

Priority port master planning

Precincts for the future

Priority Port of Gladstone

Queensland | Australia | 2017



Master planning for the priority Port of Gladstone

Introduction

The Queensland Government is delivering a master plan for the priority Port of Gladstone in accordance with the *Sustainable Ports Development Act 2015* (Ports Act). The master plan will establish a long-term strategic outlook for the port and the surrounding land and marine areas vital for its sustainable development.

Through master planning under the Ports Act the Queensland Government is demonstrating its commitment to supporting the priority port's sustainable development, jobs creation in the region and growth of the state's trade and investment opportunities.

The objective is to 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 Great Barrier Reef World Heritage Area (GBRWHA) is an intrinsic consideration in port development, management and governance.

The master plan considers issues beyond strategic port land (SPL), including marine and land-based impacts, port and supply chain infrastructure capacity and connectivity and economic, community and environmental interests.

The master plan will apply to the priority Port of Gladstone master planned area. This includes marine areas within the port limits and approximately:

- 4 400 hectares of land controlled by the Gladstone Ports Corporation
- 7 000 hectares of land within the Gladstone Regional Council area
- 27 000 hectares of the Gladstone State Development Area.

Have your say

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

View the draft master plan and details of how to make a submission at www.statedevelopment.qld.gov.au/sustainableports

Precincts

Precincts have been identified within the draft master plan to indicate the long-term development potential of the proposed master planned area.

The precincts of the proposed master planned area are:

- Environmental management
- Infrastructure and supply chain corridors
- Interface
- Marine infrastructure
- Marine
- Marine services and recreation
- Port, industry and commerce.

The precincts are provided in Figure 2.

The evidence base reports for the priority port of Gladstone draft master plan and existing planning instruments have informed the identification of the precincts.

It is important to note that existing planning instruments applying to the master planned area will continue to provide specific land use intent.

All planning, management and development within each of the precincts is to be undertaken in a manner that supports the principles of ecologically sustainable development and in accordance with relevant local, state and Commonwealth approvals.

The precinct approach has been applied in the development of the draft master plan including the environmental management framework. It will also be applied in the preparation of the port overlay, the regulatory instrument that will implement the master plan over the master planned area.

Figure 1 outlines the descriptions, purposes and key features of the priority Port of Gladstone master planned area precincts.



Priority Port of Gladstone master planned area precincts

Environmental management precinct

The purpose of this precinct is to limit development and manage environmental values. The precinct is characterised by areas with identified environmental values, including those that contribute to the OUV of the GBRWHA, and identified in planning instruments as having a predominantly environmental management purpose, where development should be limited.

The precinct includes:

- Mount Larcom landform
- Aldoga reserve
- Facing Island
- part of Curtis Island
- other inshore islands.

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. The precinct features existing and planned infrastructure and supply chain corridors over land and marine areas, where not already adequately identified in planning instruments.

The precinct includes:

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

Interface precinct

The purpose of this precinct is to manage the interface between sensitive land uses and adjoining port and industry operations.

The precinct contains areas where there are known or possible incompatible land use activities that are not adequately addressed in planning instruments.

The precinct includes:

- areas of SPL at Auckland Point and Barney Point
- areas adjacent to SPL at Auckland Point and Barney Point within the Gladstone Regional Council area.

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.

The precinct includes existing and planned marine infrastructure corridors and nodes.

The precinct generally extends to the Highest Astronomical Tide* and includes:

- intertidal and marine areas
- part of Calliope River
- part of Boyne River.

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.

The precinct is characterised by marine areas identified as having environmental values, including those that contribute to the OUV of the GBRWHA, where development should be limited.

The precinct generally extends to the Highest Astronomical Tide* and includes intertidal and marine areas adjoining the marine infrastructure precinct that are not critical to the operation or growth of the port and includes:

- intertidal and marine waters
- South Trees Inlet.

Marine services and recreation precinct

The purpose of this precinct is to provide for a range of maritime activities, associated marine industries and recreational areas.

The precinct contains areas identified in planning instruments to provide for marine services and recreation.

The precinct includes:

- Gladstone marina facility and surrounds
- part of Auckland Inlet
- Auckland Inlet marine facilities
- Central Queensland University campus
- East Shores recreational hub.

Port, industry and commerce precinct

The purpose of this precinct is to provide for port operations, industry, port-related commercial activities and other supporting or related development.

The precinct includes areas identified in planning instruments to predominantly provide for port operations, industry and commerce.

The precinct includes:

- land within the Gladstone State Development Area
- land within the Gladstone Regional Council area
- some existing SPL
- some future SPL.

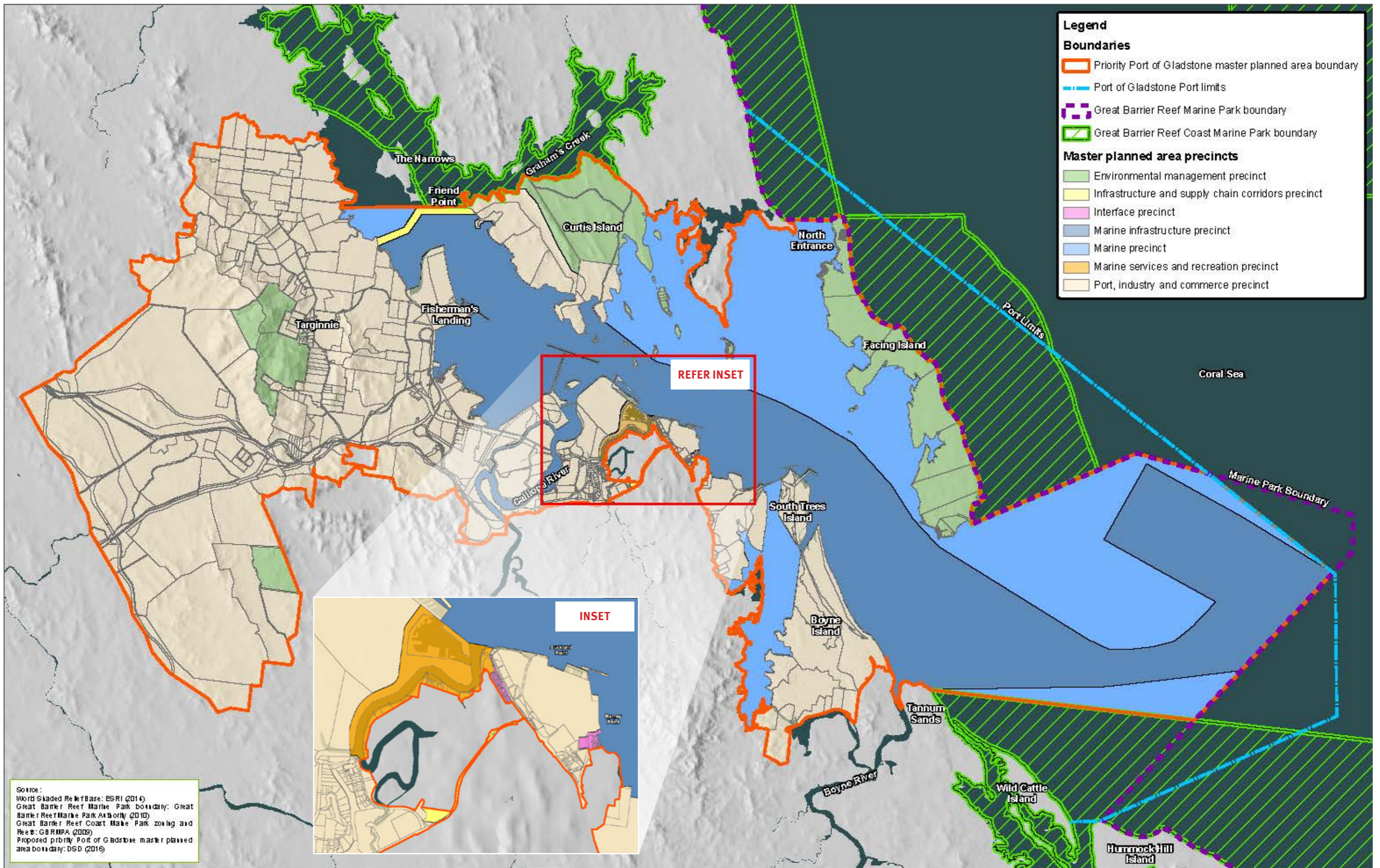


Figure 2: Proposed priority Port of Gladstone master planned area precincts

More information

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

Email MasterplanGladstone@dsd.qld.gov.au

Phone +61 7 3452 7050

 @QldEconDev