



North Queensland Bulk Ports Corporation (NQBP)

Land Use Plan

Port of **Abbot Point**

**Port of Abbot Point
Land Use Plan
October 2010**

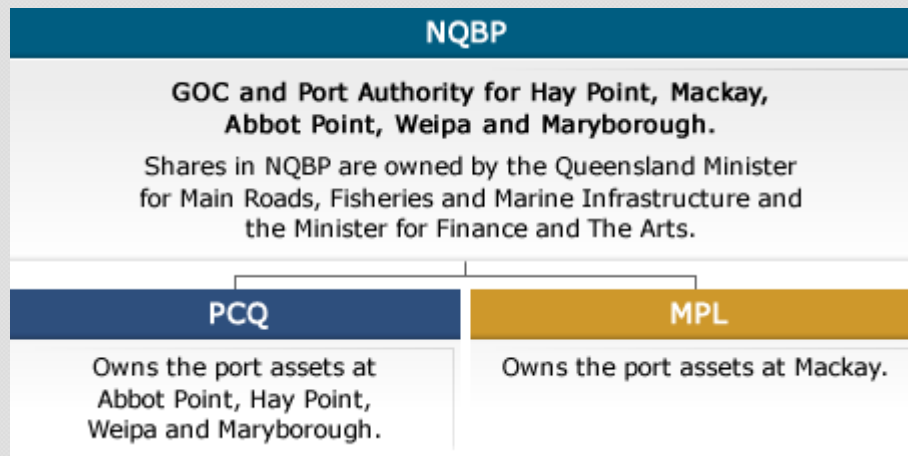
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About North Queensland Bulk Ports Corporation Limited (NQB)

North Queensland Bulk Ports Corporation Limited (NQB) was formed as a result of the 2008 Queensland Government Review of the Queensland Port Network Structure. As an outcome of this review, NQB 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 NQB.



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

The sea port facilities NQB manage are vital to the export and import performance of Queensland and Australia. NQB ports handle bulk shipments of coal, bauxite, sugar, grain, petroleum and general cargo. Coal is by far the main commodity handled in NQB ports.

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ABBREVIATIONS

APCT	Abbot Point Coal Terminal
APSDA	Abbot Point State Development Area
DEO	Desired Environmental Outcome
ERA	Environmentally Relevant Activity
IDAS	Integrated Development Assessment System
MCF	Multi Cargo Facility
NQBP	North Queensland Bulk Ports Corporation Limited
SPA	<i>Sustainable Planning Act 2009</i>
TIA	<i>Transport Infrastructure Act 1994</i>

SECTION 1 - INTRODUCTION

1.1 Purpose of the Port of Abbot Point Land Use Plan

North Queensland Bulk Ports Corporation Limited (NQBP) is seeking to achieve through land use planning at the Port of Abbot Point, development which is ecologically sustainable and meets the demand for world class port facilities to support and grow Queensland's economy.

The Port of Abbot Point Land Use Plan has been prepared in accordance with the statutory provisions of the *Transport Infrastructure Act 1994* (TIA). It sets out NQBP's planning and development intent for its strategic port land at the Port of Abbot Point, giving careful consideration to core matters relevant to the local and regional area including environmental, economic and social sustainability.

Development on strategic port land is subject to the provisions of the *Sustainable Planning Act 2009* (SPA) via the Integrated Development Assessment System (IDAS). The Land Use Plan is the principal tool used by NQBP as the Assessment Manager for managing and assessing development on strategic port land at the Port of Abbot Point, including all premises, roads and waterways within strategic port land boundaries. The Land Use Plan overrides the Local Government planning scheme for strategic port land.

The Land Use Plan will be reviewed and updated as needed to ensure that it reflects any significant changes that may occur at the Port. It will be completely reviewed every eight years as a minimum under the TIA.

1.2 Land Use Plan Structure

The Land Use Plan provides an overall framework for the management and assessment of development on strategic port land at the Port of Abbot Point. It identifies existing and any proposed future strategic port land and allocates this land into designations which reflect their desired use.

Outcomes are sought through the following two mechanisms:

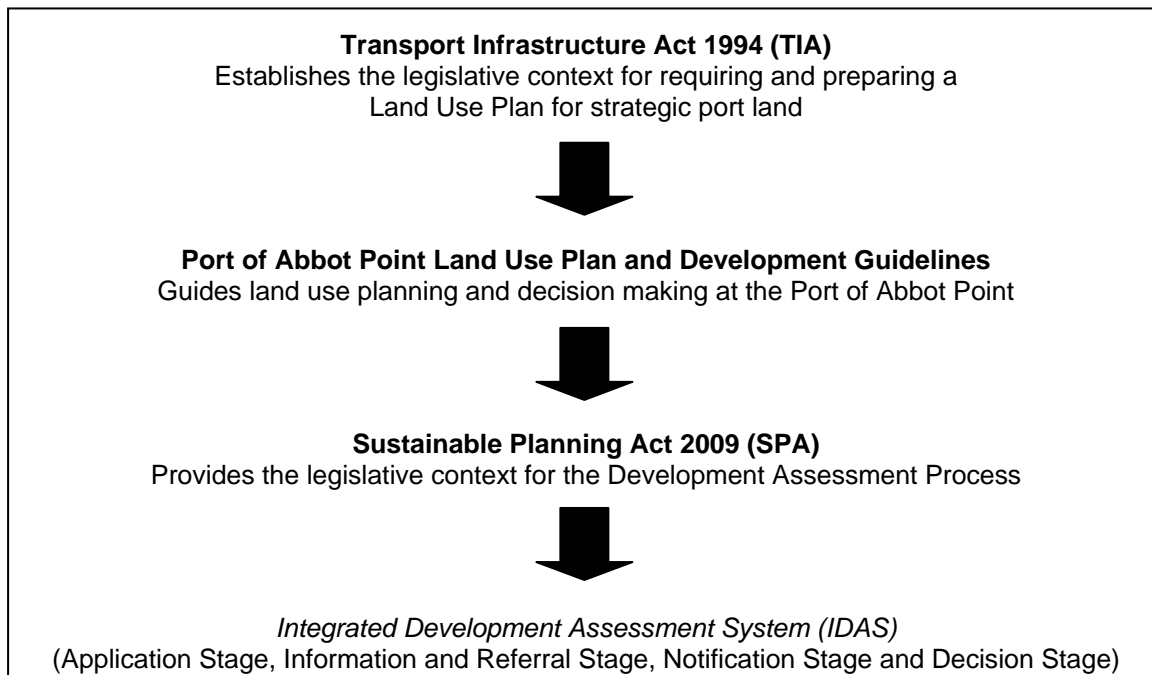
Establishing a Vision for the Port of Abbot Point – Land Use Plans under the TIA are required to identify Desired Environmental Outcomes (DEOs) which provide the overarching vision and direction for future development at the Port of Abbot Point. The DEOs have been structured according to the three drivers of ecological sustainability: economic development, ecological processes and community wellbeing.

Allocating Strategic Port Land into Land Use Plan Designations – All strategic port land has been allocated within land use designations which reflect its function, attribute and NQBP's development intent. These designations have been influenced by the overarching DEOs for the Port of Abbot Point.

Operating in conjunction with the Land Use Plan, is a separate 'Development Guidelines' document which includes Codes against which development on strategic port land at the Port of Abbot Point is to be assessed. The Development Codes are consistent with the DEOs and guide the desired form and structure of development on strategic port land, addressing issues including built form, environmental management, infrastructure provision, site design and landscaping.

1.3 Legislative Context

The following diagram represents the legislative framework under which land use planning and development assessment on strategic port land operates.



Transport Infrastructure Act 1994 (TIA)

The TIA establishes the regime under which port authorities plan for the future development of strategic port land. Specifically, provisions confirm that port authorities are the Assessment Manager for all assessable development on strategic port land and that Land Use Plans are required by all port authorities as the principal tool for development assessment. Strategic port land at the Port of Abbot Point can only be utilised for port related functions. All land identified as strategic port land is not subject to Local Government planning schemes.

Land Use Plans under the TIA are required to:

- contain details of strategic port land;
- coordinate and integrate the 'core matters' relevant to the Land Use Plan¹;
- identify DEOs for the port land; and
- include measures to achieve the DEOs.

As part of the formal approval process established under the TIA for Land Use Plans, the Minister must also be satisfied that State interests will not be adversely affected. State interests vary from port to port, but in the main include:

- State Development Areas;
- resources including extractive deposits, water and fisheries resources;
- infrastructure including State controlled roads, State rail networks and airports;
- tidal and coastal processes, wetlands, vegetation and marine life;
- acid sulphate soils;
- biosecurity;
- Queensland marine park waters;
- heritage (including European and Indigenous heritage); and
- regional planning.

A number of separate pieces of State legislation and State Planning Policies articulate these interests.

¹ Core Matters are defined in s 284 of the TIA and means each of the following matters (a) land use and development; (b) port facilities; and (c) valuable features.

Sustainable Planning Act 2009 (SPA)

Under SPA, NQBP functions as the 'Assessment Manager' for strategic port land in the overall context of Queensland's Integrated Development Assessment System (IDAS). IDAS is the process by which applications for development are made, assessed and decided. SPA establishes the circumstances by which referral is required to the port authority for development which is located within port limits.

1.4 Assessment Requirements

Assessment Processes

There are two assessment processes that apply to development on strategic port land:

1. NQBP's 'Port Development Consent' process; and
2. Assessment under the *Sustainable Planning Act 2009*.

Port Development Consent

Port Development Consent must be obtained for development on port land unless an exemption for the proposal has been granted by NQBP. This process is utilised prior to an IDAS development application being made or where an application does not trigger approval under the SPA. The purpose of this process is to make certain that the proposed development is commercially and corporately supported by NQBP and to ensure that the best environmental, engineering, and planning outcomes are being achieved. This Land Use Plan and the Development Guidelines are consulted as part of this process.

The scale and nature of the proposed development will determine the complexity and nature of the application required. The term 'development' may include, however is not limited to, such matters as:

- the establishment of a new use;
- reclamation;
- construction of new buildings, structures, and infrastructure/ utilities;
- replacement of existing buildings, structures, and infrastructure/ utilities;
- increasing or altering the extent of hardstand areas;
- changing the intensity or scale of an existing development;
- commencing new Environmentally Relevant Activities (ERAs) or making a change to an existing ERA; and
- undertaking any activity that results in an increase in traffic volume in the Port area.

Before undertaking any development, applicants should contact NQBP in the first instance to determine whether an application is required and the relevant assessment process.



Assessment under the Sustainable Planning Act 2009

NQBP has the responsibilities of Assessment Manager under SPA for development including Material Change of Use (MCU) applications (including MCU's for Environmentally Relevant Activities) and Operational Works (including Tidal Works within strategic port land tidal areas).²

Applications for assessable development under the SPA are to be made in accordance with the Integrated Development Assessment System (IDAS) identified under the Act.

Using the Land Use Plan for Assessing Development

A proposed development will be assessed against the Port of Abbot Point Land Use Plan, the associated Development Guidelines and relevant State legislation, to determine:

- consistency with the Desired Environmental Outcomes for the Port;
- correlation with the relevant Land Use designation; and
- the ability of the development to meet relevant development assessment principles and criteria in the Development Guidelines.

Proponents are to address all these elements in making a development application.

The Land Use Designations have separate intents, development principles and indicative uses. To determine the appropriateness of any proposed development in a particular port area, proponents should in the first instance address the intent statements of the Land Use Designations.

The Development Guidelines is a technical document that includes criteria in the form of Codes for the construction and operation of different types of development and activities on strategic port land. Each Code provides specific outcomes and acceptable solutions to ensure that buildings, facilities and other development will realise the desired environmental outcomes and precinct principles described in the Land Use Plan.

The Development Guidelines are a non statutory component of the Land Use Plan and can be amended from time to time with board approval to reflect new standards and innovations in planning, engineering and environmental management.

Guide to Determining if a Development is Consistent with the Land Use Plan
STEP 1. Identify whether the development is listed as an <i>Indicative Use</i> within the relevant Land Use Designation.
STEP 2. Assess whether the development is consistent with the <i>Intent</i> and <i>Precinct Principles</i> of the Land Use Designation.
STEP 3. Assess whether the development is consistent with the Desired Environmental Outcomes of the Land Use Plan.
STEP 4. Assess whether the development meets the relevant assessment criteria identified in the Development Guidelines document.
<i>Note: Where an inconsistency arises within the Land Use Plan, the Desired Environmental Outcomes prevail over any part.</i>

² The *Sustainable Planning Act 2009* should always be consulted independently in determining the requirement for an approval and the applicable Assessment Manager as legislation is liable to amendments.

Port of Abbot Point Environmental Management Plan

The Port of Abbot Point Environmental Management Plan is an important reference document for current and potential users of the Port of Abbot Point. It outlines the current environmental management practices and controls required by NQBP to protect and enhance the port environment and is to be referred to in the making of development applications. Under the Environmental Management Plan, any new project undertaken on NQBP land requires a project specific Environmental Management Plan to be developed by the proponent and then approved by NQBP through the 'Port Development Consent' process.



SECTION 2 – PORT PROFILE

2.1 Physical Setting, Landscapes and Existing Development

The Port of Abbot Point is Australia's most northerly coal port. Located approximately 25km north-west of Bowen, the Port is situated adjacent to the Abbot Point State Development Area (APSDA), an area of land identified by the State Government for the establishment of large scale industries. The Port is a strategic asset to Queensland due to its proximity to the APSDA, the resource rich Bowen Basin, Galilee Basin and North West Minerals Province, its remote location from urban development, and access to deep water. For these reasons, the Port is currently being considered for a number of developments including the construction of new coal terminals (Abbot Point Terminals 2 and 3) and the construction of a new Multi Cargo Facility (MCF).

Located within the Port is the Abbot Point Coal Terminal (APCT) which exports supplies from the northern Bowen Basin coal reserves. Its capacity will be 50 million tonnes per annum by mid 2011. The Port also contains mooring at the Bowen Wharves for the two tug boats that provide towage to the APCT.

The APCT is owned by NQBP but will be leased to a private operator in the future. It is operated by Abbot Point Bulkcoal Pty Ltd, a subsidiary of Xstrata Coal Pty Ltd, under an operating and maintenance contract.

The Port is adjacent to the Great Barrier Reef and deep water access means the port facilities are safe and can accommodate large tonnage vessels.

Port Facilities at the Port of Abbot Point

The Port of Abbot Point has infrastructure for the export of coal, currently the only commodity to be exported from the Port. All facilities have been developed to support the transfer of the coal onto ships from trains that enter the port area. Major capital investments into Abbot Point are currently being undertaken to provide additional export capacity.

Offshore Infrastructure (Wharves/Shipping Berths)

At Abbot Point, offshore infrastructure currently consists of two offshore berths located at the end of a 2.8km long trestle jetty, which is serviced by a conveyor and two ship-loaders. A small service jetty is located to the east of the main jetty which is utilised for offshore construction activities at the Port.

Located in the town of Bowen are the Bowen Wharves. This facility is primarily utilised for the mooring and refuelling of the two tugs that service the coal terminal and occasionally for the mooring of other vessels that visit the Port. At least four tugs will be required to service the increased shipping volume resulting from expansions of the Port. Additional tug facilities will be required either at the Bowen Wharves or at a new protected offshore facility at Abbot Point as part of the proposed MCF project³.

For the proposed future terminal developments, it is anticipated that the coal product will be loaded onto ships for export from the proposed MCF.

³ NQBP has completed conceptual planning for the creation of a sheltered, multi user, multi purpose harbour at the Port of Abbot Point. It is intended that this facility would be capable of accommodating the large scale import and export of minerals and materials to the region.

Shipping Access

The Port caters for vessels up to 300m in length or 200,000 deadweight tonnes (dwt). Berth 1 is accessed via a berth pocket approximately 520m long and 70m wide and to an approximate depth of 20m LAT (Lowest Astronomical Tide). As part of the X50⁴ expansion project, a new berth pocket 412m long and 71m wide, with a depth of 20 LAT, was dredged in August 2008 to allow shipping access to Berth 2.

Bulk Loading, Unloading and Storage Facilities

The Abbot Point Coal Terminal currently comprises four stockpile rows (two bunds), with approval to expand to six stockpile rows (in three bunds) as part of the X50 expansion.

The rail trains servicing the Port have a coal carrying capacity of up to 4,600 tonnes, which is delivered through a bottom dump train receival system using rail-mounted stacker reclaimers capable of handling 4,000 tonnes per hour. Rail capacity to the terminal is being increased as part of Queensland Rail's Goonyella to Abbot Point (GAP) project. Trains of 10,000 tonnes are expected to be used to service the expanded terminal.

There are two ship-loaders located on the wharf at the Abbot Point Coal Terminal.

The MCF (for which conceptual planning is complete) would result in the creation of a sheltered, multi-user, multi-purpose harbour at the Port of Abbot Point. The MCF would be capable of accommodating the large scale import and export of minerals and materials from the Northern Economic Triangle catchment area, as well as coalfields in the Bowen and Galilee Basins, supporting Bowen's growth into a major new industrial precinct. The facility would also service any mineral processing or large scale manufacturing which may establish in the APSDA. It is anticipated that the MCF would incorporate both dedicated and general berths (up to 12 as a long term vision) to support the new trades establishing at the port, as well as a sheltered tug harbour.

Road and Rail Transport Corridors

Access to the existing Port facilities is via a private road from the junction with the Bruce Highway (an approximate distance of 12km). This road was developed specifically for access to the Abbot Point Coal Terminal and it is held as strategic port land by NQBP. The intersection of the private road with the Bruce Highway was upgraded by NQBP in 2006 as part of the X21 expansion project.

Coal is delivered to the Port via a dedicated rail line that leads to the terminal. This rail line carries coal from mines in the northern Bowen Basin coalfields. Rail infrastructure expansions are required to support terminal expansions.

NQBP and the Department of Infrastructure and Planning are undertaking investigative works for a new access corridor through the APSDA to the proposed MCF.

Offices

There is a main site office at the Port which is utilised by Abbot Point Bulk Coal Pty Ltd. A new administration has recently been constructed at the Port as part of the X50 expansion project to accommodate the workforce for the expanded terminal. The terminal also has a large warehouse and workshop facility.

NQBP also has a workshop and office located in George Street, Bowen.

⁴ The X50 project involved an \$818 million project to increase the terminal capacity to 50 million tonnes per annum. It is anticipated development will be completed in 2010-11. Specifically X50 will provide additional export infrastructure to enable customers to expand and develop new coal mines in the northern Bowen Basin.

Customs and Quarantine Facilities

Presently there are no customs or quarantine facilities based at the Port. Customs Officers do, however, visit the Port regularly to check on vessel movements. If shipping activity significantly increases under proposed Port expansions, both customs and quarantine facilities may need to be established at the Port.

Land reclamations

At present, no land reclamation has been undertaken at the Port of Abbot Point. Land reclamation would be required for the establishment of a MCF and associated facilities.

Environmental Context

The Port environs contain a number of habitats of ecological significance typical of the north central Queensland Coast. The coastline surrounding the Port is characterised by sandy beaches, boulder beaches, low rocky platforms and extensive mangrove communities.

The region's climate, as well as local landforms, makes the port area susceptible to the natural hazards of floods and cyclones. These hazards, in addition to potential climate change impacts resulting from rising sea levels, are an important part of assessment of projects on strategic port land.

The waters of the Port are wholly contained within the Great Barrier Reef World Heritage Area (GBRWHA). The Port Limits overlap with the Great Barrier Reef Marine Park (GBRMP) but both existing and proposed strategic port land is excluded from the GBRMP. The GBRWHA and GBRMP are recognised as matters of National Environmental Significance (NES) under the *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Any action that is likely to have an impact on these matters of NES must be referred to the Commonwealth Minister under the *EPBC Act* and undergo an environmental assessment and approval process if deemed to be a 'controlled action'.

A diverse range of marine wildlife including sea snakes, turtles and dugongs has been reported in the areas surrounding and within port limits. In particular, turtle surveys in port waters have highlighted the importance of the local area for green, loggerhead, and hawksbill turtles.

To the west of the existing coal terminal is the Caley (Kaili) Vally Wetlands, which is included within the Directory of Important Wetlands of Australia. This wetland contains a number of major habitats and varies significantly in size between the wet and dry seasons. In the wet season, it can be up to 18 km long and 6 km wide, covering an area of 5,000 ha. The richness of the area for waterfowl and waterbird habitat justifies the wetlands significance in Australia. NQBP will continue to protect wetland values in any future development at the Port.

At the Port of Abbot Point and neighbouring properties, there are large tracts of remnant vegetation subject to the *Vegetation Management Act 1999*. Two areas of high conservation significance have been identified within the Port Area (subsections of Lot 46 on SP156160 and Lot 47 on HR1607). These areas are currently designated as environmental buffer areas within the existing Abbot Point Land Use Plan.

Further information on the port environment is available in the Port of Abbot Point Environmental Management Plan (available on NQBP's website).

Cultural Context

NQBP is committed to working with the Traditional Owners for the Abbot Point area to protect and manage their cultural heritage within the port area. The work done to date has identified several sites of importance and, in consultation with Traditional Owners, steps are being taken to manage and protect those sites.

The archaeological record now clearly shows that the wider Abbot Point area contains a complex mix of cultural heritage sites representing a range of subsistence and occupation activities including resource management and food procurement (fish traps) fishing, shell fishing, stone artefact manufacture, preparation of food (hearthstones, grinding stones and cooking stones) and camping.

This Land Use Plan includes management measures to ensure the protection and enhancement of Indigenous cultural heritage at the Port. NQBP will continue to work closely with Indigenous representatives to ensure cultural values are protected in any development work undertaken, with archaeology surveys undertaken prior to any significant soil disturbance, along with cultural heritage monitoring during vegetation clearing and initial earthworks.

The Land Use Plan also includes management measures to ensure the protection of any non-Indigenous cultural heritage either identified or discovered at the Port and within Port operational areas.

2.2 Abbot Point State Development Area

Adjoining the port area at Abbot Point is the Abbot Point State Development Area (APSDA) which forms a key part of the Queensland Government's *Northern Economic Triangle Infrastructure Plan 2007-2012*. The APSDA was declared by the Governor in Council on 19 June 2008, under section 77 of the *State Development and Public Works Organisation Act 1971*. The *Development Scheme for the Abbot Point State Development Area* (Development Scheme) was also approved on 19 June 2008.

The declared site is 16,230 hectares in area and is allocated for a range of uses including industrial development, environmental management and infrastructure and materials transportation. The land directly allocated for industrial development (the Industry Precinct) comprises less than 4,700 hectares. The *Development Scheme for the Abbot Point State Development Area* (Development Scheme) overrides the Local Government Planning Scheme and NQBP's Land Use Plan for the purpose of Material Change of Use applications. All applications for Material Changes of Use within the APSDA will be assessed by the Department of Infrastructure and Planning and decided against the Development Scheme.

NQBP believes that a coordinated approach is required to the development of the State Development Area as it is likely that many industries will require access through the Port of Abbot Point. NQBP therefore, is working with the Department of Infrastructure and Planning on various aspects of its future development including future infrastructure corridors. In addition to this, NQBP has made a voluntary commitment to refer development applications for uses that are inconsistent with this Land Use Plan to the Department of Infrastructure and Planning for feedback.

2.3 Relationship to Local Government Planning

All strategic port land associated with the Port of Abbot Point adjoins the Whitsunday Regional Council Local Government Area.

Whilst strategic port land is not subject to Local Government planning provisions, NQBP aims to ensure that consistent and compatible land use and development outcomes are achieved through involving the Whitsunday Regional Council in strategic planning and referral of development applications that are inconsistent with this Land Use Plan.

The Council has two Planning Schemes (one for each of the previous Shire Council) which commenced on 1 June 2006 (Bowen) and 9 January 2009 (Whitsunday). The Bowen Planning Scheme applies to land adjacent to both the Abbot Point facilities and the Bowen wharves.

The planning scheme includes a number of overlays that cover port owned land. Overlays are additional layers within the planning scheme which relate to special attributes of land that are sensitive to the effects of development or may constrain development. While noting that strategic port land is not subject to the planning scheme (including overlays), the overlays do highlight common characteristics and constraints with land subject to the planning scheme, that should be considered within the Land Use Plan.

Overlays within the planning scheme relevant to strategic port land include:

- extractive resources;
- bushfire;
- storm surge hazard;
- wetlands special management areas; and
- heritage places (Bowen wharves).

2.4 Regional Context

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

The region is strongly associated with coal extraction, with the Bowen Basin coalfields contributing more than half of Australia's coal exports. In addition to coal, the region is supported by strong manufacturing industries, agriculture, retail and services, and a growing tourism industry.

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

- significant coal deposits in the Bowen Basin;
- 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 port facilities.

The Port of Abbot Point is centrally located between Mackay and Townsville. This provides significant benefits to the Port in terms of access and proximity to skilled workers within two major Queensland regional service centres and supports future business and industry growth at the Port of Abbot Point.

SECTION 3 - DESIRED ENVIRONMENTAL OUTCOMES

The Land Use Plan is required to identify Desired Environmental Outcomes (DEOs) which broadly establish the focus for all activities and development at the Port of Abbot Point, with the aim of ensuring that sustainable port development is achieved.

The following statements reflect a balancing of the three components of ecological sustainability and form the fundamental basis from which all other provisions of the Land Use Plan and other related documents flow. Each DEO is sought to be achieved to the extent practicable, having regard to each of the other DEOs.

DEOs are not intended to be solely achieved through the implementation of the Land Use Plan. As such, the DEOs for the Port of Abbot Point will also be reflected through corporate planning programs, the Port Environmental Management Plan, supporting development guidelines and other relevant processes and programs.

ECONOMIC DEVELOPMENT

- DEO ECON. 1 The Port will be a world class facility to support imports and exports for the region.
- DEO ECON. 2 The Port will provide critical infrastructure to support the establishment of large scale industrial development of regional, state and national significance in the Abbot Point State Development Area.
- DEO ECON. 3 The Port will positively contribute to the town of Bowen and provide regional employment opportunities in its ongoing operations and management, as well as during development and construction periods.
- DEO ECON. 4 The development of port related industries and activities in appropriate locations on strategic port land will be facilitated.
- DEO ECON. 5 Land will be retained and acquired that is strategic to the future operations and development of the Port.
- DEO ECON. 6 Port uses will be consolidated to provide cost effective infrastructure.
- DEO ECON. 7 NQBP will actively liaise with infrastructure providers and planners, including the Department of Infrastructure and Planning, Whitsunday Regional Council, Department of Transport and Main Roads, rail providers and energy providers, regarding the provision of services and infrastructure to the Port for all possible exports and imports.
- DEO ECON. 8 Sustainable technologies will be incorporated into Port development to decrease long term operating costs and reduce the environmental footprint and off-site impacts.
- DEO ECON. 9 Opportunities will be explored to secure improved road and rail access to the Port to facilitate the efficient movement of coal and other products associated with planned port expansions that are consistent with the wider strategic development of the State's coal export capability.

COMMUNITY WELLBEING

- DEO SOC. 1 Port operations prioritise the safety and security of all visitors and employees accessing port land.
- DEO SOC. 2 The scenic and environmental values of the Bowen foreshore will be maintained.
- DEO SOC. 3 NQBP will work with the Whitsunday Regional Council to ensure port operations remain separated from sensitive receiving environments (such as residential).
- DEO SOC. 4 NQBP will continue to manage and protect Indigenous cultural heritage values on port land through involvement with Traditional Owners.
- DEO SOC. 5 NQBP will continue to maintain and enhance its relationship with the community and Whitsunday Regional Council, to provide transparency for planning and development at the Port.

ECOLOGICAL PROCESSES

- DEO ECOL. 1 Protection and enhancement of the natural Port environment will be achieved through pursuing high standards of environmental performance and incorporating sustainable environmental management into all aspects of port planning, development and operations at the Port.
- DEO ECOL. 2 Development on port land will not adversely affect the values of identified areas with high conservation significance, including the Great Barrier Reef Marine Park and adjacent Caley (Kaili) Valley Wetlands.
- DEO ECOL. 3 Climate change assessment will form part of the design of projects on strategic port land, as appropriate.
- DEO ECOL. 4 Development of port land will comply with air, water, waste and noise policies administered under the *Environmental Protection Act 1994*.

SECTION 4 – LAND USE PLAN DESIGNATIONS

The Land Use Plan divides all strategic port land at the Port of Abbot Point into one of five Land Use Plan designations (shown at Plan 1).

The designations reflect strategic port land that has similar functions, attributes, or land use intents and is the primary means of establishing and determining the consistency of proposed development with the Land Use Plan. The designations are as follows:

- Port Handling Activities;
- Offshore Port Infrastructure;
- Port Related and Support;
- Special Management Area; and
- Environmental Protection.

Indicative uses are listed for each land use designation, signifying the types of uses and development considered desirable. The list is not exhaustive and uses not listed may still be generally consistent with the intent of the particular designation.

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 provided in Table 1.



PORT HANDLING ACTIVITIES DESIGNATION

Designates onshore strategic port land that has a direct nexus with the waterfront for the handling of commodities for export.

Intent

This area represents land that is strategic to the existing and future operations and development of the Port. It provides for the core commercial business of the Port of Abbot Point and is intended to cater for the future extension of these core port activities.

Port handling activities are only located at Abbot Point, far removed from residential communities.

The designation includes areas utilised for the loading/unloading, stockpiling, and transfer of commodities. It also includes areas for land access, transport corridors (both rail and road) and port related offices.

Uses that facilitate the expansion, improvement or maintenance of Port Handling Activities are consistent with the intent of this precinct.

Precinct Principles

1. New development is to integrate with existing activities to ensure the efficient movement of commodities through the Port.
2. Opportunities for future Port Handling Activities are protected by excluding land uses not associated with the Port.
3. An appropriate interface is provided between activities/development adjoining land in the Environmental Protection or Special Management designation.
4. Environmental best practice is incorporated in all activities and development.
5. All operations are to be safe and have regard to on-site vehicle and pedestrian movements.

Indicative Uses

- Bulk terminal storage
- Storage of goods or materials (including stockpiles)
- Processing and transfer of goods or materials for shipment
- Water storage
- Ancillary services (workshops, warehouses, fuel storage, abrasive blasting, spray painting etc)
- Port related offices
- Port services including, customs, port pilotage, AQIS, and shipping agents
- Quarantine waste facilities
- Transport of goods/materials, whether by road, rail or air
- Maritime support facilities including vessel refueling/ servicing/ and repair and waste management
- Facilities for terminal operators including car parking and other general amenities
- Uses that facilitate the expansion, improvement or maintenance of port handling activities (including lay down areas, engineering works, concrete batching plants etc)
- Extractive industry
- Utilities, including electrical, water and sewerage infrastructure

OFFSHORE PORT INFRASTRUCTURE DESIGNATION

Designates areas for offshore infrastructure, predominately used for the berthing of port vessels and transfer of materials for shipment.

Intent

These areas are located offshore and include essential structures or infrastructure for vessels accessing the Port and the transfer of materials/ goods for shipment. New infrastructure must relate to the key activities being undertaken at the Port.

The designation allows for infrastructure such as dredged berth pockets and channels, swing basins and navigational aids or equipment that is important for protecting the function, commercial viability and safety of the Port. It also allows for access to port infrastructure for maintenance and construction purposes.

There is potential at the Port of Abbot Point for the development of a Multi Cargo Facility (MCF) through reclamation, which would complement the industrial growth in the Abbot Point State Development Area (APSDA) as well provide facilities to support the export of coal from Abbot Point Terminals 2 and 3. The vision for the MCF is a protected harbour with capacity to accommodate up to 12 Cape Size vessels and provide infrastructure for cargoes including liquid and dry bulk, break bulk and potentially containerised trade. The Offshore Port Infrastructure Designation allows for the construction of the MCF (including any reclamation) and construction and operation of industries and facilities on the MCF, if appropriate approvals are obtained under State and Federal assessment processes.

Located at the Bowen Wharves are mooring facilities for tugs that currently provide towage to the Port of Abbot Point. The foreshore adjacent to the Bowen Wharves is a newly upgraded public recreation area. Public access is allowed to the main jetty facilities, however, the tug berth area remains a secure zone with restricted access. The continued operation of the tugs respects this community benefit.

Precinct Principles

1. Development demonstrates that it is, or provides access to, infrastructure or facilities that contribute to the efficient operation of the Port.
2. Construction and operation does not impede port operations and maintains navigational safety for maritime vessels.
3. Environmental best practice is incorporated in all activities and development.
4. Existing public access to the Bowen Wharves is maintained.

Indicative Uses

At Abbot Point

- Shipping
- Wharfage/docking facilities
- Navigational equipment or aids
- Tug facilities
- Tidal works including dredge channels and swing basins
- Loading/ unloading infrastructure and facilities
- Geotechnical investigations and surveys
- Reclamation for port infrastructure
- Construction and operation of a Multi Cargo Facility including any reclamation required
- Industry uses on the Multi Cargo Facility
- Temporary site offices and construction laydown areas
- Disposal of dredged material
- Utilities

At Bowen Wharves

- Tug operations and related support activities (refueling etc)
- Public recreational use of the foreshore lands

PORT RELATED AND SUPPORT DESIGNATION

Designates areas of strategic port land integral to and supporting the key functions/interests of the Port.

Intent

Land within this designation is to accommodate activities that have a strong physical, operational or supporting role to the core operations in the Port Handling Activities area. The designation includes activities that contribute to port efficiency by shortening the supply chain or providing logistical benefits.

Uses that relate to the expansion of the Port are compatible and industrial activities relevant to the function of the Port may be appropriate.

Precinct Principles

1. Development/activities are seen as important to the function, commercial viability and safety of the Port.
2. Proposed development should not compromise the long term efficient operation of the Port.
3. Environmental best practice is incorporated in all activities and development.
4. All operations are to be safe and have regard to on-site vehicle and pedestrian movements.

Indicative Uses

- Bulk storage (of goods or materials)
- Light/medium industry
- Processing of goods/materials
- Extractive Industry
- Related and ancillary uses such as office/administration and employee amenities
- Utilities, including electrical, water and sewerage infrastructure
- Warehouses
- Workshops
- Transport access

SPECIAL MANAGEMENT DESIGNATION

Designates areas of strategic port land with special locational or physical attributes.

Intent	Indicative Uses
<p>Areas generally suitable for limited port associated development that is:</p> <ul style="list-style-type: none"> - Sensitively designed; or - Of a low intensity and/or impact. <p>Development is neither prohibited nor conferred. Any future development or activities must be consistent with the locational, physical or environmental and cultural attributes of the area.</p> <p>Land included within this designation at Abbot Point may include some or all of the following values and attributes:</p> <ul style="list-style-type: none"> - subject to flooding or inundation; - with varying environmental value; - with scenic or aesthetic value; - with acid sulfate soils; or - including or adjoining areas of higher environmental, ecological and/or cultural heritage value. <p>The ultimate acceptability, nature, form, scale and design of any development to be located within this designation, will be guided by the underlying attributes of the land.</p> <p>Precinct Principles</p> <ol style="list-style-type: none"> 1. Prior to any proposed development being sited in the 'Special Management' designation, evidence is to be provided that alternative sites for development have been properly considered. 2. The potential environmental impacts of any development are to be determined and the mitigation measures established prior to any approval being provided. 3. Suitable measures are incorporated into the design, siting and management of development to ensure a suitable outcome is achieved in relation to the special attributes of the land (and where relevant, adjoining areas). 4. Environmental best practice is incorporated in all activities and development. 5. Activities must have due regard to areas of cultural significance. 6. Sites with known or suspected Indigenous cultural heritage values are not to be developed until consultation has been undertaken with the Traditional Owners. 	<p>Uses complementary to the attributes of the land, including for example:</p> <ul style="list-style-type: none"> - Light industry - General buffer - Park - Open space - Car park - Port related infrastructure - Lay down areas - Transport access and services - Materials transport infrastructure - Cultural uses consistent with port operation and security

ENVIRONMENTAL PROTECTION DESIGNATION

Designates broadly the areas of strategic port land identified with high conservation significance.

Intent

These areas designate land that exhibits recognised ecological and/or cultural heritage values that are to be protected, managed and enhanced. Development or activities that conflict with the conservation of these values is inappropriate.

Development that provides access to coastal areas/beaches and other significant natural and cultural features may be acceptable.

Precinct Principles

1. The relevant environmental and cultural integrity and scenic values of these areas are maintained.

Indicative Uses

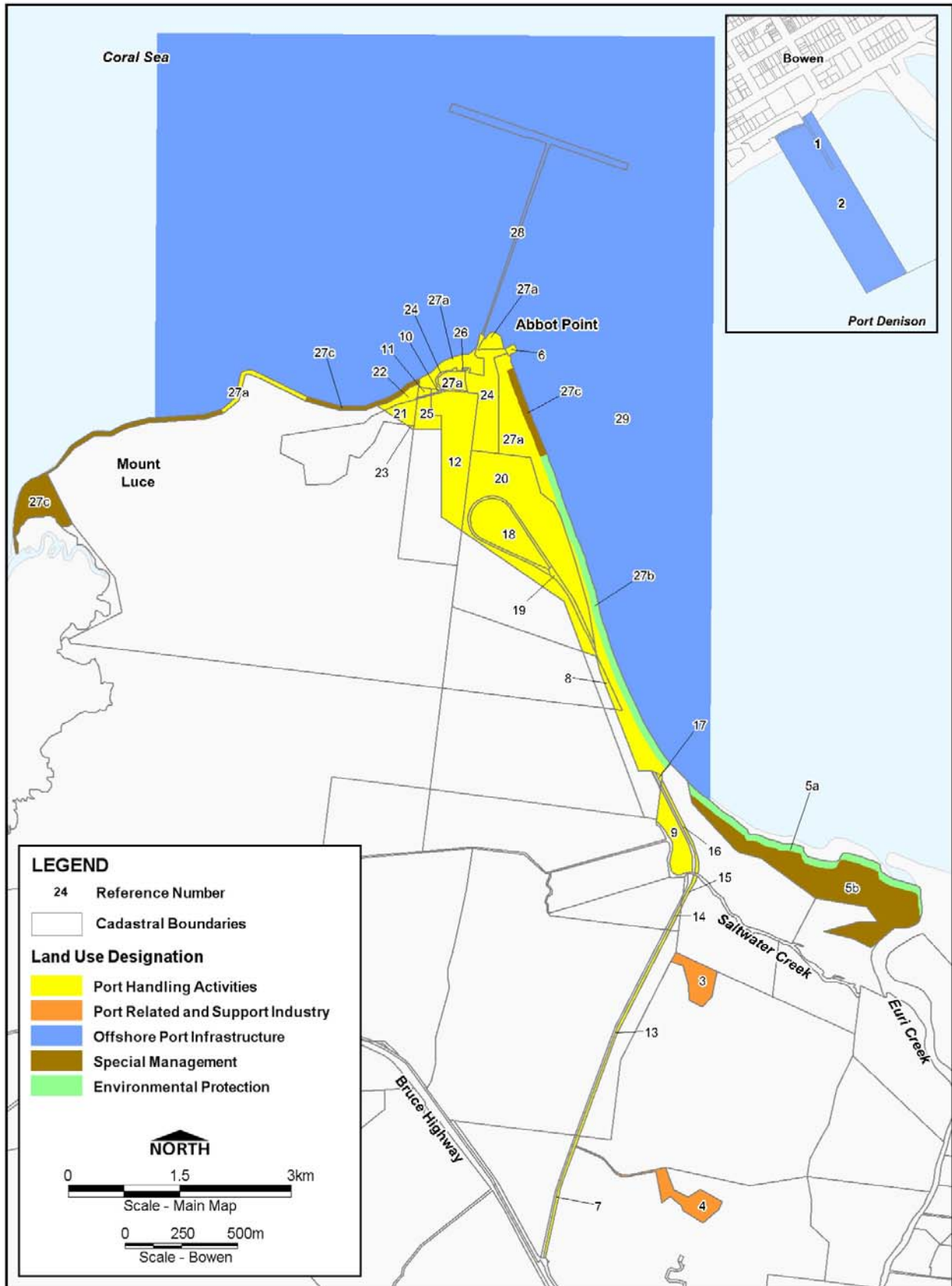
- Environmental and cultural areas
- Buffer
- Traditional Owner access and use

Table 1 – Port of Abbot Point Land Use Plan Designations and Property Details

REF NO.	LOT NO	PLAN NO	CURRENT USE	PROPOSED USE	AREA (hectares)	TENURE
BOWEN						
1	309	SP118066	Offshore Port Infrastructure	Offshore Port Infrastructure	0.5056	Freehold
2	308	SP118066	Offshore Port Infrastructure	Offshore Port Infrastructure	15.83	Perpetual Lease
ABBOT POINT						
3	44	HR1599	Port Related and Support Industry	Port Related and Support Industry	21.12	Perpetual Lease
4	45	HR1600	Port Related and Support Industry	Port Related and Support Industry	26.07	Freehold
5a	47	HR1607	Environmental Buffer	Environmental Buffer	50.00	Perpetual Lease
5b	47	HR1607	Special Management	Special Management	145.00	Perpetual Lease
6	52	HR1732	Port Handling Activities	Port Handling Activities	1.515	Perpetual Lease
7	51	HR1931	Port Handling Activities	Port Handling Activities	5.616	Freehold
8	335	HR1935	Port Handling Activities	Port Handling Activities	4.91	Perpetual Lease
9	1	RP737838	Port Handling Activities	Port Handling Activities	23.99	Freehold
10	1	RP738760	Port Handling Activities	Port Handling Activities	0.5922	Freehold
11	2	RP738760	Port Handling Activities	Port Handling Activities	1.92	Freehold
12	4	RP738760	Port Handling Activities	Port Handling Activities	72.59	Freehold
13	2	RP748511	Port Handling Activities	Port Handling Activities	10.022	Freehold
14	2	RP748512	Port Handling Activities	Port Handling Activities	1.257	Freehold
15	2	RP748625	Port Handling Activities	Port Handling Activities	1.645	Freehold
16	2	RP748626	Port Handling Activities	Port Handling Activities	4.674	Freehold
17	2	RP748627	Port Handling Activities	Port Handling Activities	0.6138	Freehold
18	1	RP748628	Port Handling Activities	Port Handling Activities	45.08	Freehold
19	2	RP748628	Port Handling Activities	Port Handling Activities	15.63	Freehold

REF NO.	LOT NO	PLAN NO	CURRENT USE	PROPOSED USE	AREA (hectares)	TENURE
20	3	RP748628	Port Handling Activities	Port Handling Activities	142.0551	Freehold
21	34	SP112920	Port Handling Activities	Port Handling Activities	8.922	Freehold
22	57	SP112921	Port Handling Activities	Port Handling Activities	6.261	Freehold
23	58	SP112921	Port Handling Activities	Port Handling Activities	0.2739	Freehold
24	47	SP117913	Port Handling Activities	Port Handling Activities	48.56	Freehold
25	33	SP124849	Port Handling Activities	Port Handling Activities	11.98	Freehold
26	1	SP156160	Port Handling Activities	Port Handling Activities	0.0225	Term Lease
27a	46	SP156160	Port Handling Activities	Port Handling Activities	145.00	Perpetual Lease
27b	46	SP156160	Environmental Buffer	Environmental Buffer	55.00	Perpetual Lease
27c	46	SP156160	Special Management	Special Management	80.00	Perpetual Lease
28	49	SP185904	Offshore Port Infrastructure	Offshore Port Infrastructure	34.20	Perpetual Lease
29	A	AP19474	Offshore Port Infrastructure	Offshore Port Infrastructure	4370.00	Permit to Occupy

Plan 1 – Port of Abbot Point Land Use Plan Designations



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NOTIFICATION
Transport Infrastructure Act 1994

Department of Transport and Main Roads
Brisbane, 15 April 2011

It is hereby notified in pursuance of the provisions of the Act that on 28 March 2011 the approval of the Honourable the Minister for Main Roads, Fisheries and Marine Infrastructure was given to the land use plan prepared by North Queensland Bulk Ports Corporation Limited for the Port of Abbot Point and its schedule of strategic port land, as follows:

Real Property Description	Tenure	Area (Ha)	Present Use	Future Use
Abbot Point				
Lot 44 on HR1599	Perpetual Lease	21.12	Port Related and Support Industry	Port Related and Support Industry
Lot 45 on HR1600	Freehold	26.07	Port Related and Support Industry	Port Related and Support Industry
Lot 47 on HR1607 (1)	Perpetual Lease	50.00	Environmental Buffer	Environmental Buffer
Lot 47 on HR1607 (2)	Perpetual Lease	145.00	Special Management	Special Management
Lot 52 on HR1732	Perpetual Lease	1.515	Port Handling Activities	Port Handling Activities
Lot 51 on HR1931	Freehold	5.616	Port Handling Activities	Port Handling Activities
Lot 335 on HR1935	Perpetual Lease	4.91	Port Handling Activities	Port Handling Activities
Lot 1 on RP737838	Freehold	23.99	Port Handling Activities	Port Handling Activities
Lot 1 on RP738760	Freehold	0.5922	Port Handling Activities	Port Handling Activities
Lot 2 on RP738760	Freehold	1.92	Port Handling Activities	Port Handling Activities
Lot 4 on RP738760	Freehold	72.59	Port Handling Activities	Port Handling Activities
Lot 2 on RP748511	Freehold	10.022	Port Handling Activities	Port Handling Activities
Lot 2 on RP748512	Freehold	1.257	Port Handling Activities	Port Handling Activities
Lot 2 on RP748625	Freehold	1.645	Port Handling Activities	Port Handling Activities
Lot 2 on RP748626	Freehold	4.674	Port Handling Activities	Port Handling Activities
Lot 2 on RP748627	Freehold	0.6138	Port Handling Activities	Port Handling Activities
Lot 1 on RP748628	Freehold	45.08	Port Handling Activities	Port Handling Activities
Lot 2 on RP748628	Freehold	15.63	Port Handling Activities	Port Handling Activities
Lot 3 on RP748628	Freehold	142.0551	Port Handling Activities	Port Handling Activities
Lot 34 on SP112920	Freehold	8.922	Port Handling Activities	Port Handling Activities
Lot 57 on SP112921	Freehold	6.261	Port Handling Activities	Port Handling Activities
Lot 58 on SP112921	Freehold	0.2739	Port Handling Activities	Port Handling Activities
Lot 47 on SP117913	Freehold	48.56	Port Handling Activities	Port Handling Activities
Lot 33 on SP124849	Freehold	11.98	Port Handling Activities	Port Handling Activities
Lot 1 on SP156160	Term Lease	0.0225	Port Handling Activities	Port Handling Activities
Lot 46 on SP156160 (3)	Perpetual Lease	145.00	Port Handling Activities	Port Handling Activities
Lot 46 on SP156160 (4)	Perpetual Lease	55.00	Environmental Buffer	Environmental Buffer
Lot 46 on SP156160 (5)	Perpetual Lease	80.00	Special Management	Special Management
Lot 49 on SP185904	Perpetual Lease	34.20	Offshore Port Infrastructure	Offshore Port Infrastructure
Lot A on AP19474	Permit to Occupy	4370.00	Offshore Port Infrastructure	Offshore Port Infrastructure
Bowen				
Lot 309 on SP118066	Freehold	0.5056	Offshore Port Infrastructure	Offshore Port Infrastructure
Lot 308 on SP118066	Perpetual Lease	15.83	Offshore Port Infrastructure	Offshore Port Infrastructure

Note 1 - refer to Ref No. 5a in the table in the land use plan

Note 2 - refer to Ref No. 5b in the table in the land use plan

Note 3 - refer to Ref No. 27a in the table in the land use plan

Note 4 - refer to Ref No. 27b in the table in the land use plan

Note 5 - refer to Ref No. 27c in the table in the land use plan

A copy of the land use plan for the Port of Abbot Point is available on North Queensland Bulk Ports Corporation Limited's website at www.nqbp.com.au/publications/PortofAbbotPointLandUsePlan.pdf

Luke Franzmann
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Rail, Ports and Freight Division
Department of Transport and Main Roads