Priority port master planning

**Report on public consultation**

Draft master plan and draft port overlay for the priority Port of Hay Point/Mackay

Queensland | Australia | 2023

**Copyright information**

© State of Queensland (Department of Transport and Main Roads) 2023



The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on 13 14 50 and ask them to telephone the Queensland Department of Transport and Main Roads on 13 74 68.

Disclaimer: While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement, or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Front cover image: Aerial view of the Port of Mackay. Photo courtesy of NQBP.

Table of Contents

[1. Background 4](#_Toc159247103)

[1.1 Priority port master planning 4](#_Toc159247104)

[1.2 Master planning for the priority Port of Hay Point/Mackay 4](#_Toc159247105)

[1.3 Purpose 6](#_Toc159247106)

[2. Public consultation overview 7](#_Toc159247107)

[2.1 Consultation approach 7](#_Toc159247108)

[2.2 Public information sessions 9](#_Toc159247109)

[2.3 Queensland Government media 10](#_Toc159247110)

[2.4 NQBP communications and media 10](#_Toc159247111)

[2.5 Consultation with Traditional Owners 11](#_Toc159247112)

[2.6 Website downloads 11](#_Toc159247113)

[3. Submissions 12](#_Toc159247114)

[4. Themes of public consultation and responses 13](#_Toc159247115)

[4.1 Themes from public consultation 13](#_Toc159247116)

[4.2 Analysis and responses 14](#_Toc159247117)

[5. Conclusion 15](#_Toc159247118)

[Appendix A – Response to submissions 16](#_Toc159247119)

[1. Length of the consultation period and scope of communication activities 16](#_Toc159247120)

[2. Refinements of the draft master plan, draft port overlay and evidence base report1 – content and mapping 17](#_Toc159247121)

[3. Mackay – Protection of North Harbour (North Wall) Beach (including turtle nesting areas) 22](#_Toc159247122)

[4. Mackay – Protection of parabolic dunes and wetlands in the Mackay northern port lands 25](#_Toc159247123)

[5. Mackay – Protect habitat in western port area 27](#_Toc159247124)

[6. Mackay – Sustainable port development 27](#_Toc159247125)

[7. Mackay – Sporting, recreation, or industry opportunities 29](#_Toc159247126)

[8. Hay Point – Protect turtle nesting areas on Hay Point Beaches (Dudgeon Point, Louisa Creek, Half Tide beaches) 30](#_Toc159247127)

[9. Hay Point – Sustainable port development 31](#_Toc159247128)

[10. Hay Point – Louisa Creek community matters 32](#_Toc159247129)

[11. Hay Point –Hay Point Road traffic and capacity issues 33](#_Toc159247130)

[Appendix B – Media coverage 34](#_Toc159247131)

[Appendix C – Acronyms 36](#_Toc159247132)

## Tables

[**Table 1: Download statistics for master planning documents 11**](#_Toc159247133)

[**Table 2: Submission themes 13**](#_Toc159247134)

# 1. Background

## 1.1 Priority port master planning

The *Sustainable Ports Development Act 2015* (Ports Act) provides a legislative framework for sustainable port planning and development in Queensland. In accordance with the Ports Act, the Queensland government is advancing master planning for the priority ports of Gladstone, Townsville, Hay Point/Mackay and Abbot Point.

Priority port master planning is a state government port-related commitment of the *Reef 2050 Long-Term Sustainability Plan* (Reef 2050 Plan). The Reef 2050 Plan is a joint Australian and Queensland government strategy for securing the long-term health and resilience of the Great Barrier Reef.

Through priority port master planning, the Queensland Government will effectively manage the land and marine areas needed for the efficient development and operation of the priority ports while ensuring that the Outstanding Universal Value (OUV) of the Great Barrier Reef World Heritage Area (GBRWHA) is an intrinsic consideration in priority port development, management and governance. Master planning will support the sustainable development of critical economic infrastructure, namely the state's priority ports, in a way that will balance growth, job creation, environmental values and community interests.

## 1.2 Master planning for the priority Port of Hay Point/Mackay

The priority Port of Hay Point/Mackay represents two ports of strategic importance to Queensland being the Port of Hay Point and the Port of Mackay. They are recognised as a single priority port due to their trade synergies, proximity, and complementary functions.

#### Port of Hay Point

The Port of Hay Point is located approximately 38 km south of Mackay. The Port of Hay Point is a major transport hub for the export of coal from the Bowen Basin, one of the largest coal reserves in Australia. The port plays a vital role in supplying international markets both energy and steel-making coal, and supporting regional industries and communities associated with the Central Queensland's resources sector.

#### Port of Mackay

The Port of Mackay, as a multi-commodity port, is a logistics hub that supports the mining and agricultural sectors. The port is home to the largest mining equipment, technology, and services hub in the southern hemisphere. The port imports vital inputs for Bowen Basin mining operations including fuel and mining equipment. As part of its export function, the port contains one of the world's largest bulk sugar terminals and is one of Australia's largest exporters of sugar-based ethanol.

#### Master planning for the priority Port of Hay Point/Mackay

Through master planning, the Queensland Government has demonstrated a commitment to support the priority Port of Hay Point/Mackay's ongoing sustainable development and in turn, jobs growth in the Central Queensland region.

Master planning has established a long-term vision for future development at the priority Port of Hay Point/Mackay, consistent with the principles of ecologically sustainable development (ESD). Master planning provides a strategic and coordinated approach to development, considering environmental, economic, cultural and community issues beyond strategic port land, including potential marine and land-based impacts, port and supply chain infrastructure capacity and connectivity. Master planning aims to strike a balance between sustainable development of the priority Port of Hay Point/Mackay and the long-term protection of environmental and cultural values, including the GBRWHA.

In accordance with the Ports Act, the Queensland Government released a draft master plan and draft port overlay for the priority Port of Hay Point/Mackay for public consultation, commencing on 17 October 2022 and closing on 20 January 2023. The total consultation period was 96 (calendar) days, or just over 13 weeks.

The draft master plan and draft port overlay were released for comment simultaneously for transparency on the long-term vision for sustainable development at the priority Port of Hay Point/Mackay and to enable stakeholders and the community to view and comment on both draft documents.

Two Evidence Base reports were prepared to inform the preparation of the draft master plan and draft port overlay for the priority Port of Hay Point/Mackay. The first Evidence Base Report provided an overview of environmental, social, cultural and economic matters in and around the priority port. A second report, Planning and Environment Report, was then prepared to provide an independent analysis of information gaps, planning issues/risks to be managed, and the effectiveness of existing management measures. Both reports were made available on the Department of Transport and Main Road's (TMR) master planning website from the commencement of the consultation period.

The public consultation provided stakeholders and the community an opportunity to make submissions on the draft documents and raise matters for consideration by TMR.

The consultation on the draft documents associated with master planning for the priority Port of Hay Point/Mackay was conducted at the same time as the public consultation on the draft documentation for the master planning for the priority Port of Abbot Point. The simultaneous approach streamlined the public consultation stages for the two master planning processes.

## 1.3 Purpose

Under Section 45 of the Ports Act, the Queensland Government is required to keep a register of matters raised in submissions on the draft master plan and draft port overlay during public consultation.

The purpose of this consultation report is to meet the requirements of section 45 of the Ports Act by providing:

* a summary of the matters raised in submissions received during the public consultation period
* an overview of the government's response to the summarised matters, including how the final master plan considered the matters raised.

# 2. Public consultation overview

## 2.1 Consultation approach

The public consultation process was conducted to meet the requirements of the Ports Act and applied a range of communication and stakeholder engagement activities to raise community awareness of the scope and process of master planning and provided the opportunity to comment on the draft master plan and draft port overlay.

The draft master plan and draft port overlay for the priority Port of Hay Point/Mackay published for the consultation process to commence on the 17 October 2022. The planned consultation period was eight weeks, with a close of consultation advertised as 12 December 2022. During this period, four individual written requests for additional time to make submissions were received and subsequently granted.

After community requests to extend the consultation period, including Facebook requests and a petition on the matter, the consultation period was officially extended before to 20 January 2023. This resulted in a total consultation period of just over 13 weeks.

The public consultation involved:

* A public notice was published in the Mackay Whitsunday, Daily Mercury, The Courier-Mail and The Australian on 14 October 2022 and, in digital format, on the online portals for the Mackay Whitsunday Life and Daily Mercury on the day the consultation was launched on 17 October 2022.
* A notice was published in the Queensland Government Gazette on 14 October 2022 advertising the public consultation for the draft master plan and draft port overlay. This notice was issued three days prior to the launch of public consultation.
* The publication of the draft master plan and draft port overlay, supporting master planning documentation, consultation fact sheets, information on making submissions, and mapping showing the proposed precincts was uploaded onto the TMR priority port master planning website on 17 October 2022.
* Displays of printed copies of the draft master plan and draft port overlay, supporting master planning documentation and consultation fact sheets were available at three council libraries from the commencement of the consultation period including Gordon White Library (54 Phillip Street, Mount Pleasant), Dudley Denny Library (134 Victoria Street, Mackay) and Sarina Library (65 Broad Street, Sarina). - Printed copies were also available at the TMR offices in both Mackay and Brisbane.
* A dedicated project telephone hotline and email address ([HaypointMackayPortMasterPlan@tmr.qld.gov.au](mailto:HaypointMackayPortMasterPlan@tmr.qld.gov.au)) for enquiries for the duration of the consultation period was created.
* A landing page on the Queensland Government’s Get Involved website linking to the TMR webpage was created.
* A stakeholder newsletter was sent to subscribers for electronic master planning updates.
* A stakeholder newsletter was issued to over 3,000 letterboxes within areas close to the ports in Mackay and Hay Point (delivered by Australia Post).
* A personalised letter was mailed to land holders located within the proposed Port, Industry and Commerce Precinct at Hay Point.
* Paid social media posts were placed on Facebook, geotagged to the local area.
* Public information sessions were held in Mackay (25 October 2022 and 17 November 2022) and Hay Point (26 October 2022 and 16 November 2022) - see Section 2.2 for more information.
* TMR presentations to private sector organisations with interests in the land areas within the proposed master planned area were available, upon request.

In accordance with the Ports Act, the public notices outlined:

* where the draft master plan could be inspected in hard copy
* the website address for electronic versions
* a phone number and email address to gain information about the draft master plan and draft port overlay
* details of how to make a submission and the date submissions closed.

In addition, letters from the Minister of Transport and Main Roads were sent to the Chief Executive Officer (CEO) of the North Queensland Bulk Ports Corporation Limited (NQBP) and the CEO of the Mackay Regional Council advising that the draft master plan and draft port overlay had been prepared and released for public consultation.

## 2.2 Public information sessions

TMR hosted public information sessions to provide the community with the opportunity to meet and talk to project officers about the draft master plan and draft port overlay for the priority Port of Hay Point/Mackay. The sessions were held at:

* Mackay (Mackay Surf Club): 25 October 2022 (4pm to 6pm) and 17 November 2022 (10am to 12pm)
* Hay Point (Hector Hall): 26 October 2022 (10am to 12pm) and 16 November 2022 (4pm to 6pm).



Public information session in Mackay

Details of the public information sessions were advertised on the TMR website and TMR Facebook page.

The information sessions provided members of the public, community groups, local businesses and industry stakeholders an opportunity to speak directly with officers either one-on-one, or in small groups, and discuss topics relevant to them regarding port master planning.

Across the four sessions held in Mackay and Hay Point, 29 people attended to learn more about the priority port master planning program, the draft master plan and draft port overlay for the priority Port of Hay Point/Mackay and supporting documentation, and how to make a submission.

## 2.3 Queensland Government media

**Appendix B** outlines the Queensland Government media activities for raising community awareness on the public consultation and how to make a submission.

## 2.4 NQBP communications and media

To support the promotion of the public consultation program, the port authority for the priority port, NQBP undertook the following complementary activities:

* hosted TMR at NQBP’s Port of Mackay and Port of Hay Point Community Reference Group (CRG) meetings to present on the draft master plan process on 9 and 10 June 2021
* emailed information on the master planning process to CRG members on 11 June 2021
* uploaded TMR’s presentation from the CRG meetings to NQBP’s website
* emailed reminder information on how to register for updates on the upcoming master planning public consultation to CRG members on 14 October 2022
* included an update on the public consultation for draft master planning documents in CRG meetings on 12 and 13 October 2022
* emailed a reminder of the public information sessions to CRG members on 1 November 2022
* placed copies of TMR’s public information session poster on NQBP’s four community noticeboards throughout Hay Point
* uploaded a news item to the NQBP website on 13 December 2022
* provided a media statement to the Daily Mercury, which was published on 15 December 2022
* included an update on the master planning process, provided by TMR, in CRG meetings on 9 and 10 March 2023
* featured information on port master planning on NQBP's website planning page, including a link to the TMR's website master planning page.

## 2.5 Consultation with Traditional Owners

Traditional Owners of the areas surrounding the priority Port of Hay Point /Mackay, the Yuwibara People, were consulted during the master planning process to ensure their connections to land and sea country were reflected in master planning documents.

## 2.6 Website downloads

There were 3396 views of the master planning website of the priority Port of Hay Point/Mackay in the period up to March 2023. The following documents were downloaded from the website during the public consultation period:

Table 1: Download statistics for master planning documents

|  |  |
| --- | --- |
| **Master planning documents** | **Download statistics** |
| Draft master plan for the priority Port of Hay Point/Mackay | 380 |
| Draft port overlay for the priority Port of Hay Point/Mackay | 107 |
| Evidence Base Report | 130 |
| Planning and Environment Report | 86 |
| Factsheet – Evidence base master planning | 78 |
| Factsheet – Outstanding Universal Value at the priority Port of Hay Point/Mackay | 77 |
| Factsheet – What is a master plan? | 91 |
| Factsheet – What is a port overlay? | 89 |
| Factsheet – Have your say | 99 |
| **Total number of downloads during public consultation** | **1137** |

# 3. Submissions

A total of 160 submissions were received during the public consultation period about master planning for the priority Port of Hay Point/Mackay. Of the 160 submissions, 156 regarded master planning for the priority Port of Hay Point/Mackay and four referenced master planning for both the priority Port of Abbot Point and the priority Port of Hay Point/Mackay.

The submissions were received from the following stakeholders:

* 134 submissions from community members
* 12 submissions from local school students
* three submissions from Queensland Government agencies
* three submissions from environmental groups
* two submissions from community groups
* two submissions from local organisations
* one submission from a port authority
* one submission from a local government
* one submission from a Member of Parliament
* one submission from industry.

# 4. Themes of public consultation and responses

## 4.1 Themes from public consultation

A range of matters to either the Port of Hay Point or the Port of Mackay were raised in the submissions. These matters were categorised into 11 themes – two general topics relating to master planning, the consultation process and the content of the documents; five specifically in relation to the Port of Mackay; and four specifically in relation to the Port of Hay Point.

The number of submissions received in relation to each theme is detailed in the table below.

Table 2: Submission themes

| **Theme** | **Number of submissions addressing the theme\*** |
| --- | --- |
| Length of the consultation period and scope of communication activities | 2 |
| Refinements of the draft master plan, draft port overlay and Evidence Base Report content and mapping | 8 |
| Mackay – Protection of North Harbour/North Wall Beach (including turtle nesting areas) | 140 |
| Mackay – Protection of parabolic dunes and wetlands in the Mackay northern port lands | 64 |
| Mackay – Protection of habitat in the western port area | 5 |
| Mackay – The need for port expansion and potential resulting impacts | 14 |
| Mackay – Sporting, recreation, or new industry opportunities | 3 |
| Hay Point – Protect turtle nesting areas on Hay Point beaches | 5 |
| Hay Point – Potential issues with Dudgeon Point or coal terminal development | 6 |
| Hay Point – Louisa Creek community matters | 4 |
| Hay Point –Hay Point Road traffic and capacity issues | 1 |

\*Note: Some submissions raised multiple issues resulting in the column total exceeding the total number of submissions.

## 4.2 Analysis and responses

All submissions received were analysed and considered during preparation of the final master plan and final port overlay for the priority Port of Hay Point/Mackay. The breakdown of each theme into issues raised is presented in **Appendix A**, together with the Queensland Government's response and how the matters were considered in preparing the final master plan and final port overlay.

# 5. Conclusion

The draft master plan and draft port overlay for the priority Port of Hay Point/Mackay were released for public consultation on 17 October 2022 for a period of over 13 weeks. A total of 160 submissions were received from community members, environmental groups and organisations regarding the master planning of the priority port.

The submissions showed a strong community interest in the protection of the environmental areas in and surrounding the ports, particularly in relation to protecting Mackay's North Harbour Beach for turtle nesting and recreational activities.

The final master plan and final port overlay identify land and marine areas critical to the ongoing operation of the priority port, recognising its significant economic importance to the region. The master planning process provides a plan for the future sustainable growth of the priority Port of Hay Point/Mackay, while including measures to protect the OUV of the GBRWHA and other critical environmental values.

This report has been prepared in accordance with Section 45 of the Ports Act. It has been published on the department’s website to outline the matters raised in submissions and how they have informed the preparation of the final master plan and final port overlay.

For more information on master planning for the priority Port of Hay Point/Mackay visit: [www.tmr.qld.gov.au/SustainablePorts-HayPointMackay](http://www.tmr.qld.gov.au/SustainablePorts-HayPointMackay)

# Appendix A – Response to submissions

## 1. Length of the consultation period and scope of communication activities

|  |  |  |  |
| --- | --- | --- | --- |
| **Matters raised *(Note: The words below reflect those used in submissions received)*** | **Master plan** | **Port overlay** | **Response** |
| Duration of public consultation period  Concern was expressed that the consultation period of eight weeks was inadequate and there were a number of requests to extend the consultation period to January 2023. | 🗸 | 🗸 | The original consultation period was eight weeks – from 17 October 2022 to 12 December 2022. During this period, individual requests for a time extension were granted.  Prior to the close of submissions, the consultation period was formally extended to 20 January 2023, representing a total consultation period of over 13 weeks. |
| Concern was expressed that there was insufficient public notice of the release of the draft master plan and draft port overlay for comment. | 🗸 | 🗸 | A number of methods for public notification was undertaken to inform the community about the public consultation outlined in Section 2.1. The extension of the public consultation period beyond the original time period allowed the community and stakeholders additional time to prepare a submission. |

## 2. Refinements of the draft master plan, draft port overlay and evidence base report1 – content and mapping

Note 1: Some wording refinements or additional information were suggested to the evidence base report as well as the master plan and port overlay. These matters have been addressed by the preparation of an addendum to the evidence base report, which will be available on the Department of Transport and Main Road's master planning webpages with the other documents.

| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| --- | --- | --- | --- |
| Wording changes were suggested1. Additional information to improve clarity and readability were requested.  Requests for additional environmental information were made. | 🗸 | 🗸 | The master plan and port overlay have been amended to improve the presentation and clarity of information.  The following amendments were made:   * update and clarify policy intent within the master plan and port overlay for environment protection and the management of potential impacts to the environment * improve data references relating to environmental values * clarify development approval processes within the planning regime.   Additional environmental information has been provided on the following:   * further information on the management of potential risks to the environment as a result of development * more informative definition of ESD used in Appendix E, using the definition in the Environmental Protection Act 1994. |
| Refine the Strategic Vision and better incorporate the principles of ESD. |  |  | The following changes (bolded words added, strike-through words removed) were made to improve the wording of the Strategic Vision:  **'The priority Port of Hay Point/Mackay will maximise opportunities to connect diverse regional industries with global markets, supporting resilient and prosperous communities. Sustainable Development across the ports of Hay Point and Mackay will optimise economic, environmental, and social opportunities while protecting the Outstanding Universal Value of the Great Barrier Reef World Heritage Area and other critical environmental values within and surrounding the master planned area.'**~~" by managing potential impacts on cultural, social and environmental values."~~ |
| Add a Priority Management Measure (PMM) for sensitive environments surrounding the Port of Mackay. | 🗸 | 🗸 | A second PMM has been added into the master plan and port overlay. This PMM is to specifically protect North Harbour Beach. The PMM is:  'Manage development and operations on port land adjacent to North Harbour Beach to minimise impacts on nesting turtles and vegetation adjacent to the beach. Enable community access to the beach for recreational purposes.'  Responsibility: NQBP to implement through development assessment procedures.  A third PMM has been added for western port lands in the Port of Mackay:  'Undertake a detailed environmental assessment of port lands west of Slade Point Road in the Port of Mackay to inform appropriate management of the area. An assessment report is to be provided to TMR on completion to determine the implications for future master planning.'  Responsibility: NQBP. |
| Changes were requested to wording in the precincts (Purpose, Description, Outcomes and Environmental Management Framework (EMF) Objectives), to clarify the types of development allowed in the precincts1.  Concern was expressed about inconsistency of wording for the Outcomes of the Marine Infrastructure Precinct. | 🗸 | 🗸 | General wording changes relating to the precincts included the following in both the master plan and port overlay:  a) Precinct Outcomes for all precincts  To ensure a high level of protection to fisheries resources, the following Outcome has been added to all precincts:   * Sensitive areas containing fish habitat, including waterways and marine plants below and adjacent to Highest Astronomical Tide (HAT), are managed in accordance with the State Planning Policy (SPP) and/or the relevant State Development Assessment Provisions (SDAP) regulatory codes.   b) EMF Objectives for all precincts  To better reflect terminology in the State Planning Policy, EMF Objectives for all precincts were changed from:  'Development avoids, minimises and/or offsets potential impacts…'  to  'Development avoids, minimises and offsets potential impacts …'  b) Environmental Management Precinct   * The Description was changed to include a new point – *'Areas containing other Matters of State and National Environmental Significance, such as regulated vegetation or essential habitat.'* * Outcomes were changed to include a new point – 'Restoration of natural areas through weed and feral pest management, replanting of natural habitat or beach replenishment is encouraged.' * EMF objectives were changed to include a new point – 'Matters of State Environmental Significance (MSES) regulated vegetation and essential habitat.'   c) Interface Precinct  The Description was changed to include 'Services can be located in this precinct subject to achieving the Outcomes.'   * Outcomes were changed to include the following:   + 'Essential infrastructure (such as power infrastructure, pipelines, dams and service roads) may be located in this precinct if the other Outcomes are achieved.'   e) Marine Infrastructure Precinct   * Outcomes were changed to include 'Avoid or minimise the impacts from marine infrastructure of artificial light on any adjacent turtle nesting beaches.'   e) Ports, Industry and Commerce Precinct   * The Purpose was changed to include 'commodity handling' and 'supporting infrastructure and other related development.' * The Description was changed to include 'commodity handling', and 'supporting infrastructure (including power, pipelines and water storage)'. * Outcomes were changed to include the following:   + 'Impacts from industry of artificial light and noise on any adjacent turtle nesting beaches are avoided or minimised. Use turtle friendly lighting where possible in any potential impact area.' |
| Provide more detailed information about the marine species present in the marine related precincts and include assessments of the potential impacts of development, such as capital dredging, within these precincts. | 🗸 | 🗸 | The matters raised were considered but no changes were made to the draft master plan and port overlay for the reasons below:   * Detailed information on marine species is presented in the Evidence Base Report and in the master plan mapping. This level of detail is considered sufficient for a strategically focused master planning document. * Assessments of the potential impacts of a particular development, such as capital dredging, must be done at the development assessment stage, when the actual project details are known. At a master planning level, potential impacts have been identified in Appendix D of the master plan. |
| Changes to Figures  Request to amend Figure 19 (Outstanding Universal Values (OUV) of the GBRWHA mapping) to show a number of species in the vicinity of the North Wall.  General mapping updates to support readability and clarity or to identify additional environmental matters were requested. | 🗸 |  | As noted in the disclaimer for Figure 19, the figure is for illustrative purposes only and does not represent an exhaustive list of environmental values.  Although a number of different species may be seen in the vicinity of the North Wall (dolphins, dugongs, crocodiles etc), numbers are not considered sufficiently high enough to represent OUV of the GBRWHA.  However, the following changes were made:   * All maps of local expression of OUV in Appendix B of the master plan have been updated to use the latest available datasets. * Table 5 in the master plan, that lists mapping datasets and sources, has been updated accordingly. * Figures 19 and 26 in the master plan have been updated to show North Harbour Beach as a turtle nesting location based on monitoring information supplied during public consultation. * A new figure (Figure 34) showing HAT contours onshore has been added to assist in identifying areas that may have fisheries values. |
| Changes to the contribution rating of some of the local attributes of OUV (Appendix C in the master plan and Appendix E in the port overlay) were suggested. | 🗸 | 🗸 | The contribution ratings were reviewed by the Independent Review Panel after consideration of the matters raised in the submission and it was determined that the ratings, as presented in the Evidence Base Report, were appropriate for supporting a strategically focussed master planning document. |
| It was suggested that the masterplan does not adequately address the likely future impact of climate policies. | 🗸 |  | Climate change impacts are discussed in Appendix D of the master plan with significant detail on climate change provided in the Evidence Base Report. The level of detail provided in the master plan is considered sufficient for a master planning document. |
| Precinct mapping  Changes to some of the precinct mappings were recommended. | 🗸 | 🗸 | Individual changes are discussed in more detail in the themes below, but the following is a summary of the precinct changes made:   1. The Environmental Management Precinct (EM Precinct) in the northern port lands of the Port of Mackay was significantly expanded by 50 ha, reducing the area allocated to Port, Industry and Commerce by the same amount. 2. An EM Precinct was mapped over North Harbour Beach as well as a vegetation strip 80 metres inland from the beach for most of its length. 3. A Marine Services and Recreation Precinct was created for the North Harbour Beach car park in the Port of Mackay. 4. The Marine Infrastructure Precinct was removed adjacent to North Harbour Beach and this water area was removed from the master planned area. 5. A 40 metres wide corridor designated as Port, Industry and Commerce Precinct was added in the western port lands of the Port of Mackay adjacent to the rail line into the port to recognise one of the two route options being considered for the future Mackay Port Access Road. 6. The beach in the western end of Louisa Creek has been designated as EM Precinct in place of Interface Precinct to provide additional protection of turtle nesting areas. |

## 3. Mackay – Protection of North Harbour (North Wall) Beach (including turtle nesting areas)

Additional data was provided by local residents at the community information session on the 17 November 2022. This information related to the importance of North Harbour Beach (also called North Wall Beach) for turtle nesting.

Turtle protection measures implemented through the master plan are discussed below.

| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| --- | --- | --- | --- |
| Protection of turtle nesting areas from development. | 🗸 | 🗸 | Based on turtle monitoring data supplied, North Harbour Beach warrants special protection as a locally important turtle nesting area. The following measures have been introduced:   * A PMM has been included for North Harbour Beach to recognise the importance of the beach and to improve the management of the area. It includes requirements for management of adjacent noise and light impacts. * North Harbour Beach itself has been mapped as EM Precinct. * A line of vegetation 80 metres wide for most of its length and adjacent to the Beach has been changed from Port, Industry and Commerce Precinct to EM Precinct to provide improved protection for turtle nesting habitat. |
| Impact of light and noise from industrial activities on turtle nesting and hatching. | 🗸 | 🗸 | A PMM has been included for North Harbour Beach to improve the management of the area. It includes requirements for the management of adjacent noise and light impacts. See below for more details.  A line of vegetation 80 metres wide for most of its length and adjacent to the North Harbour Beach has been mapped as EM Precinct which provides separation of future industry from turtle nesting and hatching activities. |
| Importance of the North Harbour Beach for the community's mental and physical health and wellbeing.  Retain community access for recreation activities including:   * surfing * swimming * scuba diving * walking * picnics.   Submissions requested that the beach remain open to the public. | 🗸 | 🗸 | There are no plans for reducing community access to North Harbour Beach.  Community access to the beach from the port (southern) end is provided via a port road and NQBP has indicated public access will be maintained to the beach. The beach is also accessible from Slade Point in the north via council roads.  The existing car park area on NQBP land has been mapped as Marine Services and Recreation Precinct to recognise the recreational importance (including community car parking) of the area.  A new PMM has been included for North Harbour Beach. This PMM recognises the social and environmental importance of the area – see earlier for details. |
| Prevent future port reclamations north of the harbour. | 🗸 | 🗸 | The Marine Infrastructure Precinct previously adjacent to North Harbour Beach has been removed and this water area has been excluded from the master planned area associated with the Port of Mackay. As a result, the area cannot be used for port reclamation in the future. |
| Replenishment of sand on North Harbour Beach. | 🗸 | 🗸 | Beach replenishment is a matter for the local council and is outside the scope of master planning.  However, North Harbour Beach has been included in the EM Precinct to ensure its ongoing protection and a PMM has been added to improve recognition and protection of the area.  To ensure any local beaches zoned as EM Precinct can be replenished with sand if required to restore turtle habitat, the following has been added to the EM Precinct Outcomes:  'Restoration of natural areas through weed and feral pest management, replanting of habitat or beach replenishment is encouraged.' |
| Recognition of the 2019 *Slade Point Local Coastal Plan* and its intent to maintain public access to the coast. | 🗸 | 🗸 | The 2019 *Slade Point Local Coastal Plan* has informed preparation of the final master plan, alongside the submissions on the draft master plan provided during public consultation.  The North Harbour Beach carpark is being changed to Marine Services and Recreation Precinct so that community access to North Harbour Beach can be maintained.  A PMM for North Harbour Beach has been added to recognise the environmental and social importance of this beach. |
| Security fencing of the Mackay Port at the North Wall prevents walking from Lambert's Beach through to Pioneer River. | N/A | N/A | This matter is not related to master planning. The Port of Mackay is a security-regulated port handling international shipping port. Port access to unauthorised personnel is not permitted under Australian law. The security fencing ensures the port complies with these laws while also managing safety for the public due to the location of heavy industry and mobile equipment operating in the port. |

## 4. Mackay – Protection of parabolic dunes and wetlands in the Mackay northern port lands

| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| --- | --- | --- | --- |
| Dune system matters raised included:   * the importance and uniqueness of the parabolic dune system in the northern port lands of the Port of Mackay * listing of the wetland and dune complex on the former Register of the National Estate. The Register’s Statement of Significance included a statement that the sand ridges 'are the largest and highest aeolian deposits in the northern portion of the Central Mackay Coast biogeographic region and the best example of this type of landform between Cape Palmerston and Cape Upstart.' | 🗸 | 🗸 | For the land north of Edmund Casey Drive, the extent of the EM Precinct has been significantly expanded south (on Lot 23 on SP2123751) to support the protection of the dune system. This increased the EM Precinct in this area by 20 ha.  Areas with active sand mining leases have continued to be mapped as Port, Industry and Commerce Precinct. |
| Protection of northern port lands:   * objection to inclusion of land north of Gudyara Road in the master plan due to its natural beauty and ecological importance * requested that the land area north of Edmund Casey Drive and Gudyara Road should be declared a critical remnant ecosystem and be protected into the future. | 🗸 | 🗸 | The land north of Gudyara Road (Lot 10 on SP258646) was mapped in the draft master plan as EM Precinct, which recognised its environmental importance and affords it the highest level of protection from development as provided through master planning. The area remains in the EM Precinct in the final master plan.  For the land north of Edmund Casey Drive, the extent of the EM Precinct has been significantly expanded south on Lot 23 on SP123751, adding  20 ha to the precinct.  The inclusion of an 80 metre wide coastal vegetation barrier, increased the EM Precinct by  4 ha and designating the North Harbour Beach as EM Precinct added 27 ha. Total increase in the EM Precinct from these above changes is around  50 ha. |
| Concern that a 'proposed road' was shown along the north-western boundary of the strategic port land adjoining the Slade Point Industrial Area. | 🗸 | 🗸 | The area was incorrectly shown as a proposed road. It is an existing/historic TMR road reserve and there are no proposals to construct a new road in this reserve. The label has been removed in the final master plan documents. |
| Objection to any future expansion of the Port of Mackay on environmental and social grounds. | 🗸 | 🗸 | There are no current plans to locate new industries in the northern port lands.  The master plan has reduced the area of land available in the port for new industrial activities (compared to the approved NQBP Land Use Plan of 2009) by the expansion of the EM Precinct in the northern port lands. This demonstrates a key objective of master planning, which is balancing sustainable port development with the protection of environmental, social and cultural values. |

## 5. Mackay – Protect habitat in western port area

|  |  |  |  |
| --- | --- | --- | --- |
| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| The Bedford's Paddock area in the west of the port will become increasingly erosion prone as climate change increases sea levels. | 🗸 | 🗸 | No new development is currently planned for this area. NQBP is undertaking a full assessment of vegetation and wildlife habitat of this port area to assist in future planning. Any future development will need to consider potential impacts of climate change in the development assessment process.  A PMM has been added requiring NQBP to complete an assessment of the environmental values in the western port lands. This assessment is currently being undertaken. |
| Protection of the wetland in the corner of Slade point Road and Harbour Road. | 🗸 | 🗸 | This wetland is largely in the designated EM Precinct. |

## 6. Mackay – Sustainable port development

| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| --- | --- | --- | --- |
| Include a projection of the types of goods that are likely to be imported and exported through the Port of Mackay. | 🗸 |  | Trade trends are presented in Section 12.4 of the evidence base report. This information was used to prepare the draft master plan. |
| Submitters questioned the need for more port industrial land. | 🗸 |  | The master plan has significantly reduced the area available for future port use over that currently approved in NQBP's 2009 *Land Use Plan* due to the significant expansion of the EM Precinct in the northern port lands in the master plan and increasing the level of protection through master planning measures under the EM Precinct. |
| It was suggested that because the Port of Mackay is operating at only half its maximum capacity, there should be no need for capital dredging in the port. | 🗸 | 🗸 | Although there may be spare capacity in some port infrastructure, this spare capacity is not even across all wharves. There may still be a need for capital dredging in the future, for example, to cater for greater utilisation of an existing wharf, to cater for larger ships or new trades, or to increase the tidal window for ships entering and leaving the port. |
| It was requested that a clear statement be added to the master plan stating that businesses that do not conform with the strategic vision will be relocated. | 🗸 | 🗸 | Existing businesses have development approvals and leases which allow them to continue current operations. |
| It was suggested that due to declining sugar exports and fuel imports, these facilities could be repurposed rather than build new infrastructure. | 🗸 | 🗸 | Based on the current small annual rate of decline of exports of sugar products, the sugar industry will continue to be a very viable industry for the 30-year life of the master plan and existing sugar industry infrastructure would expect to continue to be utilised in its current form.  There will likely be some reduction in storage needs for fossil fuels over the next 30 years, however biofuels generated from renewables may use some of the existing facilities. The repurposing of redundant fuel storage facilities may not be possible depending on the type of other industries and the land may not become available in the life of the master plan. Land used for fuel storage facilities may in some circumstances be required to undergo rehabilitation for a number of years before new industry can be located on the site. |

## 7. Mackay – Sporting, recreation, or industry opportunities

|  |  |  |  |
| --- | --- | --- | --- |
| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| Recreational fishing facilities  New boating facilities for recreational fishing were suggested at the North Harbour Beach adjacent to the northern wall of the Mackay Harbour. | 🗸 | 🗸 | The location identified was in the proposed EM Precinct and was not considered appropriate on environmental grounds:   * Construction of a new boat ramp and associated car-trailer car parking would directly remove a large area of turtle nesting area on the beach, as well as adjacent vegetation for additional car park area. * Boat traffic in the area would increase the risk of turtle strikes. * Noise and light from the facility would make the area much less attractive for turtle nesting and hatchlings.   Any future development proposal of this nature would be subject to a development assessment process that would take into consideration the environmental values of the area including turtle nesting habitat. |
| Sailing facilities  A request was made for allocation of land near North Harbour Beach for construction of a small shed to store sailing boats.  The submission included numerous letters of support. | 🗸 | 🗸 | The land in question is in an Erosion Prone Area and construction of premises in an Erosion Prone Area is not generally supported by the state.  The land is also owned by NQBP, and any access or use of the land is always at their discretion, subject to their own development assessment process that needs to comply with state requirements.  The request is outside the scope of master planning process. |
| Cruise industry  Support was sought for the establishment of a Cruise Industry to use the Port of Mackay. | 🗸 |  | The Marine Infrastructure Precinct accommodates existing and future port facilities and there is nothing in the master plan that would hinder development of cruise ship facilities.  Establishing a cruise industry in Mackay requires discussion between NQBP and interested industry players. |

## 8. Hay Point – Protect turtle nesting areas on Hay Point Beaches (Dudgeon Point, Louisa Creek, Half Tide beaches)

|  |  |  |  |
| --- | --- | --- | --- |
| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| Half Tide Beach (next to Hay Point Coal Terminal) – a change in beach structure from sandy to pebbly over many years was noted and this was considered to have contributed to the observed reduced turtle nesting on the beach. | N/A | N/A | Although not a master planning issue, TMR has advised the managers of the Half Tide Tug Harbour of concerns raised regarding the degradation of this beach to allow their appropriate investigation. |
| Green turtles feed on the seagrasses off the Louisa Creek Beach. | 🗸 | 🗸 | The beach at Louisa Creek, adjacent to the Interface Precinct, has been changed to EM Precinct to acknowledge its environmental importance. |
| Restricted access to Bally Keel Beach (Dudgeon Point) prevents turtle monitoring on the beach. | N/A | N/A | The Dudgeon Point land is Strategic Port Land owned by NQBP. Providing access to private land is outside the master planning process. Access needs to be requested directly from NQBP. |

## 9. Hay Point – Sustainable port development

| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| --- | --- | --- | --- |
| Potential amenity impacts of future development at Dudgeon Point on Timberlands and Louisa Creek communities. | 🗸 | 🗸 | The master plan has maintained substantial areas of vegetation around the Dudgeon Point site which provide a buffer between future industry and local communities.  Any impacts from development would be further minimised through a comprehensive environmental impact assessment process and mitigation measures required to be undertaken and subsequent development approval conditions recommended. |
| The need for any future expansion of the Port of Hay Point was questioned. | 🗸 |  | Although Australia has committed to net zero emissions by 2050, there is no government commitment to phase out exports of thermal coal. Exports of steel-making coal, which is the main export product of the Port of Hay Point, will likely continue at current and potentially higher levels in the immediate future to meet global demand for steel manufacture.  The master plan enables the Port of Hay Point's future diversification beyond coal exports, including hydrogen and related products. |
| Concern was expressed that further port development will increase shipping traffic, with the potential for pollution from ships. | N/A | N/A | This will be assessed at a project level rather than at a strategic planning level afforded by the master planning process. Any major port development would be subject to an environmental impact assessment process, which would include the assessment of the potential impact of additional shipping traffic on offshore waters. |
| It was recommended that protection of environmental areas and wildlife at Dudgeon Point and Hay Point be increased. | 🗸 | 🗸 | Significant protection to key environmental areas at Hay Point and Dudgeon Point is being provided by the master plan, with the area allocated to EM Precinct in the Port of Hay Point being 1398 ha or 46% of the land area in the master planned area.  As an additional environmental protection measure, a wildlife corridor in the south of Dudgeon Point has been established as a sub-precinct in the port overlay to protect the movement of wildlife. |
| Provide a wildlife corridor across the Ports, Industry and Commerce Precinct at Dudgeon Point. | 🗸 | 🗸 | To provide habitat connectivity between the EM Precinct in the east and west of Dudgeon Point, a sub-precinct that establishes a Wildlife Corridor along the southern boundary of Dudgeon Point has been added in the port overlay (as the regulatory instrument). |

## 10. Hay Point – Louisa Creek community matters

| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| --- | --- | --- | --- |
| It was suggested that any further port expansion could impact remaining landowners at Louisa Creek and could destroy recreational activity within the region.  It was requested that recreational activity of Louisa Creek residents be protected. | 🗸 | 🗸 | The purpose of the Interface Precinct is to manage the interface between current and potential sensitive land uses, including dwellings, port operations and industry. One of the required outcomes for development within the precinct is that public access is maintained to community infrastructure or the waterfront.  One of the Environmental Management Framework Objectives for development within the adjoining Port, Industry and Commerce Precinct is that development avoids, minimises and offsets impacts on surrounding areas, including social values associated with health, safety and amenity of surrounding communities.  There is also a PMM in effect regarding Louisa Creek to ensure potential development impacts on social and environmental values are managed appropriately. |
| Concern was expressed regarding inclusion of three private homes in a Port, Industry and Commerce Precinct. | 🗸 | 🗸 | Louisa Creek has been subject to a voluntary buy-back scheme for around 25 years, managed by NQBP. There are three privately owned houses in the eastern end of Louisa Creek (east of Louisa Creek Road). The other properties in this area are owned by NQBP.  This eastern area of Louisa Creek is mapped as Port, Industry and Commerce Precinct to recognise the possible future expansion of the adjacent coal terminal or the location of infrastructure relating to potential new industries within the life of the master plan (30 years).  This designation does not require the owners of the properties to sell or move. The designation is only intended to guide future zoning of the area when the Mackay Regional Council Planning Scheme is next reviewed.  Any proposed port development in the area would need to go through a development approval process including land purchases, if required. |

## 11. Hay Point –Hay Point Road traffic and capacity issues

|  |  |  |  |
| --- | --- | --- | --- |
| **Matters raised** | **Master plan** | **Port overlay** | **Response** |
| Hay Point Road:   * Concern about the road capacity during port development. * Request to upgrade the road to a dual – lane carriageway or to upgrade specific intersections. | N/A | N/A | The road capacity is considered adequate for normal road traffic volumes.  Any increase in traffic volumes as a result of port expansion projects would be assessed as part of a development assessment process for a new project. Remedial measures to reduce community impacts would be implemented as part of the proposed project. |

# Appendix B – Media coverage

A summary of the Queensland Government media used to raise community awareness of the public consultation and how to make a submission is provided below:

25 October 2022 – Facebook post from Minister for Transport and Main Roads

* A Facebook post uploaded to encourage Queenslanders to have their say on the Hay Point/Mackay draft master plan and draft port overlay, with links to the master planning website pages.

26 October 2022 – Seven News Mackay

* A proactive television interview with the Minister was undertaken, outlining the launch of the draft master plan and draft port overlay at the priority Port of Hay Point/Mackay for public consultation, and highlighting the importance of sustainable development at the ports.
* The Minister encouraged people to make a submission on the draft documents by heading to TMR's website.

4 November 2022 – Newspaper article in Daily Mercury – Mackay, 'Feedback sought on priority port master plans.'

* A proactive media piece from the Minister requesting feedback on the priority port master plans was prepared.

16 November 2022 – TMR post

* A Facebook post was uploaded to encourage Queenslanders to have their say on the priority Port of Hay Point/Mackay draft master plan and draft port overlay, with links to the master planning website pages, and the opportunity to talk to a project officer at the Hay Point/Mackay master planning public information sessions at a community venue in either Mackay or Hay Point.

28 November 2022 – Seven News Mackay and Win TV

* Two TV stations provided coverage of local residents requesting an extension to the public consultation process, to allow them time to submit important information on turtles at North Harbour/North Wall Beach.
* TMR provided the response that they are consulting with the Department of Environment and Science regarding the turtle tracking information but is encouraging all concerned locals to make written submissions to help develop the final version of the master plan.

11 December 2022 – Facebook Post – Port Planning Consultation Extended

* The Minister posted that the consultation period for Hay Point/ Mackay would be extended until mid-January and encouraged people to make submissions.

13 December 2022 – Radio Interview ABC Tropical North News

* The Minister said that he'd listened to community concerns about consultation on the draft master plan regarding the Port of Mackay, and that the consultation period had been extended until mid-January.

15 December 2022 – Newspaper article in The Chronicle, 'North Qld Bulk Ports says it has no plans to resume Mackay's Northwall Beach’.

* An article provides comments from three local residents about the proposed master plan and the port expansion plans into the various precincts.
* NQBP reported that it has no port expansion plans for the North Wall area.
* TMR provided comment that the master plan was not finalised, and the boundaries of precincts may change depending on the nature of the requests and submissions, and after consultation with key stakeholders to ensure all environmental and development interests can be balanced. Local information provided by the community has provided valuable insight in the environmental and social importance of the area.

16 December 2022 – Newspaper article in Mackay Life, "Local Voices Heard: People Power Demonstrates Local Significance of North Wall".

* The article provides information on the extension to the public consultation period until mid-January 2023.
* It provides comments from the Member for Mackay, Julieanne Gilbert MP, regarding verifying data from Mackay District Turtle Watch with the Department of Environment and Science.
* The Minister commented that the draft master plan and draft port overlay would be updated to reflect all new information supplied by the public after the submission period closes. The Minister encouraged the community to make submissions.

# Appendix C – Acronyms

|  |  |
| --- | --- |
| **Acronym / Abbreviation** | **Definition** |
| **EMF** | Environmental Management Framework |
| **EM** | Environmental Management |
| **ESD** | Ecologically Sustainable Development |
| **HAT** | Highest Astronomical Tide |
| **NQBP** | North Queensland Bulk Ports Corporation Limited |
| **OUV** | Outstanding Universal Value |
| **PMM** | Priority management measure |
| **Ports Act** | *Sustainable Ports Development Act 2015* |
| **PIC** | *Ports, Industry and Commerce* |
| **Reef 2050** | *Reef 2050 Long-Term Sustainability Plan* |
| **SDAP** | State Development Assessment Provisions |
| **SPP** | *State Planning Policy, July 2017* |
| **TMR** | Department of Transport and Main Roads, Queensland |