

Priority port master planning

Have your say

Public consultation on the draft master plan for the
priority Port of Gladstone

Queensland | Australia | 2017



Introduction

The Queensland Government is undertaking master planning for the priority Port of Gladstone in accordance with the *Sustainable Ports Development Act 2015* (Ports Act) and in line with commitments of the *Reef 2050 Long-Term Sustainability Plan* (Reef 2050).

The Queensland Government recognises the priority Port of Gladstone is an important economic hub that contributes significantly to regional employment opportunities. Through master planning the state government is demonstrating its commitment to supporting the ongoing sustainable development of the port and, in turn, jobs growth in the entire region.

Master planning establishes a long-term strategic outlook for the port and the surrounding land and marine areas vital to its sustainable development.

Master planning considers issues beyond strategic port land including marine and land-based impacts, port and supply chain capacity and connectivity, and environmental and community values.

Setting a long-term plan

The Queensland Government has prepared a draft master plan for the priority Port of Gladstone. The draft master plan is a strategic document that sets out the long-term plan for the priority Port of Gladstone until the year 2050.

The draft master plan provides for a port throughput of up to 294 million tonnes per annum by 2050.

The draft master plan for the priority Port of Gladstone has been prepared in consultation with Gladstone Ports Corporation, Gladstone Regional Council, state agencies and other key stakeholders.

The broader community now has an opportunity to comment on the draft master plan from Monday 28 August 2017 until Monday 9 October 2017.

About the priority Port of Gladstone

The priority Port of Gladstone is a major bulk commodity port operating in the Great Barrier Reef World Heritage Area (GBRWHA) and stands as Queensland's largest multi-commodity port, handling over 30 different products.

The port primarily exports coal, representing 70.8 per cent of total port throughput. Other products handled at the port include alumina, cement, Liquefied Natural Gas, petroleum and grain. In 2015-16, the port had a total throughput of 115.9 million tonnes, representing approximately 34 per cent of the state's total trade port throughput.



Have your say

You are invited to have your say on the draft master plan for the priority Port of Gladstone. To support public consultation, supporting master planning documentation has been made available.

View the draft master plan and supporting master planning documentation at:

www.statedevelopment.qld.gov.au/sustainableports

Display copies of these documents can be viewed until Monday 9 October 2017 at:

- Gladstone Regional Council Library, 39 Goondoon Street, Gladstone
- Brisbane Square Library, 266 George Street, Brisbane

Display copies of the documents may also be viewed at the Department of State Development, 1 William Street, Brisbane, by appointment via email (MasterplanGladstone@dsd.qld.gov.au)

A copy of the draft master plan can be obtained by emailing MasterplanGladstone@dsd.qld.gov.au or by calling 07 3452 7050 (fees may apply).

Making a submission

Submissions on the draft master plan must:

- be made in writing
- be made to the Minister
- be received on or before Monday 9 October 2017
- state the name and contact details (email and/or postal address) of the person/entity making the submission

- be sent via email or post:

Email: MasterplanGladstone@dsd.qld.gov.au

Post to:

Priority Ports – Major Projects and Property
Priority Port of Gladstone master planning
Department of State Development
PO Box 15009, City East Queensland 4002

Submissions should be legible, state the matter/s of interest/concern, may provide recommendations for improving to the draft master plan and may include attachments.

Submissions providing comments on the supporting master planning documentation will be considered.

An optional submission form is available at: www.statedevelopment.qld.gov.au/sustainableports

Submissions close at 5.00 pm on Monday 9 October 2017.

What happens next?

Following the close of public consultation, all submissions will be evaluated and considered in finalising the master plan.

A summary of submissions will be made available on the department's website (www.statedevelopment.qld.gov.au/sustainableports).

Master planning documents

In accordance with the Ports Act, a draft master plan for the priority Port of Gladstone has been prepared and released for public consultation.

Supporting documentation, including a preliminary draft port overlay and the evidence base for master planning, has been made available to inform the public consultation stage.

Draft master plan

With a long-term outlook to 2050, the draft master plan states the strategic vision, objectives, desired outcomes, state interests and outlines the environmental management framework for a proposed priority Port of Gladstone master planned area.

The proposed master planned area identifies proposed precincts to indicate the long-term development intent within the area.

The draft master plan considers the opportunities for optimising infrastructure and supply chains associated with the port.

Have your say

Public consultation on the draft master plan is now open. Submissions close at 5.00 pm on Monday 9 October 2017.

Submissions on the draft master plan can be made by following the details provided in the *Have your say* section on page 1.

The draft master plan and supporting documentation may be viewed at www.statedevelopment.qld.gov.au/sustainableports

Supporting documentation

Preliminary draft port overlay

Under the Ports Act, the port overlay is the regulatory instrument that implements the master plan for the master planned area.

The port overlay will include:

- priority management measures in accordance with the environmental management framework
- development assessment benchmarks
- plan making provisions.

A preliminary draft port overlay has been prepared to inform how the draft master plan is intended to be implemented for the master planned area. It is important to note that a draft port overlay will be issued for public comment through a separate public consultation stage, following the release of the final master plan.

Evidence base documentation

The evidence base documentation represents a point-in-time analysis of factors important for master planning at the priority Port of Gladstone. It provides the foundation for preparation of the draft master plan.

The Queensland Government has made the evidence base documentation available during the public consultation on the draft master plan to support transparent decision-making. The evidence base includes:

- Master planning evidence base assessment
- Infrastructure and supply chain analysis
- Risk assessment
- Addendum to evidence base.

Frequently asked questions

1. How is the Queensland Government protecting the reef through the Ports Act?

The Queensland Government is implementing actions outlined in Reef 2050, the most comprehensive plan ever developed to secure the health and resilience of the Great Barrier Reef. Specifically, the Queensland Government has established a legislative framework to implement key port-related actions of Reef 2050 and protect the reef.

The Ports Act:

- protects greenfield areas by restricting new port development in and adjoining the GBRWHA to within current port limits, excluding both Commonwealth and state marine parks
- restricts major capital dredging for the development of new or expansion of existing port facilities to within the regulated port limits of the priority ports of Gladstone, Abbot Point, Townsville and Hay Point/Mackay
- mandates the beneficial reuse of material generated by port-related capital dredging within the GBRWHA.

In line with Reef 2050, the Ports Act requires master plans for priority ports to optimise the use of infrastructure and address operational, economic, environmental and community relationships, as well as supply chains and surrounding land uses.

2. What is the draft master plan for the priority Port of Gladstone?

The draft master plan is a strategic document that sets out the long-term plan for the sustainable development of the priority Port of Gladstone until the year 2050.

It states the strategic vision, objectives, desired outcomes, state interests and outlines the environmental management framework for the proposed priority Port of Gladstone master planned area.

The draft master plan fulfils legislative requirements under the Ports Act and commitments of Reef 2050.

3. Why is the Queensland Government undertaking master planning for the priority Port of Gladstone?

The Queensland Government is implementing the Ports Act— seeking to strike a balance between environmental considerations and the sustainable development of the priority Port of Gladstone.

Through priority port master planning, the state government will effectively manage the land and marine areas needed for the efficient development and operation of the priority port, while ensuring that the Outstanding Universal Value (OUV) of the GBRWHA is an intrinsic consideration in priority port development, management and governance.

4. What will master planning deliver for the Gladstone region?

The priority Port of Gladstone is a major bulk commodity port critical to the state's economy that contributes significantly to regional trade, investment and employment opportunities.

Master planning will support the sustainable development of the priority Port of Gladstone – in a way that will balance growth, job creation, environmental values and community interests.



Master planning will ensure coordinated management of land and marine areas needed for the effective operations and sustainable development of the port, while managing the potential impacts on environmental values now and in the future.

5. How has the draft master plan been prepared?

The draft master plan has been prepared in accordance with the Ports Act and *Guideline: Master planning for priority ports*. Specifically the preparation of the draft master plan followed the principles for priority port master planning:

- evidence-based planning
- transparency and stakeholder engagement
- ecologically sustainable development
- intrinsic consideration of the OUV of the GBRWHA.

The preparation of the draft master plan also considered Reef 2050 and the *Reef 2050 policy guideline for decision makers*.

The preparation of the draft master plan was guided by two key initiatives – the *Independent Review of the Port of Gladstone* and the *National Ports Strategy 2012*.

The Queensland Government has prepared the draft master plan, preliminary draft port overlay and evidence base documentation in consultation with the Gladstone Ports Corporation, the Gladstone Regional Council and other key stakeholders, including local community and industry groups.

The community is now invited to contribute to master planning by commenting on the draft master plan during the consultation period.

Historically, Queensland ports have focussed on land use planning within strategic port land.

Priority port master planning considers issues beyond strategic port land including marine and land-based impacts, port and supply chain capacities and connectivity, and environmental and community values.

6. What is a master planned area?

The master planned area is the area that is subject to the master plan and port overlay. It encompasses areas beyond strategic port land, and includes both land and marine areas associated with the long-term sustainable development of the port.

A master planned area will include the port's strategic port land under the *Transport Infrastructure Act 1994* and may also include:

- land within state development areas (SDA) or priority development areas (PDA)
- local government areas (LGAs)
- marine areas (subject to the constraints of the Ports Act).



The proposed priority Port of Gladstone master planned area encompasses a total area of about 73 000 hectares and includes approximately 4 400 hectares of land controlled by the Gladstone Ports Corporation, approximately 7 000 hectares of land within the Gladstone Regional Council area, approximately 27 000 hectares of the Gladstone SDA, and marine areas within the port limits.

7. Why have precincts been identified in the draft master plan?

Proposed precincts have been identified to indicate the long-term development intent of the master planned area. Existing planning instruments applying to the master planned area will continue to provide specific land use intent.

8. How has the OUV of the GBRWHA and other environmental values been considered in the master plan?

In accordance with the Ports Act the master plan for the priority Port of Gladstone includes an environmental management framework (EMF).

The EMF:

- identifies environmental values within and surrounding the master planned area including the local expression of the OUV of the GBRWHA
- assesses the potential impacts of port and port-related development on these values
- outlines the objectives and measures to manage these potential impacts.

9. How has the environmental management framework been developed?

The EMF has been developed through a robust analysis of environmental values within and surrounding the master planned area and the potential impacts of port development to these values with a focus on the principles of ecologically sustainable development.

An independent advisors panel, representing environmental specialists, has been established to support the preparation of EMFs and to ensure that the OUV of the GBRWHA is intrinsically considered as part of master plan development.

Following a review of the draft master plan for the priority Port of Gladstone, the EMF advisors panel has advised the Queensland Government that the EMF adequately considers the principles of ecologically sustainable development.

The EMF has been developed in consultation with Gladstone Ports Corporation, the Gladstone Regional Council and other key stakeholders.

10. Why does the draft master plan include information on dredging?

The Queensland Government recognises the importance of dredging activities to the operation and growth of the priority Port of Gladstone. The development of port-related industries at Gladstone relies on the growth of port facilities and its ability to safely transport shipments through the Gladstone Harbour.



More information

Visit www.statedevelopment.qld.gov.au/sustainableports

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