

DRAFT LAND USE PLAN RELEASE

North Queensland Bulk Ports Corporation Limited (NQBP) is reviewing its Land Use Plan for the Port of Abbot Point and has prepared a draft document which is now available for review.

The draft Land Use Plan's release commences an eight week consultation period, ending on 19 February 2010, during which the public is invited to provide input into the planning process through written submissions. The release of this document follows the consultation undertaken on the Statement of Proposals document early in 2009.

Copies of the draft Land Use Plan and associated Development Guidelines are available on NQBP's website at www.nqbp.com.au; or by requesting a copy by telephone on (07) 3224 8708.

About the Land Use Plan

- The Land Use Plan will guide how the Port of Abbot Point will evolve over the next eight years.
- The Land Use Plan is a legal instrument and can be likened to a Council Planning Scheme in that it sets out provisions for the use and development of land areas under the control of NQBP as the Port Authority.
- The Land Use Plan designates particular types of uses to parcels of land covered by the Plan. For example, areas of high conservation value will be set aside within an Environmental Protection designation. Other areas will be set aside for port development and port access.
- The Plan also sets out rules to assess new development before it can be approved, such as building and infrastructure design, landscaping, vehicle access, and amenity.

How to Make a Submission?

During the public exhibition period, anybody can make a submission to NQBP about any aspect of the draft Land Use Plan.

Any submission or comment on the draft Land Use Plan should:

- be in writing and be signed by each person who is making the submission;
- include the full name and address of each person making the submission;
- clearly outline the concerns, support or comments being made on the draft Land Use Plan; and
- be received by NQBP by no later than 5pm on Friday, 19 February 2010.

Please send any submission to the attention of NQBP's General Manager Environment and Planning as follows:

1. Mail to: North Queensland Bulk Ports Corporation
GPO Box 409
Brisbane QLD 4001
2. E-mail to: planning@nqbp.com.au

Community Open Session

A Community Open Session will be held to enable a one-on-one opportunity for members of the community and stakeholders to talk with NQBP representatives about the draft Land Use Plan and have their questions answered.

This session will be held in January and details of the timing and venue will be published in the Bowen Independent prior to the session.

For enquiries regarding the draft Land Use Plan or consultation, please contact NQBP on (07) 3224 8708, during business hours.



North Queensland Bulk Ports Corporation (NQBP)

Draft Land Use Plan

Port of Abbot Point

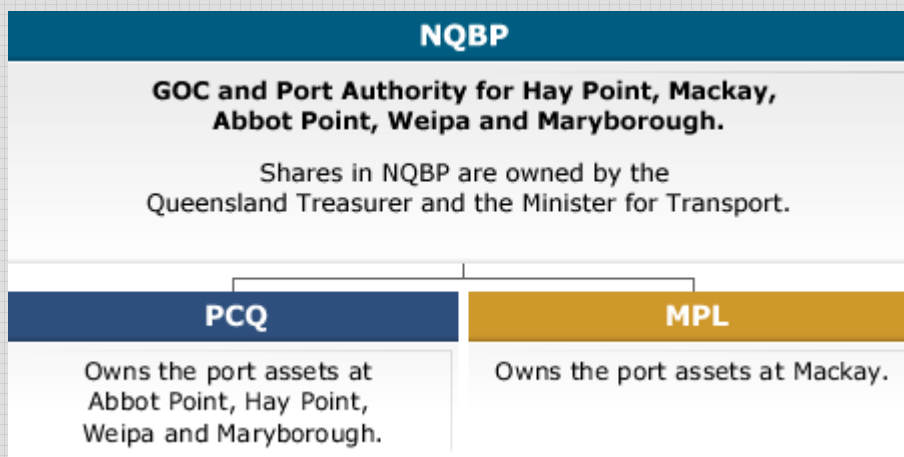
**Port of Abbot Point
Draft Land Use Plan
November 2009**

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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. Coal is by far the main commodity handled in NQBP ports.

CONTENTS

<i>SECTION 1 - INTRODUCTION</i>	1
1.1 Purpose of the Port of Abbot Point Land Use Plan	1
1.2 Land Use Plan Structure	1
1.3 Legislative Context.....	2
1.4 Assessment Requirements	3
<i>SECTION 2 – PORT PROFILE</i>	5
2.1 Physical Setting, Landscapes and Existing Development	5
Port Facilities at the Port of Abbot Point.....	5
Environmental Context.....	7
Cultural Context.....	8
2.2 Abbot Point State Development Area	8
2.2 Relationship to Local Government Planning	9
2.3 Regional Context.....	9
<i>SECTION 3 - DESIRED ENVIRONMENTAL OUTCOMES</i>	11
<i>SECTION 4 – LAND USE PLAN DESIGNATIONS</i>	13
Table 1 – Port of Abbot Point Land Use Plan Designations & Property Details.....	19
Plan 1 – Port of Abbot Point Land Use Plan Designations.....	21

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 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:

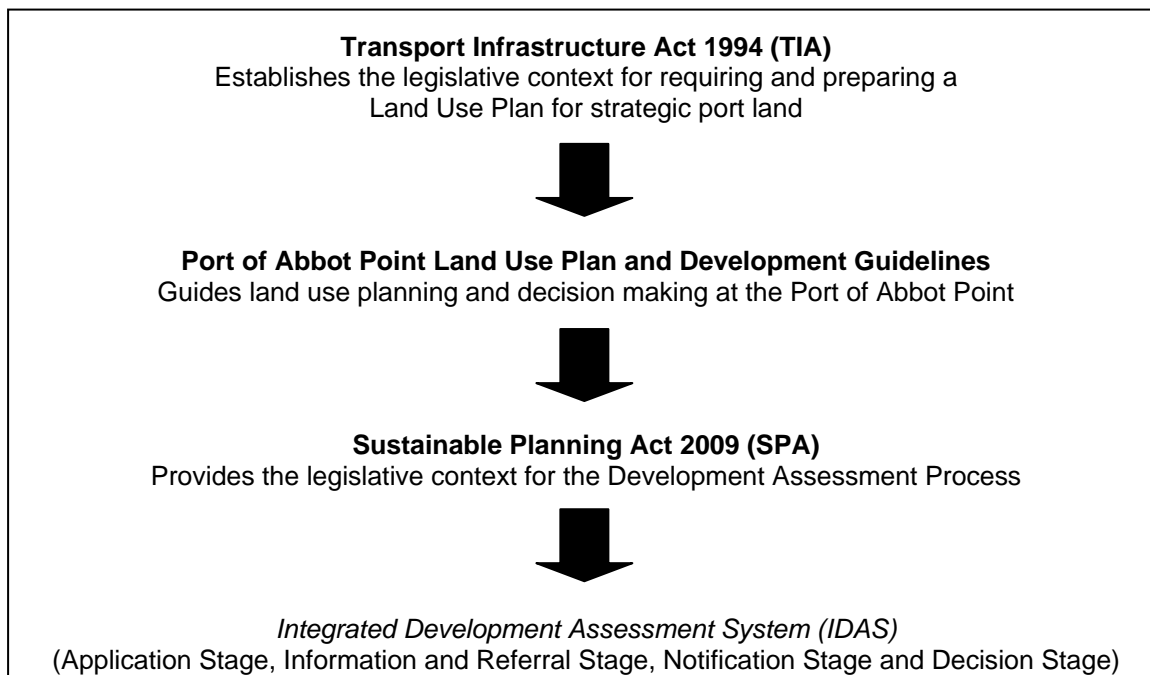
Establishing a Vision for the Port of Abbot Point – Land Use Plans under the TIA are required to identify Desired Environmental Outcomes (DEOs) which provide the overarching vision and direction for future development at the Port of Abbot Point. The DEOs have been structured according to the three drivers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

All development on port land requires an application to be made to NQBP. There are two assessment processes that apply to development on strategic port land:

1. NQBP's 'Port Development Consent' process.
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;
- 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 the *Sustainable Planning Act 2009* 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). NQBP does not act as the Assessment Manager for Plumbing and Drainage Works or Building Works applications.

Applications for assessable development under the *Sustainable Planning Act 2009*, 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 describes requirements for the physical form and operation of different types of development on strategic port land. It 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 can be amended from time to time, to reflect new standards and innovations in planning, engineering and environmental management.

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.

SECTION 2 – PORT PROFILE

2.1 Physical Setting, Landscapes and Existing Development

The Port of Abbot Point is Australia's most northerly coal port. The Port is located 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 and coal mines in the Bowen Basin, 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 a proposed expansion of the existing coal terminal to 110 million tonnes per annum (X110) to meet the demand for additional coal export capacity and the construction of a new Multi Cargo Facility.

Located within the Port, approximately 25km north of Bowen, is the Abbot Point Coal Terminal which exports supplies from the northern Bowen Basin coal reserves. The Port also contains mooring at the Bowen wharves, for the two tug boats that provide towage to the coal terminal at Abbot Point.

While the Abbot Point Coal Terminal is owned by NQBP, 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 protected by the offshore islands of 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 eventual transfer of the coal onto ships from trains that enter the port area. Major capital investments into Abbot Point are currently being undertaken to allow additional export capacity.

Offshore Infrastructure (Wharves/Shipping Berths)

At Abbot Point, offshore infrastructure currently consists of a single offshore berth of approximately 268m in length, located at the end of a 2.8km long trestle jetty, which is serviced by a conveyor and ship-loader. As part of the approved X50 project², a new berth and wharf structure will be constructed at the end of the existing trestle jetty. A small service jetty is located to the east of the main jetty, which is utilised for offshore construction activities for the X50 expansion.

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 to the coal terminal. 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 Multi Cargo Facility project³.

² The X50 project involved an \$818 million project to increase the terminal capacity to 50 million tones 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.

³ NQBP is currently undertaking 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 from the Northern Economic Triangle catchment area, as well as coalfields in the Bowen and Galilee Basins.

The proposed X110 expansion⁴ requires three main offshore components to be undertaken as follows:

- installation of a second offshore jetty structure to the west of the existing offshore structure, with two out-loading conveyors to take the product to the offshore berths;
- installation of two new offshore wharf/berth structures with two new ship-loaders on the new berths; and
- extension of the service jetty structure.

Shipping Access

The Port caters for vessels up to 300m in length or 200,000 deadweight tonnes (dwt) and 50m beam. Berth 1 is accessed via a berth pocket approximately 520m long and 70m wide and to an approximate depth of 19.1 LAT (Lowest Astronomical Tide). As part of the X50 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 which is currently being constructed.

The existing small service jetty is being utilised for bringing in construction materials as part of the X50 project.

For the proposed X110 expansion of the coal terminal, dredging of two new berth pockets and an associated apron area will be required. Dredging requirements for the proposed Multi Cargo Facility have not yet been determined.

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. An expansion to X110 would take the terminal to a total of fourteen stockpile rows in seven bunds.

There is an existing ship-loader at the Abbot Point Coal Terminal, which has a design rate maximum capacity of 4,600 tonnes per hour and an average loading capacity of 4,000 tonnes per hour. 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 Northern Missing Rail Link project. Trains of 10,000 tonnes are expected to be used to service the expanded terminal.

NQBP is currently undertaking 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, referred to as the Multi Cargo Facility, would be capable of accommodating the large scale import and export of minerals and materials from the Queensland Government's 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 (including the Aluminium Corporation of China (CHALCO) project) which may establish in the State Development Area. It is anticipated that the Multi Cargo Facility 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.

⁴ NQBP is currently undertaking master planning for capacity above 110 million tonnes per annum (X110).

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.

Access to the proposed Multi Cargo Facility is yet to be finalised however at this stage it is anticipated that a separate access road would be developed further west along the Bruce Highway through the State Development Area.

Offices

There is a main site office at the Port which is utilised by Abbot Point Bulk Coal Pty Ltd who operate the terminal. The terminal also has a large warehouse and workshop facility. A number of temporary demountables have been installed at the terminal for managing the onshore and offshore components of the expansions.

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

Port Security

Authorised persons only may enter the Abbot Point Coal Terminal. At heightened levels of security, the road to the coal terminal, which is owned by NQBP, is closed to the public with a security guard in attendance.

In Bowen, public access is restricted to the part of the wharf which is utilised for tug mooring.

Customs and Quarantine Facilities

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

Land reclamations

At present, no land reclamation has been undertaken at the Port of Abbot Point. It is anticipated that land reclamation would be required for the establishment of a Multi Cargo Facility.

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). 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 Abbot Point – Caley Valley Wetland 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,

whilst in drought it can become completely dry. The richness of the area for waterfowl and waterbird habitat justifies the wetlands significance in Australia. No impacts from the current development and operation of the Abbot Point Coal Terminal have been observed over the wetland. This is most likely due to the runoff protection and detention storage provided by the two existing settlement ponds. This indicates that current environmental management practices are effective in managing potential impacts. 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 tracks 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.

Cultural Context

Abbot Point is the traditional lands of the Juru people. Cultural heritage surveys have confirmed that the Abbot Point coastline is an area rich in Aboriginal cultural sites and prehistory/ history. The archaeological record now clearly shows that the wider Abbot Point area contains a complex 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.

2.2 Abbot Point State Development Area

Adjoining the port area at Abbot Point is the Abbot Point State Development Area which forms a key part of the Queensland Government's Northern Economic Triangle Infrastructure Plan 2007-2012. The Abbot Point State Development Area 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 declared site is approximately 16,000 hectares in area and is to accommodate 5,000 hectares of future industrial activities in addition to associated infrastructure corridors. The State Development Area overrides Local Government and Port Authority planning instruments (including this Land Use Plan) and accordingly all development in this area must be assessed against the approved 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. Therefore NQBP is working with the Department of Infrastructure and Planning on various aspects of its future development including future infrastructure corridors.

2.2 Relationship to Local Government Planning

All strategic port land associated with the Port of Abbot Point is located within the Whitsunday Regional Council 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 IPA compliant Planning Schemes (one for each of the previous Shire Councils) which commenced on 1 June 2006 (Bowen) and 9 January 2009 (Whitsundays). The Bowen Planning Scheme applies to land adjacent to both the Abbot Point facilities and the Bowen wharves. Consideration has been made in drafting this Land Use Plan for the Port to ensure that its current and future operations are compatible with the surrounding predominate land uses and Council's development intents.

Land adjacent to the port site at Abbot Point comprises either land within the 'Rural Zone' or the 'Special Purposes Zone', which is largely consistent with the current activities being undertaken. The rural zoning of the vast majority of land surrounding strategic port land at Abbot Point reflects the areas historical use and assists in providing a buffer between the subject site and other uses. The 'Special Purpose Zone' includes an area of land immediately abutting the Port and recognises the special attributes of the land and its relationship with the Port, together with its potential to become strategic port land in the future. Both zonings continue to support the ports existing and long term operations. It is recognised that the State Development Area now operates across this area, and different designations and uses apply in accordance with the Development Scheme.

Land adjacent to the Bowen wharves mostly comprises the 'Residential Precinct R2' and the 'Open Space' zone. The interface of this land with the urban area of Bowen has substantially confined the level of port related activity on this land and accordingly necessitates particular attention in the Land Use Plan.

The planning scheme also 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).

2.3 Regional Context

The Whitsunday Hinterland and Mackay (WHAM) region 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 coal exports, 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 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.

Bowen is also 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 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, including the adjacent Abbot Point State Development Area.
- DEO ECON. 2 The Port will provide regional employment opportunities in its ongoing operations and management as well as during development and construction periods.
- DEO ECON. 3 The development of port related industries and activities in appropriate locations on strategic port land is facilitated.
- DEO ECON. 4 Land is retained and acquired that is strategic to the future operations and development of the Port.
- DEO ECON. 5 Port uses will be consolidated to provide cost effective infrastructure.
- DEO ECON. 6 NQBP will actively liaise with infrastructure providers, including the Whitsunday Regional Council, Department of Transport and Main Roads, Queensland Rail and Ergon/Powerlink, regarding the provision of services and infrastructure to the Port.
- DEO ECON. 7 Sustainable technologies will be incorporated into Port development to decrease long term operating costs and reduce the environmental footprint.
- DEO ECON. 8 Opportunities are 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.
- DEO ECON. 9 Port development and planning is designed to establish synergies with the Abbot Point State Development Area.

COMMUNITY WELLBEING

- DEO SOC. 1 Port operations prioritise the safety and security of all visitors and employees accessing port land.
- DEO SOC. 2 The Bowen foreshore scenic and environmental values 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 with Traditional Owners involvement.
- DEO SOC. 5 NQBP will continue to maintain and enhance its relationship with the community and Whitsunday Regional Council, to provide transparency regarding planning and development at the Port.

ECOLOGICAL PROCESSES

- DEO ECOL. 1 Protection and enhancement of the natural Port environment is to be achieved through pro-active management.
- DEO ECOL. 2 Sustainable environmental management is to be promoted and incorporated into all aspects of port planning, development and operations at the Port.
- DEO ECOL. 3 The coastal environment and associated values are protected through responsible and ecologically sustainable development on port land.
- DEO ECOL. 4 Development on port land does not adversely affect the values of identified areas with high conservation significance, including the Great Barrier Reef Marine Park and adjacent Caley Valley wetlands.
- DEO ECOL. 5 Climate change assessment will form part of the design of projects on strategic port land, as appropriate.
- DEO ECOL. 6 Development of port land complies with air, water and noise standards administered through 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.

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 predominantly located at the Abbot Point Coal Terminal, 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. Continued capital investment in infrastructure is to be undertaken to facilitate the efficient operation of new and existing Port Handling Activities.
3. Opportunities for future Port Handling Activities are protected by excluding land uses not associated with the Port.
4. An appropriate interface is provided between activities/development adjoining land in the Environmental Protection or Special Management designation.
5. Environmental best practice is incorporated in all activities and development.
6. 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	Indicative Uses
<p>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.</p> <p>The designation allows for infrastructure such as dredged berth pockets and channels, swing basins and navigational aids or equipment that are 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.</p> <p>There is potential at the Port of Abbot Point to develop a Multi Cargo Facility (MCF) through reclamation, which would complement the industrial growth in the Abbot Point State Development Area (APSDA). 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.</p> <p>Located at the Bowen Wharves is 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.</p>	<p>At Abbot Point</p> <ul style="list-style-type: none"> - 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
<p>Precinct Principles</p> <ol style="list-style-type: none"> 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. 	<p>At Bowen Wharves</p> <ul style="list-style-type: none"> - 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 material)
- Light/medium industry
- Processing of goods/material
- 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

Areas generally suitable for limited port associated development that is:

- Sensitively designed; or
- Of a low intensity and/or impact.

Development is neither prohibited nor conferred. Any future development or activities must be consistent with the locational, physical or environmental attributes of the area and positively contribute to those attributes.

Land included within this designation at Abbot Point may include some or all of the following values and attributes:

- 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.

The ultimate acceptability, nature, form, scale and design of the development will be guided by the underlying attributes of the land.

Precinct Principles

1. Suitable measures are incorporated into the design, siting and management of development to ensure an acceptable outcome is achieved in relation to the special attributes of the land (and where relevant, adjoining areas).
2. Environmental best practice is incorporated in all activities and development.
3. Activities must have due regard to areas of cultural significance.

Indicative Uses

Uses complementary to the attributes of the land, including for example:

- Light industry
- General buffer
- Park
- Open space
- Car park
- Light port related infrastructure
- Lay down areas
- Transport access and services
- 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

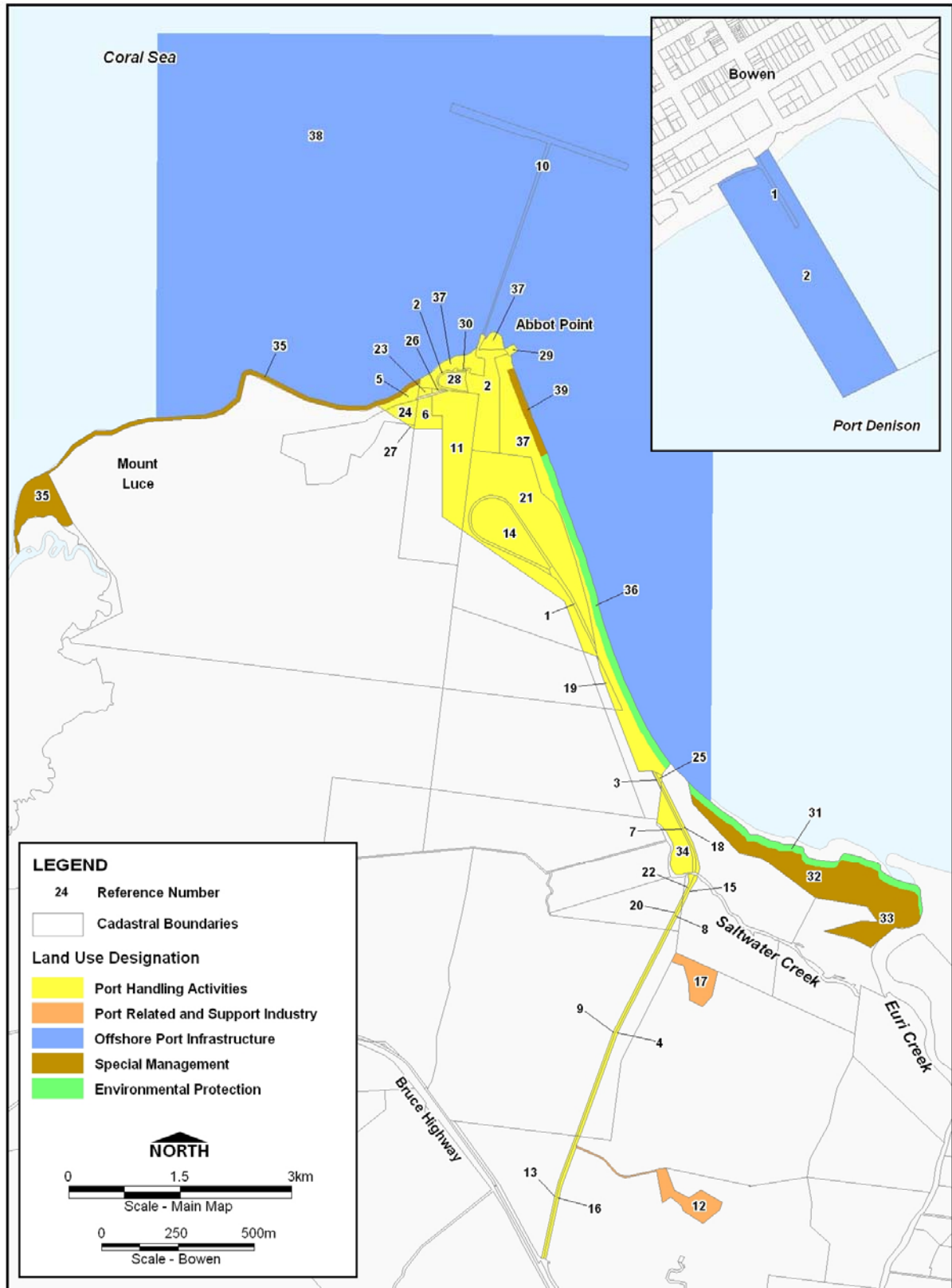
- Environmental and cultural areas
- Buffer
- Boardwalks
- Healing centre

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
ABBOT POINT						
1	2	RP748628	Port Handling Activities	Port Handling Activities	15.7717	Freehold
2	47	SP117913	Port Handling Activities	Port Handling Activities	48.7446	Freehold
3	1	RP748627	Port Handling Activities	Port Handling Activities	0.565292	Freehold
4	2	RP748511	Port Handling Activities	Port Handling Activities	10.0517	Freehold
5	57	SP112921	Port Handling Activities	Port Handling Activities	6.29047	Freehold
6	33	SP124849	Port Handling Activities	Port Handling Activities	12.0204	Freehold
7	1	RP748626	Port Handling Activities	Port Handling Activities	3.63451	Freehold
8	2	RP748512	Port Handling Activities	Port Handling Activities	1.2645	Freehold
9	1	RP748511	Port Handling Activities	Port Handling Activities	8.20679	Freehold
10	49	SP185904	Offshore Port Infrastructure	Offshore Port Infrastructure	34.3939	Perpetual Lease
11	4	RP738760	Port Handling Activities	Port Handling Activities	72.8187	Freehold
12	45	HR1600	Port Related and Support Industry	Port Related and Support Industry	26.1662	Freehold
13	50	HR1931	Port Handling Activities	Port Handling Activities	4.65167	Freehold
14	1	RP748628	Port Handling Activities	Port Handling Activities	45.218	Freehold
15	2	RP748625	Port Handling Activities	Port Handling Activities	1.64484	Freehold
16	51	HR1931	Port Handling Activities	Port Handling Activities	5.62121	Freehold
17	44	HR1599	Port Related and Support Industry	Port Related and Support Industry	21.3486	Perpetual Lease
18	2	RP748626	Port Handling Activities	Port Handling Activities	4.68916	Freehold
19	335	HR1935	Port Handling Activities	Port Handling Activities	4.99289	Freehold
20	1	RP748512	Port Handling Activities	Port Handling Activities	1.28208	Freehold
21	3	RP748628	Port Handling Activities	Port Handling Activities	148.001	Freehold
22	1	RP748625	Port Handling Activities	Port Handling Activities	1.43243	Freehold
23	2	RP738760	Port Handling Activities	Port Handling Activities	1.92961	Freehold
24	34	SP112920	Port Handling Activities	Port Handling Activities	8.95602	Freehold

REF NO.	LOT NO	PLAN NO	CURRENT USE	PROPOSED USE	AREA (hectares)	TENURE
25	2	RP748627	Port Handling Activities	Port Handling Activities	0.613093	Freehold
26	1	RP738760	Port Handling Activities	Port Handling Activities	0.59556	Freehold
27	58	SP112921	Port Handling Activities	Port Handling Activities	0.275154	Freehold
28	46	SP156160	Port Handling Activities	Port Handling Activities	8.00274	Perpetual Lease
29	52	HR1732	Port Handling Activities	Port Handling Activities	1.51987	Perpetual Lease
30	1	SP156160	Port Handling Activities	Port Handling Activities	0.022582	Term Lease
31	47	HR1607	Environmental Buffer	Environmental Protection	34.9212	Perpetual Lease
32	47	HR1607	Special Management	Special Management	84.7513	Perpetual Lease
33	47	HR1607	Special Management	Special Management	48.2274	Perpetual Lease
34	1	RP737838	Port Handling Activities	Port Handling Activities	24.438	Freehold
35	46	SP156160	Special Management	Special Management	68.3008	Perpetual Lease
36	46	SP156160	Environmental Buffer	Environmental Protection	45.2098	Perpetual Lease
37	46	SP156160	Port Handling Activities	Port Handling Activities	114.683	Perpetual Lease
38	Lot A	AP19474	Offshore Port Infrastructure	Offshore Port Infrastructure	4378.72	Permit to Occupy
39	46	SP156160	Special Management	Special Management	12.5295	Perpetual Lease
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

Plan 1 – Port of Abbot Point Land Use Plan Designations



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