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Dear Ms Cavallaro

**THIRD PARTY ADVICE – MOUNT HOPEFUL WIND FARM
APPLICATION SARA REF: 2109-24892 SDA (GPC REF: RR2021/001/01)
(SECTION 34 OF THE DEVELOPMENT ASSESSMENT RULES)**

Thank you for your invitation to provide third party advice under section 34 of the Development Assessment Rules in relation to the development application lodged by Neoen to construct the Mount Hopeful Wind Farm within the Rockhampton Regional Council and Banana Shire council local government areas.

Gladstone Ports Corporation Limited (GPC) welcomes the receipt of the development application for a project which involves importing wind turbine components via Port Central in the Port of Gladstone, with the following comments provided as third party advice:

General Comment

Based upon the information available in the Preliminary Route Assessment GPC provides in principle support for use of Macfarlan Drive and Flinders Parade for transporting the wind turbine blades out of Port Central via East Shores and the use of Macfarlan Drive and John Bates Drive for transport of other components out of Port Central via the Gladstone Port Access Road.

Traffic Impact Assessment – Port Roads

GPC would request that SARA advises the applicant to include port roads in the Traffic Impact Assessment and communicates with GPC in relation to the use of, and impacts to, port roads. The Traffic Impact Assessment for port roads will be required when the applicant applies for development approval from GPC. It is noted that port roads are private roads owned by the port authority and that GPC adopts many of the same standards, regulations and road rules that apply elsewhere, including:

- Department of Transport and Main Roads “Guide to Traffic Impact Assessment December 2018”,
- Transport Operations (Road Use Management – Road Rules) Regulation 2009;
- Manual of Uniform Transport Control Devices; and
- Australian Standards or other standards specified by council or main roads as appropriate and determined by GPC.

GPC further advises that the following roads are on strategic port land and are port authority roads, not local government roads, and should be reflected as such in any assessment material:

- Macfarlan Drive

- John Bates Drive (not Hopper Road)
- Flinders Parade (within East Shores Parkland)

Development on Strategic Port Land

GPC recommends SARA advises the applicant to obtain all necessary development approvals for development on strategic port land from GPC in accordance with the *Planning Act 2016* and *GPC Land use plan 2012v2*.

Further, given the proposed import of wind turbine components will have a significant impact on existing port users, the port owned road network which is publicly accessible, and the infrastructure and community's access of East Shores Parkland, GPC also requests that the following advice be considered.

GPC would appreciate that advice be forwarded to the applicant or included in any subsequent conditions, to ensure that the safe and efficient functioning of Port Central and East Shores within the Port of Gladstone is appropriately included and maintained in their project planning processes. A number of indicative standard conditions are included in the list below for consideration.

Gladstone Ports Corporation Limited - Development Advice for Importation of Wind Farm Components

1. Prior to works commencing, apply to, and obtain from, the Gladstone Ports Corporation Limited all relevant commercial agreements for port land use via property@gpcl.com.au. Further, the applicant will be required to apply to port tenants, where relevant, and obtain permission for any proposed encroachment onto exclusive use leases on port land.
2. Prior to works commencing, apply to, and obtain from, the Gladstone Ports Corporation Limited relevant development approvals for development and works on strategic port land. A pre-lodgement meeting with Gladstone Ports Corporation Limited is recommended and can be arranged via planning@gpcl.com.au.
3. Prior to works commencing, apply to, and obtain from, the Gladstone Ports Corporation Limited a land owner's agreement in relation to interfering with and reinstating port infrastructure and services to the same condition as prior to the approved activities
4. Prior to works commencing, consult with the Gladstone Ports Corporation Limited's Security Department via pfso@gpcl.com.au regarding maritime security requirements e.g. the Maritime Security Plan being relied upon for the project and wharf access arrangements for all persons in accordance with maritime security regulations e.g. security controlled gate access, maritime security identification cards and induction obligations.
5. Prior to any works or use commencing, provide to the Gladstone Ports Corporation Limited, a project plan that provides details of the proposed utilisation of port land and port infrastructure including, but not limited to, duration, timing and frequency of activities and proposed mitigation strategies for potential conflicts and impacts on, and risks to, other port users and port businesses. Transport of wind turbine components via East Shores Parkland - Coal Exporters Maritime Precinct (Flinders Parade) will be conducted in a manner that minimises impacts to parkland users, Auckland House patrons and cruise ship visits, for example by conducting transports at an appropriate time of the day, maintaining public access to Auckland House during approved operating hours, maintaining safe levels of lighting at East Shores for the public at night etc.
6. Provide to the Gladstone Ports Corporation Limited a Traffic Impact Assessment that includes all port roads and associated infrastructure. Further, provide to Gladstone Ports Corporation for review and approval, a Road Use Management Plan and any necessary Traffic Management Plan/Traffic Guidance System completed by an approved Traffic Management Designer, in accordance with the Manual of Uniform Traffic Control Devices Part 3 for vehicle movements on port controlled roads through Port Central and East Shores on both routes. This plan must provide details of strategies to be used that ensures safe and efficient access to East Shores and Port Central are maintained for the duration of the project.

7. Provide to the Gladstone Ports Corporation Limited a detailed analysis of proposed impacts, and any proposed mitigation strategies, to East shores parkland infrastructure and Port Central infrastructure including roads (pavements, traffic controls, bridges), overhead infrastructure such as conveyors, power lines, stormwater infrastructure, lighting, fencing and trees and other landscaping.
8. Provide to the Gladstone Ports Corporation Limited for review and approval, a decommissioning and rehabilitation plan that includes rehabilitation of all port infrastructure, services and landscaping to previous condition.
9. Provide to Gladstone Ports Corporation for review and approval, a communication plan or engagement strategy, for disseminating information to port stakeholders to minimise disruption to port tenancies and routine port operations as well as the public and affected interface residents in relation to parkland, publicly accessible port areas and any affected tenants.
Note: This may be part of a broader project wide engagement or communication strategy or plan.

Thank you for the opportunity to provide third party advice for the proposed development. Should you require anything further, please contact Judy Horsfall, Planning Advisor on 07 4976 1314 or Erin Clark, Principal Planner, on 07 4976 1287 or via email on planning@gpcl.com.au.

Yours faithfully

Erin Clark
Principal Planner