

PORT OF LUCINDA
LAND USE STRATEGY



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1.0 INTRODUCTION

1.1 The Port of Lucinda

Situated about 100 kilometres north of Townsville, the Port of Lucinda is dedicated to the export of raw sugar from the Ingham sugar-growing district. It comprises on-shore sugar handling and storage facilities, and a single trestle jetty and conveyor running out to an off-shore berth and shiploader.

The jetty is one of the longest of its type in the world, extending for 5.6 kilometres and dipping 1.2 metres over its length as it follows the curvature of the earth. Sugar takes 22 minutes to travel along the conveyor from the on-shore storage sheds to the shiploader.

The port terminal is operated by Lucinda Bulk Sugar Terminal and is supplied by the Victoria and Macknade sugar mills. The Port of Lucinda is serviced by North Queensland Marine Towage Pty Ltd tugs based in Mourilyan, while pilotage is provided by Maritime Safety Queensland.

1.2 Strategic Port Land

Section 169 of the *Transport Infrastructure Act 1994* requires the Corporation to prepare a Land Use Plan specifying:

- its Strategic Port Land
- land it wishes to become Strategic Port Land
- current and proposed uses of the land.

Strategic Port Land is not subject to the local government planning scheme.

For the purposes of the *Transport Infrastructure Act*, Schedule 1 to this Strategy is the Land Use Plan for the Port of Lucinda, and lists the Corporation's Strategic Port Land.

1.3 About the Land Use Strategy

The Corporation, as the port authority responsible for the Port of Lucinda, recognises the importance of planning for the future of the Port to:

- accommodate the growth of port services and facilities to maximise the contribution to the economic development of the region; and
- manage the impacts of port expansion on the environment and adjacent residential areas and the port's relationship with recreational port users.

The Lucinda Land Use Strategy (the Strategy) is intended to provide a coherent framework for the future planning and development of the Port which reflects the existing and future importance of the Port to regional economic development.

The Strategy is intended to be used in conjunction with the Port of Lucinda's Environmental Management Plan (EMP). This document is published separately so that it can be reviewed and updated independently.

The EMP addresses specific environmental considerations and is an integral component of the Corporation's strategy for future development at the Port.

Both this Strategy and the EMP will be used by the Corporation in its roles as development facilitator and development manager and will form part of the laws and policies used by the Corporation in its role as Assessment Manager under the *Integrated Planning Act 1997* (IPA).

This Strategy is not intended to, and does not, affect any Native Title interests that may exist in relation to particular land which is the subject of this Strategy. In giving effect to this Strategy, the Corporation will have regard to relevant legislation and procedures relating to Native Title issues.

It is intended that the Strategy will be reviewed every three to six years to ensure it remains updated in a continually changing environment.

After six years the Strategy shall be reviewed in its entirety for its effectiveness in achieving its desired outcomes and a new strategy will be prepared. The Corporation will consult with relevant stakeholders, including government agencies and the Hinchinbrook Shire Council, when preparing the new strategy. The Hinchinbrook Shire Town Plan is scheduled for its first review in 2010 at which stage the Land Use Strategy will be reviewed as well.

1.4 Key Issues

The Strategy has been prepared to promote flexibility in port planning and provides options for future development of the Port in accordance with the Corporation's economic and environmental responsibilities. The key issues considered in the preparation of the Strategy include:

- the difficulty in reliably predicting future land take up for port use at Lucinda, particularly because of the uncertainties about the extent of future exports and imports of existing and new trades
- the limited amount of Strategic Port Land available for port expansion in the main port area
- the need to protect waterfront land for core port activities involving the loading and unloading of cargo, and also to provide areas for industry which is closely related to, or supports the port operation.
- the identification of alternative areas for port development as a result of the constraints to expansion
- the need to ensure that expansion of the Port occurs in a manner that does not impact adversely on the existing natural environment
- the use of the Port for recreational purposes

- the need to ensure that incompatible land uses do not encroach on the Port.

For land above high-water mark within the Port that is not Strategic Port Land, the Corporation will seek to ensure that the Hinchinbrook Shire Council Planning Scheme is consistent with the Corporation's Land Use Strategy.

This will ensure the best outcomes for the Port, as well as the wider community, by ensuring that development does not adversely affect the adjacent residential areas.

1.5 Strategy Approach

The Strategy adopts a performance-based approach (as promoted by the *Integrated Planning Act 1997*) to managing future development of the Port.

This performance-based approach involves considering the suitability of the use of the site by its impacts, rather than the traditional approach of allocating land into zones and stipulating the particular uses which can be established on a site.

Therefore, the Strategy:

- sets out development intentions for specific areas identified in the plan
- provides performance criteria against which the economic and environmental performance of a proposed development will be assessed; and
- provides indicative uses for specific areas which are considered likely to be able to meet these performance criteria.

The Corporation will assess the consistency of any proposal on Strategic Port Land against the intent for the area and its ability to adequately meet these relevant performance criteria.

1.6 Integrated Planning Act 1997

As noted above, the Corporation will apply the Strategy in the assessment of development applications made in accordance with the IDAS (Integrated Development Assessment System) process under the *Integrated Planning Act 1997*.

As a general guide, IPA requires an application for development on Strategic Port Land where:

- It is a material change of use inconsistent with the Land Use Plan. In this case, referral would be required to the Minister for Transport as a concurrence agency. Public consultation may be required, as determined appropriate by the Minister for Transport.
- It is a material change of use of premises for an environmentally relevant activity (other than a mining activity).
- For an activity which has an environmental authority or development approval for an Environmentally Relevant Activity (ERA), the development would involve works resulting in an increase of 10% or more in release of contaminant into the environment.
- The development involves clearing of vegetation (in certain circumstances).

This is a non-exhaustive list intended as a guide only, and requirements will change with changes in the law. For further information, refer to the *Integrated Planning Act 1997* and particularly Schedule 2 of the *Integrated Planning Regulations* (as amended).

For major developments on Strategic Port Land the Ports Corporation will consult with the Hinchinbrook Shire Council.

2.0 ROLE OF THE LAND USE STRATEGY

The Land Use Strategy is made up of the written provisions within this document relating to the purpose and future development intention for the Land Use Areas, the Port of Lucinda Land Use Plan (included in Schedule 1) and the Lucinda Land Use Plan Map (Figure 1).

2.1 Land Use Plan Map

The attached Figure 1, “The Port of Lucinda Land Use Plan Map”, provides a graphic representation of the overall framework for current and future development of the Port area, identifying current Strategic Port Lands and their intended use.

Land Use Areas

The principal components identified within the Port area are referred to as ‘Land Use Areas’ (“Areas”). They are:

- Port Handling Activities Area
- Port Related and Support Industry Area
- General Buffer Area
- Environmental Buffer.

For each of these Areas this section sets out:

- an Intent – a statement of the desired land use outcomes for the area
- Performance Criteria – impact-related requirements to be met by development. In addition to the performance criteria for specific Areas, general performance criteria applicable to all development on strategic port land are set out in Section 2.2.
- Indicative Uses - an indication of forms of land use development preferred to establish within the Area. This list is not intended to be exhaustive and other uses may be appropriate where it can be shown that they satisfy the relevant performance criteria.

PORT HANDLING ACTIVITIES AREAS

Port Handling Activities Areas - designates wharf-side areas directly associated with the loading, unloading and transport of commodities and/or the transfer of goods or providing key support activities.

Intent

This Area includes the majority of existing Port of Lucinda activities including existing and future cargo handling facilities. It is intended to cater for future extension of these core port activities.

It is intended that these Areas be reserved for port handling activities which encourage increased utilisation of waterfront areas. Future development should be directly related to the necessity to be located immediately adjacent to the waterfront and should meet the operational characteristics set out in the performance criteria for these Areas.

It is generally intended that these Areas will not be available for industrial activities which do not have these characteristics.

Any operations in these Areas that do not require direct waterfront access should be encouraged to relocate to the Port Related and Support Industry Area.

Performance Criteria

Development within these Areas is to comply with the following performance criteria:

- development should significantly improve or contribute to port efficiency by:
 - not replicating existing facilities, or
 - by shortening the supply chain or providing logistical benefits
- development should not compromise the long term efficiency of the port
- development must meet the performance criteria set out in section 2.2.

Indicative Uses

Indicative uses for these Areas include:

- wharfage and docking facilities
- import and export facilities for commodities including but not limited to sugar, general cargo, fuel, building products, etc.
- tourism/passenger facilities
- port infrastructure for commercial and non-commercial services including Coast Guard/Customs/AQIS/shipping companies
- commercial shipping support facilities including refuelling/service/repair
- any temporary activities associated with port use or construction activities involved in port development.

PORT RELATED AND SUPPORT INDUSTRY AREAS

Port Related and Support Industry Areas - designates the area allocated for industries which shorten the supply chain and therefore require a location close to the wharf but do not need to be located with wharf frontage.

It also includes areas which are considered appropriate as “back up” land for port-related activities (eg. storage, warehouse/distribution) and for general industrial uses which support or require a location close to, but not on, the waterfront.

Intent

This Area includes land located behind the Port Handling Activities Area that is suitable for land uses directly aligned to the port but which do not need direct waterfront access.

This Area also includes land that is suitable for a wide range of industrial and commercial industry based land uses that would serve both the port and township.

Some of the land included in this Area is close to residential areas along Lucinda Harbour Road and therefore any development proposed in this Area should have adequate regard to the location of the existing residential areas and mitigate against any adverse impacts on these areas.

Performance Criteria

Development within the Area is to comply with the following performance criteria:

- development should demonstrate that its impacts on amenity of residential areas can be managed within acceptable standards
- development must meet the performance criteria set out in section 2.2.

Indicative Uses

Indicative uses for this Area include:

- warehouse/cargo distribution activities
- necessary support industries which service the port
- other development including a range of general and low impact industries that are required to be close to the waterfront but do not require direct water access
- any temporary activities associated with port use or construction activities involved in port development.

GENERAL BUFFER AREAS

General Buffer Area - designates areas where any port or port related industrial development will be required to have regard to the township areas. These areas may represent a physical buffer to protect the township from incompatible activities.

Intent

This Area is intended to provide an adequate buffer zone surrounding the port operations to minimise the impacts of port operations and development on adjacent Areas (such as residential) and prevent encroachment of incompatible land uses.

It may also be used to segregate commercial, industrial or recreational uses within the Port precinct.

Development within this precinct may also act as a buffer or transition between heavier Port Handling or Port Related and Support Industry uses and other adjoining land uses.

General buffer areas are not areas of high environmental significance and low impact development is not excluded from this area.

Performance Criteria

Development within the Area is to comply with the following performance criteria:

- Development should demonstrate that its impacts on the amenity of the township or adjoining land uses are within acceptable standards.
- Development must meet the performance criteria set out in section 2.2.

Indicative Uses

- Appropriate commercial or recreational activities (such as administration buildings, public wharf, caravan park, etc)
- Residential dwellings

ENVIRONMENTAL BUFFER AREAS

These Areas designate land with ecological significance located within or near the port. These Areas are to be protected and managed in a way that conserves their existing values; and also perform a role in buffering port activities from other uses. The significance of these Areas are further described in the Port of Lucinda Environmental Management Plan.

Intent

This Area recognises the significance of the current buffer zone surrounding the Port. Retention of this buffer in an undeveloped state is essential to the future viability of the port and any potential infrastructure development in order to minimise impacts of commercial port operations on adjacent land uses.

The Environmental Buffer Areas are areas of high environmental significance which have been identified through individual site investigations and are to be managed and protected from incompatible development.

Development should not adversely impact on the environmental resources and values within these Areas, namely, the extensive mangrove and other wetland areas, seagrass beds and Wet Tropics World Heritage rainforest.

Performance Criteria

Development within this area is to comply with the following performance criteria:

- development shall be located and carried out in a manner which does not adversely impact on the Environmental Buffer Areas identified
- the environmental integrity and significant natural beauty of these Areas are maintained
- development must meet the performance criteria set out in section 2.2

Indicative Uses

Indicative uses for this Area include:

- Buffer

- Environmental Areas.

2.2 Performance Criteria for All Development

The performance criteria are:

- areas adjoining the waterfront are to be utilised for activities which require direct port access
- public access to the waterfront will be encouraged in areas which are not strategic to the future land use associated with port operations, where consistent with industrial and operational safety
- development will be undertaken in a manner consistent with the Corporation's Environmental Management Plan for the port
- development shall be located and carried out in a manner which does not adversely impact on the Environmental Buffer Areas identified on the Land Use Plan Map
- areas identified as having high environmental significance through individual site investigations are to be managed and protected from incompatible development
- development occurring adjacent to residential dwellings will incorporate measures to mitigate potential adverse impacts
- development shall comply as a minimum with water quality, air quality and noise emission standards administered through the *Environmental Protection Act*. The Corporation may request higher standards based on the outcomes of an Environmental Impact Statement
- development including infrastructure is to be designed and constructed in accordance with the relevant standards (including water supply, waste disposal, transport access, telecommunications and power)
- development is to be located such that an acceptable level of flood immunity is achieved and designed to cater for the effects of storm/tide surges.

2.3 Consultation with Council

The Corporation has held discussions with the Hinchinbrook Shire Council in relation to this Strategy and the Strategy has the broad support of the Council.

2.4 Corporate Actions

The following identifies actions to be initiated by PCQ to support the achievement of the overall land use intent of this Strategy:

- liaise with the Hinchinbrook Shire Council in the planning and development of the Port of Lucinda to collaboratively pursue the intent of the Land Use Strategy for land that is not Strategic Port Land;
- negotiate with government agencies regarding future land use options
- negotiate with relevant State agencies with respect to securing ownership of land below the high water mark within the Port .

3.0 FUTURE PORT EXPANSION

In developing this Land Use Strategy, the Corporation has identified that the availability of Strategic Port Land for future port expansions in the main port area is limited.

To ensure the future growth of the Port, the Corporation will be working closely with the Hinchinbrook Shire Council to identify suitable areas of land adjacent to the existing port facilities for future port-related developments. The Corporation recognises that other agencies are responsible for the planning and development assessment of these areas and the Corporation will consult with the local authority, land owners and local residents prior to proceeding with any development plans outside its Strategic Port Land holdings.

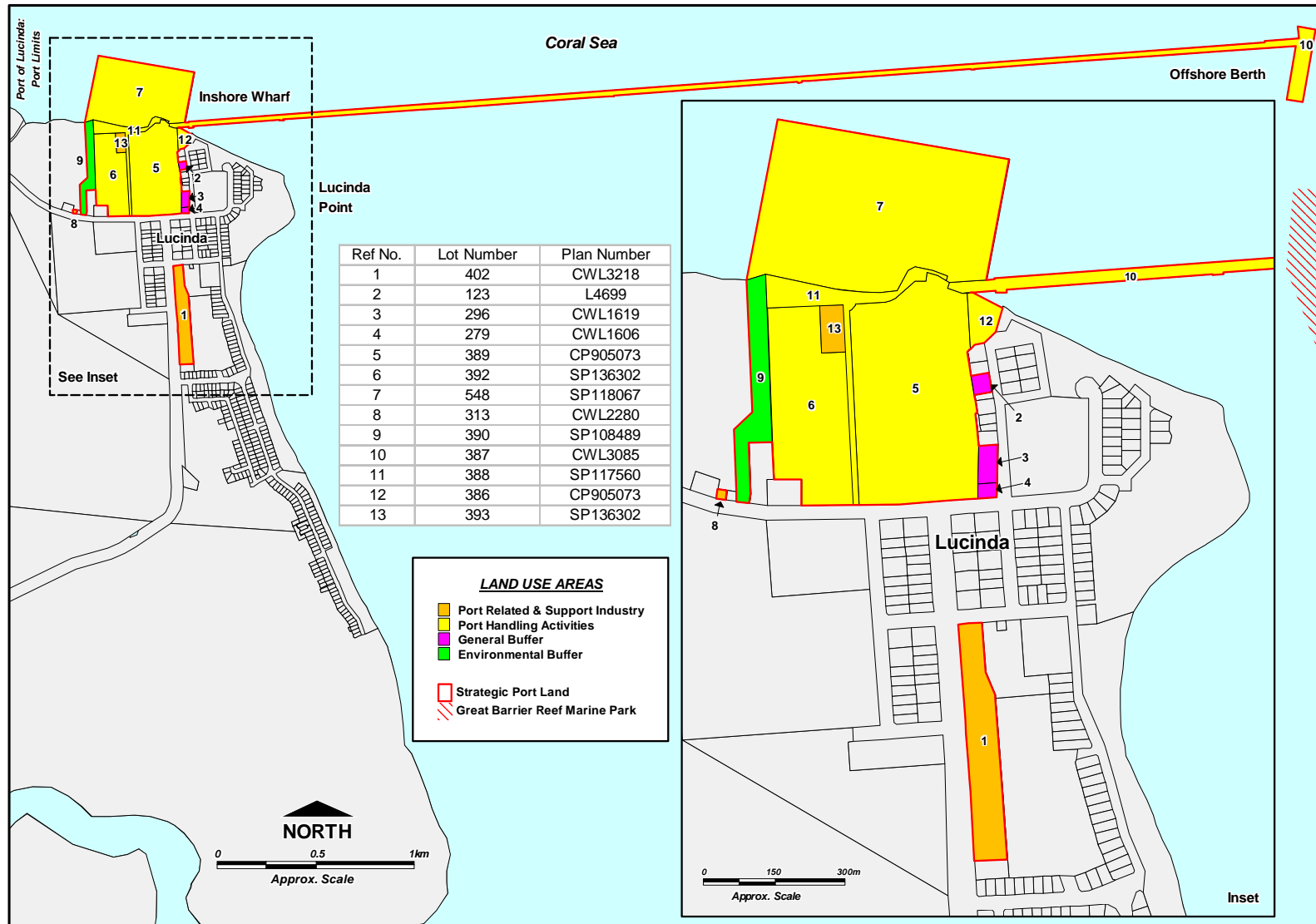
Schedule 1- Port of Lucinda Land Use Plan *

REF. No.	REAL PROPERTY DESCRIPTION	CURRENT USE	PROPOSED USE ¹	AREA (Sq m)	Tenure
	LUCINDA				
1	Lot 402 on CWL 3218	Port Related and Support	Port Related and Support	31,770	Freehold
2	Lot 123 on L 4699	General Buffer	General Buffer	1,530	Freehold
3	Lot 296 on CWL 1619	General Buffer	General Buffer	3,212	Freehold
4	Lot 279 on CWL 1606	General Buffer	General Buffer	1,232	Freehold
5	Lot 389 on CP905073	Port Handling Activities	Port Handling Activities	112,500	Freehold
6	Lot 392 SP136302	Port Handling Activities	Port Handling Activities	60,490	Freehold
7	Lot 548 SP118067	Port Handling Activities	Port Handling Activities	152,400	Perpetual Lease
8	Lot 313 CWL 2280	Port Related and Support	Port Related and Support	405	Reserve
9	Lot 390 SP108489	Environmental Buffer	Environmental Buffer	19,580	Perpetual Lease
10	Lot 387 CWL 3085	Port Handling Activities	Port Handling Activities	179,900	Perpetual Lease
11	Lot 388 SP117560	Port Handling Activities	Port Handling Activities	18,070	Freehold
12	Lot 386 CP905073	Port Handling Activities	Port Handling Activities	5,831	Freehold
13	Lot 393 SP136302	Port Related and Support	Port Related and Support	5,084	Freehold

¹ Uses identified under the Proposed Use column will be approved uses under the *Transport Infrastructure Act* (once the Minister for Transport has approved the Land Use Plan).

*Approved by Minister for Transport and Main Roads on 8 June 2004. (Refer Queensland Government Gazette No 36, 18 June 2004, p505)

Schedule 2 - Port of Lucinda Land Use Map



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Port of Lucinda - Land Use