

4 Implementing the master plan for the master planned area

4.1 Overview

This section details how the preliminary draft port overlay implements the master plan for the master planned area.

4.2 Strategic vision, objectives, desired outcomes and state interests

Section 2 of the preliminary draft port overlay presents the strategic vision, objectives, desired outcomes and state interests as detailed in the master plan, to support consistency and transparency between the master plan and the preliminary draft port overlay.

4.3 Priority management measures

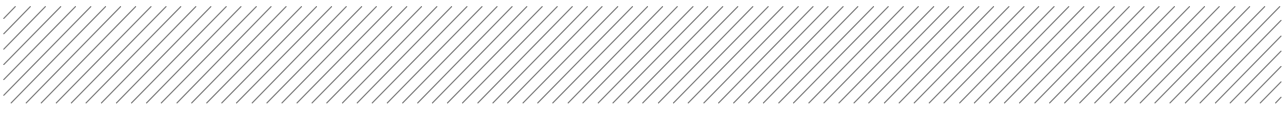
Detailed in Section 3 of the preliminary draft port overlay, PMMs are specific measures identified from the draft master plan in response to the evidence base. PMMs have been identified to:

- address the gaps in the existing statutory requirements and operational environmental management measures to address potential impacts associated with development within the master planned area
- address inconsistencies in the implementation of existing statutory requirements and operational environmental management measures over the master plan timeframe
- secure the continuation of non-statutory measures (i.e. voluntary) over the master plan timeframe.

Table 4.1 presents each of the PMMs for the master planned area, including identification of the precinct/s to which each PMM applies. The implementation provisions for each of the PMMs, including detail on how each PMM will be achieved, together with the entity or entities responsible, and associated timeframes are detailed in Sections 3.3 to 3.11.

4.4 Implementation

Section 2.6 (and specifically Table 2.1) of the preliminary draft port overlay presents a summary matrix identifying each of the issues covered by the preliminary draft port overlay and summarising the key provisions developed (and relevant sections) in order to address each issue.



To supplement the overview summary provided within Section 2.6 of the preliminary draft port overlay, Table 4.2 provides a detailed breakdown of each key issue identified during the evidence base process to be addressed within the preliminary draft port overlay. Table 4.2 identifies how each issue is addressed in the master plan objectives, desired outcomes, state interests and PMMs, along with the corresponding mechanism included within the preliminary draft port overlay content which addresses each issue, and in turn supports implementation of the master plan. Further discussion regarding the operation and implementation of the port overlay content is provided in Sections 5 to 7 of this report.




Table 4.1 Priority management measures

Priority management measures		Applicable master plan precinct to which the PMM applies							Relevant section/s of the preliminary draft port overlay
		Environmental management precinct	Infrastructure and supply chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port, industry and commerce precinct	
1	Aboriginal cultural heritage notification Prior to undertaking any ground disturbance activities within the master planned area , proponents who are not already required to undertake notification under the provisions of the <i>Aboriginal Cultural Heritage Act 2003</i> , an Indigenous Land Use Agreement registered under the <i>Native Title Act 1993</i> , or an agreement with an Aboriginal Party made in accordance with the <i>Native Title Act 1993</i> , and other agreements under the <i>Aboriginal Cultural Heritage Act 2003</i> will notify the relevant Aboriginal party prior to the works being undertaken	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Section 3.3
2	Environmental values monitoring and reporting program Prepare an environmental values monitoring and reporting program for the environmental values within and surrounding the master planned area that will be impacted by development within the master planned area	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Section 3.4
3	Environmental assessment guideline Prepare an environmental assessment guideline for development likely to have a significant adverse impact on the environmental values that contribute to the OUV of the GBRWHA to ensure that environmental assessment processes are appropriately and consistently applied across the master planned area for matters relating to the OUV of the GBRWHA and other environmental values	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Section 3.5
4	Land management plan guideline Prepare and implement a land management plan guideline to ensure that the OUV of the GBRWHA and other environmental values are consistently identified and managed within the environmental management precinct of the master planned area	Yes	No	No	No	No	No	No	Section 3.6

Priority management measures	Applicable master plan precinct to which the PMM applies							Relevant section/s of the preliminary draft port overlay
	Environmental management precinct	Infrastructure and supply chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port, industry and commerce precinct	
5 Facing Island land management plan Prepare and implement a land management plan for the Facing Island land management plan area in accordance with the land management plan guideline	Yes	No	No	No	No	No	No	Section 3.7
6 Inshore islands land management plan Prepare and implement a land management plan for the Inshore islands land management plan area in accordance with the land management plan guideline	Yes	No	No	No	No	No	No	Section 3.8
7 Mount Larcom landform land management plan Prepare and implement a land management plan for the Mount Larcom landform land management plan area in accordance with the land management plan guideline	Yes	No	No	No	No	No	No	Section 3.9
8 Aldoga reserve land management plan Prepare and implement a land management plan for the Aldoga reserve land management plan area in accordance with the land management plan guideline	Yes	No	No	No	No	No	No	Section 3.10
9 Curtis Island land management plan Prepare and implement a land management plan for the Curtis Island land management plan area in accordance with the land management plan guideline	Yes	No	No	No	No	No	No	Section 3.11

Table 4.2 Summary of the key issues identified during the evidence base process and the implementation components of the master plan and preliminary draft port overlay

Key issues identified during the evidence base process		Master plan cross reference			Mechanisms within the preliminary draft port overlay			
Objectives	Desired outcome	State interests			Other sections	Section 3 - PMMs	Section 4 – Development assessment	
		Managing port-related development ¹	Economic ²	Environment ³				Community ⁴
OUV of the GBRWHA and all other environmental values								
Development activities within the master planned area that have the potential to impact on the OUV of the GBRWHA and other environmental values	Minimise impact from development on the OUV of the GBRWHA Recognise and minimise impact from development on environmental values, including the natural, social and cultural environments within and surrounding the master planned area	Minimises impact from development on environmental values, including those that contribute to the OUV of the GBRWHA Minimises impact of development on the scenic amenity of land and marine areas	✓	✓	✓	Sections 3.6 to 3.11 – land management plan guideline and preparation and implementation of land management plans Section 3.4 – PMM 2 Environmental values monitoring and reporting program	Section 4.4.4 – Environmental values management code Figures 9 to 12 – Local expression of the OUV of the GBRWHA and all other environmental values	
Include PMM implementation and approvals timeframes, and a prioritisation framework for all PMMs to identify the required order of PMM implementation.			✓			Sections 3.3 to 3.11	Not applicable	
The port overlay should consider including a marine measures and other controls to be implemented by development within the master plan marine precinct.			✓			Not applicable	Section 4.4.4 – Environmental values management code Figures 9 to 12 – Local expression of the OUV of the GBRWHA and all other environmental values	
Renaming the draft environmental protection precinct to the draft environmental management precinct			✓			Not applicable	Figure 1a and 1b – Proposed boundary for the priority Port of Gladstone master planned area and draft precincts	

Key issues identified during the evidence base process	Master plan cross reference					Mechanisms within the preliminary draft port overlay			
	Objectives	Desired outcome	State interests				Other sections	Section 3 - PMMs	Section 4 – Development assessment
			Managing port-related development ¹	Economic ²	Environment ³	Community ⁴			
Inclusion of Lot 87 on SP144431 into the proposed environmental management precinct					✓			Section 3.10 – PMM 8 Aldoga Reserve (Lot 87 SP144431) land management plan	Not applicable
Ensure compatibility in the location and design of future residential development with the draft interface precinct, and give due consideration to the close proximity of existing and future port and industrial development.			✓	✓	✓			Not applicable	Section 4.4.3 – Residential and port industry interface code
Information and mapping in relation to the OUV of the GBRWHA must be reviewed and updated on a regular basis in order to: <ul style="list-style-type: none">■ identify gaps in knowledge or monitoring efforts■ support improvements in data collection and management. Develop and set appropriate environmental objectives for the future DSD to review the Reef 2050 Integrated Monitoring and Reporting Program Strategy (GBRMPPA 2015) and liaise with GBRMPA and other relevant stakeholders to ensure that the monitoring and reporting requirements PMM that relates does not duplicate that of the Reef 2050 Integrated Monitoring and Reporting Program (RIMRep)					✓			Section 3.4 – PPM 2 Environmental values monitoring and reporting program	Not applicable

Key issues identified during the evidence base process	Master plan cross reference						Mechanisms within the preliminary draft port overlay	
	Objectives	Desired outcome	State interests			Other sections	Section 3 - PMMs	Section 4 – Development assessment
			Managing port-related development ¹	Economic ²	Environment ³			
<p>The PMM that relates to the impact assessment guideline requirements should be incorporated into the terms of reference for an EIS prepared under the SDPWO Act, and/or the Planning Act</p> <p>An environmental assessment guideline should be incorporated into the Gladstone SDA Development Scheme, GPC Port LUP and GRC Planning Scheme during their next review and amendment processes</p> <p>Environmental management of the portion of Curtis Island within the environmental management precinct</p> <p>Consideration should be given to the management of stormwater runoff within the master planned area and upstream catchment areas</p>							Section 3.5 – PMM 3 Environmental assessment guideline	Not applicable
							Section 3.11 – PMM 9 Curtis Island land management plan	Not applicable
							Not applicable	Section 4.4.4 – Environmental values management code
Shipping channels								
<p>The expansion of existing channels and berths is critical to ensuring that deep draft vessels (e.g. import and export cape size) are not limited in their movement in and out of the priority Port of Gladstone</p> <p>The operation of cape size vessels in the main shipping channel is the primary control on the capacity of the priority Port of Gladstone to grow in line with the potential for industrial growth</p>	<p>Facilitate the economic growth of the state and the Gladstone region</p> <p>Enable the ongoing sustainable growth of trade through the Port of Gladstone</p>	<p>Provides for adequate supply chain development, infrastructure, including connections between land and marine areas</p> <p>Provides economic benefit and employment opportunities for the Gladstone region</p>	✓				Not applicable	<p>Section 4.4.2 – Marine infrastructure management code</p> <p>Section 4.4.5 – Infrastructure and supply chain management code</p>

Key issues identified during the evidence base process	Master plan cross reference						Mechanisms within the preliminary draft port overlay	
	Objectives	Desired outcome	State interests			Other sections	Section 3 - PMMs	Section 4 – Development assessment
			Managing port-related development ¹	Economic ²	Environment ³	Community ⁴		
Master planning should address the need to protect marine berth areas and shipping channels								
Capital dredging								
It is critical that future capital dredging needs within the priority Port of Gladstone are included in the master plan Capital dredging underpins the medium and long-term growth of the port and industries in the master planned area Current industries are reliant upon the growth of the port facilities to significantly increase their import, export and production	Enable the ongoing sustainable growth of trade through the Port of Gladstone	Dredging is undertaken where necessary to support the ongoing and future expanded operation of the Port of Gladstone	✓	✓			Not applicable	Section 4.4.2 – Marine infrastructure management code
Maintenance dredging								
Recognition of existing commitments for maintenance dredged material to be placed at sea at the East Banks dredged material placement area (DMPA) Maintenance dredging is essential to the ongoing operation and growth of the port Maintenance dredging is required for shipping channels, berth pockets and swing basins A section outlining long-term maintenance dredging requirements should be included in the master plan The master plan should recognise requirements for the placement of dredged material from maintenance dredging	Enable the ongoing sustainable growth of trade through the Port of Gladstone	Dredging is undertaken where necessary to support the ongoing operation of the Port of Gladstone	✓	✓			Not applicable	Section 4.4.2 – Marine infrastructure management code

Key issues identified during the evidence base process	Master plan cross reference						Mechanisms within the preliminary draft port overlay	
	Objectives	Desired outcome	State interests			Other sections	Section 3 - PMMs	Section 4 – Development assessment
			Managing port-related development ¹	Economic ²	Environment ³			
Identification of marine infrastructure crossings within the master planned area from the mainland to islands which have existing and/or the potential to be developed for industry (e.g. bridges for road/rail, submarine pipelines, electricity transmission, distribution lines)	Continue to use and develop land and marine infrastructure efficiently where practicable	Encroachment from incompatible uses on infrastructure corridors and nodes is avoided	✓				Not applicable	Figures 1a and 1b – Boundary for the priority Port of Gladstone master planned area and precincts (Infrastructure and supply chain corridors precinct) Section 4.4.5 – Infrastructure and supply chain management code
Three new road links are required to ensure the port can service industries within the master planned area and sub-regionally, including: <ul style="list-style-type: none"> Port Access Road Gladstone SDA link to the Bruce Highway Curtis Island Road and Rail Bridge West Banks Island material placement area road and rail link New infrastructure links would provide strong dedicated freight routes that enhance the port's accessibility and allow over-size and over-mass loads that are destined for central Queensland coal and gas fields	Continue to use and develop land and marine infrastructure efficiently where practicable Enable the ongoing sustainable growth of trade through the Port of Gladstone	Encroachment from incompatible uses on infrastructure corridors and nodes is avoided	✓	✓			Not applicable	Section 4.4.5 – Infrastructure and supply chain management code

Key issues identified during the evidence base process	Master plan cross reference					Mechanisms within the preliminary draft port overlay	
	Objectives	Desired outcome	State interests Managing port-related development ¹	Economic ²	Environment ³	Community ⁴	Other sections
<p>The Office of the Coordinator-General is currently preparing a road infrastructure study for the Gladstone SDA</p> <p>The timing of development in the Gladstone SDA needs to be carefully managed so that the number of development fronts and associated demand for access roads is both reasonable and affordable</p> <p>Current anticipated roadworks that are required in the Gladstone SDA include:</p> <ul style="list-style-type: none"> ■ upgrade of Landing Road ■ complete duplication of Gladstone-Mt Larcom Road/Port Curtis Way ■ second crossing of the Calliope River ■ new Aldoga South Road <p>Intersection of the Bruce Highway and Gladstone-Mt Larcom Road</p>	<p>Enable the ongoing sustainable growth of trade through the Port of Gladstone</p>	<p>Provides for adequate supply chain development infrastructure, including connections between land and marine areas</p>					

Master plan cross reference			Mechanisms within the preliminary draft port overlay						
Key issues identified during the evidence base process	Objectives	Desired outcome	State interests				Other sections	Section 3 - PMMs	Section 4 – Development assessment
			Managing port-related development ¹	Economic ²	Environment ³	Community ⁴			
Land uses adjoining and in proximity to infrastructure and services corridors critical to the functioning of the priority Port of Gladstone must be appropriately managed to avoid incompatible development impacting upon the future capacity and functioning of the port supply chain	Facilitate the economic growth of the state and the Gladstone region Enable the ongoing sustainable growth of trade through the Port of Gladstone	Provides for adequate supply chain infrastructure, including connections between land and marine areas Provides port and supply chain infrastructure that meets the needs of changing user requirements and has capacity to meet market demand Encroachment from incompatible uses on infrastructure corridors and nodes is avoided	✓	✓				Not applicable	Section 4.4.5 – Infrastructure and supply chain management code
Economic and infrastructure									
The continued attraction of industry with import and/or export requirements is recognised as a strong growth opportunity for the Port of Gladstone There is significant potential to expand upon existing bulk materials handling at the Port of Gladstone, particularly at Port Central and Fisherman's Landing Gladstone is in a position to facilitate new exports or imports of new or temporary commodities at short notice at Port Central due to the winding down of the construction phase of the liquid natural gas (LNG) facilities on Curtis Island	Facilitate the economic growth of the state and the Gladstone region Enable the ongoing sustainable growth of trade through the Port of Gladstone	Land and marine areas are available for the development of the port and associated industries, and other development that supports and/or does not compromise port-related activities Provides for major industries of regional, state, national and global significance Provides economic benefit and	✓	✓				Not applicable	Section 4.4.2 – Marine infrastructure management code Section 4.4.5 – Infrastructure and supply chain management code Figure 7 – Port berths

Key issues identified during the evidence base process		Master plan cross reference				Mechanisms within the preliminary draft port overlay		
	Objectives	Desired outcome	State interests		Other sections	Section 3 - PMMs	Section 4 – Development assessment	
			Managing port-related development ¹	Economic ²				Environment ³
Optimisation of port infrastructure is a specific action of Reef 2050 and needs to be addressed in the master planning for each of the priority ports		employment opportunities for the Gladstone region Use of port and supply chain infrastructure is optimised, depending on the economic, environment and social context, prior to any expansion or development of new infrastructure where practicable			Section 5.5.1			
Land use interfaces								
In some instances, land use planning instruments do not provide adequate separation distances between incompatible land use interfaces. This is highlighted in the context of the residential interfaces	Maintain quality of life for community in the Gladstone region	Minimises impact from development on sensitive uses within and surrounding the master planned area	✓	✓	✓	Not applicable	Section 4.4.3 – Residential and port industry interface code	
Increased residential density resulting in an increase in the number of residents living adjacent to existing industrial areas and potential for increase in associated construction and operational impacts								
Ensure compatibility in the location and design of future residential development with the draft interface precinct, and give due consideration to the close proximity of existing and future port and industrial development.								

Key issues identified during the evidence base process	Master plan cross reference					Mechanisms within the preliminary draft port overlay	
	Objectives	Desired outcome	State interests			Other sections	Section 4 – Development assessment
			Managing port-related development ¹	Economic ²	Environment ³		
Future expansions and new port and industrial developments must be appropriately designed to minimise and/or mitigate potential impacts on residential and other sensitive land uses.							
Cultural heritage							
Potential impacts to Aboriginal cultural heritage sites within the master planned area	Recognise and manage impacts on all environmental values, including the natural, social and cultural environments within and surrounding the master planned area	Minimises impact from development on cultural heritage values, including listed cultural heritage sites					Not applicable
Aboriginal cultural heritage notification	Maintain quality of life for community in the Gladstone region		✓				
Community and social							
Maintaining public access to the foreshore and marine areas	Enhance community use of public space	Provides appropriate public access to the waterfront and harbour where practicable having regard to existing and future port operational needs	✓			Not applicable	Section 4.4.3 – Residential and port industry interface code

Table notes:

✓ means relevant state interest addressing key issue

1. Planning – operation of the priority Port of Gladstone and its growth and development
2. Economic – sustainable economic growth of the priority Port of Gladstone and the surrounding region
3. Environment – OUV of the GBRWHA and all other environmental values
4. Community – wellbeing of the community of the Gladstone region