



WorleyParsons

MACKAY PORT AUTHORITY



Mackay Seaport Land Use Plan

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In Association With:



Environment
Science &
Services

Industrial & Infrastructure
Level 6, QV1 Building
250 St Georges Terrace
Perth WA 6000 Australia
Tel: +61 8 9278 8111
Fax: +61 8 9278 8110
www.worley.com.au
WorleyParsons Services Pty Ltd
ABN 61 001 279 812

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MACKAY PORT AUTHORITY
MACKAY SEAPORT
LAND USE PLAN



Synopsis

The Land Use Plan for the Mackay Seaport fulfils the statutory obligations on the Mackay Port Authority in relation to the review and preparation of its Land Use Plan for the Seaport as set out in the *Transport Infrastructure Act 1994*. This document is accompanied by a set of Development Guidelines to assist the Port Authority in its role as Assessment Manager for all development on Strategic Port Land.

This document has been prepared on behalf of and for the exclusive use of Mackay Port Authority and is subject to and issued in accordance with the agreement between Mackay Port Authority and WorleyParsons Services Pty Ltd.



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EXECUTIVE SUMMARY

Queensland's Port Authorities are landowners and managers and have statutory authority over "Strategic Port Land". Since 2000, development on Strategic Port Land has also been subject to the provisions of the *Integrated Planning Act 1997* and port authorities are assessment managers under that regime (in most cases) for development on their land.

Land Use Plans are required for all port authorities for Strategic Port Land both for land use planning purposes and development assessment. The function, form and process for preparing Land Use Plans has changed considerably over recent times and amendments to the *Transport Infrastructure Act 1994* in 2005 entrenched vastly different requirements both for the content and the process of making Land Use Plans.

This Land Use Plan for the Mackay Seaport is the culmination of the Mackay Port Authority's combined Master Planning and Land Use Planning exercise. It has been prepared in accordance with the relevant statutory requirements but also reflects the corporate direction of the Authority including the need to balance financial performance with planning outcomes.

In order to deliver these requirements the Land Use Plan includes:

- A set of Desired Environmental Outcomes (DEOs) which provide the overall vision for the Seaport and a set of outcomes to be reflected through the Land Use Plan.
- Seven Land Use Plan Precincts which allocate all Strategic Port Land into a precinct of similar character or development intent and performance.
- A description of the Intent and a list of Preferred Uses that relate to each land use precinct.
- Land identified as Future Strategic Port Land because of its strategic importance and value to the Seaport. At this time, future strategic port land is still subject to Mackay City Council jurisdiction until such time as it is formally under the control of the Mackay Port Authority and included in the Land Use Plan as Strategic Port Land.

A Development Guidelines document that includes a set of Codes against which all development on Strategic Port Land is assessed also accompanies this Land Use Plan.

This Land Use Plan document contains supporting information on the planning process, local, regional and state context and input from the Master Planning Study as context for the core Land Use Plan elements described above.

Underpinning this Land Use Plan is the notion that planning for the Seaport should be vibrant, innovative, flexible and timely to provide a framework for future development. This framework must consider the need to balance the desire to increase capacity and operate efficiently while minimising costs.

The Land Use Plan cannot directly deliver this but can contribute to its achievement by providing a planning and development framework that includes sufficient land availability to accommodate future growth, attracts and retain appropriate activities and development, and provides the mechanism to take advantage of the opportunity to add value to traditional seaport business activity by realising the development opportunities of seaport land not required in for the short-medium term. The implementation of the Land Use Plan will also ultimately assist in re-energising the port's important role as a gateway to the City of Mackay, as well as the broader region.



1. INTRODUCTION

Mackay is situated about 800 kilometers north of Brisbane (Figure 1a) with a population in the greater Mackay region in excess of 140,000 people. The region is the largest sugar producing area in Australia and the Seaport hosts one of the world's largest bulk sugar terminals and the only bulk refined sugar terminal in the southern hemisphere. The nearby Bowen Basin also produces most of Queensland's coal. Mackay is an attractive tourist destination and serves as a gateway to the Whitsunday Islands.

The Mackay Port Authority (MPA) has overall statutory responsibility for the operations of the Airport and Seaport in Mackay.

The major functions of the Seaport are to facilitate the import of raw materials, fuel and general cargo, and the export of raw resources and finished products from the region.

The Seaport is Queensland's fourth busiest multi commodity port in terms of cargo throughput and is one of the major servicing centres for the central Queensland mining sector. It operates 24 hours a day, 7 days a week and presently handles some 150 major vessels per annum. It is presently estimated the Port contributes directly and indirectly more than \$150M and 400 jobs to the local economy.¹

The Mackay Port Authority considers an unencumbered, well planned and efficient Seaport is paramount to the success of the region as a whole. Accordingly, the Mackay Port Authority has been updating its land use planning and master planning for the Seaport² in order to continue to facilitate its important role in ongoing regional development of the Mackay region.

The previous Land Use Plan for the Seaport prepared by the Mackay Port Authority was completed in 1999, updating an earlier plan delivered in 1993. Regular updates to the Land Use Plan are seen by the MPA as vitally important to the ongoing relevance and effectiveness of the strategic planning process.

This Land Use Plan has been prepared concurrently with a Master Plan for the Seaport and both projects have incorporated environmental, planning and engineering input in order to develop short, intermediate and long term directions consistent with the MPA's vision and mission.

Although prepared concurrently as part of the Land Use Plan review process, the Master Plan does not accompany this Land Use Plan. It contains commercial in-confidence material and therefore is not available as a public document. However key outcomes of the Master Plan, and at times, extracts from it, are included or reproduced, as appropriate, in this Land Use Plan. The Master Plan work involved establishing a detailed picture of trade potential and service capacity for the Seaport, which gives direction to potential expansion needs. Future flow on economic effects for the wider community has also been assessed through a detailed economic study.

¹ Butcher Partners (2006), Economic Impact of Mackay Seaport.

² While the term Seaport may generally include all on-shore and off-shore port related areas and land above or below high water mark, the Mackay Port Authority's role and function in relation to land use planning, development and master planning applies only to 'Strategic Port Land'.



The outcomes of the master planning process have resulted in a range of 'triggers' for future development and a Master Plan that directly influences the development of this Land Use Plan.

Other existing Mackay Port Authority documents including the Corporate Plan, Environmental Management System have helped inform this Land Use Plan.

The Mackay Port Authority's corporate vision and mission for all its operations sets the broad framework for the development of both the Seaport Master Plan and Land Use Plan.

This vision is *'to be recognised as creative, dynamic and value driven'* and the mission is *'to be the infrastructure and logistics providers of choice focussed on the future needs of the region and state'*.

Therefore in addition to the statutory requirements for preparing a Land Use Plan, this document reflects the Mackay Port Authority's core values which are to:

- **Our Shareholders** – to retain their support by delivering recognised shareholder value;
- **Our People** – to respect, trust, embrace diversity and encourage continuous improvement in a safe working team environment;
- **Our Customers** – dedicated to helping our customers, internally and externally, succeed by anticipating and meeting their needs;
- **The Environment** – exhibit environmental stewardship through our actions;
- **The Community** – to foster trusted links within the regional and state community through transparency, openness, and involvement in mutual interests; and
- **Governance** – to act professionally in upholding our legal and statutory obligations and being ethical in all our dealings.

In achieving the mission the Mackay Port Authority will:

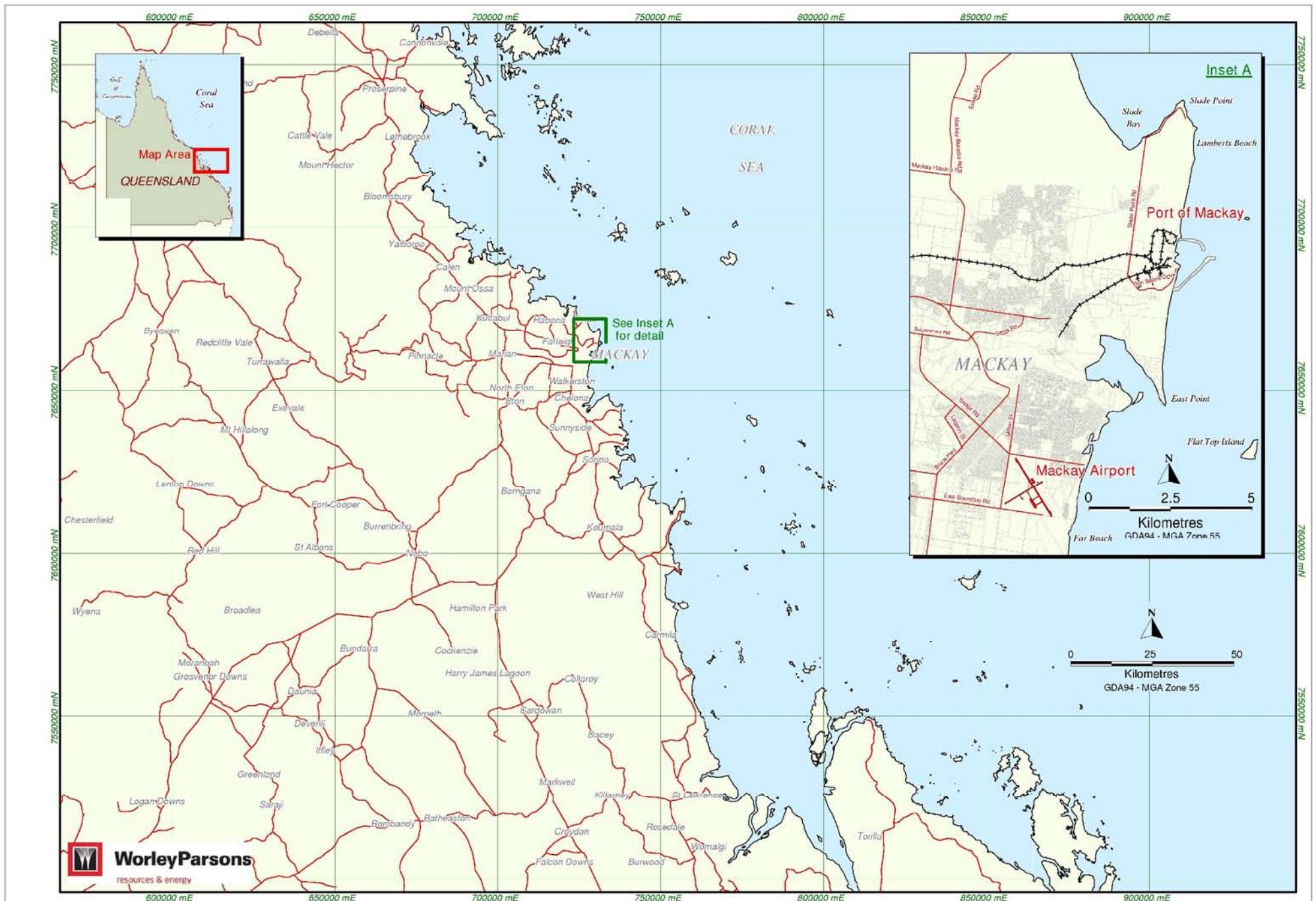
- provide infrastructure and capabilities to meet customer needs;
- collectively maintain balance and focus to ensure an accountable and viable organisation;
- promote leading planning principles and management systems;
- at all times uphold our corporate values;
- foster an innovative culture; and
- strive to capture an equitable part of the value from supply chain initiatives.

The Seaport is also identified as being of 'state economic significance' and therefore the Queensland government's own objectives and priorities are relevant. These include:

- managing urban growth and building Queensland's regions through:
 - support Queensland's regions through statewide infrastructure development and regional jobs creation;
 - link Queensland through efficient and integrated transport options;
 - build on the strengths of Queensland's diverse regions;
- growing a diverse economy and creating jobs by:
 - expanding market access, export and trade opportunities;
 - diversified and strengthened economy through value adding, productivity growth and the development of future growth industries.



Finally, while the Mackay Port Authority is of the corporate view that a well planned, strategic plan for the Airport operations is essential, all port authorities have statutory responsibility over 'Strategic Port Land'. Land Use Plans are required by legislation for all Port Authorities for Strategic Port Land and are an important tool for development assessment of future activities on that land. The *Transport Infrastructure Act 1994* describes the process and requirements for preparing and reviewing Land Use Plans. This process has been adhered to in the development of this Land Use Plan.



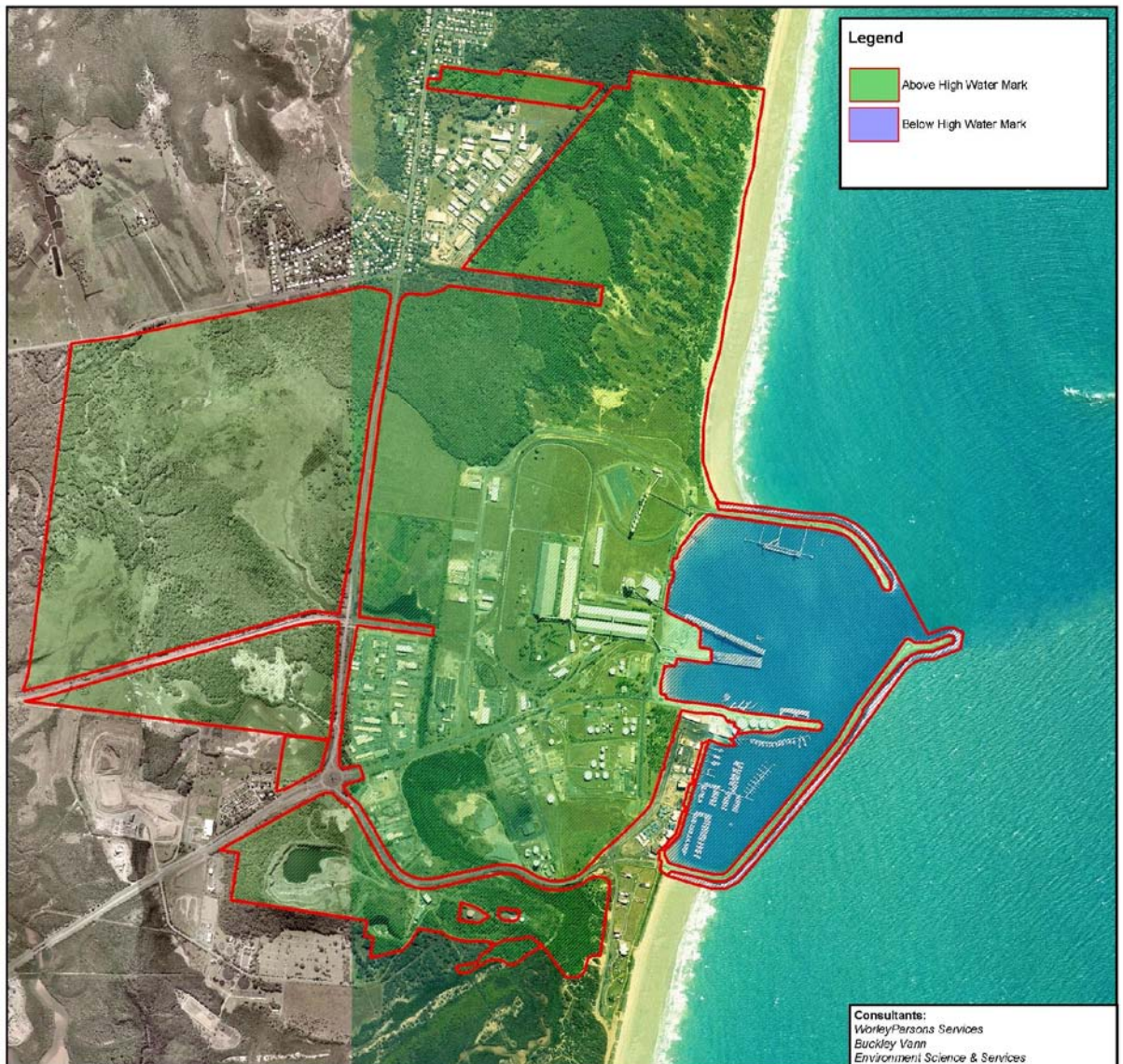


Figure 1b Existing Strategic Port Land



2. ABOUT THE LAND USE PLAN

2.1 What is a Land Use Plan

Queensland's port authorities are landowners and land managers and have statutory authority over "Strategic Port Land". The *Transport Infrastructure Act 1994* (in conjunction with the *Government Owned Corporations Act 1993*, and the *Integrated Planning Act 1997*) establishes the regime under which port authorities operate – this is within an overall strategic framework for operation of government owned corporations. Since 2000 the approval processes for development on Strategic Port Land has also been subject to the provisions of the *Integrated Planning Act 1997* (IPA).

These provisions (amongst others) confirm that port authorities are the assessment manager for assessable development on Strategic Port Land and accordingly Land Use Plans are required by all port authorities for Strategic Port Land, as the tool for development assessment. In the case of the Mackay Port Authority, Strategic Port Land includes its landholdings at both the Seaport and Airport.

Land Use Plans typically deal with a narrow range of land uses and port land use planning is often focussed on industrial, transport, commercial and infrastructure related development having regard to synergies that come from co-location of port uses, proximity to waterfront and berthing activities (for Seaports) and transport and logistic activities (for all ports).

Land Use Plans also consider issues such as the protection of ecological values, land interface issues and community amenity and benefit. In this way, they are more than simple development plans and have a complex range of issues and influences that differ from local government planning schemes.

Amendments to the *Transport Infrastructure Act 1994* were passed by the Queensland Parliament in May 2005 to add new procedural and content requirements for preparing and reviewing Land Use Plans. These amendments reflect provisions in the *Integrated Planning Act 1997* describing the process for preparing or amending a planning scheme.

The key changes affect the content of and process for preparing a Land Use Plan and in particular require that it must:

- contain details of Strategic Port Land;
- coordinate and integrate the "core matters" relevant to the land use plan³;
- set desired environmental outcomes; and
- incorporate measures to achieve the desired environmental outcomes.

As part of the process the Land Use Plan must also consider State interests. These interests in the Mackay region include, but are not limited to:

- state infrastructure including airports and aviation facilities, state controlled roads, etc;
- tidal and coastal processes, vegetation and marine life;

³ Core matters are defined in the *Integrated Planning Act 1997*.



- acid sulfate soils;
- water resources;
- the Great Barrier Reef (Marine Park);
- heritage (including cultural and indigenous heritage); and
- regional planning.

The 'Port Land Use Planning Guideline' prepared by the Queensland Ports Association, also provides guidance and information to assist Queensland port authorities in the preparation of a Land Use Plan.

This guideline preceded the *Transport Infrastructure Act 1994* amendments and was developed to help guide port authorities to develop and implement land use plans that were more sophisticated than the legislative requirements at the time, and specifically to assist them in their role as assessment managers for Strategic Port Land. It reflected many of the approaches and principles applicable to the preparation of local government planning schemes (in advance of the *Transport Infrastructure Act 1994* requirements of August 2005). It has also been referred to through this Land Use Planning process.

An initial phase in the preparation of the Land Use Plan is the development and release of a Statement of Proposal document. The Statement of Proposal is primarily a consultation tool. A Statement of Proposal for the Land Use Plans for the Seaport and Airport was prepared and released by the Mackay Port Authority in October 2005 for public comment. Feedback received during this notification and consultation process has been considered during the development of this Land Use Plan

2.2 How will the Land Use Plan Achieve the Vision for the Seaport?

The structure of this Land Use Plan is influenced by both the legislative requirements of the *Transport Infrastructure Act 1994* and the desire to effectively deliver the Mackay Port Authority's corporate vision and Master Plan. The structure of the Land Use Plan therefore comprises the following:

1. Identifying seven land use precincts for all Strategic Port land at the Seaport

- The land use precincts provide a structured approach to land use allocation of Strategic Port Land (refer to Figure 1b above for the existing extent of Strategic Port Land at the Mackay Seaport). The seven identified precincts are a rationalisation of the previous land use plan precincts and areas. These precincts identify land use areas of like character and function.
- The location of each land use category is shown in subsequent sections of this document and specifically at Figure 5.
- The land use precincts have been determined partly on function but also on performance based considerations such as possible impacts and preferred character. For example, the Seaport's core operations of bulk terminals, handling and storage, intermodal transport and logistics are focused on land adjoining or with good access to the waterfront and wharf facilities. There is a subsequent transition of uses from these core operations to lighter industry/warehousing and commercial uses, and in some cases conservation and buffer areas, adjoining residential or other potentially incompatible land uses.



- In addition to Strategic Port Land identified within one of the seven precincts, land is also identified as Future Strategic Port Land – this is land intended to become Strategic Port Land because of its strategic value and significance to the Seaport. This land is identified separately and the individual intent for each site described.

The MPA recognises that in some instances the development of Strategic Port Land will be dependent upon acquiring all necessary approvals under both federal and state legislation.

2. *Describing the purpose or intent of each land use precinct*

- The intent of each land use precinct reflects the preferred existing or future function and character of that area together with desirable future development. This intent reflects the work of the Seaport Master Plan in terms of realising short and long term opportunities.

3. *Identifying a range of preferred land use types or developments that are considered to be generally consistent with each land use precinct*

- This is based on the previous Land Use Plan and revised Seaport Master Plan and reflects the current (where appropriate) and future preferred uses. The range of uses will assist in determining where future development proposals are consistent or inconsistent with the Land Use Plan as required for any future development application over Strategic Port Land.
- In developing the intent of each precinct and the range of preferred uses, regard has been given to the intent of the Mackay City Council planning scheme along with Mackay Port Authority objectives and the specific needs of the port authority and its operations.

4. *Identifying those measures or codes that will be considered in the assessment of any future development proposed on a piece of Strategic Port Land at the Seaport*

- The Mackay Port Authority has previously informally adopted development criteria and requirements primarily based on the now superseded Mackay City Council Planning Scheme. A more formal and updated set of development codes and criteria (based on Council's IPA planning scheme) are now contained in a separate Development Guidelines document to be used for development assessment of future proposals on Strategic Port Land.
- The Development Guidelines cover a range of criteria including:
 - environmental management;
 - site layout and building design;
 - access, parking, circulation;
 - landscaping;
 - safety and hazard management;
 - setbacks and buffer requirements;
 - infrastructure requirements;
 - extractive industry;
 - stormwater management;
 - erosion and sediment control; and
 - other Mackay Port Authority requirements for new development.

This Development Guideline forms a separate supporting document to this Land Use Plan.



3. FACTORS AFFECTING THE SEAPORT DEVELOPMENT

3.1 The Existing Environment

The Mackay Seaport is located to the north of the city of Mackay, on the central coast of Queensland. The port is an important component of the transport chain for sugar and agriculture, servicing Australia's largest sugar growing region. It also handles key inputs, such as fuel for mining and other activities in Central Queensland. The Seaport together with coal export ports (Hay Point, Dalrymple Bay, Abbott Point and Gladstone) is a major sea hub of the mineral rich Bowen Basin.

The Seaport's major functions are to facilitate the export of resources and finished products from the region and to handle the import of raw materials for industry established in and near to Mackay. The Mackay Port Authority owns or manages around 800 hectares at the Seaport, most of which is freehold. It also holds leases over the seabed within the main harbour and the marina.

The Seaport infrastructure includes an artificial harbour enclosed by northern and southern breakwaters, and facilities for the handling of ships and cargo. There are four berths and associated loading/unloading facilities. The onshore port area also contains major bulk storage.

As well as major trade items, the port also provides access to a small craft harbour with tourist terminal, marina amenities and public access. Port Binnli Pty Ltd. operates the marina and Mackay Port Authority has no direct operational or onshore planning role. The marina seabed is Strategic Port Land and comes under the control of Mackay Port Authority. The extent of the current port limits⁴ is shown in Figure 2.

Other services provided by private operators include ship's agency, stevedoring, towage and ship supplies. Government agencies that undertake Mackay port-related activities include Queensland Transport/Maritime Safety Queensland (MSQ), the Australian Customs Service, the Australian Maritime Safety Authority, and the Australian Quarantine and Inspection Service.

The current key export trade through the Mackay Seaport is sugar (raw and refined). Historically, the total sugar trade has very much been the barometer of trade levels at the Port. Between 1991/92 and 1997/98 the Port saw an 80% increase in total trade to a peak of just under 2.5 million tonnes on the back of a 100% increase in raw sugar exports. In the years following, a decline in the industry has seen trade levels, or throughput, drop to less than 2.0 million tonnes as raw sugar exports dropped back to levels experienced in 1991/92. Exports of refined sugar commenced in 1994/95 and presently account for 20-30% of the total sugar trade.

Fuel for agriculture and the coal mining industry is now the dominant import, although the Port also provides for import of a diverse range of other products. Petroleum imports have been increasing at around 5% pa and show a consistent upward trend. In the 2004/05 financial year a record of 649,000 tonnes was achieved. Other important trade commodities include grain, fertiliser, magnetite, sulphuric acid, tallow, scrap steel, ethanol and project cargo.

⁴ The extent of Port Limits includes Slade Island.

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Although the sugar export trade has traditionally dominated throughput, other trades are no less important from a planning perspective. The steady increase in fuel imports over the last 25 years suggests that continued growth could see fuel imports more than double over the next 25 years. Other important trades may increase in throughput.

Of further importance is the potential for new trades. There are strong possibilities of new export trades, each having varying port infrastructure requirements and all requiring significant onshore land areas. By planning for potential new users of this nature, the Mackay Port Authority can provide an attractive, ready made fit with industry. Further detail on future trends and Seaport potential identified through the Master Plan work is discussed in Section 3.2.

3.1.1 Local Context

Strategic Port Land (SPL) at the Mackay Seaport falls within the Mackay City local government area, however it is outside its jurisdiction in terms of planning and development and general management control. The Mackay City Council Planning Scheme 2006 identifies SPL as “Designated Lands – Strategic Port Land”. This recognises the status of the land within the scheme while also acknowledging that it is not part of the ‘zoning’ system applicable to other local government land.

In a similar way, Strategic Port Land is included, where appropriate, in the various overlays adopted in the scheme. For example, overlays for acid sulfate soils, good quality agricultural land, lands subject to inundation, etc cover Strategic Port Land where relevant. This assists the Council, the MPA, state agencies and the community in understanding that while management control is allocated to different authorities, constraints and overlay considerations are applied regardless of the management boundaries.

Development adjoining Strategic Port Land at the Seaport is a mix of residential, commercial and industrial uses, together with areas of vacant crown land, and land used for community purposes. The Planning Scheme does not place any specific requirements on land surrounding the Seaport although the Mackay Port Authority has sought local government support to consider the port operations likely to cause impacts, and to develop an overlay within the Mackay City Council planning scheme to reduce or manage issues associated with these potential impacts. This is subject to further discussions between the MPA and the Council.

Although Strategic Port Land is not subject to the provisions of the Mackay City Council planning scheme, this document and associated Guidelines attempt where possible, to retain consistency between the local government’s planning intent and the Port Authority’s vision. For certain instances, the local government policy and commercial and operational requirements of the Seaport may not be compatible. In these cases, the Mackay Port Authority developed its own outcomes and land use planning that build on the Seaport’s designation as being of State economic significance.

3.1.2 Environmental Context

The Seaport is located on Harbour Beach, north of the mouth of the Pioneer River. Prior to European settlement, the general area of the Seaport consisted of a complex mosaic of coastal dune vegetation, freshwater wetlands, estuarine plant communities with patches of rainforest and woodland around rocky outcrops.



Development of the port, together with surrounding urban development, has substantially modified natural drainage patterns over Seaport lands.

The extent of tidal inundation has been reduced in some areas; freshwater inflows have been modified by stormwater drainage systems; and some habitat linkages between freshwater wetlands and adjacent estuarine areas have been all but severed. Nevertheless, the Seaport lands still retain areas of relatively intact coastal dunes, freshwater wetlands and estuarine wetlands.

The topography of the port lands is characterised by:

- outcrops of Mt Bassett dolerite and Whitsunday Volcanics at Mt Bassett and Radar Hill;
- the foredunes and parabolic dune systems to the north of the harbour;
- the levelled dunes that underlie the existing area of port development;
- the low-lying freshwater wetlands that are seasonally inundated and support melaleuca forests and woodlands;
- remnants of older beach ridges west of the Slade Point Road;
- low-lying grasslands west of the Slade Point Road that are seasonally inundated by brackish water; and
- low-lying estuarine areas that form the upper reaches of Bassett and Vines Creeks.

Low-lying areas on the western side of the port lands act as an important flood pathway for north flowing floodwaters from the Pioneer River.

Harbour Beach experiences strong nearshore tidal currents that flow northerly on the ebb and southerly on the flood. Construction of the harbour has interrupted the natural south to north movement of sediment along Harbour Beach. There is some evidence of accretion of sand south of the harbour and continuing erosion to the north.

The Seaport lands support a variety of vegetation types. These comprise:

- a complex and dynamic association of grasslands, eucalypt woodland and low microphyll vine forest on coastal dunes north of the harbour;
- melaleuca wetlands on low lying areas near the northern end of Slade Point Road and west of Slade Point Road;
- Moreton Bay ash forest on remnant dunes, mainly west of Slade Point Road;
- Moreton Bay ash forest on Whitsunday volcanics in the vicinity of Radar Hill;
- grasslands and sedgeland subject to inundation by saline and brackish waters west of the Slade Point Road;
- notophyll vine forest on the slopes of Mt. Bassett; and
- areas of mangroves, saltmarshes and mudflats along the upper reaches of Vines Creek and Bassett Creek.



The Seaport lands provide a diverse range of wildlife habitats including estuarine and freshwater wetlands, vegetated dunes, exposed beaches and outcropping volcanic rock. Fauna surveys have been undertaken over all of the Seaport lands.

Twenty six species of special conservation significance have been recorded on Seaport lands. These include the Short-beaked Echidna, Water Mouse, Grey-headed Flying-fox, Flatback Turtle and various species of birds.

Other mammal, reptile and bird species of special conservation significance have been recorded from other nearby areas with similar habitats. These other species include the Northern Quoll, Rusty Monitor, Grey Goshawk, Crested Tern, Painted Snipe, Beach Thicknee and Sooty Oystercatcher.

In addition to providing a range of different habitat types, the Seaport lands also provide a local habitat link between the Slade Point Reserve to the north and the Pioneer River to the south. This continuity of habitat exists along and adjacent to the western boundary of the Seaport lands.

The Bassett Basin Fish Habitat Area is located at the mouth of the Pioneer River, south of the Seaport lands. This is an area of high fisheries productivity that is linked to the upstream Seaport lands via Vines Creek and Bassett Creek. There is evidence of mangrove dieback (targeting *Avicennia marina*) in the Fish Habitat Area. The cause of this dieback is yet to be firmly established, although run-off from the Seaport lands has not been raised as a possible source of the problem.

The upper reaches of Vines and Bassett Creek are within the Seaport lands. Both creeks are tidal and originally supported healthy and productive estuarine communities. Vines Creek is in good condition. Bassett Creek has been modified and parts now exist as drainage channel. This has meant that ecological links between the Bassett Basin estuarine area and the melaleuca wetlands on the Seaport lands have been largely compromised.

The majority of the port limit area is dominated by bare substrate with a low density of benthic life. Higher-density benthic macro-invertebrate and algae communities occur in proximity to the harbour and approach channels. The density of benthic life within the Mackay port limits appears to be typical of areas to the north and south of the port limits that have been surveyed.

Cultural heritage surveys have been undertaken over the Seaport lands. Contact was made with various Traditional Owner groups, Native Title claimants and the Central Queensland Land Council. Fieldwork was undertaken in association with representatives from each of the various Native Title claimant groups. The assessment of cultural heritage values has found that:

- the Seaport lands have a range of traditional resources present (eg. bush medicines). Seaport lands were used by Traditional Owners (including some who participated in the study) for the purposes of hunting and collecting to procure such resources. The area is therefore of cultural significance to the Traditional Owners;
- no Aboriginal cultural heritage material, that would be considered to be 'items of the Queensland Estate' under the *Cultural Record Act 1987* was positively identified during the course of the field surveys; and



- the site of a homestead, reported to be Slade Point Station homestead, was identified in the northern part of the study area during the field surveys. No substantial remains of the homestead or associated structures were identified. The homestead site does not currently meet any of the criteria for entry onto the Queensland Heritage Register.

The dune, wetland and emergent bedrock system on the coastal plain between Slade Point and the Pioneer River is not repeated anywhere else in the Proserpine-Sarina Lowlands sub-region. Collectively, this section of coastal plain is an area of high biodiversity, possessing a package of ecological values associated with vegetation communities, wildlife habitat, biodiversity and landforms. The Seaport lands of highest environmental value are described in Table 3.1.

Table 3.1 Seaport Lands of Highest Environmental Value

Area	Comments
1. Beach	Flatback turtle nesting occurs. Habitat for migratory shorebirds.
2. Dunes	An area of foredunes, hind dunes and swales approximately 75 ha in area and important for: - coastal protection, - remnant parabolic dune formations, and - remnant habitats of open eucalypt forest and pockets of littoral scrub. There has been extensive grazing of the hind dunes in the past, along with some clearing and pasture establishment. The area has also been subject to extensive burning.
3. Melaleuca wetlands	Major stands (approx 130 ha) of <i>Melaleuca</i> are located on low-lying, seasonally inundated and poorly drained freshwater wetlands which are located in Bedfords Paddock and to the east of the junction of Keeleys Road and Slade Point Road. Most of the Melaleuca wetlands are relatively intact and representative of their type, both structurally and floristically. They are the best remnants of a vegetation type that was once more widespread in the area. Large areas of Melaleuca wetland on Seaport lands are located in designated Conservation Areas.
4. Rainforest	Within the Seaport lands, the vegetation community is only found on the southern and western sides of Mt Bassett. It is a simple Notophyll mixed low closed forest approximately 5 ha in size. It is relatively intact and representative of its type despite disturbance around the edges.
5. Estuarine Communities	There are approximately 30 ha of estuarine plant community within the Seaport lands. These estuarine areas form part of Bassett Basin at the mouth of the Pioneer River. Most of Bassett Basin outside of the Seaport lands lies within a Fish Habitat Area. All of the estuarine communities are important for their contribution to fisheries productivity, channel stability and water quality protection.

Additional areas of high environmental value are located in close proximity to the Seaport. These are:

- the Great Barrier Reef World Heritage Property that is located seaward of low water mark along Harbour Beach;
- the Slade Point Reserve for natural resource management that adjoins the northern boundary of the Seaport; and
- the Bassett Basin Fish Habitat Area located south of the Seaport.



3.1.3 Regional Considerations

The Whitsunday Hinterland and Mackay region covers the local government areas of the City of Mackay, and the Shires of Bowen, Whitsunday, Sarina, Mirani, Nebo, Broomsound and Belyando.

The region's economic strength comes from its mining, agriculture, manufacturing and tourism industries, all of which provide the necessary infrastructure to support the needs of the region's growing community.

The region is predominantly associated with coal extraction, with the Bowen Basin coalfields contributing more than half of Australia's export coal; as well as its strong manufacturing industry and port facilities. These major industries are supported by agriculture, retail and services, and a growing tourism industry. The region is presently experiencing significant economic growth and the Seaport is ideally situated to capitalise on the strong regional economy.

The attraction and success of the region can be attributed to:

- significant coal deposits within the region;
- the availability of extensive areas of good quality agricultural and grazing land;
- access to domestic and international markets via port, air, rail and road infrastructure;
- suitable deep water ports at Hay Point/Dalrymple Bay and Abbot Point that provide world-class coal loading facilities, as well as the Mackay Seaport that has the region's major non-coal bulk commodity facilities; and
- appropriate infrastructure and services including energy and transport connections between the mines and ports facilities.

3.1.4 State and National Environmental Considerations

In November 2000, the Slade Point Wetlands and Dune Association was entered onto the Register of the National Estate. This listing includes both the Slade Point Reserve and melaleuca wetlands located on Seaport lands.

The Environmental Protection Agency has undertaken a conservation assessment of Seaport lands using the Biodiversity Assessment and Mapping Methodology (Environmental Protection Agency, 2003). This assessment has concluded that much of the Mackay Seaport lands are of State Biodiversity Significance. The principal triggers for this rating are:

- the presence of estuarine vegetation;
- the occurrence of regional ecosystems with an 'endangered' Biodiversity Status (some of these ratings are not supported by the findings of the Port Authority studies);
- the presence of 'vulnerable' species such as the Flatback Turtle; and
- high levels of ecosystem diversity.



The draft Mackay-Whitsunday Regional Coastal Management Plan identifies the dune systems and wetlands within the Seaport boundaries as Areas of State Significance (natural resources). The draft Plan also identifies the Seaport as an Area of State Significance (social and economic).

The western boundary of Great Barrier Reef World Heritage Property runs along the coastline at mean low water. This western boundary of the Mackay/Capricorn Management Area of the Great Barrier Reef Marine Park is approximately 5 km offshore.

3.2 The Future Development for the Seaport

3.2.1 Opportunities and Planning Factors Analysis

The Mackay Seaport Master Plan establishes a detailed picture of trade potential and service capacity for the Seaport, which gives direction to potential expansion and development needs.

The Master Plan observes that a strategic location, generally compatible adjacent land uses and large open space buffer areas, provides an ideal opportunity for sustainable development within existing Seaport controlled lands.

Initial work undertaken in tandem with the Master Plan process identified Opportunities and Planning Factors that would affect future development at the Seaport. This information was then used to develop a more specific set of development scenarios for the Seaport (presented and discussed in the Master Plan). The Master Plan Land Use/Development Plan is shown in Figure 3. In turn, the 'precincts' for this Land Use Plan have evolved. The analysis of the Opportunities and Planning Factors and the Master Plan considerations reveal the following about the Seaport lands:

Port Development and Land Use Planning

- There are opportunities to consolidate existing activities and development or to relocate some operations for better utilisation of Strategic Port Land, or to increase available land for portside industries. This would typically include relocation of non-seaport specific industrial activities on 'core'⁵ Strategic Port Land to other locations.
- On land adjoining the core seaport operational areas there are opportunities for uses that are compatible with the surrounding land uses to act as a buffer or 'transition' between those core port activities and non seaport lands. This land may also provide the opportunity for development and activities complementary to the Seaport's activities.
- An intermodal terminal site including light industry, warehousing, goods distribution and associated transport infrastructure (rail spur if necessary) located with good access to the wharves can be accommodated on Strategic Port Land.
- The western and northern areas of potentially developable land (as noted in previous land use plans) represent major land development opportunities for the Seaport.

⁵ 'Core' port operations is not a defined term but generally used within this Land Use Plan to refer to typical or primary Seaport activities and specifically those requiring waterfront locations or easy access to waterfront locations (ie. berths, loading/unloading facilities, handling and storage of cargo, bulk storage, etc.)



- There is potential for a Common User Bulk Terminal catering for bulk product for import/export. Sufficient land is available and could be allocated and supported by transport corridor improvements such as a rail spur or loop line. Access to bulk berths in the northern part of the harbour would service this onshore site.
- There is an existing and well established conservation zone within Strategic Port Land buffering core operations from adjoining non seaport land, which also includes some flood prone land.
- Development to the south of the Seaport (East Point Development) will introduce a significant new residential community that is physically separated from core Seaport operations, but is likely to rely on some employment, commercial and convenience services within or adjacent the Seaport precinct.
- The Port Access Corridor (PAC) represents a major access link for the Seaport in the future. Rail access is currently through the PAC and a corridor is reserved with capacity for future road development. There is also potential for strategic industrial sites to be placed adjacent to the corridor.
- Presently land at Mt Bassett and in particular at Radar Hill provides the Seaport with an important buffer to any potential residential developments to the south. An appropriate land use that maintains the buffer role but is not directly Seaport related could be established in these areas.
- The potential development of incompatible uses by the Port Binnli development must be avoided. This relates to the areas immediately adjacent to Berth 1. It is important that adjacent land uses do not restrict the potential development of the southern port area, including the construction of a new wharf or extension of Berth 1 to the west.

Environmental Considerations

- There is an opportunity to restore fisheries habitat linkage between melaleuca wetlands and Bassett Basin fish habitat area. The existing drainage channels provide an opportunity to link areas that would have been previously linked in a continuous wetland area. Consideration of an improvement of the drainage link could be made in the future, subject to land use and development requirements in this strategic port area.
- Development and management of small lakes to provide enhanced waterbird habitat as part of upgraded stormwater drainage system. Opportunities exist to offset future development in this strategic area by enriching the habitat offering through environmentally sensitive drainage design.
- Inundation (riverine flooding) affects large areas of the port land (as identified in the Mackay City Council Planning Scheme). Future land development planning needs to ensure the floodway is not adversely affected by changes to land levels or water flow.
- Access from western industrial areas to the north harbour berths may be indirect due to the existing conservation area of Melaleuca forest immediately north west of the sugar and grain rail loops. This may restrict development of some industries in the western lands area, particularly those that require conveyor delivery of bulk solids. Road and pipeline access is considered sufficient for future requirements, subject to some upgrades of the road infrastructure.



- There are areas of Melaleuca open forest that are of biological, hydrological and scenic importance. Some areas are designated as Conservation Areas by the Mackay Port Authority and listed on the Register of the National Estate. These include areas to the east and west of Slade Point Road and a portion of Bedford's Paddock.
- Seasonally inundated grasslands that provide habitat for a range of bird species including Brolgas, Ibis, Jabiru, Spoonbills, Stilts and various species of ducks and which are predominantly in the existing floodway and conservation areas.
- An area of old parabolic dunes with remnant dune fronts and trailing arms. A diverse and dynamic vegetation cover with grasslands, eucalypt open forest and small patches of littoral scrub. This region is located within the strategic northern land area of the Seaport and one of the two major industrial development sites on Seaport lands.
- A small area of simple notophyll mixed low closed forest. This remnant rainforest contributes to biodiversity and is of high scenic value. South and west of the quarry, this also provides good buffer value and forms part of the sub-regional habitat linkage.
- Beach and foredunes north of the existing harbour are subject to erosion. Nesting by Flatback Turtles also occurs on these beaches. The area is also a Coastal Management District. Appropriate management of this area will require the erosion prone area to be used as a coastal erosion buffer.
- Reserve land where Native Title has not been extinguished and cultural heritage values are recognised. This factor relates to the strategically important northern Seaport lands.
- Freehold land where Native Title has been extinguished, but cultural heritage values are recognised. These values are associated with traditional resources (eg. bush foods and medicinal plants) that are found in some wetland and forest areas.

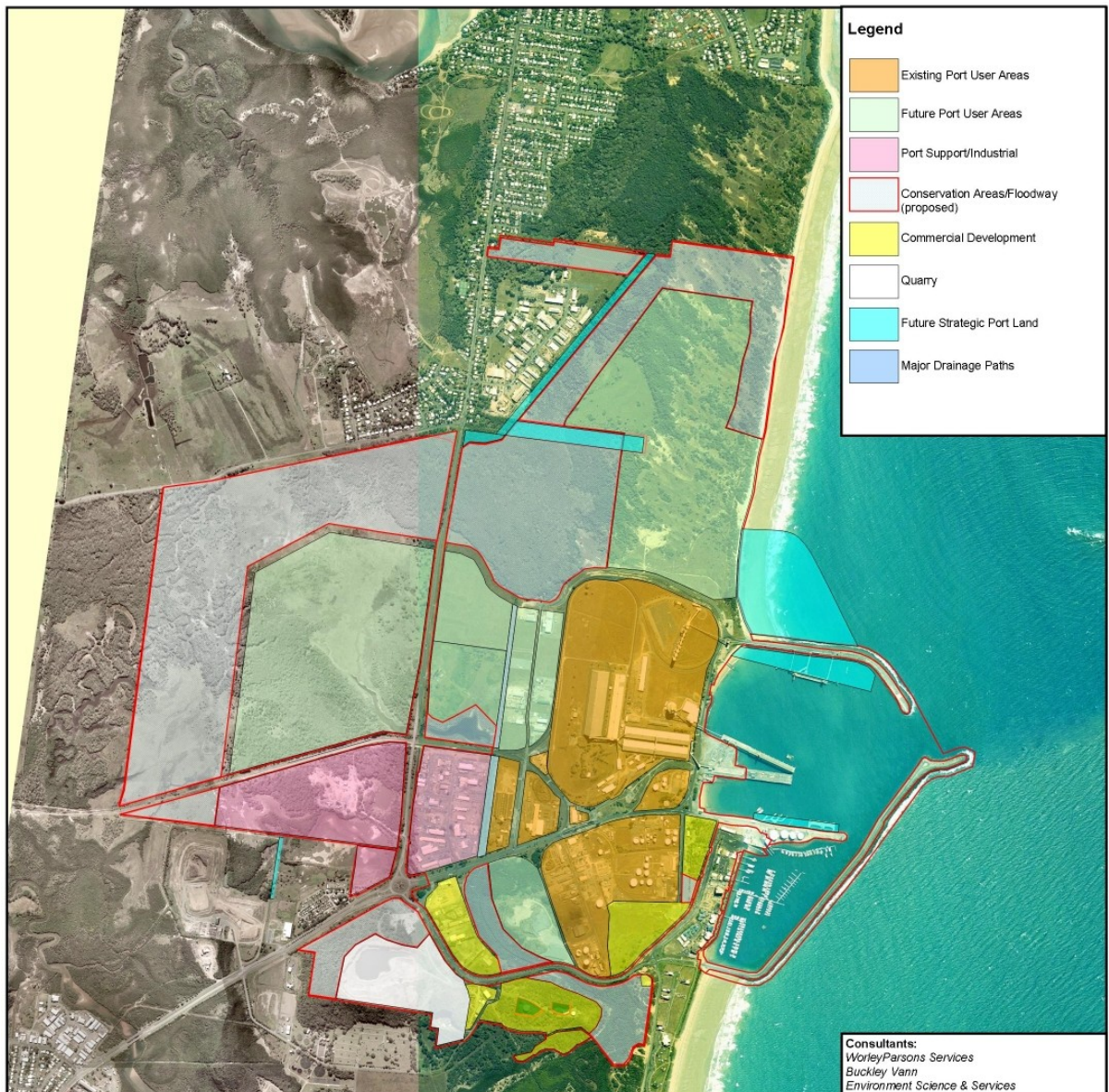


Figure 3 Master Plan Land Use



3.2.2 Transport Links and Access

Information is provided in this section on the key transport and access proposals described in the Master Plan. This illustrates the transport infrastructure strategies required to support and deliver the Master Plan and Land Use Plan outcomes. They are described below.

Corridors are the arteries of the trade distribution system. The Seaport is well serviced by the existing rail and road through the PAC (multi modal corridor) and via Harbour Road respectively. Internally, linkages are through the various roads and rail lines connecting industries to land areas and the wharves. It is essential that efficient access to all wharves be maintained from most areas of Port land to ensure flexibility for new industries.

Future development will see increased road and rail traffic to and from the Seaport. In addition, the development of the northern and western land areas will require dedicated corridors for transport and material delivery. Detailed corridor studies will be required as part of feasibility studies into the development of each of the northern and western land areas.

The principal Master Plan strategies are presented in Figure 4:

1. Encourage the development of future road access along the PAC. This will be essential to the development of both northern and western lands. Investigation for future product pipelines within the PAC should also be considered.
2. Acquire Strategic Port Land to provide future road access to proposed industrial and intermodal development site.
3. Investigate possibilities for entering into an agreement over access arrangements for the portion of Slade Point Road that bisects Port Lands.
4. Bring the future road component of the Port Access Corridor into Seaport lands connecting with the existing road network at Presto Ave. Potentially providing additional connection to Slade Point Road and Spiller Ave.
5. Allowance for a new product corridor around the periphery of the western lands site, linking with access to Berth 5 and the northern lands. Road access to Berth 5 would be via the new access and proposed roundabout. Piped product delivery may also be via this corridor. Nominal corridor width for planning purposes is 30-50m.
6. Provision has been made for conveyor and pipeline access through the Melaleuca conservation area. The need for this access will be dependent on future land use in the western lands; however it is essential to ensure suitable flexibility in the future. Nominal corridor width for planning purposes is 10-20m. It is intended that any conveyors or pipelines would be trestled and constructed in such a way as to minimise disturbance to the environment and ensure that habitat linkages remained.
7. Development of internal corridors in the northern land area (CUBT) suitable for road access, common user rail spurs and a common user materials handling system. Rail access will be off the shared line arriving west of the sugar terminal via the PAC. Nominal corridor width for planning purposes is 30-50m for major dual access, and 10-20m for common user materials handling to Berth 5.

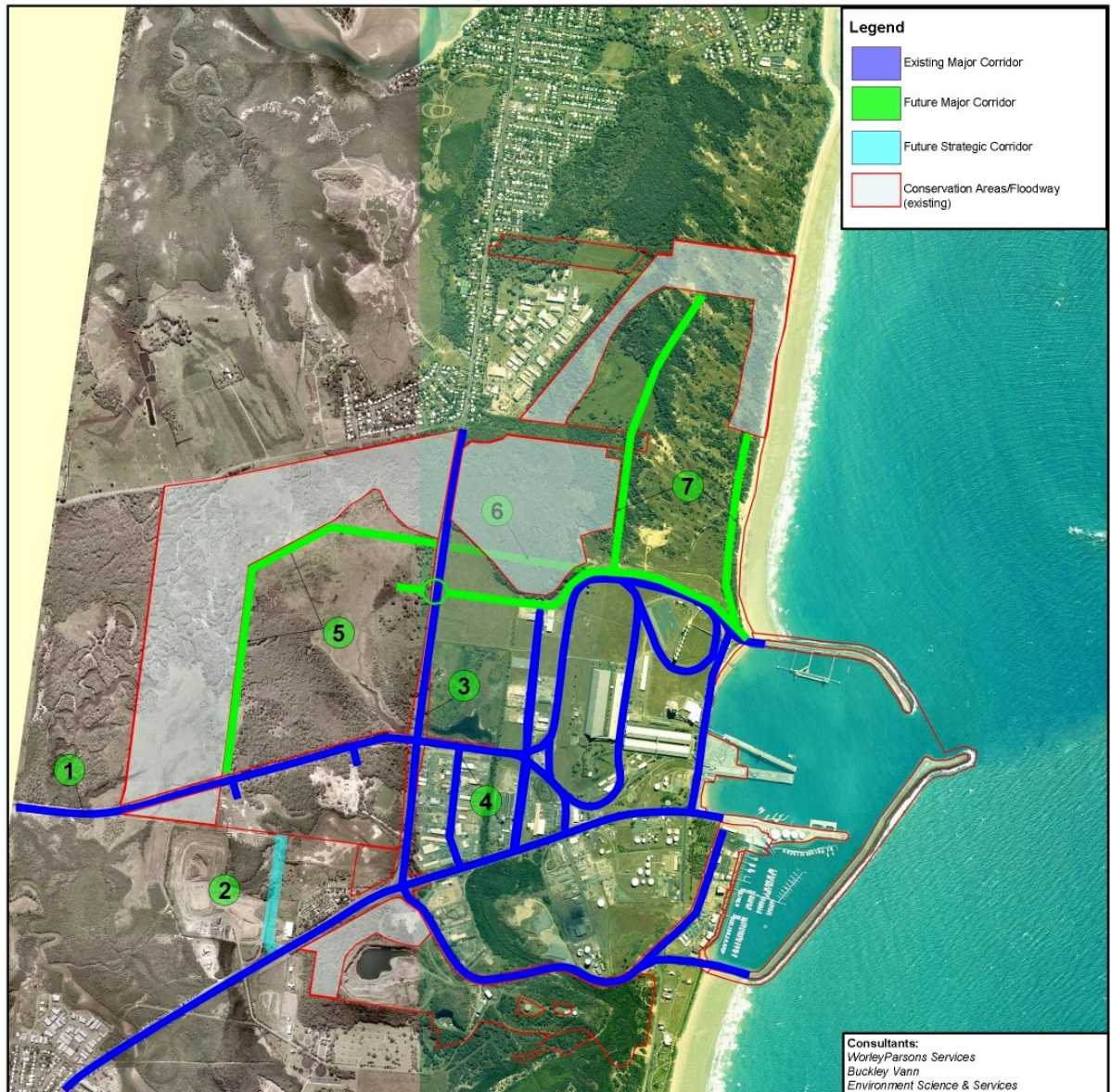


Figure 4 Proposed Corridor Strategy



4. THE VISION FOR THE MACKAY SEAPORT

A set of Desired Environmental Outcomes (DEOs) are required as part of the Land Use Plan. These describe the vision for the Seaport areas and usually comprise outcomes related to the three components of ecological sustainability: economic development, community well being and ecological processes. In association with the work of the Master Plan and the background material of the previous sections, they inform preparation and drafting of the balance of the Land Use Plan so that all aspects of the Land Use Plan (ie. the determination of precincts, intent, preferred uses and measures) are consistent with, and contribute to the achievement of these outcomes.

At the highest level, the DEOs for the Seaport also have regard to the Mackay Port Authority's corporate statement (in particular the vision and mission discussed earlier in this land use plan) as well as the State government's objectives and priorities for government owned corporations and areas of State economic significance.

More directly, the DEOs reflect the work of the Master Plan as it has been used to develop this Land Use Plan. Accordingly, the DEOs for the Mackay Seaport are diverse and are stated as follows.

4.1 Economic Development

- The Seaport is commercially viable and returns profits to the State government including taking advantage of the opportunity to add value to the traditional Seaport business activity by realising the development opportunities of Seaport land not required in the short-medium term.
- Capital investment continues to be directed towards the Seaport facilities and will be used efficiently and effectively in future land use and development decision making.
- Provide infrastructure and capabilities to meet customer needs.
- Land use planning can respond to changes in user demands, regional factors and global markets.
- Land is identified and will be available for the long term needs of the Seaport operations.
- Industrial, commercial and other port related industries and activities can be accommodated at appropriate locations within Strategic Port Land.
- The Seaport contributes to the local, regional and State economy and provides employment opportunities locally and beyond.

4.2 Ecological Processes

- Manage the Seaport in an ecologically sustainable manner.
- Lead change by integrating environmental considerations into all aspects of strategic planning, business decision making and operations.



- Commitment to ecologically sustainable development on Strategic Port Lands.
- Operations will be undertaken in accordance with best practice and will incorporate energy efficiency principles and water sensitive design techniques.
- Open space and environmental buffers are identified and managed for conservation.
- Codes and criteria to manage ecological, environmental and amenity considerations are developed and adopted as part of the development assessment process.
- Environmental Management Systems are continually updated and implemented.

4.3 Community Well being

- The Mackay Port Authority is a community and civic leader behaving in a socially responsible manner.
- Port operations are conducted in a safe and environmentally responsible manner.
- Responsible and sustainable development of Seaport land that has regard to land uses and land use planning for surrounding lands.
- Public access is provided to waterfront and buffer areas where it does not compromise safety, security, operational or environmental values of Seaport lands.
- Land use planning undertaken by the Mackay Port Authority on Strategic Port Land does not exacerbate noise and other impacts on residents and the community.
- Long term development at the Seaport to ensure it becomes an integral and inseparable element of the economy and culture of the Mackay region.
- Enhanced community engagement through visible planning and decision making processes, while executing legal and statutory obligations.
- The Mackay Port Authority continues to work with the local government to ensure land use planning and the interface of Seaport and non Seaport lands is compatible and does not result in reverse amenity issues and impacts on Strategic Port Lands.



5. ELEMENTS OF THE LAND USE PLAN

5.1 Land Use Precincts

The Land Use Plan applies to all Strategic Port Land and future Strategic Port Land – the extent of this area is shown in Figure 5.

All Seaport Strategic Port Land has been identified in one of seven Land Use Precincts. These precincts provide a structured approach to the allocation of land and probable location of future development of port land.

The land use precincts identify areas of similar (intended) land use character and function and reflect the diversity of the Seaport operations: from activities such as waterfront loading, trade or transport related, through to areas identified as buffer or for transitional uses.

Land use precincts are shown in Figure 5. In addition to all existing Strategic Port Land allocated into one of the seven land use precincts, land proposed by the Mackay Port Authority as Future Strategic Port Land is also shown. This future Strategic Port Land is discussed further at Section 5.9 and illustrated in Figure 6.

Each land use precinct is accompanied by a discussion on the intent or purpose of the precinct, and a range of preferred uses. Additional measures (ie. codes) relevant to the assessment of future development applications in the precinct are contained in the separate Development Guidelines document.

The process of identifying land use categories, preferred uses and the intent for each area has been informed by the earlier stages of the Land Use Plan process, which included identifying and considering:

- environmental issues and drivers locally and within the region in order to achieve sustainable growth;
- understanding and detailing the interface between the operational components of the Seaport and the surrounding urban and industrial development;
- researching industry drivers and potential growth projects of existing trades and traffic flows;
- forecasting the potential for new trade and traffic volumes through the Seaport;
- engineering and infrastructure constraints which may impact on the planning of the facility;
- flexibility to accommodate change in demand and land use needs;
- encouragement of revenue producing land use activities that support and/or complement the Seaport activities; and
- the views of all stakeholders including Mackay City Council, the local community, state agencies and elected representatives.



The seven Land Use Precincts are as follows:

- Port Operations;
- Harbour and Access;
- Port Support;
- Seaport Related Commercial;
- Marina;
- Quarry; and
- Buffer;

and are described in detail in the following sections. Land is also shown as Future Strategic Port Land and is discussed separately at the end of this section. A full description of each parcel of land to be included as Strategic Port Land under this Land Use Plan, together with a description of its current and proposed use is included within section 6.

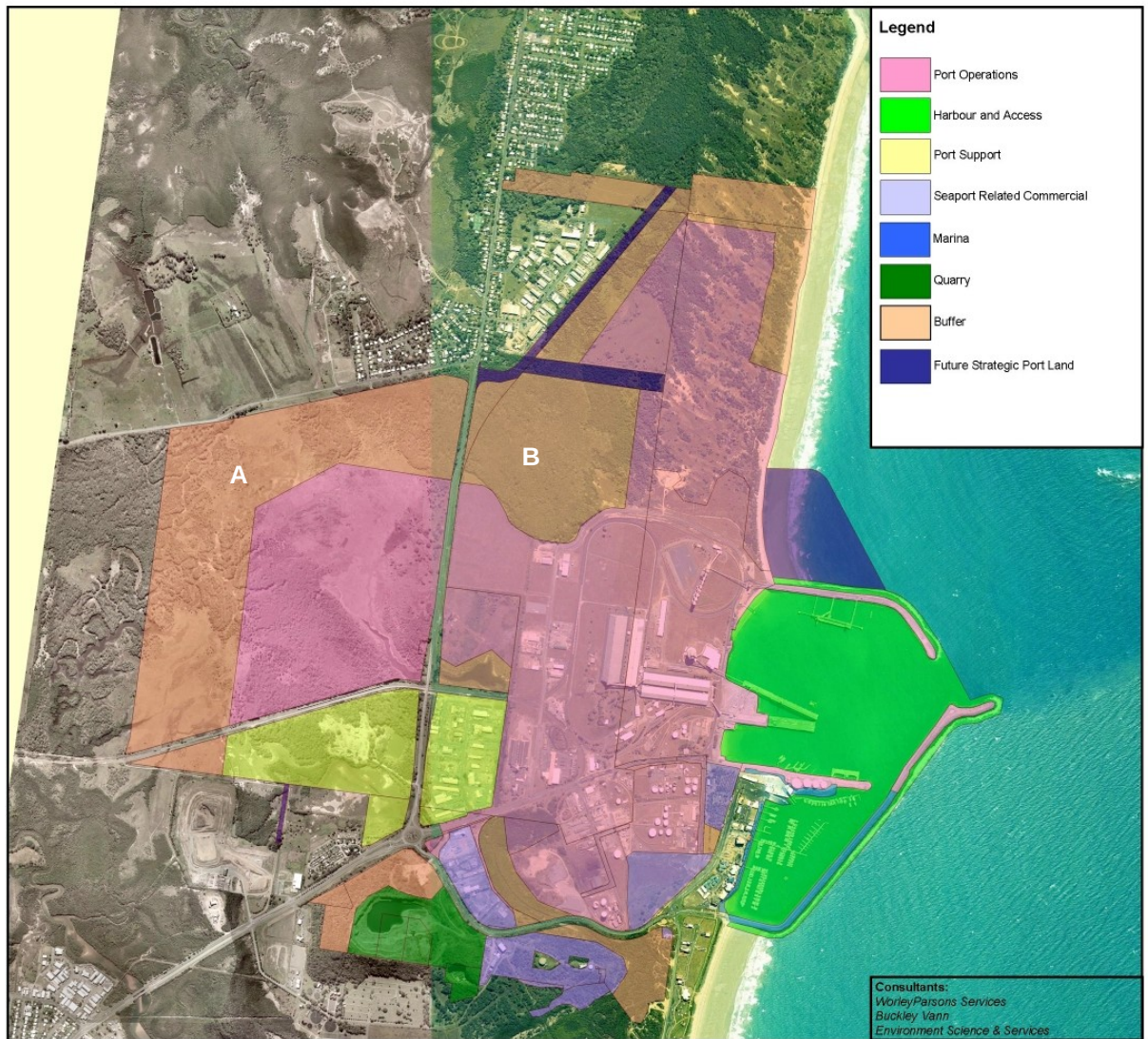


Figure 5 Land Use Plan Precincts



5.2 Port Operations Precinct

The Port Operations precinct is shown in Figure 5 and includes all land for existing or future primary users and core Seaport operations.

Intent

This precinct includes land that represents the core or primary Seaport operations including those related to:

- activities requiring direct or convenient waterfront access;
- bulk cargo storage or terminals;
- slipways and other infrastructure;
- the Mackay Port Authority operations; and
- trade transport and logistics (wharves, loading facilities, rail, berthing facilities, stockpiling and storage).

This land typically includes onshore lands immediately adjacent to the Seaport waterfront (including road or other transport access) and includes the existing Seaport users and operators as well as land for future potential expansions of these users or new industries.

This precinct also includes those operations that are essential to the safe and ongoing operations of the Seaport and harbour.

In accordance with the investigations of the Master Plan, this precinct has the potential to accommodate:

- a common user bulk terminal catering for bulk product import/export on land to the north of the existing grain and sugar terminals; and
- consolidation of lands in the existing industrial areas for prospective primary port users.

Preferred Uses

The preferred activities intended for this precinct are noted below. It also includes those activities not described below but generally consistent with the intent of the precinct:

- ancillary administrative operations;
- bulk cargo terminals and storage;
- Harbour Master;
- loading facilities;
- Mackay Port Authority operations;
- processing operations;
- slipways, wharves/berths and jetties;
- storage and stockpiling of sugar, grain and primary products as well as other products whether open air or under partial cover or fully enclosed;



- storage of bulk liquids (including flammable or dangerous goods);
- storage of containers and other general cargo;
- trade related and transport and logistic operations; and
- tug operations.

5.3 Harbour and Access Precinct

This precinct is shown in Figure 5. It incorporates the Port limits including offshore areas and associated onshore land required for harbour operations.

Intent

This precinct includes predominantly offshore lands (and some associated onshore land) necessary for safe and efficient shipping movement and Seaport navigation.

It includes the swing basin area to the north of the Marina, loading facilities and wharves and the northern breakwater. In the future it may also include any necessary navigational channels or shipping areas.

The area includes land adjoining the Marina that is currently, and will continue in the future to be for working harbour activities including tank storage.

Preferred Uses

The preferred range of activities intended for this precinct is noted below. It also includes those activities not described below but generally consistent with the intent of the precinct:

- boat ramps, slipways, berths and jetties;
- navigational aids and infrastructure (including breakwater walls);
- navigational channels; and
- for the southern portion, or the 'working harbour', development directly associated with this ongoing function.

5.4 Port Support Precinct

This precinct is shown in Figure 5. It provides for those activities aligned with and complementary to the Seaport operations.

Intent

This precinct will provide land for existing and future Seaport related industries and activities that support the core or primary Seaport operations. Activities do not necessarily require waterfront access or harbour access but are seen as important to the function, commercial viability and safety of the port.



The precinct also includes those uses important to the transport logistics chain.

While not traditionally seen as core or primary port activities, these uses are emerging as essential support facilities and operations for the Seaport. They also support the requirement of Port Authorities to be commercially viable operations, and may include 'interim' uses (with short or long term tenure arrangements) that can be replaced over time by core port operations or business.

Preferred Uses

The preferred range of activities intended for this precinct is noted below. It may also include those activities not described below but generally consistent with the intent of the precinct:

- intermodal transfer terminal;
- light and medium impact industries, particularly those that promote or demonstrate best practice and latest technology in sustainable development including water re-use, recycling, low power consumption, high tech IT/data transfer systems, etc;
- maintenance operations particularly those associated with transport logistics and harbour activities;
- transport and logistics; and
- warehouse and storage facilities.

It is noted that heavy, noxious or hazardous industries are not supported in this precinct.

5.5 Seaport Commercial Precinct

This precinct is shown on Figure 5 and typically includes parcels of land along the primary access road (Ron Searle Drive and Mulherin Drive) into the Marina.

Intent

This precinct has a number of functions. Like the Port Support precinct, land will accommodate a range of activities and development that support and complement the Seaport activities. Although activities that locate in this precinct are not 'core' Seaport related uses, they are considered to be emerging as essential supporting facilities to the Seaport operations and support the existing Marina development.

They also provide financial support to the Port Authority's requirement to be commercially viable and may include 'interim' uses (with short or long term tenure arrangements) that can be replaced over time by core port operations or business.

At certain locations (for example the area located to the west of the marina), development on this land provides a transition or buffer to more intense Seaport users and activities. Activities in this precinct therefore also provide a 'transitioning' role from more intense, visually intrusive or industrial type activities to other incompatible or sensitive development (such as residential) on non Strategic Port Land.



Activities that support the tourism industry and marina operations are also appropriate at some locations.

Development in this precinct, particularly at high profile locations along Ron Searle and Mulherin Drives will also contribute to the visual amenity and character of the link road between Mackay CBD and the Marina. Development in this precinct, where highly visible, must provide quality design outcomes to create a pleasant 'entry statement' and 'gateway' to the Marina and Mackay CBD.

It is not intended that this precinct will compete with the Mackay CBD in terms of commercial and retail development. The scale, range and quantum of commercial and related uses will complement the Mackay City centres hierarchy.

Presently, the land at Mt Bassett and in particular Radar Hill provides the Seaport with an important buffer to any potential residential development to the south. It is possible that an appropriate land use that preserves the buffering role but is not directly Seaport related could be established here, subject to further assessment.

Preferred Uses

The preferred range of activities intended for this precinct is noted below. It also includes those activities not described below but generally consistent with the intent of the precinct:

- car parking;
- child care;
- commercial premises servicing harbour visitors, local residents or local businesses (such as banking, cafes, takeaway food stores, service stations, bait and tackle sales, etc);
- commercial premises with some nexus to the Seaport operations, boating, harbour operations or transport and logistics;
- convenience retail/specialty retail servicing harbour visitors, local residents or local businesses (ie. cafes, hairdressers, takeaway food store, bait and tackle sales);
- eco-café;
- professional offices, particularly those with a nexus to the Seaport and harbour operations or transport and logistics;
- retail uses related to chandlery, boat sales and similar;
- storage facility; and
- tourism/charter operators.

5.6 Marina Precinct

This land use precinct is shown in Figure 5. It includes the limited on-shore and harbour facilities around the Port Binnli Marina development which is Strategic Port Land and the marina basin.

Intent



The Marina provides a focus for water based recreational and tourist activities. Strategic Port Land includes the breakwater and a portion of land along the esplanade intended to preserve public access to the Marina.

This area has been identified in a separate land use precinct because of the unique function and role that it has within the Seaport area.

Preferred Uses

The preferred range of activities intended for this precinct is noted below. It also includes those activities not described below but generally consistent with the intent of the precinct:

- boat moorings;
- work associated with the marina basin;
- open space; and
- public promenade.

5.7 Quarry Precinct

The Quarry Precinct is shown in Figure 5 and covers the existing quarry site.

Intent

The quarry provides a prime source of rock material used in construction of the existing harbour walls, all Seaport roads, and in ongoing maintenance of all port (including airport) infrastructure. It is intended that this use will continue to operate (from time to time) to support this need. It will be important that planning for future land use activities in the vicinity of the quarry fully consider long term function of the quarry. The quarry is a key strategic asset of the MPA.

Preferred Uses

The preferred range of activities intended for this precinct includes the following, or those activities not described below but generally consistent with the intent of the precinct. They include:

- extractive industry; and
- some limited range of recreational/sporting activities where the use does not interfere with, or would be adversely affected by the quarry (such as a pistol club).

5.8 Buffer Precinct

The area of land identified in the Buffer Precinct is shown in Figure 5 and primarily includes lands to the north and west of the core Seaport areas.



Intent

The Buffer Precinct may have multiple functions and includes land with diverse values and development. The buffer precinct may include land:

- with environmental or ecological values;
- subject to inundation or flooding;
- with conservation values; and
- having limited development potential as it provides a transition between areas of possible incompatibility.

It is not automatically assumed that no future development occur on all lands within this precinct. Any future activities must be consistent with the values and functions of the area and positively contribute to those values or functions.

Area A

Land to the west of Slade Point Road is affected by flooding and inundation and also has some ecological values.

Area B

Land to east of Slade Point Road and north of the Seaport is identified as having conservation and ecological values and development will be highly restricted in this area to only those activities that complement those aforementioned values.

Preferred Uses

The preferred range of activities intended for this precinct is noted below. It also includes those activities not described below but generally consistent with the intent of the precinct:

- board walks and interpretative centres;
- eco-café and/or tourism, information or visitor facility;
- low impact (visual, aesthetics, environmental) activities;
- open space and conservation areas; and
- uses complementary to the values of the precinct or sub-area or ecological values of the area.

5.9 Future Strategic Port Land

Land Use Plans are also required by legislation to identify land that is not currently regarded as “Strategic Port Land” but is intended by the Port Authority to become so. Future Strategic Port Land is considered important to the Seaport operations because of its strategic location or development potential. Given the actual timeframe for acquiring land (not already owned by the Port Authority) identified as Future Strategic Port Land is unknown and dependant on a number of external factors outside the control of the Port Authority, it would be the intention of the Port Authority to adopt a policy of acquiring such land on an opportunistic basis.



There are a number of sites identified in this Land Use Plan as “Future Strategic Port Land”. These sites are discussed below and illustrated in Figure 6.

Area 1 is presently freehold and is landlocked within the northern developable area and existing conservation areas. Acquiring this land will ensure connection of ownership and control. This will facilitate future environmental projects, such as a potential continuation of the Kommo Toera Trail.

A portion of this land is also required to allow appropriate access to the Common User Bulk Terminal area for both road and rail. Most of this land would become part of the Seaport’s conservation area.

Area 2 is the existing road reserve immediately adjacent to Area 1 and the intersection of Keeleys Road with Slade Point Road and extending north east along the margins of the existing port land. This would give MPA control and use of the reserve, consolidating this land area, and also linking with the isolated portion of MPA land to the north.

Area 3 is required to facilitate access to the new industrial and intermodal terminal site. Access off Harbour Road and adjacent to the existing rubbish dump site would facilitate safe and efficient access. This may not be required should suitable access or management arrangements be reached over Slade Point Road to the intermodal terminal site and future major development sites. However it is more likely that an alternative is required to provide a safe and efficient entry and exit point.

Area 4 is an area equivalent to that recognised previously in the 1999 study. This area is proposed to serve as a future reclamation area that will be used to provide for future land backed wharf area and assist in the management of dredged materials. The area and its extent is purely notional at the present time. It would be defined in more detail at an appropriate time in the future when near berth land is required and dredging is proposed.

The future reclamation land behind the existing berths will require the land to be excised from the existing seabed lease. This land will become Strategic Port Land and should be considered in future planning.

A development application made over land that is identified as future strategic port land and not land MPA holds title to, or directly from the State, will be subject to the Mackay City Council planning scheme where Council will be assessment manager for the application.

Any such application over future strategic port land will follow the normal IDAS process under Chapter 3 of the Integrated Planning Act 1997, where Council will assess and decide the application in accordance with the rules and regulations established under the Act.

Until such time as future strategic port land is under the control of MPA and included in the Land Use Plan as strategic port land, Council will continue to act as assessment manager for any development applications made over future strategic port land.

This Land Use Plan can therefore form a guide to assist Council as part of its consideration and assessment of any future development application made over future strategic port land.

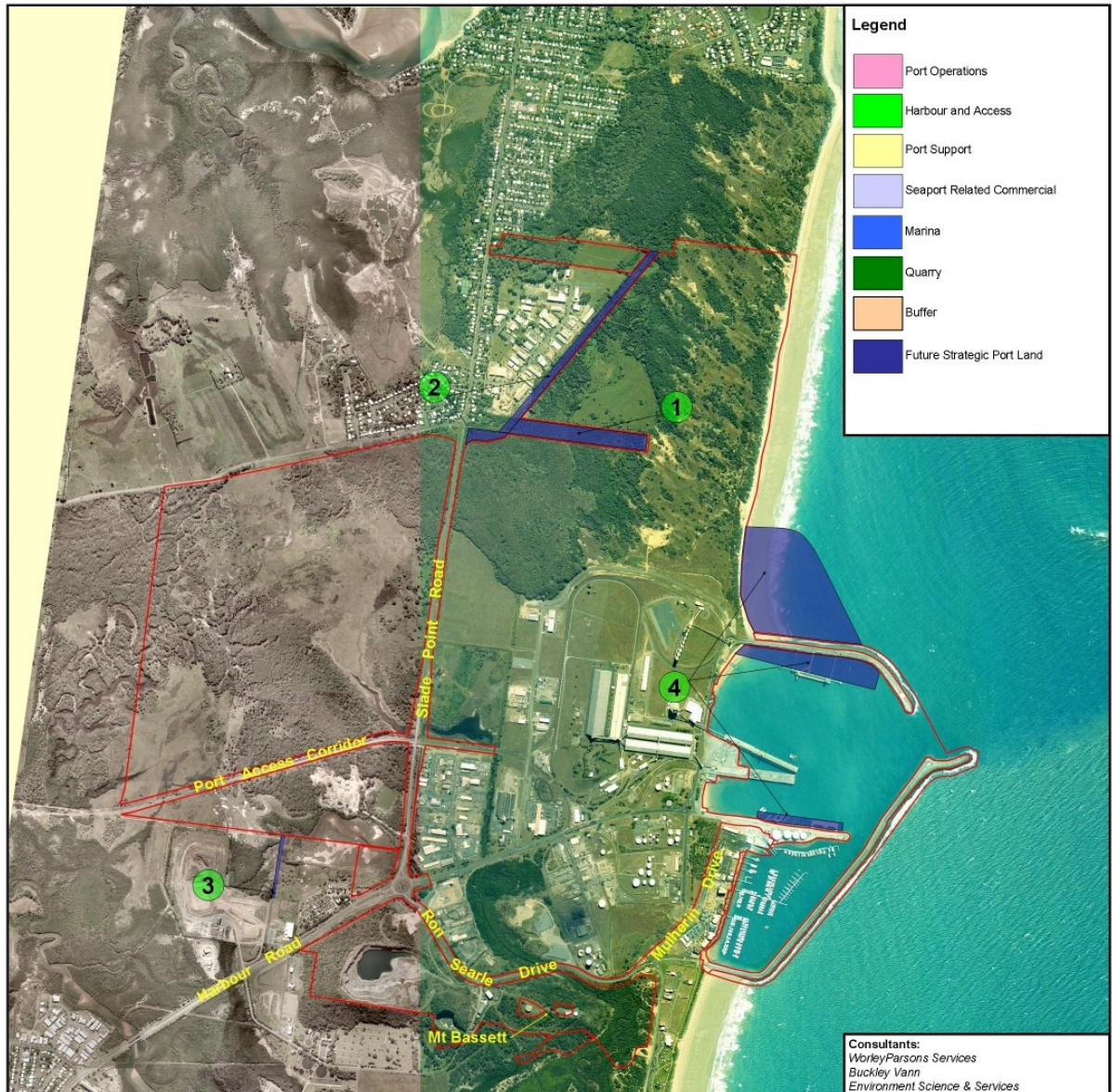


Figure 6 Proposed future strategic port land (Note: Infill/reclamation behind existing and future wharves is also noted as Future Strategic Port Land)



6. SCHEDULE OF STRATEGIC PORT LAND

REFERENCE	LOT NUMBER	RP DESCRIPTION	CURRENT USE	PROPOSED USE	TENURE	AREA – M ²
1	502	CP859416	Vacant	Seaport Related Commercial	RE	3518.56
2	307	CI1334	Vacant	Seaport Related Commercial	FH	1659.11
3	39	SP115932	Vacant	Buffer	RE	91848.81
4	562	CI2428	Quarry	Quarry	FH	21923.42
5	561	CI2428	Quarry	Quarry	FH	24273.34
6	52	SP126417	Vacant	Marina	FH	10429.97
7	58	RP123751	Vacant	Port Operations	FH	2843.34
8	71	SP123755	Road	Port Operations	FH	9609.15
9	30	CP908163	Road	Port Operations	FH	3650.8
10	37	CP916631	Road	Port Operations	FH	123.16
11	71	SP123755	Road	Port Operations	FH	1180.89
12	25	CP906163	Road, Rail, Port Service Industry	Port Operations	FH	1858.01
13	29	CP906163	Road, Rail, Port Service Industry	Port Operations	FH	8057.55

NOTE: Superscript letter refers to the information displaying at the end of this table, 10^A is still 10 on the map and 21^B is still 21 on the map.



REFERENCE	LOT NUMBER	RP DESCRIPTION	CURRENT USE	PROPOSED USE	TENURE	AREA – M ²
14	58	SP123751	Port Users, Port Service Industry, Port Operations	Port Support	FH	12255.2
15	13	SP115931	Vacant	Port Support	RE	34124.53
16	32	CP913616	Road	Port Operations	FH	8629.77
17	28	CP907631	Rail, Road	Port Operations	FH	3382.55
18	32	CP913616	Road	Port Operations	FH	5051.14
19	32	CP913616	Road	Port Operations	FH	4416.54
20	59	SP115940	Northern Breakwater	Port Operations	FH	28816.4
21	2	CI4510	Vacant	Buffer	FH	27311.63
22	3	RP903153	Vacant, Rehabilitation Buffer Zone	Future Strategic Port Land	FH	48062.26
23	23	SP123751	Vacant	Port Operations	RE	574188.15
24	3	RP726317	Buffer, Grazing	Buffer	FH	124522.75
25	1	RP736465	Port Users & Service Industry, Grazing	Port Operations	FH	954888.35
26	4	RP726317	Buffer, Grazing	Buffer	FH	11103.74
27	373	CI2729	Vacant	Buffer	RE	104565.5
28	1	RP726317	Buffer, Grazing	Buffer	FH	75676.22



REFERENCE	LOT NUMBER	RP DESCRIPTION	CURRENT USE	PROPOSED USE	TENURE	AREA – M ²
29	58	SP123751	Port Users, Port Service Industry, Port Operations	Seaport Related Commercial	FH	75086.15
30	6	RP906296	Port Service Industry	Seaport Related Commercial	FH	840.09
31	12	CP906295	Quarry	Buffer	RE	91263.64
32	12	CP906295	Quarry	Quarry	RE	121375.18
33	66	SP139608	Vacant	Quarry	FH	21646.13
34	66	SP139608	Vacant	Seaport Related Commercial	FH	116432.3
35	39	SP115932	Vacant	Seaport Related Commercial	RE	2139.26
36	70	SP123751	Vacant	Port Operations	RE	25804.62
37	70	SP123751	Vacant	Buffer	RE	63336.94
38	58	SP123751	Port Users, Port Service Industry, Port Operations	Buffer	FH	4849.46
39	58	SP123751	Port Users, Port Service Industry, Port Operations	Port Operations	FH	7614.73
40	1	RP736465	Port Users & Service Industry, Grazing	Buffer	FH	441747.62
41	Road Reserve	Road Reserve		Future Strategic Port Land	Road Reserve	56763.4
42	3	RP726317	Buffer, Grazing	Port Operations	FH	147477.37



REFERENCE	LOT NUMBER	RP DESCRIPTION	CURRENT USE	PROPOSED USE	TENURE	AREA – M ²
43	23	SP123751	Vacant	Buffer	RE	115602.86
44	58	SP123751	Port Users, Port Service Industry, Port Operations	Seaport Related Commercial	FH	34438.2
45	58	SP123751	Port Users, Port Service Industry, Port Operations	Buffer	FH	7887.68
46	58	SP123751	Port Users, Port Service Industry, Port Operations	Seaport Related Commercial	FH	81844.89
47	58	SP123751	Port Users, Port Service Industry, Port Operations	Port Operations	FH	636850.66
48	58	SP123751	Port Users, Port Service Industry, Port Operations	Port Operations	FH	288383.94
49	64	SP118293	Southern Breakwater	Port Operations	FH	24648.04
50	64	SP118293	Southern Breakwater	Marina	FH	33594.04
51	Northern Beach	Northern Beach	Reclaim Industrial Land	Future Strategic Port Land		205444.22
52	1	RP736463	Port Service Industry, Vacant	Port Support	FH	309096.18
53	1	RP736463	Port Service Industry, Vacant	Buffer	FH	39510.9
54	1	RP748350	Drainage Reserve, Grazing	Port Operations	FH	874901.44
55	1	RP748350	Drainage Reserve, Grazing	Buffer	FH	986784.5



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MACKAY PORT AUTHORITY
MACKAY SEAPORT
LAND USE PLAN



REFERENCE	LOT NUMBER	RP DESCRIPTION	CURRENT USE	PROPOSED USE	TENURE	AREA – M ²
56	1	RP736465	Port Users & Service Industry, Grazing	Port Support	FH	170139.02
57	1	RP736466	Vacant	Port Operations	FH	103750.24
58	1	RP736466	Vacant	Buffer	FH	43245.2
59	1	RP736781	Shale Oil Tank Farm	Port Operations	FH	2053.26
60	319	CI2635	Vacant	Buffer	RE	11589.63
61	5	CP886045	Vacant	Seaport Related Commercial	RE	21821.64
62	63	SP143358	Wharves, Swing Basin & Port Users	Harbour and Access	LL	1037698.6
67	61	SP118293	Wharves, Swing Basin & Port Users	Marina	LL	8317.86
63	Road Reserve	Road Reserve		Future Strategic Port Land	Road Reserve	360.59
64	32	USL26861		Future Strategic Port Land	SL	3928.9
65	315	CI3611		Future Strategic Port Land	SL	1054.94
66	583	CI3457		Buffer	RE	15419.93
68	61	SP118293	Middle Breakwater	Port Operations	FH	172.81



NOTES RELATED TO SCHEDULE:

- + This schedule is to be read in conjunction with the Seaport Land Use Plan that follows.
- + Uses identified under the 'Proposed Use' column will be approved uses for all intents and purposes under the *Transport Infrastructure Act 1994* (following gazetta).
- + Where there is no 'Current Use' stated, this indicates that the land is not currently owned and/or managed by the Mackay Port Authority.
- + Superscript Lettering:
 - A – This parcel of Land has a volumetric lease associated with it (Lot 32 on CP913616, Tenure – RE)
 - B – This parcel of Land has a volumetric lease associated with it (Lot 37 on CP913631, Tenure – RE)
- + Tenure Legend:
 - SL – State Land
 - LL – Lease Hold Land
 - FH – Free Hold
 - RE – Reserve
 - PH – Pastoral Holding

