



North Queensland Bulk Ports Corporation (NQBPC)

Land Use Plan

Port of **Mackay**

**Port of Mackay
Land Use Plan
November 2009**

NORTH QUEENSLAND BULK PORTS CORPORATION LIMITED

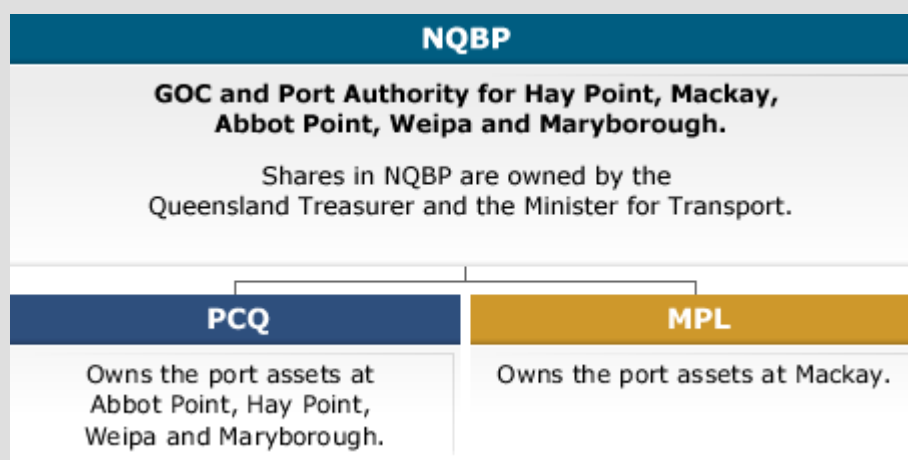
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About North Queensland Bulk Ports Corporation Limited (NQBP)

North Queensland Bulk Ports Corporation Limited (NQBP) was formed as a result of the 2008 Queensland Government Review of the Queensland Port Network Structure. As an outcome of this review, NQBP became a port authority on 1 July 2009, under the *Transport Infrastructure Act 1994*, for the sea port facilities at Hay Point, Mackay, Abbot Point, Weipa and Maryborough. Ports Corporation of Queensland Limited (PCQ) and Mackay Ports Limited (MPL) are now subsidiaries of NQBP.



NQBP is one of Australia's largest port authorities by tonnage throughput and more than half of Queensland's trade, by tonnage, pass through NQBP ports. Our aim is to be the recognised leader in the delivery of bulk cargo infrastructure.

The sea port facilities NQBP manage are vital to the export and import performance of Queensland and Australia. NQBP ports handle bulk shipments of coal, bauxite, sugar, grain, petroleum and general cargo.

Synopsis

The Land Use Plan for the Port of Mackay fulfils the statutory obligations on North Queensland Bulk Ports Corporation Limited (NQBP) in relation to the review and preparation of a Land Use Plan for its landholdings at Mackay. This document is accompanied by a set of Development Guidelines to assist the Port in its role as Assessment Manager for all development on Strategic Port Land.

CONTENTS

EXECUTIVE SUMMARY	1
1. INTRODUCTION	2
2. ABOUT THE LAND USE PLAN	5
2.1 WHAT IS A LAND USE PLAN	5
2.2 OVERALL STRUCTURE OF THE LAND USE PLAN	6
3. FACTORS AFFECTING THE PORT OF MACKAY'S DEVELOPMENT	7
3.1 THE EXISTING ENVIRONMENT	7
3.1.1 <i>Local Context</i>	9
3.1.2 <i>Environmental Context</i>	9
3.1.3 <i>Regional Considerations</i>	12
3.1.4 <i>State and National Environmental Considerations</i>	12
3.2 THE FUTURE DEVELOPMENT FOR THE PORT OF MACKAY	13
3.2.1 <i>Opportunities and Planning Factors Analysis</i>	13
3.2.2 <i>Transport Links and Access</i>	15
4. THE VISION FOR THE PORT OF MACKAY (DESIRED ENVIRONMENTAL OUTCOMES)	17
5. LAND USE PLAN PRECINCTS	19
6. SCHEDULE OF STRATEGIC PORT LAND	28

FIGURES

Figure 1: Port of Mackay Planning Study - regional Context	4
Figure 2: Port of Mackay - Port Limits	8
Figure 3: Proposed Corridor Strategy - Port of Mackay	16
Figure 4: Proposed Future Strategic Port Land - Port of Mackay	27
Figure 5: Port of Mackay Land Use Precincts	33

EXECUTIVE SUMMARY

Queensland's Port Authorities are landowners and managers and have statutory authority over "Strategic Port Land". Development on Strategic Port Land is subject to the provisions of the *Sustainable Planning Act 2009* (and the *Integrated Planning Act 1997* that preceded it) and port authorities are assessment managers under that regime for development on their land.

Land Use Plans are required by 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 a Land Use Plan.

This Land Use Plan for the Port of Mackay is the culmination of a review of the existing Port environment (built and natural) that was commenced by Mackay Ports Limited in 2005 and provides direction for future development and planning at the Port over the next 8 years. It has been prepared in accordance with the relevant statutory requirements. This Land Use Plan is supported by North Queensland Bulk Ports Corporation Limited (NQBPC) as the designated port authority after July 1 2009.

The Land Use Plan Precinct Map for the Port of Mackay is provided at the end of this document in **Figure 5**.

The Land Use Plan includes:

- A set of Desired Environmental Outcomes (DEOs) which provide the overall vision for the Port and a set of outcomes to be reflected through the Land Use Plan.
- 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 Port. At this time, future Strategic Port Land is still subject to Mackay Regional Council jurisdiction until such time as it is formally under the control of NQBPC 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.

Underpinning this Land Use Plan is the notion that planning for the Port of Mackay 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, by attracting and retaining appropriate activities and development, and providing a mechanism to take advantage of the opportunity to add value to traditional port business activity by realising the development opportunities of port land not required 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 an ocean gateway to the City of Mackay, as well as the broader region.

1. INTRODUCTION

Mackay is situated on the Central Queensland coast about 800 kilometres north of Brisbane (**Figure 1**) 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 Port hosts one of the world's largest bulk sugar terminals. Mackay also supports the nearby Bowen Basin coalfields, which produces most of Queensland's Coal. Mackay is an attractive tourist destination and serves as a gateway to the Whitsunday Islands.

The major functions of the Port 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 Port of Mackay 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 previous Land Use Plan for the Port was prepared by Mackay Ports Limited and was approved in 1999, updating an earlier plan delivered in 1993. This updated Land Use Plan has also been prepared by Mackay Ports Limited. This Land Use Plan will continue to facilitate the port's important role in the ongoing regional development of the Mackay region.

Following a review of the Queensland ports network by the Queensland Government, Mackay Ports Limited merged with the Ports Corporation of Queensland to form North Queensland Bulk Ports Corporation Limited (NQB) from 1 July 2009. NQB is now the designated port authority for the Port of Mackay under the *Transport Infrastructure Act 1994*. NQB as port authority has submitted this Land Use Plan for approval by the Minister for Transport. NQB considers an unencumbered, well planned and efficient port is paramount to the success of the region as a whole. Regular updates to the Land Use Plan are seen by NQB as vitally important to the ongoing relevance and effectiveness of the strategic planning process.

The Port is identified as being of 'state economic significance' and therefore the Queensland Government's own objectives and priorities are relevant to this Land Use Plan. These include:

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

Finally, while NQB is of the corporate view that a Land Use Plan is essential for guiding the future development of the Port, 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.

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

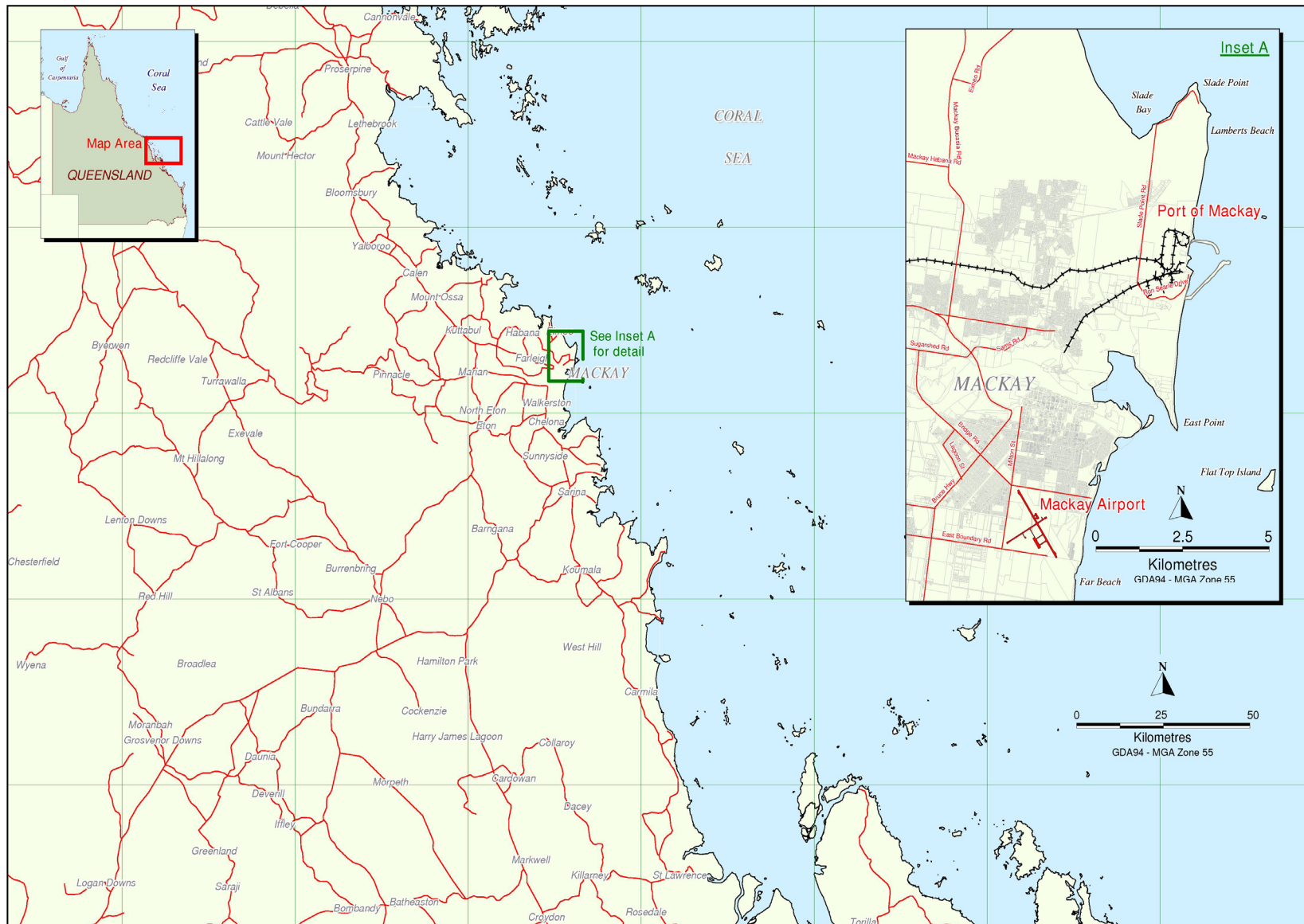


Figure 1: Port of Mackay Planning Study – Regional Context

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 *Sustainable Planning Act 2009*) establishes the regime under which port authorities operate – this is within an overall strategic framework for operation of Government Owned Corporations. Development on Strategic Port Land is also subject to the assessment provisions of the *Sustainable Planning Act 2009* (formally the *Integrated Planning Act 1997*).

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.

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, and transport and logistic activities.

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.

The key changes affect the content of and process for preparing a Land Use Plan, bringing the process in line with the process for creating a Local Government planning scheme, and in particular require that it must:

- contain details of Strategic Port Land;
- coordinate and integrate the "core matters" relevant to the land use plan²;
- 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 state controlled roads;
- tidal and coastal processes, vegetation and marine life;
- acid sulfate soils;
- water resources;
- the Great Barrier Reef Marine Park;
- heritage (including cultural and indigenous heritage); and
- regional planning.

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

² Core matters are defined in the *Transport Infrastructure Act 1994*.

the Mackay Seaport and Airport Land Use Plan's was prepared and released by the Mackay Ports Limited in October 2005 for public comment. Feedback received during this notification and consultation process has been considered in the development of this Land Use Plan.

2.2 Overall Structure of the Land Use Plan

The Land Use Plan has been structured to deliver the legislative requirements of the *Transport Infrastructure Act 1994* and comprises the following elements:

1. *Identifying land use precincts for all Strategic Port land at the Port of Mackay*
 - All Strategic Port Land has been allocated within a land use precinct which reflects its function, attribute and NQBP's development intent.
 - The location of each land use precinct is shown on the **Land Use Precinct Map 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 Port's core operations of bulk terminals, handling and storage, intermodal transport and logistics are focused on land adjacent to/ 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 developing the intent of each precinct, regard has been given to the intent of the planning scheme for the Mackay Regional Council along with NQBP's objectives and the specific needs of the port authority and its operations.
 - In addition to Strategic Port Land, land is also identified as Future Strategic Port Land – this is land intended to become Strategic Port Land at a future time because of its strategic value and significance to the Port. This land is identified separately and the individual intent for each site described.
2. *Identifying a range of preferred land use types or developments that are considered to be generally consistent with each land use precinct*
 - Indicative uses are listed for each land use precinct signifying preferred land uses. The range of uses assists in determining where future development proposals are consistent or inconsistent with the Land Use Plan.
3. *Identifying those measures or codes that will be considered in the assessment of any future development proposed on Strategic Port Land at the Port*
 - A set of development codes and criteria are 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 NQBP requirements for new development at the Port of Mackay.

3. FACTORS AFFECTING THE PORT OF MACKAY'S DEVELOPMENT

3.1 The Existing Environment

The Port of Mackay 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 Port of Mackay, together with the coal export ports of Hay Point, Abbot Point and Gladstone, form a major sea hub for the mineral rich Bowen Basin.

The major function of the Port of Mackay is 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. NQBP manages around 800 hectares at the Port of Mackay, most of which is freehold. It also holds leases over the seabed within the main harbour and the marina.

Port 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 NQBP has no direct operational or onshore planning role. The marina seabed is Strategic Port Land and comes under the control of NQBP. The extent of the current port limits³ is shown in **Figure 2**.

Other services provided by private operators at the Port include shipping agencies, stevedoring, towage and ship supplies. Government agencies that undertake Mackay port-related activities include 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 Port of Mackay 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 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 fuel import of 649,000 tonnes was achieved. Other important trade commodities include grain, fertiliser, magnetite, sulphuric acid, tallow, scrap steel, ethanol and project cargo.

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.

³ The extent of Port Limits includes Slade Island.

PORT OF MACKAY LAND USE PLAN

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, NQBP can provide an attractive, ready made fit with industry.

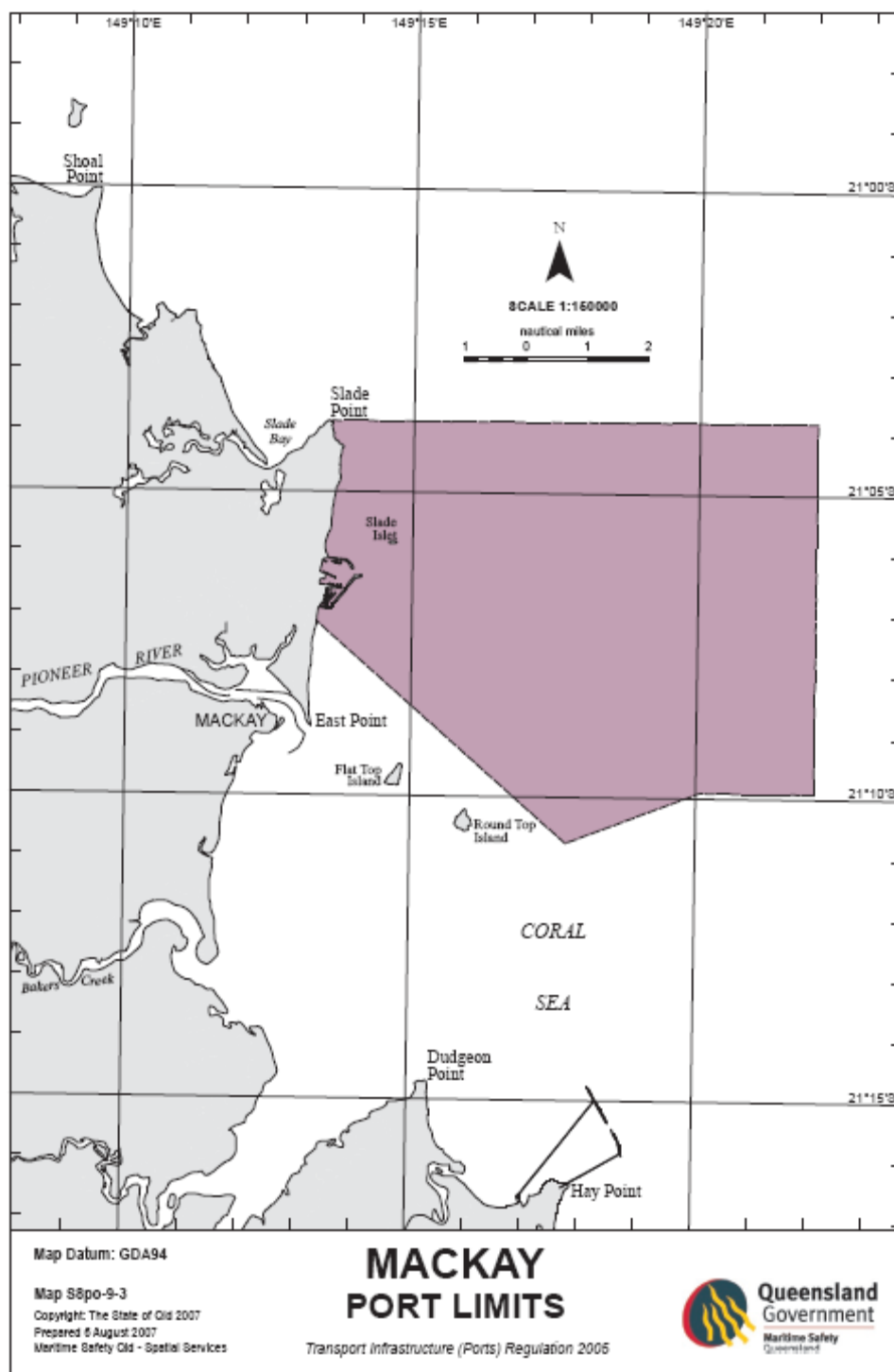


Figure 2: Port of Mackay – Port Limits

3.1.1 Local Context

Strategic Port Land (SPL) at the Port of Mackay falls within the Mackay Regional Council 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 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, NQBP, 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 Port of Mackay is a mix of residential, commercial and industrial uses, together with areas of vacant crown land, and land used for community purposes. Where possible, NQBP has sought to designate lower impact land uses at the interface with areas outside of the Port area.

Although Strategic Port Land is not subject to the provisions of Council’s 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.

A Memorandum of Understanding is being developed between North Queensland Bulk Ports Corporation Limited (NQBP) and the Mackay Regional Council to establish protocols around land use planning and development assessments by both parties beyond the statutory requirements. This will facilitate cooperation and communication between both organisations in order to foster an integrated approach to development assessment and planning across all land. This represents an important commitment by both parties.

3.1.2 Environmental Context

The Port is located on Harbour Beach, north of the mouth of the Pioneer River. Prior to European settlement, the general area of the Port 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 Port 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, Port 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.

Port 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 sedgelands 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.

Landholdings at the Port of Mackay 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 at the Port.

Twenty-six species of special conservation significance have been recorded on Port 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 Port also provides 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 Port lands.

The Bassett Basin Fish Habitat Area is located at the mouth of the Pioneer River, south of the Port of Mackay. This is an area of high fisheries productivity that is linked to the upstream Port 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 Port lands has not been raised as a possible source of the problem.

The upper reaches of Vines and Bassett Creek are within Port 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 at the Port 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 at the Port. 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:

- lands at the Port of Mackay have a range of traditional resources present (eg. bush medicines). Port 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. Port lands of highest environmental value are described in Table 3.1.

Table 3.1 Port of Mackay 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: <ul style="list-style-type: none">• 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.

4. Rainforest	Within Port 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 at the Port. These estuarine areas form part of Bassett Basin at the mouth of the Pioneer River. Most of Bassett Basin outside of the Port 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 Port of Mackay. 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 Port; and
- the Bassett Basin Fish Habitat Area located south of the Port.

3.1.3 Regional Considerations

The Port of Mackay is located in the Whitsunday Hinterland and Mackay (WHAM) region which covers the Local Government areas of Mackay, Whitsunday and Isaac.

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 Port of Mackay 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 and Abbot Point that provide world-class coal loading facilities, as well as the Port of Mackay 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 Port of Mackay lands.

The Department of Environment and Resource Management (DERM, formally the Environmental Protection Agency) has undertaken a conservation assessment of Port of Mackay lands using the Biodiversity Assessment and Mapping Methodology (Environmental Protection Agency, 2003). This assessment has concluded that there are areas of State Biodiversity Significance at the Port of Mackay. 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 Port boundaries as Areas of State Significance (natural resources). The draft Plan also identifies the Port 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 Port of Mackay

3.2.1 Opportunities and Planning Factors Analysis

An analysis of future trade and service opportunities has been undertaken for the purpose of this Land Use Plan to give direction to potential expansion and development needs at the Port of Mackay. A summary of the opportunities for future development and land use planning at the Port is provided below.

Port Development and Land Use Planning Opportunities

- There are opportunities to consolidate existing activities and development or to relocate some operations in order to increase the available land for portside industries. This would typically include relocation of non port specific industrial activities on 'core'⁴ Strategic Port Land to other locations.
- On land adjoining the core operational areas at the Port, 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 port lands.
- 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 Port.
- 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 port land, which also includes some flood prone land.
- Development to the south of the Port (East Point Development) will introduce a significant new residential community that is physically separated from core Port operations, but is likely to rely on some employment, commercial and convenience services within or adjacent the Port precinct.

⁴ 'Core' port operations is not a defined term but generally used within this Land Use Plan to refer to typical or primary port 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.)

- The Port Access Corridor (PAC) represents a major access link for the Port 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 Port with an important buffer to any potential residential developments to the south. An appropriate land use that maintains the buffer role could be established in these areas.
- The potential development of incompatible uses at the Mackay Marina 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 the fisheries habitat linkage between the 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.
- Seasonally inundated grasslands at the Port provide habitat for a range of bird species including Brolgas, Ibis, Jabiru, Spoonbills, Stilts and various species of ducks. There is potential to develop small lakes to provide enhanced waterbird habitat as part of an upgraded stormwater drainage system. Specifically, there are opportunities exist to offset future development in this strategic area by enriching existing wildlife habitat through environmentally sensitive drainage design.
- Inundation (riverine flooding) affects large areas of the port land (as identified in the former 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 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 to the east and west of Slade Point Road that are of biological, hydrological and scenic importance.
- An area of old parabolic dunes with remnant dune fronts and trailing arms is located in the northern land area of the Port. This dunal area varies in terms of vegetation cover from grasslands, to eucalypt open forest, to small patches of littoral scrub. Part of this area is being considered for port operations in the future.
- A small area of simple notophyll mixed low closed forest is located to the south and west of the existing Port quarry. This remnant rainforest contributes to biodiversity, is of high scenic value, provides good buffer value and forms part of the sub-regional habitat linkage.
- There are beach and foredune areas along the coast to the north of the existing wharves. These areas provide for nesting by Flatback Turtles. These beach and foredune areas are subject to erosion from natural coastal processes and cyclones and accordingly need to be managed.
- Some of the Port of Mackay's land holdings are held as Reserve Land and Native Title has not been extinguished. This needs to be considered before any development is proposed.

- There are areas at the Port of Mackay where cultural heritage values are recognised. Appropriate steps must be undertaken to ensure that these values are protected in development.

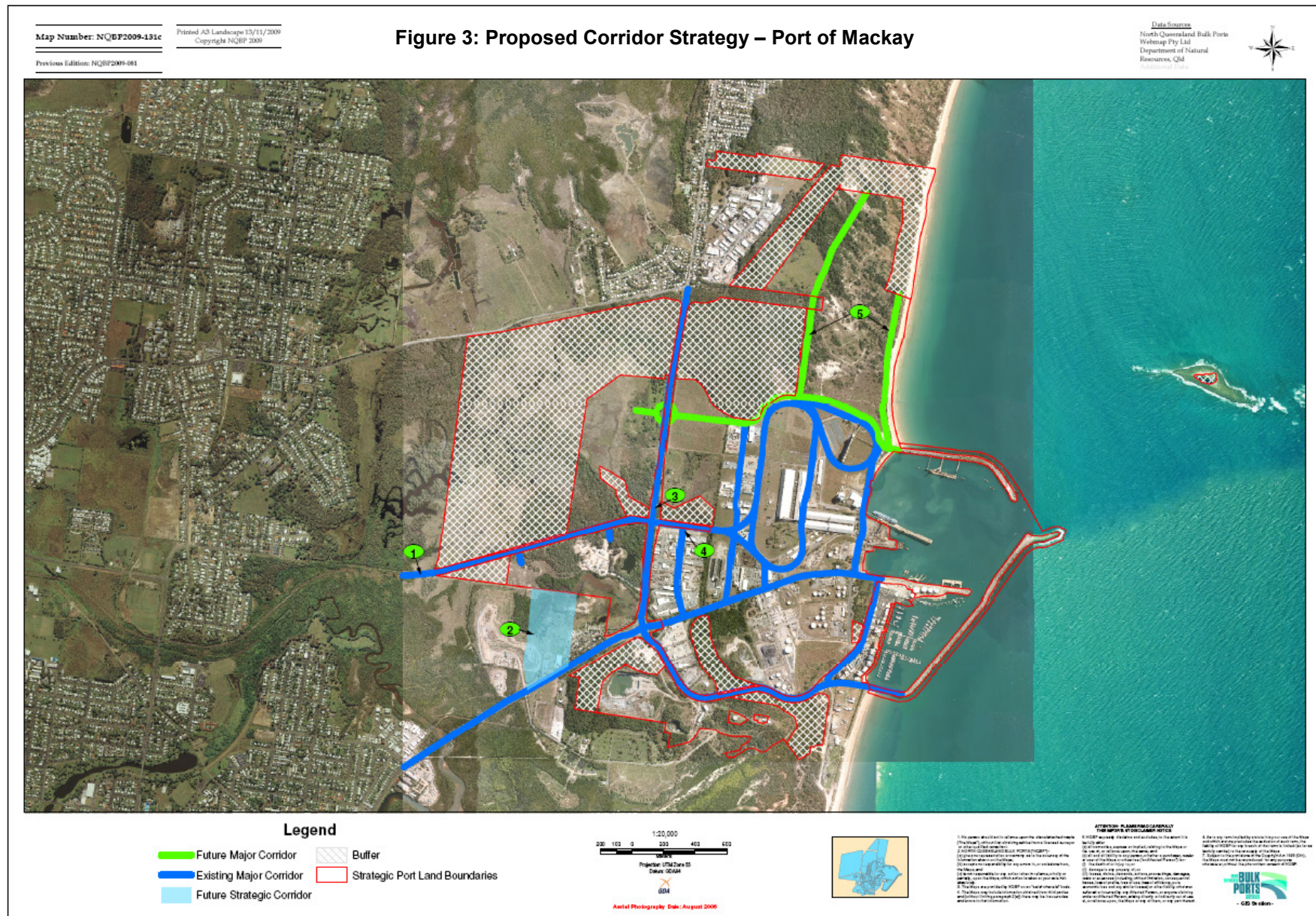
3.2.2 Transport Links and Access

Corridors are the arteries of the trade distribution system. The Port is well serviced by the existing rail and road through the PAC (Port Access 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 Port. 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 and will consider a range of factors in determining location and future construction, including engineering and environmental considerations.

A Proposed Corridor Strategy is shown at **Figure 3** and the key directions of this Strategy are described below.

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 sites.
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 Port lands connecting with the existing road network at Presto Ave. Potentially providing additional connection to Slade Point Road and Spiller Ave.
5. 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.



4. THE VISION FOR THE PORT OF MACKAY (DESIRED ENVIRONMENTAL OUTCOMES)

A set of Desired Environmental Outcomes (DEOs) are required as part of the Land Use Plan. These describe the vision for the Port of Mackay and comprise outcomes related to the three components of ecological sustainability: economic development, community wellbeing and ecological processes. All aspects of the Land Use Plan are based on these DEOs and contribute to their achievement.

At the highest level, the DEOs for the Port of Mackay reflect NQBP's corporate mission and values as well as the State government's objectives and priorities for Government Owned Corporations and areas of State economic significance.

ECONOMIC DEVELOPMENT

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

ECOLOGICAL PROCESSES

- NQBP is committed to managing and developing the Port of Mackay in an ecologically sustainable manner.
- NQBP will lead change by integrating environmental considerations into all aspects of strategic planning, business decision making and operations.
- 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 identified will be managed for conservation.
- Measures to manage ecological (such as cultural heritage, biodiversity and coastal resources), environmental (including water and air quality) and amenity (both visual and environmental i.e. noise emissions) considerations are developed and adopted as part of development approvals.
- Environmental Management Plans are continually updated and implemented.

COMMUNITY WELLBEING

- NQBP will be a community and civic leader and operate in a socially responsible manner.
- Port operations will be conducted in a safe and environmentally responsible manner.
- Development will be responsible, sustainable and have regard to land uses and land use planning for surrounding lands.
- Public access will continue to be provided to waterfront and buffer areas where it does not compromise safety, security, operational or environmental values of the Port.
- Land use planning undertaken on Strategic Port Land will not exacerbate noise and other impacts on residents and the community.
- Long term development of the Port of Mackay is to ensure it becomes an integral and inseparable element of the economy and culture of the Mackay region.
- Enhanced community engagement is to be fostered through visible planning and decision making processes, while executing legal and statutory obligations.
- NQBP will continue to work with the Mackay Regional Council to ensure land use planning at the interface of Strategic and Non Strategic Port Land is compatible and does not result in adverse amenity issues and impacts on Strategic Port Lands.

5. LAND USE PLAN PRECINCTS

The Land Use Plan divides all Strategic Port Land at the Port of Mackay into one of seven Land Use Precincts. The Land Use Precincts identify areas of similar (intended) land use character and function and reflect the diversity of the Port's operations: from activities such as waterfront loading, trade or transport related, through to areas identified as buffer or for transitional uses.

The seven Land Use Precincts are as follows:

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

Each Land Use Precinct is accompanied by a discussion on the intent or purpose of the precinct and a range of preferred uses. This list is not exhaustive and uses not listed may still be generally consistent with the intent of the particular designation. Specific development proposals will be assessed on a case by case basis in accordance with the intent of the Land Use Plan, the Precincts, the supporting Development Guidelines and in accordance with the Memorandum of Understanding (MoU) protocols being formalised between NQBP and the Mackay Regional Council. Additional measures (i.e. codes) relevant to the assessment of future development applications in the precinct are contained in the separate Development Guidelines document.

The Precincts are described in detail in the following section and shown in **Figure 5**. 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 at Section 6. In addition to existing Strategic Port Land, land proposed by NQBP as Future Strategic Port Land is also shown. This Future Strategic Port Land is discussed further in this Section and illustrated in **Figure 4**.

PORT OPERATIONS PRECINCT

The Port Operations precinct includes all land for existing or future primary users and core port operations.

Intent

This precinct includes land that represents the core or primary operations at the Port of Mackay including those related to:

- activities requiring direct or convenient waterfront access;
- bulk cargo storage or terminals;
- slipways and other infrastructure;
- NQBP port 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 waterfront (including road or other transport access) and includes the existing Port users and operators as well as land for future potential expansions of these uses or new industries particularly in the area onshore from the proposed future reclamation area (see Future Strategic Port Land area 4 in **Figure 4**).

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

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

- ancillary administrative operations;
- bulk cargo terminals and storage;
- Harbour Master;
- loading facilities;
- NQBP port operations;
- processing operations;
- slipways, wharves/berths and jetties;
- storage and stockpiling of sugar, grain, primary products, mineral 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.

HARBOUR AND ACCESS PRECINCT

This precinct 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 navigation.

It includes the swing basin area to the north of the Marina, loading facilities, 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

- boat ramps, slipways, berths and jetties, docking facilities;
- tug facilities;
- loading and unloading infrastructure;
- maritime support facilities including vessel refuelling/ servicing and repairs / waste management;
- marina for recreational, commercial and fishing vessels;
- vessel lift-out facilities;
- dredging;
- navigational aids and infrastructure (including breakwater walls);
- channels and swing basins; and
- for the southern portion, or the 'working harbour', development directly associated with this ongoing function.

PORT SUPPORT PRECINCT

This precinct provides for those activities aligned with and complementary to the operations at the Port of Mackay.

Intent

This precinct will provide land for existing and future port related industries and activities that support the core or primary operations at the Port of Mackay. 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 Port. 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

- 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.

PORT RELATED COMMERCIAL PRECINCT

This precinct 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 Port activities. Although activities that locate in this precinct are not 'core' port related uses, they are considered to be emerging as essential supporting facilities to the Port operations and support the existing Marina development.

They provide financial support to the Port Authority's requirement to be commercially viable.

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 Port 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 or tourism) on non Strategic Port Land. The nature, form and density of development will also be cognisant of any existing public open space/ recreational attributes of the land (eg. Old Mulherin Park). Mulherin Park's recreational and social value as an open space, is respected in this Land Use Plan and any future development within this land use precinct (or adjoining) will need to respond and be sympathetic to these values.

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 centre's hierarchy. It should also have regard to the nearby Marina and residential development in this locality and where appropriate, provide complementary and compatible land uses.

Presently, the land at Mt Bassett and in particular Radar Hill provides the Port 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 could be established here, subject to further assessment.

Preferred Uses

- commercial premises with some nexus to the Port operations, boating, harbour operations or transport and logistics, such as:
 - tourism and charter operators;
 - retail uses related to chandlery, boat sales and similar;
 - storage facilities;
 - cafes/ takeaway food stores servicing harbour visitors and/ or port businesses;
 - bait and tackle sales (associated with boating/ harbour/ tourism operations);
 - a service station.
- car parking;
- professional offices with a nexus to the Port (operations, boating, harbour operations, or transport and logistics);
- shipyards; and
- parkland/recreational areas.

MARINA PRECINCT

This land use precinct includes the limited onshore and harbour facilities around the Mackay Marina 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 and other public places including the public esplanade.

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

Preferred Uses

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

QUARRY PRECINCT

The Quarry Precinct covers the existing quarry site.

Intent

The quarry provides a prime source of rock material used in maintenance of the existing harbour walls and in the ongoing maintenance of all port infrastructure (including roads). 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 the long term function of the quarry. The quarry is a key strategic asset of the Port of Mackay.

Preferred Uses

- 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).

BUFFER PRECINCT

The area of land identified in the Buffer Precinct primarily includes lands to the north and west of the core Port areas.

Intent

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

- with high 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.

Future development is possible on areas within this precinct. However some lands are recognised as having ecological or other environmental values or attributes that may severely constrain or limit future development potential. Any future activities must be consistent with the values and functions of the area and positively contribute to those values or functions.⁵

The boundaries of the Port Operations (development) lands have been defined along the catchment boundaries of Basset and Vines Creeks. This provides a boundary or limit to the Port's developable area.

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 Port 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. Land is held by the Port Authority in order to maintain an alternative access to the north eastern extent of the proposed Kommo Toera extension trail and also the north harbour beach area.

Preferred Uses

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

⁵ The conservation, ecological and environmental constraints and considerations of the 'buffer areas' are discussed in further detail in a separate report " Environmental and Cultural Heritage Background Report" by David Pitts which should be referred to for any future development proposal, and will provide guidance on the importance or otherwise of buffer areas from an environmental perspective.

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 in the future. Future Strategic Port Land is considered important to the Port operations because of its strategic location or development potential. Given that the actual timeframe for acquiring land (not already owned by the Port) identified as Future Strategic Port Land is unknown and dependant on a number of external factors outside the control of the Port, it is the intention of the Port 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 4**.

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 Port’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 NQBP control and use of the reserve, consolidating this land area, and also linking with the isolated portion of Port 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 Land Use Plan. This area is proposed to serve as a future reclamation area that will be used to provide for a future land backed wharf area and assist in the management of dredged materials. The area and its extent are purely notional at the present time. It would be defined in more detail at an appropriate time in the future when a need for its development arises and dredging is proposed.

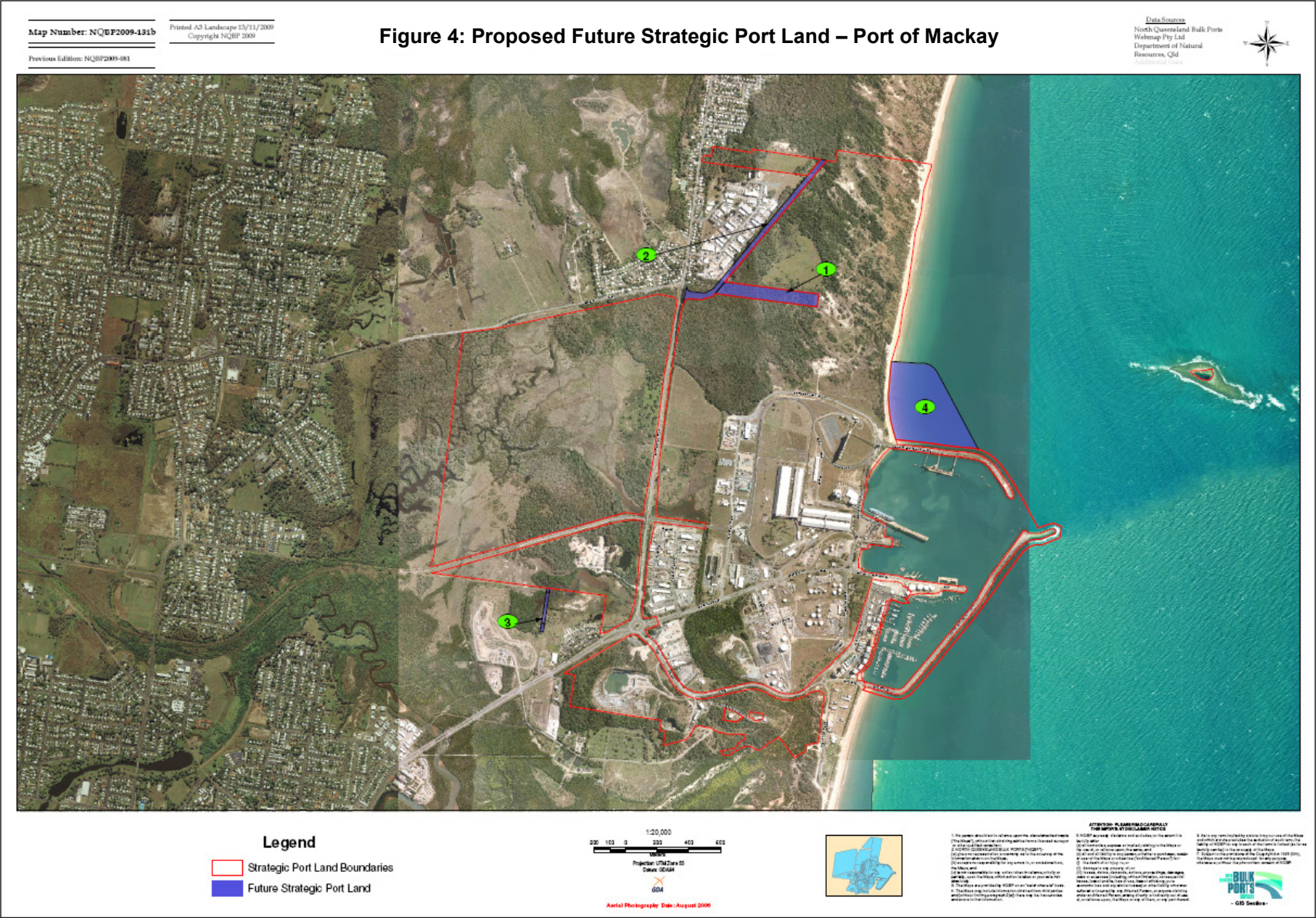
Note

A development application made over land that is identified as Future Strategic Port Land and not land NQBP holds title to, or directly from the State, will be subject to the planning provisions of the Mackay Regional Council.

Any such application over Future Strategic Port Land will follow the normal Development Assessment process under the Sustainable Planning Act 2009, and 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 NQBP 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.



6. SCHEDULE OF STRATEGIC PORT LAND

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 NO.	LOT NUMBER	RP DESCRIPTION	PROPOSED USE	CURRENT USE	TENURE	SHAPE LENGTH	SHAPE AREA
1	66	CP859416	Port Related Commercial	Vacant	RE	472.9419	3518.559
2	307	CI1334	Port Related Commercial	Vacant	FH	242.4743	1659.115
3	39	SP115932	Buffer	Vacant	RE	1982.659	91848.79
4	562	CI2428	Quarry	Quarry	FH	603.4746	21923.42
5	561	CI2428	Quarry	Quarry	FH	643.6395	24273.36
6	52	SP126417	Marina	Vacant	FH	1226.449	10429.97
7	58	RP123751	Port Operations	Vacant	FH	245.328	2843.339
8	71	SP123755	Port Operations	Road	FH	977.1688	9609.141
9	30	CP906163	Port Operations	Road	FH	337.235	3650.803
10	37	CP913631	Port Operations	Road	RE	49.18768	123.1615
11	71	SP123755	Port Operations	Road	FH	168.1557	1180.899
12	25	CP906163	Port Operations	Road, Rail, Port Service Industry	FH	521.0449	1858.017
13	29	CP906163	Port Operations	Road, Rail, Port Service Industry	FH	547.6226	8057.555
14	58	SP123751	Port Support	Port Users, Port Service Industry, Port Operations	FH	536.3028	12255.2
15	13	SP115931	Port Support	Vacant	RE	776.8832	34124.53
16	32	CP913616	Port Operations	Road	RE	823.9446	8629.774
17	28	CP907631	Port Operations	Rail, Road	FH	598.0458	3382.56

PORT OF MACKAY LAND USE PLAN

REFERENCE NO.	LOT NUMBER	RP DESCRIPTION	PROPOSED USE	CURRENT USE	TENURE	SHAPE LENGTH	SHAPE AREA
18	33	CP913616	Port Operations	Road	FH	595.4015	5051.149
19	32	CP913616	Port Operations	Road	FH	379.4959	4416.539
20	59	SP115940	Port Operations	Northern Breakwater	FH	1840.242	28816.4
21	2	CI4510	Buffer	Vacant	FH	1230.318	27311.63
22	3	RP903153	Future Strategic Port Land (not currently owned by Port Authority)		FH	1412.842	48062.26
23	23	SP123751	Port Operations	Vacant	RE	4415.363	574188.2
24	3	RP726317	Buffer	Buffer, Grazing	FH	2059.585	124522.8
25	1	RP736465	Port Operations	Port Users & Service Industry, Grazing	FH	6378.93	954888.4
26	4	RP726317	Buffer	Buffer, Grazing	FH	442.9748	11103.75
27	373	CI2729	Buffer	Vacant	RE	1502.385	104565.5
28	1	RP726317	Buffer	Buffer, Grazing	FH	1668.917	75676.23
29	58	SP123751	Port Related Commercial	Port Users, Port Service Industry, Port Operations	FH	1286.958	75086.15
30	6	RP906296	Port Related Commercial	Port Service Industry	FH	209.0961	840.0973
31	12	CP906295	Buffer	Quarry	RE	1833.547	91263.66
32	12	CP906295	Quarry	Quarry	RE	2138.741	121375.2
33	66	SP180203	Quarry	Vacant	FH	631.8044	21646.13
34	66	SP180203	Port Related Commercial	Vacant	FH	2578.558	116432.3
35	39	SP115932	Port Related Commercial	Vacant	RE	182.4226	2139.264
36	70	SP123751	Port Operations	Vacant	RE	702.5588	25804.64

PORT OF MACKAY LAND USE PLAN

REFERENCE NO.	LOT NUMBER	RP DESCRIPTION	PROPOSED USE	CURRENT USE	TENURE	SHAPE LENGTH	SHAPE AREA
37	70	SP123751	Buffer	Vacant	RE	1438.326	63336.96
38	58	SP123751	Buffer	Port Users, Port Service Industry, Port Operations	FH	345.7272	4849.47
39	58	SP123751	Port Operations	Port Users, Port Service Industry, Port Operations	FH	1090.871	7614.721
40	1	RP736465	Buffer	Port Users & Service Industry, Grazing	FH	2611.107	441747.6
41	Road Reserve	Road Reserve	Future Strategic Port Land (not currently owned by Port Authority)		Road Reserve	2823.391	56763.4
42	3	RP726317	Port Operations	Buffer, Grazing	FH	1984.666	147477.3
43	23	SP123751	Buffer	Vacant	RE	2471.591	115602.9
44	58	SP123751	Port Related Commercial	Port Users, Port Service Industry, Port Operations	FH	837.9894	34438.2
45	58	SP123751	Buffer	Port Users, Port Service Industry, Port Operations	FH	379.1454	7887.683
46	58	SP123751	Port Related Commercial	Port Users, Port Service Industry, Port Operations	FH	1279.448	81844.9
47	58	SP123751	Port Operations	Port Users, Port Service Industry, Port Operations	FH	4586.963	636850.7
48	58	SP123751	Port Operations	Port Users, Port Service Industry, Port Operations	FH	3969.105	288383.9

PORT OF MACKAY LAND USE PLAN

REFERENCE NO.	LOT NUMBER	RP DESCRIPTION	PROPOSED USE	CURRENT USE	TENURE	SHAPE LENGTH	SHAPE AREA
49	64	SP118293	Port Operations	Southern Breakwater	FH	1361.882	24648.04
50	64	SP118293	Marina	Southern Breakwater	FH	2170.023	33594.04
51	Northern Beach	Northern Beach	Future Strategic Port Land (not currently owned by Port Authority)		SL	1889.294	205444.2
52	1	RP736463	Port Support	Port Service Industry, Vacant	FH	2452.094	309096.2
53	1	RP736463	Buffer	Port Service Industry, Vacant	FH	1101.97	39510.88
54	1	RP748350	Port Operations	Drainage Reserve, Grazing	FH	3677.969	437678
55	1	RP748350	Buffer	Drainage Reserve, Grazing	FH	5672.888	1389486
56	1	RP736465	Port Support	Port Users & Service Industry, Grazing	FH	1669.957	170139
57	1	RP736466	Port Operations	Vacant	FH	1377.64	103750.3
58	1	RP736466	Buffer	Vacant	FH	933.5365	43245.2
59	1	RP736781	Port Operations	Shale Oil Tank Farm	FH	188.8719	2053.263
60	319	CI2635	Buffer	Vacant	RE	508.3409	11589.63
61	5	CP886045	Port Related Commercial	Vacant	FH	876.4016	21821.63
62	63	SP143358	Harbour and Access	Wharves, Swing Basin & Port Users	LL	11481.66	1036753
67	61	SP118293	Marina	Wharves, Swing Basin & Port Users	FH	1030.104	10316.89
63	Road Reserve	Road Reserve	Future Strategic Port Land (not currently owned by Port Authority)		Road Reserve	76.00302	360.598
64	32	USL26861	Future Strategic Port Land (not currently owned by Port Authority)		SL	439.7148	3928.906

PORT OF MACKAY LAND USE PLAN

REFERENCE NO.	LOT NUMBER	RP DESCRIPTION	PROPOSED USE	CURRENT USE	TENURE	SHAPE LENGTH	SHAPE AREA
65	315	CI3611	Future Strategic Port Land (not currently owned by Port Authority)		SL	146.6061	1054.943
66	583	CI3457	Buffer	Slade Island	RE	535.9961	15419.93
68	61	SP118293	Port Operations	Middle Breakwater	FH	1346.047	24781.78
69	1	RP748350	Port Operations	Drainage, Grazing	FH	1057.127	34521.81

NOTES RELATED TO SCHEDULE:

- + This schedule is to be read in conjunction with the Port Land Use Plan (Precincts Plan) shown at **Figure 5**.
- + Uses identified under the 'Proposed Use' column will be approved uses for all intents and purposes under the *Transport Infrastructure Act 1994* (following gazettal).
- + Future Strategic Port Land has no 'Current Use' stated, as this land is not currently owned and/or managed by NQBP (as at approval date of this Land Use Plan).
- + A 'Current Use' listed may not actually reflect what has been development on the subject site, but indicates what type of development could have occurred under the previous Land Use Plan for the port.
- + 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

