 LOCAL INTERNAL ROAD NETWORK**

The existing local road network is adequate for the current intensity of development, however, will require further expansion and upgrades to accommodate additional development. It is anticipated a number local roads would require expansion or upgrade as a result of development (refer to summary list below) to be of a standard suitable for heavy vehicles (road trains / B-doubles).

**18.1.5 SUMMARY OF ROAD INFRASTRUCTURE UPGRADES PROPOSED**

The following scenarios outline future key road network upgrades which would be required for the proposed layout of the TSDA contained in this Development Opportunities Strategy. Staging is consistent with the staged approach in Section 19.0.

**17.1.5.1 SHORT-TERM**

- Upgrade of southern intersection of TPAR to enable access to the Central Port Related Industrial Precinct and Priority Rail Dependent/ Port Related Industrial Precinct.
- Upgrade of Brookhouse Street and Jureky Street to service new industrial development in Transport and Support Services Precinct.
- Upgrade Racecourse Road, a local secondary freight route, to enable access to the Stuart Creek Industrial Precinct.
- Upgrade of Bruce Highway in accordance with the State Government’s Bruce Highway Upgrade project.

18.1.5.2 MEDIUM-TERM
- Provision of local road network from the TPAR intersection to enable access to new industrial subdivision in the Central Port Related Industrial Precinct.
- Upgrade and open access to the Heavy Industry Precinct.
- A two-way service road on the northern side of the Bruce Highway providing access into the Priority Rail Dependent / Port Related Industrial Precinct.
- A two-way service road on the southern side of the Bruce Highway, providing access into the Priority Road/Rail Dependent Precinct.

17.1.5.3 LONG-TERM
Provision of a suitable local road network to support expansion of development in all precincts.

18.2 RAIL INFRASTRUCTURE

18.2.1 TOWNSVILLE EASTERN ACCESS RAIL CORRIDOR (TEARC)
The TEARC is an 8 kilometre rail line proposed to form part of the Mount Isa Line. The rail line will run from the North Coast Rail Line at Cluden to the Port of Townsville. The alignment traverses the TSDA and includes a vital link across the north of TSDA which has the potential to extend the eastern portion of the TSDA in the long-term.
The State Government identified that infrastructure is needed to facilitate:

- an increase in capacity to meet increasing freight demands;
- 1.4 km long trains to access the Port of Townsville; and
- improve traffic flow into the city by reducing the number of freight trains using the existing lines.

Improvements to the network outside of the TSDA will be required, including at the Port of Townsville and the existing rail network between the Townsville CBD and the Port of Townsville.

The long-term benefits of this type of investment in rail infrastructure will include the considerable reduction of freight rail traffic that is currently travelling through residential areas of Townsville.

The State Government has purchased the land required to facilitate the TEARC. When development of the rail infrastructure is required, construction will be facilitated by private development.

18.2.2 LOCAL RAIL NETWORK

A potential local rail network is illustrated in the previous sections 6.0 - 17.0 plans which are based on studies undertaken to inform this document. The most preferable options will help to increase rail capacity and limit the impact on surrounding residential communities.

The key elements of expansion include:-

- Expansion of the railyards and facilities in the Transport and Support Services Precinct.
- A spur extending south off the TEARC in order to service the Stuart Creek Industrial Precinct.
- A spur extending from the Port of Townsville down to a turning and shunting area which would service the Heavy Industry Precinct and the Priority Rail/ Port Related Industry Precinct.
- A spur extending north from the existing spur that services the Sun Metals Zinc Refinery and creates a loop with a direct connection to the Port for the Heavy Industry Precinct and the Priority Rail/ Port Related Industry Precinct.

The local rail network will be privately funded and developed.

18.3 UTILITIES

18.3.1 POWER

Existing power generation in Townsville is sourced from the Mount Stuart 400MW Power Station. A recent project (2009) at the Mount Stuart power station has increased its capacity by 126MW. Powerlink currently maintains a direct 132kV feed into the Sun Metals site given the power required for the refinery, and a 132kv along the TPAR alignment. The rest of the existing electrical network within the TSDA is through the Ergon Energy distribution network which consists of 66kV and 11kV feeders.

A total load of 24MVA and up to either 11kV feeders are estimated to be available to the TSDA, split between the Stuart and Oonoonba substations.

To facilitate the ultimate outcome, the following infrastructure will be required:

- A potential regional substation – to be determined if necessary at detailed design phase when loads are certain;
- 4 x zone substations;
- 261 x 500kVA Ground Mounted Transformers;
- 131 x 1000kVA Ground Mounted Transformers;
- 87 x 1500kVA Ground Mounted Transformers; and
- 33 x 11kV feeders.

18.3.2 GAS

The TSDA is currently serviced with gas via a spur line from the North Queensland Gas Pipeline. It is understood that the pipeline provides 42 petajoules of gas to Townsville per annum, of which 14 PJ is currently consumed by the Townsville Power Station, and a further 20PJ potentially being consumed by a proposed Townsville South Power Station.

It is estimated there is currently spare capacity of 8PJ available for uses within the TSDA.
18.3.3 TELECOMMUNICATIONS

Telstra services are available to the TSDA, with the current main distribution lines following the Bruce and Flinders Highway. The closest exchanges are in Townsville, Gulliver and Cluden.

The National Broadband Network (NBN) has commenced being rolled out in Townsville.

There are no impediments to providing telecommunications to the TSDA. Until the NBN is scheduled for the TSDA, the existing Telstra network will continue to provide coverage for the TSDA. It is supposed that by the time development is to occur in the TSDA, that further information on the NBN rollout could be obtained.

18.3.4 WATER

The TSDA is currently serviced in bulk by the 900mm diameter Mount Jack pipeline, which runs along the Bruce Highway, and supplies the TSDA with water treated at the Douglas Water Treatment Plant and sourced from the Ross River Dam. Sun Metals is supplied by a 600mm diameter main from the Mount Jack pipeline. The largest current water user at the TSDA is the Sun Metals zinc refinery which is currently supplied by a 600mm diameter main directly from the Mount Jack pipeline.

Due to limitations in determining future water demand and potential re-use opportunities in and surrounding the TSDA, it is difficult to determine the need for network upgrades.

18.3.5 SEWERAGE

The TSDA in its current form does not contain a significant sewerage network, except for the mains that connect to the Cleveland Bay Sewerage Treatment Plant (STP), which is located in the northern part of the TSDA.

There are two options for the future sewerage network:

1. TSDA drained utilising the existing infrastructure where possible (assuming some level of spare capacity); or
2. TSDA drained independently from the rest of the catchment.

Both scenarios assume treatment at the Cleveland Bay STP, but levels of upgrades to the plant are difficult to ascertain at this high level. Further detailed modelling is required to determine exact upgrades, if any, that are required to the STP.

The future sewerage network is dependant on capacities available throughout the existing network. Either way, the TSDA site would drain to the north towards the Cleveland Bay STP. Because of the relative flatness of the TSDA, a series of lift stations will be required to ensure sewerage flow to the Cleveland Bay STP can be done through gravity mains rather than a rising main configuration.

The future sewerage network is dependant on capacities available throughout the existing network. Either way, the TSDA site would drain to the north towards the Cleveland Bay STP. Because of the relative flatness of the TSDA, a series of lift stations will be required to ensure sewerage flow to the Cleveland Bay STP can be done through gravity mains rather than a rising main configuration.

There is potential for combined infrastructure planning with the Rocky Springs development, as this will most likely require access through the TSDA into the Cleveland Bay STP.

18.3.6 STORMWATER

Preliminary high level stormwater modelling concludes that a maximum of 9.4% of the total development will be required to be dedicated to Water Sensitive Urban Design (WSUD). The conceptual sizing of the WSUD devices is on the basis that each individual allotment will be providing their own WSUD (on site detention and retention) to a no net worsening standard as defined in the Queensland Urban Drainage Manual (QUDM). This approach on the large sites is appropriate, however on smaller precincts a more masterplanned approach could be considered where regional master planned basins are used.

Further investigation is required to determine whether an ‘individual lot’ or ‘regional’ approach is most suitable for stormwater mitigation. The chosen option will be relative to the fragmentation of land ownerships, and/or the willingness of the State/Council to manage a wider infrastructure strategy over the wider area, where each development pays for a regional solution rather than having to provide individual basins/mitigation devices on their own sites.

18.4 SUPPORTING INFRASTRUCTURE

18.4.1 CONVEYOR TO PORT OF TOWNSVILLE

There is a corridor protected as part of the TPAR within the Materials / Transportation Services Precinct to accommodate a closed conveyor to the Port of Townsville. This corridor allows for private development of this infrastructure.
19.0 A STAGED APPROACH

The sequence of development has been based on the availability of land, the forecast demand for infrastructure and associated land uses, and the opportunities available to upgrade existing infrastructure.

Given the strategic nature of the TSDA, the following outlines a preferred approach to staging, however, should the opportunity arise earlier, and the infrastructure can be provided, development opportunities within each of the precincts should be considered, regardless of the preferred staging.

The factors that have been considered in determining the following staging includes:-

- Land ownership,
- Continued support for the existing uses,
- Infrastructure timing,
- Demand for industrial uses and catering for a range of different businesses to establish in TSDA,
- Current development interests and applications being considered,
- Investment required for provision of infrastructure, and
- Quantum of earthworks required.

19.1 SHORT TERM – 2013 - 2017

- **TSDA Service Centre**
  - Facilitate the development of the service centre in any one of the three preferred locations.
- **Central Port Related Industrial Precinct**
  - Facilitate the development of industrial areas in this precinct.
- **Transport and Support Services Precinct**
  - Facilitate the development of light-medium industrial uses in the northern triangle of the precinct.
- **Priority Road/Rail Dependent Precinct**
  - Facilitate the development or redevelopment of the precinct to allow for the expansion and continued operation of suitable industries in the area.
- **Ecological Corridors and Offsets Precinct**
  - To be developed relative to when environmental offsets are required.

19.2 MEDIUM TERM – 2017 – 2027

- **Stuart Creek Industrial Precinct**
  - Facilitate the development of the first stages of this precinct, in particular for those lots off Racecourse Road, near Abbott Street.
- **Priority Rail Dependent/ Port Related Precinct**
  - Based on the ability to service the precinct with rail, assist in accommodating industrial activities in this area.
- **Transport and Support Services Precinct**
  - Facilitate the expansion and redevelopment of the railyards and upgrades to the network in this precinct.
- **Ecological Corridors and Offsets Precinct**
  - To be developed relative to the developments adjacent to corridors, or as environmental offsets are required from development in other precincts.
19.3 LONG TERM – POST – 2027

- **Extractive Industry and Landfill Precinct**
  - Relative to the extractive industry uses.

- **Heavy Industry Precinct**
  - Facilitate the expansion of these types of uses in this precinct.

- **Ecological Corridors and Offsets Precinct**
  - To be developed relative to the developments adjacent to corridors, or as environmental offsets are required from development in other precincts.
20.0 IMPLEMENTATION

This section of the document outlines the key recommendations for the State Government and other major stakeholders to undertake to assist in the realisation of the full development potential of the TSDA, and to ensure it is developed as a significant asset to the State’s economy.

20.1 PRIORITY ACTIONS

20.1.1 ASSESS THE FINANCIAL FEASIBILITY OF INFRASTRUCTURE DEVELOPMENT AND CUT AND FILL FOR DEVELOPMENT PRECINCTS

Assess the potential financial costs of implementing the cut and fill program of works required to accommodate new development, including the identification of sources of fill for developers to access in the short-medium term.

20.1.2 CONSIDER AN EXPANSION OF THE TSDA BOUNDARIES

It is recommended that the Office of the Coordinator-General consider an expansion of the TSDA boundary as per the area mapped near the junction of the Stuart Bypass with the Flinders Highway. The rationale for the expansion of the TSDA is that the inclusion of the land to the north of the Stuart Bypass would capture the State government owned land that is integral for the expansion of the Aurizon property assets, and ensure that the potential to upgrade and intensify the rail opportunity is protected for the Transport and Support Services Precinct.

20.1.3 PREPARE AND IMPLEMENT DEVELOPMENT SCHEME

The preferred development plan outlined in this strategy should be used to inform amendments to the TSDA development scheme. It should address:-

- The preferred pattern of development to accommodate preferred land uses, within the defined precincts.
- Confirmation of the preferred development sequencing and servicing arrangements.
- The development application process.

Other government policy and priorities will also be taken into consideration in amending the TSDA Development Scheme.

20.1.4 FACILITATE APPROPRIATE DEVELOPMENT AT KEY SITES

The opening of the TPAR to the Port of Townsville may see a considerable increase in the amount of freight traffic that bypasses the Townsville CBD and increases the exposure to the opportunities presented by the TSDA.

There are a number of key strategic sites whereby new development could set a benchmark for the future development of the TSDA including the Service Centre, the Central Port Related Industrial Precinct, and the Transport and Support Services Precinct. These are all key visible sites from major roads and entry points to the TSDA, hence their design and built form will need to reflect the desired standard for the rest of the development.

20.1.5 ENSURE THE VISION FOR THE TSDA IS REFLECTED IN RELATED POLICY

Closely associated with the ‘marketing’ and investment attraction principles of the TSDA, there could be a number of strategies and plans that should accurately reflect the development intent for the TSDA. These include, but are not limited to the following:-

- Townsville City Council Planning Scheme.
- NQ 2030 Regional Economic Development Strategy, Townsville Enterprise – a strategy that could assist in the marketing of the TSDA.
- Port of Townsville Master Plan, Port of Townsville Corporation – it is important that any future iterations or updates of this plan reflects the opportunities for supporting development in the TSDA.

20.1.6 PROMOTE THE BUSINESS AND INVESTMENT OPPORTUNITIES

Key stakeholders should demonstrate a united front in supporting and encouraging development envisaged by this strategy, into the TSDA.

Parties should collaborate to attract investment to the TSDA, focusing on industries reliant on direct access to any combination of, the Port of Townsville, national freight rail, and major roads.
Investment attraction opportunities should emphasise the TSDA as a gateway between one of the world’s most mineral-rich and agriculturally abundant provinces connected with the world’s largest consumer markets.

Investment attraction activities could include:

- Disseminating promotional collateral internationally.
- Proactively targeting industry players globally to assess the TSDA as a suitable site for new facilities.
- Hosting potential investors for site visits to Townsville and its surrounds.
- Working with investors to meet planning requirements.

20.2 KEY STAKEHOLDERS AND PARTNERS

The following stakeholders are integral to the successful implementation of the TSDA Development Opportunities Strategy. Below outlines some of the key stakeholders, their respective interests in the TSDA, and the role they can play in facilitating new development.

20.2.1 OFFICE OF THE COORDINATOR-GENERAL AND DEPARTMENT OF STATE DEVELOPMENT, INFRASTRUCTURE AND PLANNING

- Prepare and implement an amended TSDA Development Scheme.
- Promote and facilitate economic development opportunities within the TSDA.

20.2.2 TOWNSVILLE CITY COUNCIL

- Ensure new Townsville City Council Planning Scheme accurately reflects the intent of the TSDA Development Scheme.
- Support and endorse development of suitable industrial activities in the TSDA in accordance with the vision and objectives of the TSDA Development Scheme.

20.2.3 DEPARTMENT OF TRANSPORT AND MAIN ROADS

- Completion and opening of the TPAR.
- Continued investment and works for the expansion of the Bruce Highway.
- Continued investigation and negotiation on the expansion of rail infrastructure, in particular the TEARC.

20.2.4 DEPARTMENT OF ENVIRONMENT AND HERITAGE PROTECTION

The Department of Environment and Heritage Protection should assist in providing guidance on any environmental offsets policy, recognise the TSDA as a key industrial area in the local area, and facilitate best practice environmental management with the industries that establish themselves in the TSDA.

20.2.5 PORT OF TOWNSVILLE

The Port of Townsville plays a significant role in encouraging the preferred type of development into the TSDA. Given that there are a number of new opportunities for new related businesses to locate in the TSDA, there is the significant potential to encourage the Port to market the opportunities in the TSDA.

20.2.6 LOCAL LANDHOLDERS

The potential to achieve the vision for the TSDA is relative to the willingness of the existing landholders of strategic sites to unlock the potential. Local landholders should continue to liaise with the Office of the Coordinator-General to assist in the promotion of the various opportunities.
Brisbane
Level 7, 123 Albert Street
Brisbane QLD 4000
t 07 3007 3800
f 07 3007 3811

Australia • Asia • Middle East
www.urbis.com.au
info@urbis.com.au