

# Statement of Proposal for a Land Use Plan

Port of Bundaberg

**Gladstone Ports Corporation**

31 October 2017



**Gladstone Ports Corporation**

*Growth, Prosperity, Community.*

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Cover image and document images: GPC (2017a)

# 1 Introduction

## 1.1 Gladstone Ports Corporation

Gladstone Ports Corporation Limited (GPC) is a Company Government Owned Corporation, pursuant to the *Government Owned Corporations Act 1993*. GPC manages the Port of Gladstone, Port Alma Shipping Terminal and the Port of Bundaberg. The Port of Bundaberg was transferred to GPC in 2009 and now operates as a business unit of GPC. Since that time, GPC has been working to develop the Port's potential in line with GPC's mission to 'responsibly manage, develop and operate port facilities and services for the sustainable economic growth and social prosperity for our region, Queensland and Australia'.

GPC's operational goal is 'to carry out port operations in accordance with world's best practice'. This reflects GPC's desire to develop competitive, attractive, prosperous and responsible port operations while at the same time acknowledging that the Port of Bundaberg is a part of the Bundaberg community and has certain responsibilities and obligations. These responsibilities and obligations are effected by GPC through day to day operations and decision making (expressed through port land use plans) together with long term planning (port strategic plans).

## 1.2 Port of Bundaberg

The Port of Bundaberg (the Port) is situated on the Burnett River approximately 19 kilometres (km) from the city of Bundaberg and 4.8 km from the mouth of the Burnett River. The Port is located approximately 40 km south of the Great Barrier Reef Marine Park. The location of the Port of Bundaberg is illustrated in Figure 1.

Originally established on 3 December 1895 and operating at the Town Reach Locality of the Burnett River, the then Bundaberg Harbour facilitated the trade of timber, general cargo and bagged sugar. In response to the need to support the export trade requirements of a burgeoning sugar industry, the Port was moved to its current location at Burnett Heads in 1958 (GPC 2017a).



Figure 1 Port of Bundaberg locality

The Port is centrally located on the eastern seaboard of Australia within 14 days sailing of all major ports in Asia, enabling it to be well positioned to trade in both import and export bulk and break bulk commodities. Whilst the Port's imports/exports have traditionally been bulk sugar and molasses, commodity types have diversified in recent years and now include wood pellets, silica sand and most recently in mid-late 2017, gypsum (GPC 2017a).

In 2016/2017, 26 vessels visited the Port. During this period, the Port handled approximately 443,765 tonnes of sugar, along with 86,793 tonnes of silica sand and 37,113 tonnes of wood pellets. In addition to these commodities, the import of gypsum has also commenced and the recently established plasterboard manufacturing plant at the Port will soon begin exporting plasterboard products (GPC 2017b).

Significant new investment in infrastructure (ie the recent industrial gas supply to the Port and future upgrades to electricity, water, sewerage and roads) will lead to new port related development. The challenge for GPC is to continue to provide 'balanced and demand driven development' and manage and maintain efficient and effective services whilst maintaining its competitive edge.

GPC considers that the Port will play an important role in the future prosperity of the Wide Bay Burnett region and the State of Queensland through future development of port and marine industry (GPC 2017a).

### 1.3 The land use plan review

Queensland's port authorities are landowners and land managers, and have statutory management responsibility over their port authority land or 'Strategic Port Land'. Under the *Transport Infrastructure Act 1994*, all port authorities must prepare and implement a land use plan for their Strategic Port Land every eight years.

Land use plans regulate the planning and development of Strategic Port Land, and are an important tool for port authorities in the assessment and management of future development activities on Strategic Port Land.

Land use plans have previously been prepared and implemented for the Port, with the current plan being the *Port of Bundaberg Land Use Plan 2009*. The requirements and process for preparing a new land use plan is prescribed by the *Transport Infrastructure Act 1994*, and this Statement of Proposal is the first step in that statutory process.

Section 2 provides further detail regarding the land use plan process and requirements.



## 2 The Port of Bundaberg Land Use Plan

### 2.1 What is a land use plan?

Land use plans typically deal with a range of land uses, and port land use planning is often focussed on industry, transport and infrastructure related development having regard to synergies that come from the co-location of uses, proximity to waterfront and berthing activities. Land use plans also address issues of protection of ecological values, interface issues and community well-being.

The *Transport Infrastructure Act 1994* requires a land use plan to:

- Contain details of Strategic Port Land and future Strategic Port Land;
- Coordinate and integrate the ‘core matters’ relevant to the land use plan;
- Establish desired environmental outcomes (the vision); and
- Include measures to achieve the desired environmental outcomes (for example, land use designations/zones, codes).

Since 2000, the approval processes for development on Strategic Port Land have, in addition to the *Transport Infrastructure Act 1994*, been subject to the provisions of State planning legislation, currently the *Planning Act 2016*. These provisions (amongst others) prescribe that port authorities are the Assessment Manager for all assessable development on Strategic Port Land and accordingly, land use plans are required by all port authorities for Strategic Port Land as the ‘assessment benchmark’ for all assessable development.

### 2.2 What is a statement of proposal for a land use plan?

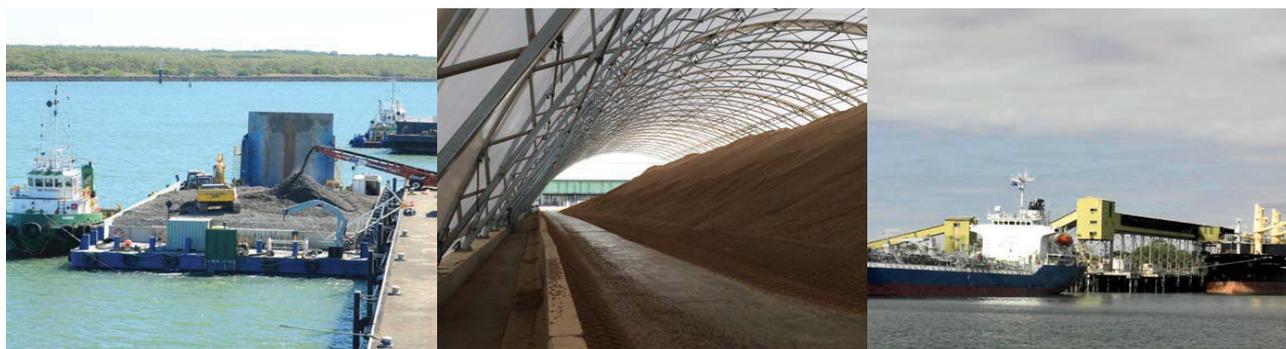
All port authorities are required under the *Transport Infrastructure Act 1994* to prepare and release a Statement of Proposal when making or amending land use plans and must consider State interests as part of the land use plan process. The *Transport Infrastructure Act 1994* requires the Statement of Proposal to be prepared at the early stages of this process.

The Statement of Proposal document is primarily a consultation tool. It should provide sufficient land use information for the relevant port area to enable the community to form views and influence the preparation of the land use plan.

Whilst the Statement of Proposal presents a discussion of key issues or processes, it should also set out policy proposals. A Statement of Proposal must:

- Identify matters the land use plan will address; and
- State how the port authority intends to address each core matter in preparing the land use plan.

Core matters are discussed further in Section 4.



### 2.3 What is the process for a new land use plan?

As part of the land use plan review, GPC and its consultants have already undertaken an information review and targeted round of consultation with key government stakeholders. This Statement of Proposal represents the next step in the process of taking this early work to the community for consideration and feedback.

The current status of this process in relation to the overall methodology is illustrated in Figure 2.



Figure 2 Process for preparing a new land use plan

## 3 Setting the context – regional and local factors influencing port land use

### 3.1 Regional context

The Port is situated within the Wide Bay Burnett region, which has an estimated population of 293,500 (Wide Bay Burnett Regional Organisations of Councils Inc (WBBROC) 2014). Approximately 80% of the region's population is located in the urban centres of Bundaberg, Maryborough, Hervey Bay, Gympie and Kingaroy (Department of Infrastructure, Local Government and Planning (DILGP) 2011).

Agriculture, forestry and fishery, manufacturing and mining industries are important to the economic prosperity of the Wide Bay Burnett region. The region is rapidly emerging as the food bowl of Queensland and is capitalising on the diversification of traditional manufacturing and food processing industries, like sugar. Two thirds of the State's softwood plantation resources are in Wide Bay Burnett's timber and forestry industry.

Advantages of the region include:

- Ease of access to Asian and South Pacific markets;
- Proximity to domestic consumer markets, notably south-east Queensland; and
- Proximity to the mining areas of North Burnett and Wide Bay (WBBROC 2014).

### 3.2 Local context

The Port is located within the Bundaberg Regional Council (BRC) local government area, approximately 356 km north of Brisbane. At the 2016 Australian census, the BRC local government area had a population of 92,897, with over half living in the Bundaberg city area (ABS 2016; WBBROC 2014).

All Strategic Port Land at the Port is situated within BRC's planning scheme area. The BRC's *Bundaberg Regional Council Planning Scheme 2015* commenced on 19 October 2015 as a blueprint for the future growth and development of the Bundaberg region (BRC 2017).

While Strategic Port Land is not subject to the provisions of the *Bundaberg Regional Council Planning Scheme 2015*, it is important that there is consistency across the BRC's planning intent and GPC's vision.

Common advantages of Bundaberg city area and the Port of Bundaberg include:

- Being located south of the Great Barrier Reef Marine Park;
- Potential for new port infrastructure; and
- Capacity for future port related industry and investment opportunities at the Port.

The city is well connected by road and rail to the key south-east Queensland consumer markets and the mining and agricultural sectors within Central Queensland (GPC 2017a).

### 3.3 Long term economic influences

In its *Economic Development Strategy 2014-2024 – Bundaberg Region; A Better Climate for Business*, BRC has identified the Port precinct as a major industry investment. The Port is well positioned as an emerging opportunity for future investment and value-adding growth, supporting the development of the precinct as a major transport and logistics hub in moving freight out of the State and nationally, as well as important industrial land contributor for the region and the State (BRC 2014).

BRC has also identified the potential opportunity for the expansion of the use of port land to include boutique residential and village development.

The Port of Bundaberg/Fairymead Industrial Investigation Area is identified as a key area for the unlocking of potential industrial investment in the State (BRC 2014). In particular, the Fairymead area has been identified as a growth area for the Port in the *Wide Bay Burnett Regional Plan 2011*, which may be suitable to accommodate expansion of the Port (DILGP 2011).

### 3.4 Bundaberg State Development Area

In February 2017, the Queensland government declared an area of 6,076 hectares as the Bundaberg State Development Area (Bundaberg SDA) (refer Figure 3). The Bundaberg SDA is located north of Bundaberg city and includes:

- Land on the eastern side of the Burnett River near the Port, including parcels of Strategic Port Land surrounding port-related industrial land uses; and
- Land on the western side of the Burnett River, predominately comprising existing rural land, including sugar cane cultivation.

The Bundaberg SDA was declared to encourage the establishment of industrial and port-related development of regional, State and/or national significance, as well as support other associated industries, facilities and local utilities.

GPC recognises the following future potential opportunities at the Port which support the objectives of the Bundaberg SDA:

- New export and import opportunities for existing and new industries in and around Bundaberg;
- Facilitate establishment of new industries requiring export/import facilities;
- Increasing the number of vessels visiting the Port;
- Upgrading infrastructure including roads and material transport corridors within the Port area; and
- Working in cooperation with the Queensland government in relation to the Bundaberg SDA to plan transport, utilities and service corridors and support new port-related industries.

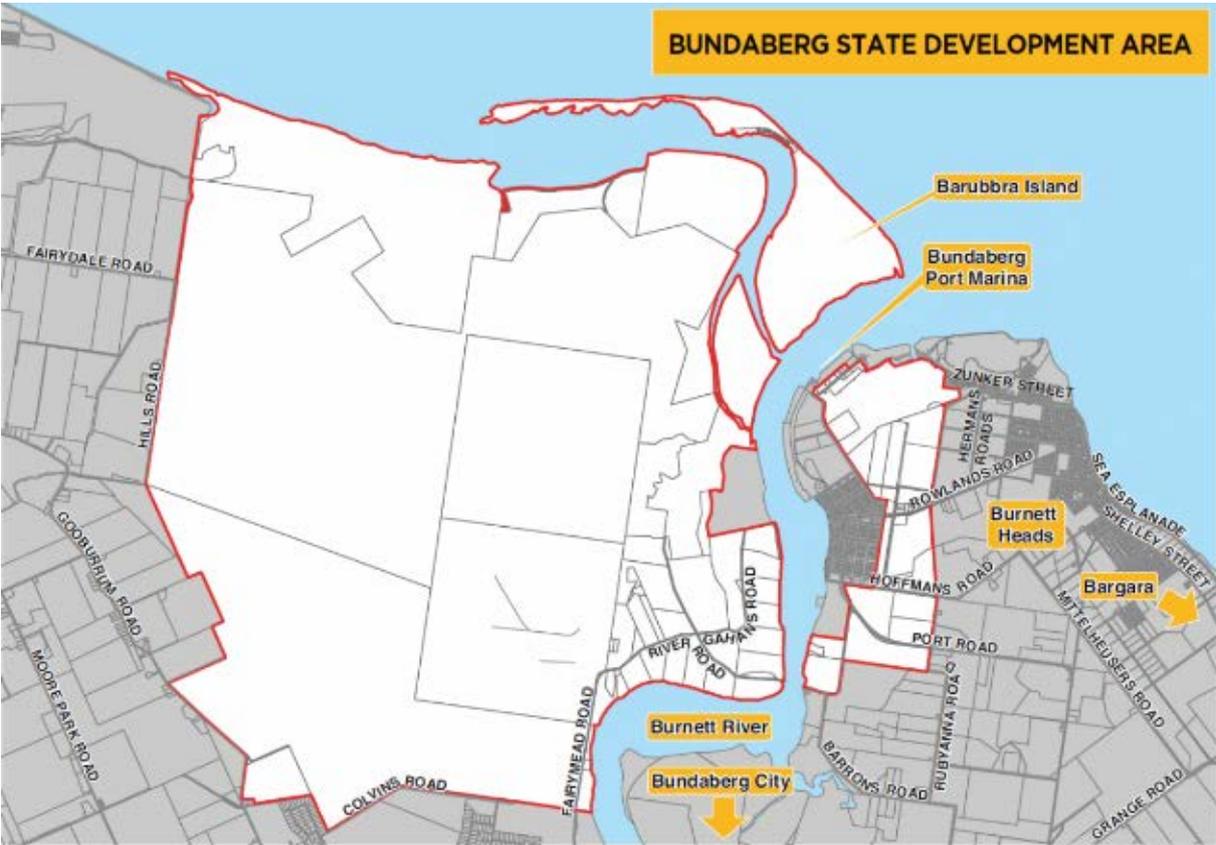


Figure 3 The Bundaberg State Development Area

## 4 Existing localities and Strategic Port Land

### 4.1 Existing localities

GPC's existing Strategic Port Land is located at three key localities across the Port, being Burnett Heads, Fairymead and the Town Reach.

#### 4.1.1 Burnett Heads

Burnett Heads is the current port area which extends from Marina Drive south to Strathdees Road. There is significant vacant land in the Buss Street area available for port industry development requiring access to import/export facilities. Plasterboard manufacturing has recently established in this area as have exports of ilmenite sands and forestry products. The area also incorporates land uses for dredged material placement.

#### 4.1.2 Fairymead

Fairymead includes land that has been set aside for future port industry development on the western side of Burnett River opposite the existing Burnett Heads port industry area.

#### 4.1.3 Town Reach

This land in the Burnett River was the original Port and is now used for marina and mooring activities associated with small to medium recreational and commercial vessels.

### 4.2 Strategic Port Land

As part of the land use plan review process, a review of GPC's Strategic Port Land holdings will be undertaken, with the new land use plan identifying all land that is to be Strategic Port Land. GPC's review will include consideration of Strategic Port Land at each of the localities of Burnett Heads, Fairymead and the Town Reach to ensure current holdings reflect and support GPC's future intent and objectives for the Port. GPC's existing Strategic Port Land holdings are shown in Figure 1 and detailed in Attachment 1.

### 4.3 Future Strategic Port Land

In addition to reviewing existing Strategic Port Land holdings, GPC must also specify within the land use plan, the details of any land that the port authority proposes to become Strategic Port Land. Generally, future Strategic Port Land is identified where it is considered to be vital to meeting the future requirements of the Port, including supporting efficient and effective port operations.



## 5 Core matters

### 5.1 What are the core matters?

As noted in Section 1, the *Transport Infrastructure Act 1994* prescribes the ‘core matters’ that must be addressed in a land use plan. These are:

- Land use and development;
- Port facilities;
- Valuable features.

The sections below provide background regarding each of these core matters, including how they are relevant to the Port and surrounds, and how GPC will address and consider these in the new land use plan.

### 5.2 Land use and development

#### 5.2.1 Background

In accordance with the *Transport Infrastructure Act 1994*, land use and development includes the discussion of the following matters:

- (a) the location of, and the relationships between, the land uses in the area;*
- (b) the current effects of land use in the area;*
- (c) the likely effects of any proposed development of the land;*
- (d) the accessibility to the area’*

#### 5.2.2 Future land use intent and precincts for Strategic Port Land

GPC’s future land use intent for Strategic Port Land will reflect the outcomes of the review of current Strategic Port Land described in Sections 4.2 and 4.3. Once this review is complete, it is anticipated that a number of strategic objectives and planning outcomes will be developed and incorporated in the new land use plan to guide future land use and development on GPC’s Strategic Port Land.

It is expected that the land use plan will adopt a precinct based approach to classifying parcels of Strategic Port Land that have similar functions or land use intent. Currently, the *Port of Bundaberg Land Use Plan 2009* classifies Strategic Port Land into 15 precincts. It is anticipated that GPC will seek to review and revise these into a more simplified and consolidated set of precincts. These precincts may include some or all of the following designations:

- Port industry (including heavy and light industry that support core port activities, as well as land based infrastructure such as transport corridors and conveyors);
- Port industry support services (including light and general industry uses, warehousing and storage); and
- Marine operations (for activities or uses that require a waterfront location to maximise efficiency and for operational needs, including port marine infrastructure such as wharves and berths).

These precinct designations will be further examined and confirmed in the land use plan. The land use plan will also identify areas where possible interface or potential conflict may arise between port activities and adjoining land uses, and include specific provisions (by way of a development code) to be addressed to minimise conflict, including appropriate design, site planning and traffic management. Consideration of appropriate transitional uses (as well as buffers and separation areas) will also be considered to minimise conflicts at the interface.

### 5.2.3 Future land use intent beyond Strategic Port Land

The land use plan will need to have regard to the existing land use planning provisions for land surrounding the Port regulated by the *Bundaberg Regional Council Planning Scheme 2015*, as well as recognise the land use intent for the Bundaberg SDA, including consideration of the *Bundaberg SDA Draft Development Scheme 2017*.

Key issues for consideration will include proposed infrastructure corridors; ensuring incompatible development is not encouraged through land use zoning for areas adjoining Strategic Port Land; and acknowledgement of port roads and other roads carrying significant port-related vehicles.

## 5.3 Port facilities

### 5.3.1 Background

Under the *Transport Infrastructure Act 1994*, port facilities are facilities or land that are owned or controlled by a wholly owned subsidiary of the port authority and are used in the operation or strategic management of the port authority's port.

Port facilities include, but are not limited to shipping channels, berths and berth pockets, marine and port structures (including wharves and bulk loading and unloading facilities), monitoring and security facilities, and dredged material placement areas.

### 5.3.2 Existing port facilities

#### Shipping channels

The Port is serviced by an existing shipping channel and swing basin. Whilst existing spare capacity of both the shipping channel and swing basin is constrained by the vessel size that the Port can accept, both are currently adequate for the committed trade growth. Notwithstanding this, future development at the Port, beyond committed trade growth may trigger the need for increased capacity of the shipping channel and for new berth pockets.

Available vessel depth and draft has been typically restricted at the Port as a result of periodic flood events. However, it is anticipated that GPC's annual maintenance dredging program will progressively return the Port's channel to its original design depths.

#### Berth and wharf infrastructure

Over the past 10 years, the Port has handled between 12-16 vessels per year. Whilst berth utilisation has historically remained low, rates are improving with current utilisation expected to increase to approximately 20% in 2017/18 (GPC 2017a).

The Port is currently serviced by two wharves; the Sir Thomas Hiley Wharf and the John T Fisher Wharf. The Sir Thomas Hiley Wharf, which is owned by Sugar Terminal Ltd functions as a dry bulk, break bulk and general cargo wharf, whilst the John T Fisher Wharf, owned by GPC supports bulk molasses loading and bulk petroleum loading. As at October 2017, the John T Fisher Wharf is not currently in use.

#### Transport and services infrastructure

The Port and surrounding Bundaberg region is serviced by key transport infrastructure, including:

- Bundaberg Airport;
- Two main road connections to the Bruce Highway, including the Isis Highway and Gin Gin Road;
- Access to the Port's main precinct at Burnett Heads via Burnett Head Road and Bundaberg Port Road;

- Access to the Port’s mixed use area via Harbour Esplanade; and
- Access to the Port’s Fairymead area via Fairymead and River Roads.

The Port is currently undertaking an upgrade of its internal port roads to B-double standard to ensure the safe and efficient transport of products and people with the Port precinct. Studies are also currently being undertaken to investigate the potential for a new infrastructure corridor, including road transport into the Port.

The Port is serviced by a range of service utilities, including:

- Electricity;
- Gas, including the newly operational Bundaberg Port Gas Pipeline;
- Potable and non-potable water; and
- Telecommunications.

### 5.3.3 Future intent for port facilities

The new land use plan will consider the need or planned provision of new port facilities and infrastructure, whilst having regard to existing port facilities and infrastructure, their existing capacities and potential for increased utilisation. Key considerations for the new land use plan include:

- Accommodating growth in cargo handled by the Port (through possible new facilities, land use planning and land availability);
- Identifying growth areas (eg at Burnett Heads and Fairymead);
- Identifying current and future Strategic Port Land, and the interface with the Bundaberg SDA and the BRC planning scheme area in order to give some context to the Port’s activities and interests to the adjoining land use jurisdictions and the local community;
- Identifying important existing or planned infrastructure supporting or servicing the Port (such as major roads, mineral resources corridors); and
- Provision of a Development Code which may include requirements for new development to address local infrastructure provisions (eg water, sewerage and roads).

## 5.4 Valuable features

### 5.4.1 Background

The *Transport Infrastructure Act 1994* defines ‘valuable features’ as including the following terrestrial and aquatic matters:

- *Resources or areas of ecological significance*
  - *including, for example, habitats, wildlife corridors, buffer zones, places supporting biodiversity or resilience, and features contributing to the quality of air, water (including catchments or recharge areas) and soil*
- *Areas contributing significantly to amenity*
  - *including, for example, areas of high scenic value, physical features that form significant visual backdrops or that frame or define places or localities, and attractive built environments*
- *Areas or places of cultural heritage significance*
  - *including, for example, areas or places of indigenous cultural significance, or aesthetic, architectural, historical, scientific, social or technological significance, to the present generation or past or future generations*

- *Resources or areas of economic value*

- *Including, for example, extractive deposits, fishery resources, forestry resources, water resources, sources of renewable and non-renewable energy and good quality agricultural land*

The new land use plan will address how the Port will appropriately consider, prioritise, manage and protect valuable features from potential impact. Where relevant, or where a proposed development has the potential to impact valuable features, development design and operational requirements, along with key mitigation measures will be required to be considered and assessed as part of a proponent's Port Development Application.

To achieve this, it is anticipated that the new land use plan will include specific assessment benchmarks for the management of valuable features within a Development Code that will apply to all assessable development.

In addition to the above, the new land use plan will incorporate and reflect the matters of State interest as identified in the Queensland government's State Planning Policy.

## **5.4.2 Ecological significance**

### **Environmental values**

The Wide Bay Burnett region has a rich biodiversity, including wetlands, coral reefs, stream systems and forests, relatively intact hinterland areas, as well as a variety of ancient, rare and threatened fauna and flora species (DILGP 2011). Most notably, the region includes the significant natural resources of the World Heritage listed Great Barrier Reef and Fraser Island which are located to the north, and south of the Port, respectively.

In closer proximity to the Port are a number of marine parks and protected areas, including the Ramsar listed Great Sandy Straits wetland, the Commonwealth and State significant Mon Repos Conservation Park and Mon Repos Turtle Rookery as well as the State protected Barrubra Island Conservation Park.

The Mon Repos Conservation Park supports the largest concentration of nesting marine turtles on the eastern Australian mainland, and has the most significant loggerhead turtle nesting population in the South Pacific region (Department of National Parks, Sport and Racing 2017).

In addition to the high ecological value waters associated with the marine parks and protected areas, there are a number of other important terrestrial ecological values within and surrounding the Port, including Commonwealth and State protected Threatened Ecological Communities (Subtropical lowland rainforest), State significant regulated vegetation (endangered and of concern regional ecosystems), mapped areas of essential habitat (for species including the Koala and Wallum froglet) and important shorebird areas (Department of Environment and Energy (DoEE) 2017; DILGP 2017; GHD 2009)

Furthermore, the Port contains important wetlands, including the area adjacent to the marina and Burnett Heads Boat Harbour. This wetland has been identified as an environmental management area in recognition of its ecological importance and role in stormwater management of the inner port area east of Buss Street.

### **Coastal processes and natural hazard risk**

The Port is located within areas identified as subject to erosion and storm tide inundation. In addition, some areas around the Port are subject to flooding from the Burnett River, with the most recent flooding events occurring in 2011 and 2013.

## **5.4.3 Amenity**

Unlike other parts of the Wide Bay Burnett region, Bundaberg, and the Port precinct consists of proximately flat terrain (DILGP 2011). Despite this, the Burnett River, as well as the coastal localities of Burnett Heads, Mon Repos and Bargara provide important coastal and scenic amenity vistas and outlooks.

In addition, the Port area contains a number of open space areas, recreational areas, public foreshores and parks which further contribute to the natural scenic amenity of the Port area and surrounds.

#### 5.4.4 Cultural heritage and Native Title

The area is of importance to the Gooreng Gooreng, Gurang and Taribeland Bunda People (DATSIP 2017).

GPC is aware of several culturally significant sites/features within the Port area. An existing Cultural Heritage Management Plan (CHMP) applies to all land within the Port (ARCHEO 2002). GPC acknowledges that the new land use plan must take into consideration the 'duty of care' provisions under the *Aboriginal Cultural Heritage Act 2003*.

An active Native Title claim applies to approximately 4,600 km<sup>2</sup> of land within the Bundaberg region, which includes portions of Strategic Port Land. GPC recognises the rights of Aboriginal traditional owners, including their rights to be consulted in accordance with the *Native Title Act 1993*. Additionally, GPC has a registered "Gladstone, Rockhampton and Bundaberg Ports Project Indigenous Land Use Agreement" (ILUA) dated 21 November 2013, and this document is used to guide GPC in dealing with Native Title Rights and Interest and Aboriginal Cultural Heritage.

#### 5.4.5 Areas of economic value

Since its original beginnings at the Town Reach, the Port has continued to provide a vital link for the Bundaberg region's industry for over a century and has established itself as a Port of economic importance at the local, regional and State level (GPC 2017a).

The Port is identified as one of Queensland's 15 strategic ports under the Queensland government's State Planning Policy. The State Planning Policy recognises the need to protect the operation of strategic ports and priority ports, and support their future growth and development (DILGP 2017b). The State Planning Policy's State interest for strategic ports also recognises the need to:

- Identify strategic ports and their Strategic Port Land;
- Ensure that development complements the role of a strategic port as an economic, freight and logistics hub, enhancing the economic opportunities that are available in proximity to a strategic port;
- Protect strategic ports from development that may adversely affect the safety, viability or efficiency of existing and future port operations;
- Ensure non-port-related development is located and designed to mitigate impacts on the development from environmental emissions generated by port operations; and
- Identify and protect key transport corridors linking strategic ports to the broader transport network.

Whilst the Bundaberg region has been historically known for its sugar and timber production, newer industries, including aquaculture and tourism continue to emerge and grow, complimenting these traditional sectors. As detailed in Section 3.4, the recent declaration of the Bundaberg SDA will further contribute to economic development and growth within Bundaberg, the Wide Bay Burnett region and the State.



## 6 Consultation for the statement of proposal

### 6.1 What consultation is occurring and how is feedback being dealt with?

Comments and feedback are being sought on the Statement of Proposal to assist GPC to identify all the relevant issues and matters that should be considered in preparing the new land use plan. Therefore, feedback received during this period will directly influence what will be contained in the new land use plan.

The community, general public and other key stakeholders will have a further opportunity to comment during the land use plan review process once a draft land use plan has been prepared and released by GPC.

### 6.2 How can a submission be made?

GPC welcomes written submissions by 5:00 pm, 12 January 2018.

All submissions should be directed to:

**Statement of Proposal Submission  
Gladstone Ports Corporation  
PO Box 259  
GLADSTONE QLD 4680**

**Telephone: 07 4976 1333  
Email: [geninfo@gpcl.com.au](mailto:geninfo@gpcl.com.au)**

All written submissions or comments on the Statement of Proposal must:

- Be written and signed by each person who is making the submission;
- Include the full name and address of each person who made the submission;
- Clearly state the concerns, support or comments being made on the Statement of Proposal; and
- Be received by GPC no later than 5:00pm on 12 January 2018.



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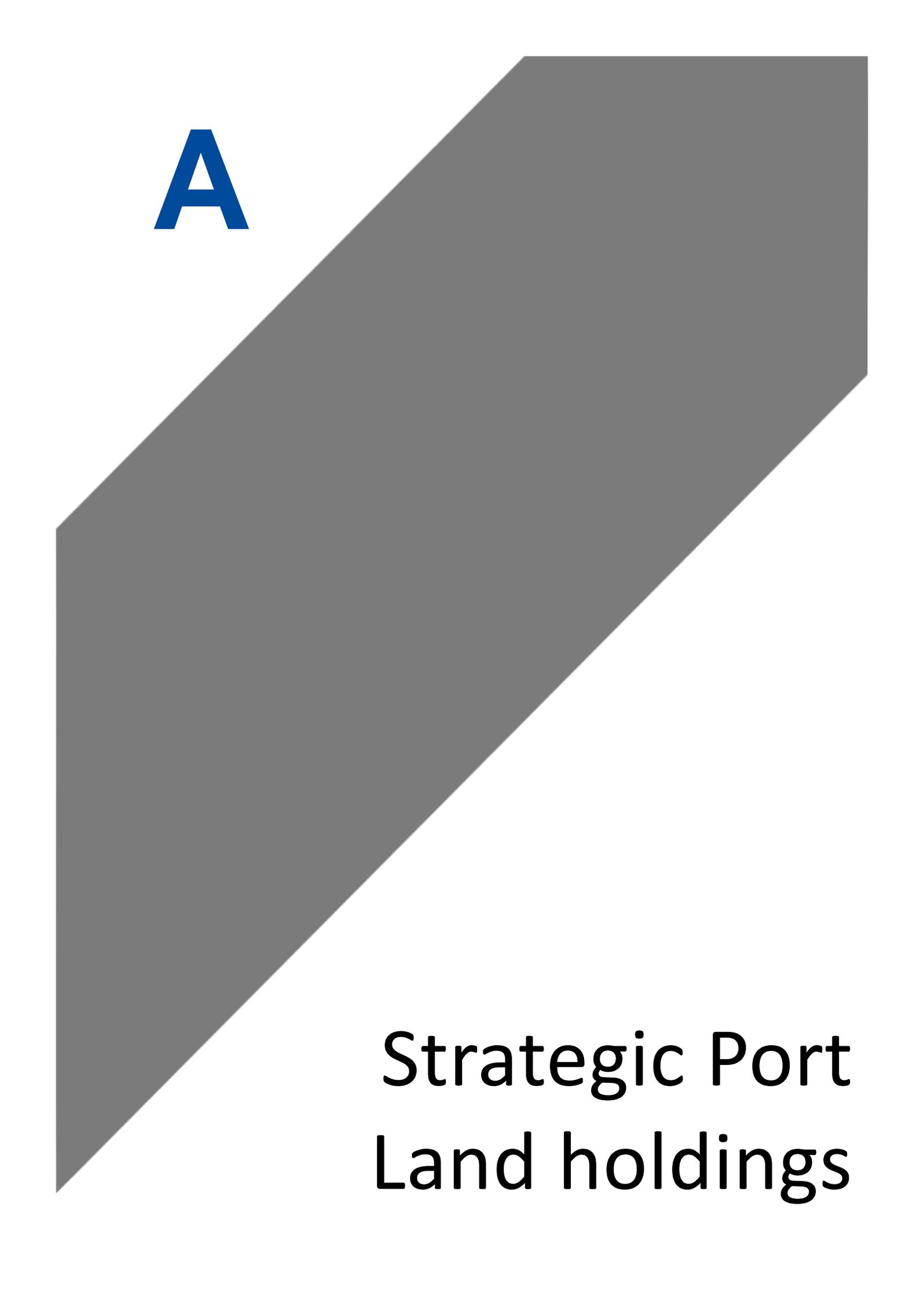
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Strategic Port  
Land holdings

## Schedule of Strategic Port Land holdings

Lot	Plan	Area (ha)	Tenure	Current precinct
<b>Burnett Heads</b>				
1	RP116854	1.33	Freehold	Port Operational and Support Services
1	RP137256	21.55	Freehold	Port Industry Landscaped/Buffer
2	RP137256	2.638	Freehold	Port Industry
3	SP133687	0.4238	Freehold	Port Industry
5	RP7193	14.68	Freehold	Investigation Area
5	SP274161	95.519	Freehold	Conservation Investigation Area Landscaped/Buffer
6	RP7193	13.413	Freehold	Investigation Area
6	SP166192	42.57	Freehold	Conservation Investigation Area
10	RP7196	9.308	Freehold	Investigation Area
198	SP166194	1.2143	Freehold	Landscaped/Buffer
275	SP133684	6.471	Lands Lease	Marine Operations-Wet
276	SP128643	8.518	Lands Lease	Terminals/Wharves
287	SP166199	3.51	Lands Lease	Terminals/Wharves
299	SP268506	1.095	Freehold	Marine Support/Commercial
300	SP268506	11.02	Freehold	Mixed Use
301	SP268506	0.8364	Freehold	Recreation/Open Space Parkland
302	SP272224	0.0240	Freehold	Marine Support/Commercial
501	SP279707	122.1717	Freehold	Port Industry Port Operational and Support Services Dredge Materials Rehandling Landscaped/Buffer Conservation Investigation Area
<b>Fairymead</b>				
23	SP171448	58.92	Freehold	Future Industry
<b>Town Reach</b>				
271	SP140277	1.775	Lands Lease	Special use
277	SP147695	0.4212	Lands Lease	Special use
283	SP140276	0.1848	Lands Lease	Special use
284	SP140276	0.4992	Lands Lease	Special use
285	SP140276	3.264	Lands Lease	Special use

