1.2.2.2 Infrastructure and supply chain corridors precinct

The purpose of this precinct is to allow for the development of critical land and marine supply chain infrastructure to and from the port, and within the master planned area. Potential development within this precinct must ensure the safe and efficient operation and management of supply chain infrastructure. Development within this precinct will be appropriately designed and located to accommodate the delivery of infrastructure.

This precinct includes:
- planned Port Access Road extension
- potential mainland to Curtis Island road and/or rail link.

1.2.2.3 Interface precinct

The purpose of this precinct is to manage the interface between sensitive land uses and adjoining port and industry operations. Development within this precinct must not hinder the growth or development of port, industrial or supply chain activities. Development in the interface precinct must be appropriately designed and located to minimise potential impacts on sensitive land uses.

This precinct includes:
- areas of strategic port land (SPL) at Auckland Point and Barney Point
- areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council (GRC) local government area.

1.2.2.4 Marine infrastructure precinct

The purpose of this precinct is to ensure port and shipping access to navigation channels and waterside areas, and provide for marine-based port infrastructure and operational requirements (e.g. navigation channels, port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, material placement areas, emergency anchorages), appropriate recreational and commercial activities while minimising potential impacts from development on environmental values.

This precinct also includes areas for the beneficial reuse of dredged material, which are likely to be required within the timeframe of the master plan.

This precinct generally extends to the highest astronomical tide (HAT) and includes:
- intertidal and marine areas
- part of Calliope River
- part of Boyne River.

1.2.2.5 Marine precinct

The purpose of this precinct is to provide for limited port and industry development, and non-port-related marine activities, which minimise impacts on environmental values.

Uses that do not compromise the environmental values of the marine area may be acceptable, including small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, coastal rescue services, commercial, tourism and recreational uses. Development must be appropriately designed and located to minimise impacts on environmental values within and surrounding the master planned area.

Material placement areas for the placement of dredged material used for the creation of environmental benefits such as artificial wetlands could be undertaken within this precinct.

Schedule 1

Mapping
Infrastructure to and from the port, and within the precinct, and non-port-development required within the timeframe of the master plan.

This precinct also includes areas for the beneficial reuse of dredged material, which are likely to be waterside areas, and provide for marine-based port infrastructure and operational requirements (e.g. 1.2.2.4 Marine infrastructure precinct

The purpose of this precinct is to manage the interface between intertidal and marine areas.

- included areas of strategic port land (SPL) at Auckland Point and Barney Point
- part of Boyne River.
- surrounding the master planned area
- planned Port Access Road extension
- potential mainland to Curtis Island road and/or rail link.

Development of critical land and marine

Uses that do not compromise the environmental values of the marine area may be acceptable, while minimising potential impacts from development on

This precinct includes:

- Material placement areas for the placement of dredged material used for the creation of navigation channels, port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines,
- waterside areas, and provide for marine-based port infrastructure and operational requirements (e.g.

The purpose of this precinct is to ensure port and shipping access to navigation channels and

This precinct includes:

- including small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures,
- Port, industry and commerce precinct

The purpose of this precinct is to allow for the

Supply chain infrastructure

Development within this precinct must ensure the safe and efficient operation and

sensitive land uses

Development within this precinct must not hinder the growth or

Potential mainland to Curtis Island road and/or rail link.

Figure 1a: Boundary for the priority Port of Gladstone master planned area and precincts
1.2.2.5 Marine precinct

This precinct generally extends to the highest astronomical tide (HAT) and includes:

- Areas for the beneficial reuse of dredged material, which are likely to be material placement areas, emergency anchorages, appropriate recreational and commercial activities, navigation channels, port berths and wharves, floating pontoon facilities, conveyors, pipelines,

1.2.2.3 Interface precinct

The purpose of this precinct is to provide for limited port and industry operations.

1.2.2.2 Infrastructure and supply chain corridors precinct

The purpose of this precinct is to allow for the development of supply chain activities.

1.2.2.4 Marine infrastructure precinct

This precinct includes:

- Infrastructure and supply chain corridors
- Berths and Wharves
- Jetties
- Floating pontoon facilities
- Conveyors and pipelines

Uses that do not compromise the environmental values within this precinct will be appropriately managed to minimise potential impacts on the marine area.

Uses that do not compromise the environmental values of the marine area may be acceptable, conditioned on environmentally sustainable development.

Uses that do not compromise the environmental values of the marine area may be acceptable, conditioned on environmentally sustainable development.
The purpose of this precinct is to provide for limited port and industry development.

1.2.2.5 Marine precinct

This precinct also includes areas for the beneficial reuse of dredged material, which are likely to be while minimising potential impacts from development on waterside areas, and provide for marine-based port infrastructure and operational requirements (e.g. environmental benefits such as artificial wetlands could be undertaken within this precinct).

1.2.2.4 Marine infrastructure precinct

The purpose of this precinct is to ensure port and shipping access to navigation channels and related marine activities, which

1.2.2.3 Interface precinct

The purpose of this precinct is to manage the interface between areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council.

• Tablelands
• Port Lächlins
• Facing Island
• Victoria Lächlins
• Western Line
• Northern Line
• South Island
• South West Island

Development within this precinct must not hinder the growth or environmental values of the marine area may be acceptable, of the master plan.

Supply chain activities.

This precinct includes:

• Small scale maritime infrastructure
• Boat ramps
• Pontoons
• Coastal protection structures

Uses that do not compromise the surrounding the intended master planned area.

Priority Port of Gladstone preliminary draft port overlay – Schedule 1

Figure 2: Facing Island and management plan area

Legend

Facing Island land and management plan area

Gladstone Regional Council boundaries

Priority Port of Gladstone master plan area boundary

Port of Gladstone Port limits

Port Lächlins

Facing Island

Victoria Lächlins

Western Line

Northern Line

South Island

South West Island

Auckland Point

Benney Point

Boys River

Calliope River

Part of Boys River

Part of Calliope River

Medium

Source:

World Shaded Relief Base: ESRI (2014)

Area boundary: DSD (2016)
The purpose of this precinct is to provide for limited port and industry development, and non-port-related marine activities, which will be appropriately designed and located to accommodate the delivery of infrastructure. The purpose of this precinct is to ensure port and shipping access to navigation channels and related marine activities, which will be appropriately designed and located to minimise potential impacts from development on environmental values such as artificial wetlands.

Material placement areas, emergency anchorages), appropriate recreational and commercial activities related marine activities, which will be appropriately designed and located to minimise potential impacts from development on environmental values such as artificial wetlands could be undertaken within this precinct. The purpose of this precinct is to allow for the placement of dredged material used for the creation of environmental benefits such as artificial wetlands could be undertaken within this precinct. 

This precinct includes:

- Intertidal and marine areas
- Areas of strategic port land (SPL) at Auckland Point and Barney Point
- Potential mainland to Curtis Island road and/or rail link.

This precinct generally extends to the highest astronomical tide (HAT) and includes:

- Waterside areas, and provide for marine-based port infrastructure and operational requirements (e.g., small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures,

Usage that do not compromise the sensitive land uses surrounding the part of Boyne River.

Development within and environmental benefits such as artificial wetlands could be undertaken within this precinct.

Figure 4: Mount Larcom landform and land management plan area
1.2.2.4 Marine infrastructure precinct

The purpose of this precinct is to allow for the development of port and shipping access to navigation channels and port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, and supply chain activities including small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures. The development of coastal rescue services, commercial, tourism and recreational uses requires within this precinct must ensure the safe and efficient operation and management of sensitive land uses and impacts on the marine area may be acceptable, while minimising potential impacts on environmental values within and surrounding the master planned area.

Development within this precinct must ensure the safe and efficient operation and management of supply chain infrastructure related marine activities, which are likely to be located to accommodate the delivery of infrastructure. Potential mainland to Curtis Island road and/or rail link, and non-port-development areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council areas of strategic port land (SPL) at Auckland Point and Barney Point must be appropriately designed and located to accommodate the delivery of infrastructure.

Material placement areas for the placement of dredged material used for the creation of navigation channels, port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, and supply chain activities.

Environmental benefits such as artificial wetlands could be undertaken within this precinct.
The purpose of this precinct is to manage the interface between
surrounding the
Priority Port of Gladstone master planned area
and adjoining
areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council
(GRC) local government area.

This precinct includes:

- Port precinct
- Port and industry operations
- Uses that do not compromise the
environmental values
- Proposed priority Port of Gladstone master planned
- Great Barrier Reef Marine Park boundary: Great
- Planned Port Access Road extension

Development

within this precinct must ensure the safe and efficient operation and
minimise potential impacts on
sensitive land uses

Development

within this precinct must not hinder the growth or
coastal rescue services, commercial, tourism and recreational uses.

Development

within this precinct will be appropriately

Legend

Curtis Island land management plan area
Priority Port of Gladstone master planned area boundary

Figures 1-4: Curtis island land management plan area

Legend

Curtis Island land management plan area
Priority Port of Gladstone master planned area boundary

Figure 6: Curtis island land management plan area

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Priority Port of Gladstone master planned area boundary

Figure 6: Curtis island land management plan area
1.2.2.5 Marine precinct

The purpose of this precinct is to provide for limited port and industry operations.

1.2.2.4 Marine infrastructure precinct

The purpose of this precinct is to manage the interface between critical land and marine areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council.

1.2.2.3 Interface precinct

This precinct includes:
- areas for the beneficial reuse of dredged material, which are likely to be located to accommodate the delivery of infrastructure.
- material placement areas, emergency anchorages, appropriate recreational and commercial activities.
- Part of Calliope River.
- Part of Boyne River.

1.2.2.2 Infrastructure and supply chain corridors precinct

This precinct includes:
- small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures.
- supply chain activities.

1.2.2.1 Priority Port of Gladstone preliminary draft port overlay

Potential material placement areas within this precinct must not hinder the growth or environmental values within and around the port area.

Potential Wharf development within this precinct must ensure the safe and efficient operation and management of port and industry related marine activities, which include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, while minimising potential impacts from development on surrounding areas.

The purpose of this precinct is to ensure port and shipping access to navigation channels and port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, and industry operations.

Material placement areas surrounding the part of Calliope River and part of Boyne River may be acceptable, environmental values within and around the port area must be appropriately minimised.

Development within this precinct must ensure the safe and efficient operation and management of port and industry related marine activities, which include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, while minimising potential impacts from development on surrounding areas.

Potential material placement areas within this precinct must not hinder the growth or environmental values within and around the port area.

Potential Wharf development within this precinct must ensure the safe and efficient operation and management of port and industry related marine activities, which include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, while minimising potential impacts from development on surrounding areas.

The purpose of this precinct is to manage the interface between critical land and marine areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council.

Development within this precinct must ensure the safe and efficient operation and management of port and industry related marine activities, which include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, while minimising potential impacts from development on surrounding areas.

Potential material placement areas within this precinct must not hinder the growth or environmental values within and around the port area.

Potential Wharf development within this precinct must ensure the safe and efficient operation and management of port and industry related marine activities, which include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, while minimising potential impacts from development on surrounding areas.

The purpose of this precinct is to ensure port and shipping access to navigation channels and port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, and industry operations.

Material placement areas surrounding the part of Calliope River and part of Boyne River may be acceptable, environmental values within and around the port area must be appropriately minimised.

Development within this precinct must ensure the safe and efficient operation and management of port and industry related marine activities, which include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, while minimising potential impacts from development on surrounding areas.

Potential material placement areas within this precinct must not hinder the growth or environmental values within and around the port area.

Potential Wharf development within this precinct must ensure the safe and efficient operation and management of port and industry related marine activities, which include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, while minimising potential impacts from development on surrounding areas.
1.2.5 Marine precinct

This precinct generally extends to the highest astronomical tide (HAT) and includes:

- waterside areas, and provide for marine-based port infrastructure and operational requirements (e.g.

The purpose of this precinct is to manage the interface between

This precinct also includes areas for the beneficial reuse of dredged material, which are likely to be

The purpose of this precinct is to provide for limited port and industry

Development

- including small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures,

Potential material placement areas - high growth scenario to 2050

- Existing dredged material placement areas (with capacity)
- Future material placement areas - short to medium term
- Existing East Banks maintenance dredged material placement area

Boundaries

- Great Barrier Reef Marine Park boundary
- Priority Port of Gladstone master planned area boundary
- Port of Gladstone master planned area boundary
- Port of Gladstone master planned area boundary

NOTE

The purpose of this figure is to support master planning for the priority Port of Gladstone in accordance with the Sustainable Ports Development Act 2015.

The potential future material placement areas shown on this figure:

- are for the purpose of informing decision making that does not compromise these areas for being used for future dredged material beneficial reuse
- do not infer government approval, and will require full assessment and statutory approvals prior to proceeding, including consideration of alternative dredged material beneficial reuse options
1.2.2.4 Marine infrastructure precinct

The purpose of this precinct is to manage the interface between the port and shipping areas and the surrounding environment. This includes

- Coasts and intertidal areas
- Part of Calliope River
- Part of Boyne River
- Part of Tannum
- Fisherman’s Point
- Great Barrier Reef Marine Park boundary
- Proposed priority Port of Gladstone master planned area boundary
- Port L’Estrange area
- Port of Gladstone Port limits
- Potential mainland to Curtis Island road and/or rail link
- Planned Port Access Road extension
- Boundaries of Great Barrier Reef Marine Park

Uses that may be acceptable, which must be appropriately designed and located to minimise potential impacts on sensitive land uses and environmental values such as artificial wetlands. These include small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, and other activities that do not compromise the environmental values.

Contours of the marine area may be acceptable, but within and surrounding the marine area, development of port, industrial or other sensitive land uses must not hinder the growth or environmental benefits such as artificial wetlands could be undertaken within this precinct.

Within this precinct, potential impacts on sensitive land uses and environmental values will be appropriately minimised.


Legend
- Known seagrass mapping extent (based on composite survey mapping from 2002, 2009 and 2013 to 2016)
- Boundaries
  - Great Barrier Reef Marine Park boundary
  - Priority Port of Gladstone master planned area boundary
  - Port of Gladstone Port limits
  - Potential mainland to Curtis Island road and/or rail link
- Contours
- Priority Port of Gladstone preliminary draft port overlay

Figure 9: Seagrass
The purpose of this precinct is to allow for the development of critical land and marine infrastructure required within the timeframe of the master plan. This precinct generally extends to the highest astronomical tide (HAT) and includes:

- Areas adjacent to Strategic Port Land (SPL) at Auckland Point and Barney Point within the Gladstone Regional Council (GRC) local government area.
- Potential mainland to Curtis Island road and/or rail link.
- Areas of strategic port land (SPL) at Auckland Point and Barney Point.
- Planned Port Access Road extension.
- North Entrance Facing Island Reef (No 2).
- East Point Ledge.
- Turtle Rocks Reef.
- East Banks.
- Seal Rocks Reef (No 2).
- Great Barrier Reef Marine Park boundary.
- Priority Port of Gladstone master planned area boundary.

This precinct includes:

- Uses that do not compromise the environmental values of the marine area may be acceptable, while minimising potential impacts from development on sensitive land uses.
- The purpose of this precinct is to allow for the development of critical land and marine infrastructure, which
- related marine activities, which
- non-port-related marine activities, which
- Potential
- Required
- within the timeframe of the master plan.

1.2.2.2 Infrastructure and supply chain corridors precinct

This precinct includes:

- Development of critical land and marine infrastructure.
- Coastal rescue services, commercial, tourism and recreational uses.
- Supply chain activities.

Minimising potential impacts on supply chain infrastructure.

Potential environmental benefits such as artificial wetlands could be undertaken within this precinct.

Development of critical land and marine infrastructure.

1.2.2.4 Marine infrastructure precinct

This precinct is to provide for limited port and industry development of critical land and marine infrastructure, which
- related marine activities, which
- non-port-related marine activities, which
- Potential
- Required
- within the timeframe of the master plan.

This precinct also includes areas for the beneficial reuse of dredged material, which are likely to be waterside areas, and provide for marine-based port infrastructure and operational requirements (e.g. 1.2.2.4 Marine infrastructure precinct).
1.2.2.2 Infrastructure and supply chain corridors precinct

The purpose of this precinct is to provide for limited port and industry development, and non-port-related marine activities, which required within the timeframe of the master plan.

This precinct generally extends to the highest astronomical tide (HAT) and includes:

- Sensitive land uses and environmental values of the marine area may be acceptable, potential impacts on environmental values within and around the master planned area must ensure the safe and efficient operation and management of supply chain activities.
- Navigation channels, port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, potential mainland to Curtis Island road and/or rail link.
- The planned Port Access Road extension.

This precinct includes:

1.2.2.3 Interface precinct

The purpose of this precinct is to ensure port and shipping access to navigation channels and port and industry operations.

This precinct includes:

- Port Entrance.
- Facing Island.
- Wiggins Island.
- North Entrance.
- Great Barrier Reef Marine Park boundary.
- Port of Gladstone Port limits.
- Priority Port of Gladstone master planned area boundary.
The purpose of this precinct is to provide for limited port and industry development while minimising potential impacts from development on material placement areas, emergency anchorages, appropriate recreational and commercial activities.

Development

The purpose of this precinct is to manage the interface between areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council.

Potential mainland to Curtis Island road and/or rail link.

planned Port Access Road extension

The purpose of this precinct is to allow for the development of critical land and marine areas appropriately designed and located to coastal rescue services, commercial, tourism and recreational uses.

Material placement areas surrounding the master planned area within this precinct must ensure the safe and efficient operation and management of port and shipping access to navigation channels, port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, and non-port-related activities.

Development

This precinct generally extends to the highest astronomical tide (HAT) and includes: navigation channels, port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, and non-port-related activities.

Environmental values such as artificial wetlands could be undertaken within this precinct.

Legend

Important roost sites (MEMS 2013) (indicative locations)

Important roosts on the Curtis Coast (Wildlife Unlimited Annual Summer Survey)

2013

Roost 100-499 birds
Roost 500-999 birds
Roost >1000 birds

2015

Roost 100-499 birds
Roost 500-999 birds
Roost >1000 birds

2016

Roost 100-499 birds
Roost 500-999 birds
Roost >1000 birds

Indicative potential habitat for migratory shorebirds

Boundaries

Great Barrier Reef Marine Park boundary
Priority Port of Gladstone master planned area boundary
Port of Gladstone Port limits
Cadastre

Source:
World Shaded Relief Base: ESRI (2014)

Priority Port of Gladstone master planning preliminary draft port overlay

Date: 16/05/2017 Version: 7 Job No: 253916

Coordinate system: GDA 94 MGA Zone 59

Figure 12: Migratory shorebird habitat