

2012 Land Use Plan

Version 2 - February 2016

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INTRODUCTION

Citation and Commencement

- This Gladstone Ports Corporation Land Use Plan may be cited as the Land Use Plan 2012v2 (LUP 2012).
- The LUP 2012 comprises this document, precinct maps and the relevant Government Gazette outlining the schedule of Strategic Port Land (amended from time to time).
- The LUP 2012 was adopted by the Minister for Transport on 17 February 2012 and its notification was published in the Queensland Government Gazette on 9 March 2012. Amendments to LUP 2012 were adopted and published in the Queensland Government Gazette on 22 January 2016.
- The amended LUP 2012 takes effect from 22 / 01 / 2016.

Application of the Land Use Plan 2012

- The LUP 2012 applies to two of the ports operated by Gladstone Ports Corporation Limited (GPC), being the Port of Gladstone and Port Alma. Refer to **Appendix A** for maps showing port limits, taking note that the port limits for Port Alma are called "Rockhampton Port Limits".
- It should be noted that the Port of Bundaberg, which is also operated by Gladstone Ports Corporation, is governed under a separate Land Use Plan which was gazetted in 2009. Therefore, details of land for Port of Bundaberg are not provided in this Plan.
- The LUP 2012 applies to all GPC Strategic Port Land in Gladstone and Port Alma, including all premises, roads, waterways and tidal areas within Strategic Port Land boundaries (see Strategic Port Land Holdings **Maps A and B** in **Appendix B**). The LUP 2012 applies only to Strategic Port Land identified within the LUP 2012. Any other land not identified in the LUP 2012, which is owned or leased by GPC, is governed by the planning schemes of relevant local or state government authorities.
- Strategic Port Land which is also in the Gladstone State Development Area is governed by the Gladstone State Development Area Planning Scheme under the jurisdiction of the Department of State Development, Infrastructure and Planning.
- The LUP 2012 has been prepared with an 8 year horizon in accordance with the *Transport Infrastructure Act 1994*, therefore it will be reviewed at least every 8 years or as necessary to ensure the Land Use Plan responds appropriately to changes at local, regional and state levels.

Purpose of the Land Use Plan 2012

The purpose of the LUP 2012 is to provide a strategic framework for the management and assessment of development on Strategic Port Land, through identifying land use precincts and appropriate land uses and defining the outcomes sought to ensure sustainable growth and development to the port, based on coordinated planning across economic, environmental and social aspects.

Land use planning and future development at the port seeks to achieve:

- the sustainable expansion of port areas to accommodate future growth
- efficient operation of port infrastructure and the timely provision of identified new port infrastructure
- responsible use of natural and capital resources
- an appropriate balance between economic, environmental and social issues.

Legislative Responsibilities / Context

Gladstone Ports Corporation Limited (GPC) is a Government Owned Corporation responsible for the operation and management of Queensland's largest multi-commodity port. GPC is the relevant port authority for the Port of Gladstone, Port Alma Shipping

Terminal and the Port of Bundaberg, with its functions, under the *Transport Infrastructure Act 1994 (TIA)*, being:

- To establish, manage and operate effective and efficient port facilities and services in its port
- To make land available for:
 - the establishment, management and operation of effective and efficient port facilities and services in its port by other persons
 - other purposes consistent with the operation of its port
- To provide or arrange for the provision of ancillary services or works necessary or convenient for the effective and efficient operation of its port
- To keep appropriate levels of safety and security in the provision and operation of the facilities and services
- To provide other services incidental to the performance of its other functions or likely to enhance the usage of the port
- To perform any other functions conferred on it under this or another Act or under the regulations.

Legislative Requirement for Land Use Plan

The Transport Infrastructure Act 1994 (TIA) provisions require GPC to gazette a land use plan to facilitate management and assessment of development on port authority land. The land use plan is required to be reviewed and remade every eight (8) years.

The TIA states that a port authority's land use plan must:

- (a) specify details of:
 - (i) the port authority's Strategic Port Land
 - (ii) land the port authority proposes to become Strategic Port Land
 - (iii) the current and proposed uses of the land
- (b) coordinate and integrate the core matters relevant to the land use plan
- (c) identify desired environmental outcomes for the land
- (d) include measures that will help achieve the desired environmental outcomes.

All GPC's Strategic Port Land is shown in **Appendix B, Map A and Map B**. All land identified as future Strategic Port Land is shown in **Appendix C, Map C and Map D**.

Strategic Port Land

According to the TIA land use plans apply to port authority land (i.e. land the port authority holds title for) that is on or near the interface between the land and the waters within the limits of the port, as defined under section 274, and that is used or may be used—

- (a) for domestic or international trade; or
- (b) by industries requiring close proximity to a port; or
- (c) for the integration of sea transport with other transport modes; or
- (d) as port buffer lands; or
- (e) as a boating facility; or
- (f) for a purpose mentioned in section 275(1)(f); or
- (g) for other purposes of a port authority prescribed under a regulation

Strategic Port Land is port authority land that meets the requirements above and under Section 286 of the TIA i.e. "land included in a port authority's current approved land use plan". Strategic Port Land is classified as such because of its primary role in accommodating key port land uses and is declared under the TIA by the Minister for Transport. Strategic Port Land is not subject to the provisions of local government planning schemes.

Sustainable Planning Act (SPA) 2009

GPC undertakes the responsibilities of "Assessment Manager" under the SPA 2009 for assessable development on Strategic Port Land, in accordance with the Integrated Development Assessment System (IDAS). New assessable development proposed on Strategic Port Land will be assessed in accordance with the provisions of SPA 2009 and this Land Use Plan.

Native Title Act 1993

GPC recognises the rights of Aboriginal traditional owners in accordance with the provisions of the *Native Title Act 1993*.

GPC also recognises and acknowledges the rights of Aboriginal traditional owners to be consulted in accordance with the provisions of the *Native Title Act 1993*.

GPC acknowledges that any decisions made under the determination of the *Native Title Act 1993* will be reviewed and amendments made to the LUP 2012 where explicitly required.

Aboriginal Cultural Heritage Act 2003

GPC acknowledges the matters contained in the *Aboriginal Cultural Heritage Act 2003*. GPC also acknowledges that decisions made in accordance with this Land Use Plan and future projects must take into consideration the 'duty of care' provisions under the *Aboriginal Cultural Heritage Act 2003* and must be managed in accordance with any approved Cultural Heritage Management Agreement.

Gladstone and Rockhampton Regional Councils (GRC and RRC)

GPC recognises the important ongoing relationship with the GRC and RRC. Consultation regarding land use outcomes at the port will be undertaken on a regular basis. GPC undertakes to work closely with the GRC and RRC regarding future development, timing, staging and all urban design and infrastructure matters.

State Government Departments

GPC recognises the importance of ongoing relationships with various State Government departments with interests in development planning including the Department of Transport and Main Roads (including Maritime Safety Queensland), the Department of State Development, Infrastructure and Planning and the Department of Environment and Heritage Protection. GPC is committed to working closely with state agencies regarding future development, infrastructure matters and responsible environmental management.

State Planning Policies

This land use plan has taken into consideration relevant State planning policies.

The provisions of the LUP 2012 operate in conjunction with the *Queensland Coastal Plan* (replacing *State Coastal Management Plan*), which is a statutory instrument under the *Coastal Protection and Management Act 1995*, and has the effect of a State Planning Policy under the SPA 2009.

The *Queensland Coastal Plan* (replacing *Curtis Coast Regional Coastal Management Plan 2003*) also has the effect of a State Planning Policy under the SPA 2009 and identifies areas within the Curtis Coast where specific management actions are required.

Regional Planning Matters

The Port of Gladstone and the Port Alma Shipping Terminal are also recognised in the non-statutory *Central Queensland Regional Growth Management Framework (Central Queensland Regional Plan)*. The *Central Queensland Regional Plan* details a number of relevant policies identifying the role of the port as a critical driver of economic growth in the region.

Gladstone State Development Area (GSDA)

State development areas are created under Section 77 of the *State Development and Public Works Organisation Act 1971*. Their creation promotes economic development and addresses the paucity of development of industrial land and multi-user infrastructure corridors in Queensland. The Office of the Coordinator General is responsible for the planning, establishment and ongoing management of State development areas throughout Queensland. These represent a significant investment by the government in the long term planning and development of strategic land assets in Queensland.

The GSDA comprises several areas of land known locally as the Clinton Estate, Yarwun Industrial Estate, the Aldoga Industrial Area, Targinie, Curtis Island and a corridor for materials transportation and services. The area now comprises approximately 28,000 hectares. This area is the subject of a development scheme prepared and approved under the *State Development and Public Works Organisation Act 1971*.

The GSDA is considered by the State government to be of major significance to the economic development of Queensland. As the focus for major economic development, the GSDA has been identified as the preferred location for future major industrial projects.

The current development scheme for the GSDA prepared by the Coordinator-General was approved by the Governor-in-Council in 2012. The development scheme is a land use planning instrument administered by the Coordinator-General for the purpose of guiding future development in the GSDA.

In the event Strategic Port Land is also within the GSDA, the development will be assessed against the development scheme for the GSDA only.

An application for material change of use in the GSDA is assessed by the Coordinator General under the provisions of the development scheme. All development under the SPA 2009 other than a material change of use is assessed under SPA 2009 (via either the LUP 2012 where the site is Strategic Port Land, or the relevant local government planning scheme in all other cases). There is an exception, where a material change of use for an environmentally relevant activity (ERA) or temporary ERA, is assessed not under the provisions of the development scheme, but rather the provisions of the SPA 2009.

STRUCTURAL ELEMENTS

The LUP 2012 is comprised of, and seeks to achieve, identified planning outcomes through the following elements:

Development Vision

The Development Vision is a subset of the broader corporate vision of GPC and is a general declaration regarding the quality and function of future port development.

Strategic Framework

The Strategic framework sets the policy direction for the LUP 2012 and forms the basis for ensuring appropriate development occurs within the planning area for the life of the land use plan.

Localities

Localities is a convenient and useful term for describing the port areas and activities that are clustered at various geographic locations. Locality intents describe the broad preferred intended land use activity and character. The 11 port planning localities are:

- South Trees and Boyne Wharf
- Port Central
- Hanson Road
- East Shores
- Gladstone Marina
- RG Tanna Coal Terminal
- Wiggins Island
- Fisherman's Landing
- Facing Island
- Curtis Island
- Port Alma.

Precincts

Precincts are activity based areas within each locality. Precinct intents are statements of preferred outcomes for development that apply to the whole of a particular land use precinct. The nine land use precincts are:

- Port Industry Precinct
- Wharves (Off-Shore) Precinct
- Port Operations Support Precinct
- Light Industry and Commercial Precinct
- Marine Industry Precinct
- East Shores Precinct
- Parkland and Education Precinct
- Buffer Precinct
- Environment Precinct

Port Planning

This section brings together the land use planning for each locality within the Port of Gladstone and Port Alma. All development applications will be assessed against the land use planning information provided for each locality and the designated precincts therein. Planning information includes descriptions of intent, specific outcomes and indicative consistent uses.

Further technical information to be used in the assessment of development applications is supplied in the Development Code.

Development Code

All proposed development will be assessed against the LUP 2012 in conjunction with GPC's Development Code. The Development Code is contained within a separate document to the LUP 2012, but assists, in association with the LUP 2012 and other relevant statutory provisions, in assessing development on Strategic Port Land. All proposed development will be assessed in accordance with the LUP 2012 and Development Code to determine:

- consistency with the 'development vision' for the port,
- correlation with the intent of the relevant locality and land use precinct, and
- the ability of the development to meet relevant development assessment criteria.

The Development Code is a mechanism for development to achieve compliance with the provisions of LUP 2012. The Development Code is not a land use decision-making tool, but instead is a technical document that describes the requirements for the physical form and operational aspects of different types of development on Strategic Port Land. It provides performance outcomes and acceptable outcomes to ensure that buildings, facilities and other development will realise the strategic outcomes, locality and precinct intents and the development vision for acceptable land uses described in the LUP 2012. Note: The Development Code is not a statutory component of the LUP 2012, but instead operates in conjunction with the plan to definitively guide the form and structure of development on Strategic Port Land.

The Development Code contains individual codes to be used for assessment of material change of use, tidal works and port applications on Strategic Port Land. New codes may be added to this list over time to facilitate other forms of development i.e. mixed-use development. The codes are:

- Port Code
- Tidal Works Code
- Earthworks Code
- Light Industry and Commercial Code
- Marina and Community Facilities Code
- Buffer Code

The Development Code will also provide guidelines for various planning matters/activities against which applications will be assessed. Development guidelines offer further supporting technical provisions to assist applicants in implementing the acceptable outcomes and achieving the performance outcomes described in the development codes. While the provisions within the guidelines are not always mandatory, they do afford best-practice and innovative solutions for achieving appropriate development outcomes. Guidelines include:

- Car Parking and Access
- Landscaping
- Stormwater Management
- Environmental Management Plans
- Gladstone Marina Building
- Gladstone Regional Council Consultation

It is GPC's intention that the Development Code evolves with time. Changes may occur to this document to keep pace with current best practice and to remove redundant requirements. The code will be reviewed every 8 years at a minimum, however, it is anticipated that reviews and amendments are likely to occur more frequently, as and when required.

INTERPRETATION OF DEVELOPMENT

Categories of Development

The LUP 2012 states the categories of development applicable for all development within Strategic Port Land of Gladstone Port and Port Alma. Development includes, but is not limited to, the establishment of a new use, construction of new buildings, increasing the extent of area used e.g. hardstand areas, changing the intensity or scale of an existing development by 10% or greater, and/or permitting any activity that results in an increase in traffic volume.

The development categories, in accordance with the SPA 2009, are:

1. Exempt Development i.e. a development permit is not required under the SPA 2009,
2. Self-Assessable Development i.e. a development permit is not required under SPA 2009,
3. Assessable Development requiring Code or Impact Assessment i.e. a development permit is required under SPA 2009.

Additional categories, in accordance with this LUP 2012, are:

1. Port Assessable Development requiring Code Assessment i.e. a development permit is required under this LUP 2012.

For the purposes of this land use plan the categories of development are called "levels of assessment".

Determining Level of Assessment

Most levels of assessment are determined by the Sustainable Planning Regulation 2009. However, there are some levels of assessment which are determined by this land use plan.

Assessment Level as Determined by Sustainable Planning Regulation (SPR) 2009

The following table provides the level of assessment for development on strategic port land and the assessment manager for development on strategic port land as determined by the SPR 2009. Examples are outlined below for information purposes only. Concurrence and Advice Agencies are also determined by the SPR 2009.

Type of Development	Level of Assessment	Assessment Manager
Material Change of Use:		
That is consistent with the LUP 2012 and requires approval under the LUP 2012 or other legislation:	Assessable Development - Code Assessable	GPC is the assessment manager.
<ul style="list-style-type: none">• e.g. within the Fisherman's Landing planning locality	Assessable Development - Code Assessable	GPC is the assessment manager.
<ul style="list-style-type: none">• e.g. within the Parkland and Education precinct or the Marine Industry precinct of the Gladstone Marina planning locality	Assessable Development - Code Assessable	GPC is the assessment manager.
<ul style="list-style-type: none">▪ e.g. for a brothel	Assessable Development - Code Assessable	Gladstone Regional Council is the assessment manager.
<ul style="list-style-type: none">▪ e.g. within the GSDA*	Assessable Development - Code Assessable	Co-ordinator General, Dept. of State Development, Infrastructure and Planning is the assessment manager. GSDA development scheme applies**.

Type of Development	Level of Assessment	Assessment Manager
Material Change of Use:		
That is consistent with the LUP 2012 and does not require approval under other legislation	Self Assessable	The material change of use component of the development is self assessable development in accordance with the SPA 2009.
That is inconsistent with the LUP 2012	Assessable Development - Code Assessable	GPC is the assessment manager.
Material Change of Use for an Environmentally Relevant Activity	Assessable Development - Code Assessable	GPC is the assessment manager.
Reconfiguration of a Lot	Exempt Development in accordance with Schedule 4 of the SPA 2009	Nil
Operational Works	Exempt Development in accordance with Schedule 4 of the SPA 2009	Nil

Other Development:

Tidal Works	Assessable Development - Code Assessable	GPC is the assessment manager.
Building Works	Are not assessed by the GPC. Use of private certifier recommended.	
Plumbing or Drainage Works	Are not assessed by the GPC.	

* GSDA – Gladstone State Development Area

** In the event strategic port land is also within the GSDA, the development will be assessed against the development scheme for the GSDA only. The GPC will assess the development application as a concurrence agency.

Where a type of development is consistent with the LUP 2012, it does not trigger the requirement for an approval under other legislation, and it is not identified in the table above, the material change of use component of the development is exempt development and does not require an application for approval in accordance with SPR 2009.

Assessment Level as Determined by the LUP 2012

There is some development which does not require a development approval under SPR 2009, but still must be approved by the GPC prior to development commencing. Such development proposals must be submitted to GPC as a "Port Application". The following table provides the level of assessment and the assessment manager as determined by this LUP for various types of development on strategic port land.

Type of Development	Level of Assessment	Assessment Manager
Port Application: i.e. <ul style="list-style-type: none"> Excavating or filling that materially affects premises or their use, and Undertaking work in, on, over or under premises that materially affects premises or their use. For example: <ul style="list-style-type: none"> Earthworks Car/truck parks Internal roads/weighbridges Office/administration buildings Warehouse/storage buildings Ablution buildings Washdown bays 	Port Assessable Development - Code Assessable	GPC is the assessment manager

COMPLIANCE WITH THE LAND USE PLAN

Legislative Framework

All proposed development on port lands is subject to a development application process. The LUP 2012 is but one aspect of the legislative framework that is in place. All proposed development will be assessed against the LUP 2012 in accordance with the legislative process outlined in Figure 1.

Determining Consistency with the LUP 2012

All Strategic Port Land has been allocated within a land use precinct. The LUP 2012 identifies consistent uses within the various precincts across all port planning areas. This provides an indication of land use activities that are considered appropriate within that planning area or precinct. The list of consistent uses also gives an indication of development that is likely to satisfy the principles relevant to the precinct. The list is not intended to be exhaustive and other uses may be approved where they satisfy the precinct intent and relevant precinct principles.

A consistent use does not automatically infer development approval will be given – compliance with the relevant codes of the Development Code will be used to determine this in conjunction with the intents and outcomes for the LUP 2012.

Consistent uses will vary from precinct to precinct to accord with the intent, location and other factors affecting future preferred development. In some instances, consistent uses will be common across all precincts.

Consistent uses across all precincts include:

- Private/port roads
- Ancillary and associated uses such as parking, loading and unloading and landscaped areas
- Associated and ancillary administrative or office operations directly associated with the site or precinct activities including site offices (where consistent with the relevant height and gross floor area provisions of the Guidelines/codes), related staff facilities such as crib rooms and some limited recreation facilities (serving on site staff only)
- Service Infrastructure: Sewerage, water mains, electricity, drainage and communications.

A development is consistent, and therefore compliant with the LUP 2012, where:

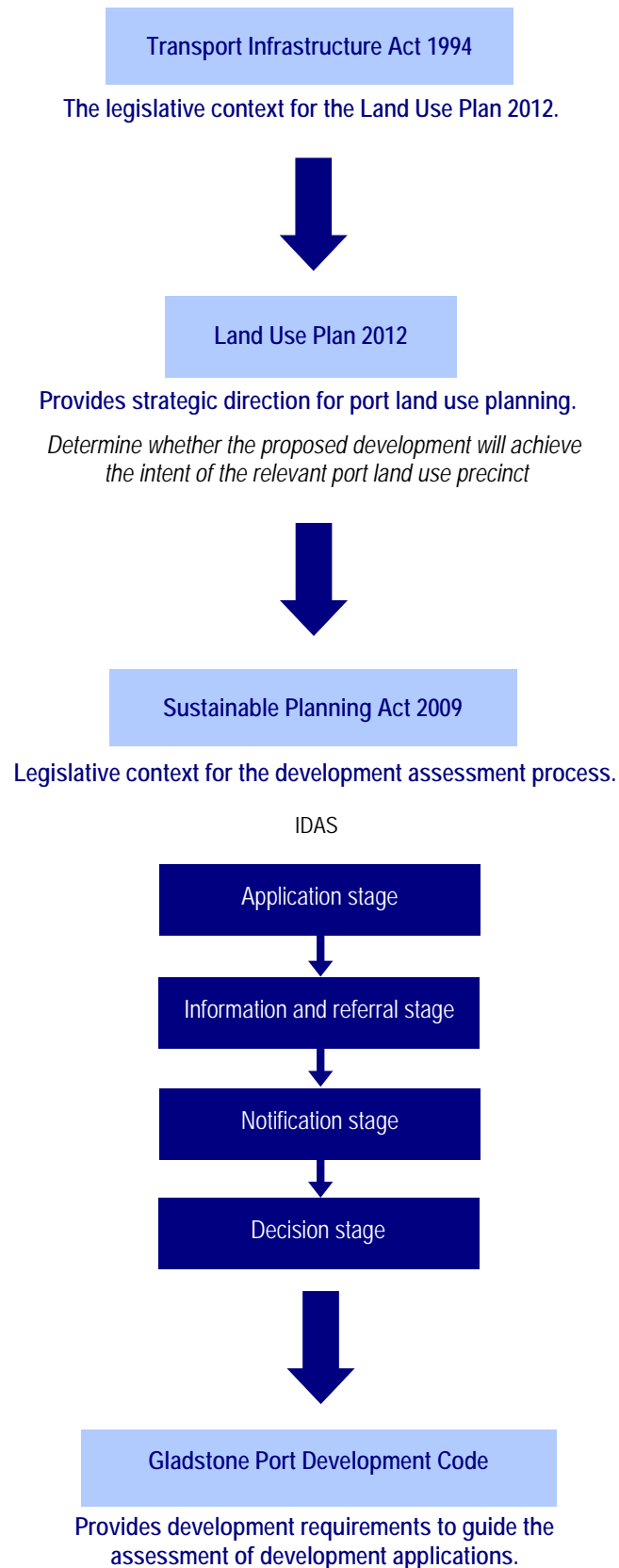
- it does not conflict with the desired vision for the port and desired environmental outcomes,
- it is consistent with the relevant locality and precinct intents and contributes to achieving the outcomes stated, and
- it may or may not be specifically identified as an 'indicative consistent use' for the precinct.

Relevant state/statutory legislation is also used by GPC and relevant state agencies to assess any development proposal as required by the SPA 2009.

Determining Compliance with the Development Code

Development complies with the code if it satisfies the purpose, overall outcomes, performance outcomes and acceptable outcomes of the code.

Figure 1: Legislative Framework Diagram



PORT PROFILE & DEVELOPMENT VISION

Port Profile

GPC manages the Port of Gladstone, Port Alma Shipping Terminal and the Port of Bundaberg situated in Gladstone Regional Council, Rockhampton Regional Council and Bundaberg Regional Council areas respectively. GPC is both landlord and port authority plus it owns and operates cargo handling facilities. GPC is a Government Owned Corporation pursuant to the *Government Owned Corporations Act 1993*. It is an incorporated entity with equal shareholding Ministers being the Treasurer and Minister for Transport.

GPC's goal "is to carry out port operations in accordance with world's best practice". Such a goal reflects the Corporation's desire to develop competitive, attractive, prosperous and responsible port operations. The goal also recognises the port's commercial role and that it is part of the Gladstone, Rockhampton and Bundaberg communities and has certain environmental, community and related responsibilities and obligations.

GPC's goal is delivered through its day to day operations and decision making (expressed through the land use plan) and its long term planning (strategic plan).

Ports make an important contribution to the local, state and national economies. The Gladstone region currently generates almost a third of Queensland's international exports. Port trade during 2009/10 at the Port of Gladstone was a record 83.4 million tonnes of cargo, with 72.4% of this coming from coal (a total of 60.4 million tonnes of coal). During the 2009/10 financial year a total of 1,572 ships visited the Port of Gladstone. Port Alma had 285,415 tonnes of throughput during 2009/10 and a total of 81 vessels berthed there in the 2009/10 financial year (*Gladstone Ports Corporation Limited, Annual Report 2012*). Development within the Port of Bundaberg is managed in accordance with its own Land Use Plan, therefore, the Port of Bundaberg will not be discussed further within this plan.

The Port of Gladstone is the largest multi-commodity port in the state and has six wharf centres with 16 berths stretching over a 30 kilometre area along the coast with projections indicating that the Gladstone area will continue to be a major industry centre. The majority of the port holdings are within the Gladstone Regional Council area (Port Alma is located in Rockhampton Regional Council's area).

Port Alma is the deep sea port of Rockhampton on the southern tip of the Fitzroy River Delta. It provides import and export facilities. The Port Alma Shipping Terminal facilities offer secure docking for vessels up to 24,000 gross tonnes in size or 180 metres in length. Its isolated location near the mouth of the Fitzroy River makes it an ideal transshipment facility for hazardous cargoes.

The port areas are protected by the off shore islands and the deep water access means the port facilities are safe and can accommodate large tonnage/capacity vessels.

Regional Context

The Central Queensland region includes beach communities, rural townships, the major Gladstone and Rockhampton centres and a well established and growing community. The estimated resident population of the Central Queensland region at 30 June 2008 was 214,753 people, which is expected to grow at a rate of 2.3% to 230,730 people by 2011. This growth reinforces the need to strategically manage and plan for future areas, including port areas. It puts increased focus on the need to provide for the long term expansion needs of the port whilst managing the interface and land use planning between port and non-port areas (particularly around the long established port areas of Port Central and RG Tanna Coal Terminal, which have a closer interface to the established built up areas of Gladstone).

Investment in and focus on the Gladstone region has resulted in its ongoing development as a diverse, well planned, internationally competitive industrial centre supporting a well-balanced regional community. The region has been identified as a key investment area for large scale (predominantly industrial) projects, resulting in a major government investment into the region, particularly in the GSDA.

The region also includes a number of significant natural features and resources including some of the islands of the Great Barrier Reef (including Heron Island), national parks, coastal wetlands, coastal dune systems, protected vegetation, seagrass beds and habitat areas for migrating fauna.

Development Vision

The LUP 2012 provides the broad vision and higher order requirements for land uses and their subsequent spatial allocation on Strategic Port Land.

The vision of Gladstone Ports Corporation is:

"to ensure the Port of Gladstone, Port Alma Shipping Terminal and the Port of Bundaberg operate effectively, efficiently and on a commercial basis for the continuing benefit of the Central Queensland community, port users and the State of Queensland."

To achieve this vision, GPC's focus is on managing, operating and developing effective and efficient port facilities and services within Central Queensland. This requires the provision of appropriate infrastructure, a values driven approach to sustainable planning, development and maintenance of both new and existing facilities and the operation and management of recreational and commercial port lands.

GPC plays an integral role in planning the future of the ports. In consultation with the community, industry and government, GPC undertakes a strategic approach to planning and setting the vision and direction for the Port of Gladstone, Port Alma Shipping Terminal and the Port of Bundaberg for both the long and short term.

For further information regarding GPC's long term vision, please refer to the Port of Gladstone 50 Year Strategic Plan 2012 – 2062 available on GPC's website www.gpcl.com.au. The Port Alma 50 Year Strategic Plan is currently being developed.

Future Strategic Port Land

As part of GPC's role to plan for the future of its ports, GPC assesses surrounding areas and identifies land of future strategic importance to its ports. Land use plans are required to identify land that is not currently designated as "Strategic Port Land" but is intended by the Ports Corporation to become so at some time in the future. Future Strategic Port Land is considered important to the port operations because of its strategic location or development potential. Where information is known about the likely location or intention to make land Strategic Port Land, this is identified within the LUP 2012.

GPC has identified land at four locations for which it does not hold title but is interested in acquiring at some time in the near future for the purposes of Strategic Port Land (see **Appendix C, Map C and Map D**). This land has been deemed to be of strategic importance to port operations and is identified here for the purposes of community, industry and government consultation. Once tenure has been obtained for the land, it is GPC's intent to adopt an adjacent land use precinct for each parcel.

The first location is Port Central, where there is one parcel of strategically important land already used by GPC. The intent is for the current use to continue i.e. laydown area at the rear of Auckland Point Wharf 4 (**Appendix C, Map D**).

The second location is East Shores adjacent to Auckland Inlet where two parcels of vacant state land are located between existing port lands and the Inlet. The intent is for this land to adopt the East Shores Precinct for a high level of public access (**Appendix C, Map D**).

The third location is Wiggins Island where the intent is for a strategically important parcel to be used as a transport corridor so that materials such as coal can be transferred under Port Curtis Way to the Wiggins Island Coal Export Terminal (**Appendix C, Map C**).

The fourth location is Tide Island adjacent to Hamilton Point on Curtis Island. Tide Island has been recognized as having a strategic long term importance for the Port because it has direct access to deep water. As such, GPC's intent would be to develop port industry and wharf/s at this location (**Appendix C, Map C**).

STRATEGIC FRAMEWORK

Themes

The strategic framework sets the policy direction for the LUP 2012 and forms the basis for ensuring appropriate development occurs within the planning area for the life of the land use plan. The strategic framework consists of three themes which include:

1. Economic Development - The port is an important piece of State Government infrastructure which must remain commercially viable and continue to contribute to the local, state and national economies as well as returning profits to the State Government, as a Government Owned Corporation.
2. Community Wellbeing - The port maintains its role as a good corporate citizen and carries out its operations in a socially responsible manner.
3. Natural Environment - The port continues its commitment to ecologically sustainable development and manages the port in an environmentally responsible manner.

The framework also consists of strategic outcomes to address these themes. The strategic outcomes outline the broad policy objectives of GPC and seek to achieve sustainable port operations. They express GPC's expectations for development on Strategic Port Land and are the basis for the development measures and provisions contained in this and subsequent parts of the LUP 2012.

Strategic Outcomes

Economic Development

- Capital investment is directed into the port facilities to maintain the port as a world class port facility
- Land use planning outcomes can respond to or accommodate changes in user demands, regional factors and global market trends
- Port infrastructure is not limited in its capacity to meet customer needs in terms of potential cargo and visiting ships
- The port provides local and regional employment opportunities
- The port's operations will be undertaken in accordance with world's best practice
- Land that is strategic to the future operations and development of the port will be retained
- Land is identified and will be available for future expansion and development to meet the port's long term and strategic needs
- Land is developed in a logical sequence with all essential infrastructure.

Community Wellbeing

- Port operations are conducted in a manner that is safe for people and property
- Adverse amenity impacts on adjoining areas from port operations and development are minimised and where possible continuously improved or avoided through management techniques, increased development requirements for newly establishing operations, improved on-site practices, and land use planning
- Public access is provided to waterfront areas including boat ramps, public open space and the Gladstone Marina where it does not compromise safety, security, operational or environmental values of port lands
- Land use planning of port lands has regard to land uses and land use planning on surrounding land.

Natural Environment

- Environmental risks are continually assessed and managed
- The *Queensland Coastal Plan* (replacing *State Coastal Management Plan*) will be a consideration in future long term planning and development decision making on Strategic Port Land, in particular the importance of local habitats, degree of biodiversity and cultural heritage considerations
- Future expansion and development of the ports facilities will address environmental and ecological considerations including air, land, water, noise and odour quality requirements, impacts on fauna and flora, including remnant vegetation and significant habitats, when assessing options or alternatives
- Open space and environmental buffers are provided between port facilities and vulnerable ecological features.

Each of the strategic outcomes is to be achieved, or at the very least not compromised, having regard to each of the other strategic outcomes during the life of the LUP 2012. This land use plan is intended to support or contribute to the achievement of these strategic outcomes. However it is acknowledged that not all outcomes will necessarily be achieved solely or directly through this land use plan.

Specific Outcomes

The strategic outcomes will be achieved through implementation of the locality and precinct intents and the specific outcomes for each locality. Specific outcomes have been developed for each locality under the following categories:

1. Built form outcomes
2. Infrastructure outcomes
3. Environmental and community outcomes.

The intents and specific outcomes are described in detail within the Port Planning section.

LAND USE LOCALITIES

The land use plan applies to all Strategic Port Land identified in this land use plan – the extent of this area is shown in **Appendix B, Map A** for Gladstone and **Appendix B, Map B** for Port Alma. **Appendix D** contains a list of property descriptions for all Strategic Port Land contained in the maps.

All GPC's strategic land holdings are divided into 11 individual port planning localities. These port planning localities are based on geographic location and the predominant current and/or intended land use function for each area. The location and extent of each planning locality is shown in locality maps in **Appendix E, Maps 1-12**.

The 11 port planning localities are:

South Trees and Boyne Wharf

The South Trees and Boyne Wharf area is located at the southern end of GPC's land holdings (Appendix E, Map 1). The facilities primarily serve Queensland Alumina Limited and Boyne Smelter Limited. There are two off-shore wharves and access to the facilities is via the Queensland Alumina Limited Access Road and Harbour Road (both private roads). The land is well separated from surrounding existing development particularly at Boyne Island.

Port Central

The area referred to as Port Central (Appendix E, Map 2) extends from Barney Point Wharf to the Auckland Point Wharves and includes the land in between. The Auckland Point wharves are the original port area established in the 1890s. It is 'central' in terms of being adjacent to the Gladstone CBD. Access to the port facilities is by road (primarily the Port Access Road) and rail (for goods).

Hanson Road

The Hanson Road locality includes land fronting Auckland Inlet (Appendix E, Map 3). The area includes port and non-port land and the area has a mix of commercial and light industrial uses throughout.

East Shores

Port land at Auckland Inlet is part of the city interface of the port area (Appendix E, Map 4). The land along Auckland Inlet is predominately open space with some existing community recreation features including the Gladstone Coal Exporters maritime parkland, boat ramps, seating, bins etc. and some limited commercial and industrial activities.

Gladstone Marina

Port land at Auckland Inlet, the Gladstone Marina and Spinnaker Park is the city interface of the port area (Appendix E, Map 5). The Gladstone Marina and Spinnaker Park area includes the Gladstone Marina facility and associated marine industries, coastal rescue services, recreation facilities through Spinnaker Park and the Central Queensland University Campus.

RG Tanna Coal Terminal

This area includes the heavy industry operations of the RG Tanna Coal Terminal which is currently a four berth, 22 stockpile facility (Appendix E, Map 6). It is located west of the city adjacent to Clinton Industrial Estate and access is by road and rail. The area was initially established through reclamation to accommodate the Coal Terminal servicing the export of coal from mines in Central Queensland.

Wiggins Island

The Wiggins Island locality is located opposite the RG Tanna Coal Terminal across the Calliope River (Appendix E, Map 7). The area includes Wiggins Island and Golding Point. Stage 1 of the Wiggins Island Coal Export Terminal is currently under construction at this location.

Fisherman's Landing

The Fisherman's Landing locality is approximately 10km north of the Gladstone CBD (Appendix E, Map 8). There are four berths existing with the capacity to expand to 11 berths. Fisherman's Landing is a multi-user, multi-product facility.

Facing Island

Facing Island is situated approximately seven kilometres east of the coast of Gladstone and is populated with a number of small township areas (Appendix E, Map 9). The northern tip of the island includes picnic and camping facilities on the western side. On the eastern side, there are protected Aboriginal middens. Sand dunes on the eastern side are of State significance (natural resources) and the island also provides turtle nesting beaches. There are significant coastal wetlands and vegetation species, particularly in the south-east of the island.

Curtis Island

The Strategic Port Land on Curtis Island is located at Hamilton Point (Appendix E, Map 10). This locality is also within the GSDA. It is surrounded by significant coastal wetland and areas with important coastal vegetation species.

Port Alma

Port Alma is located at the mouth of Raglan Creek in the Fitzroy River (Appendix E, Map 11). Storage land totalling 140 ha is also available away from the port at Bajool which is approximately 20km towards the Bruce Highway (Appendix E, Map 12). The port is served by road access via a State Controlled Road which meets the Bruce Highway at Bajool. The port does not have rail facilities however there is a Queensland Rail siding conveniently located at Bajool.

Each of the above port planning localities will include one or more precincts which collectively creates the predominant intended character or development pattern for the port. The combined use of localities and precincts provides a useful tool for navigating around the extensive GPC landholdings and for quickly identifying the preferred land use and development outcomes intended.

LAND USE PRECINCTS

All port lands have been allocated to one of nine land use precincts. The boundaries of these land use precincts reflect the physical characteristics and function of, and the current and future land use intentions and outcomes for the port. Detailed mapping of the extent of each precinct within each locality is provided in precinct maps in **Appendix F, Map 1a to 12a**.

The precincts provide a structured approach to the planning and management of port land and form the basis of the preferred planning and land use development outcomes in specific locations. All proposed development must comply with precinct planning, including locality and precinct intent and specific outcomes for each locality.

The precincts are defined generically below but are further refined or adapted where appropriate to suit each individual planning locality in later sections. Therefore, some variation between the intent and range of consistent uses across each port planning locality will occur as needed.

Land use precincts include:

- Port Industry Precinct
- Wharves (Off-Shore) Precinct
- Port Operations Support Precinct
- Light Industry and Commercial Precinct
- Marine Industry Precinct
- East Shores Precinct
- Parkland and Education Precinct
- Buffer Precinct
- Environment Precinct.

These precincts are described in detail below:

Port Industry Precinct



- Primarily land based, easily recognisable as core port operations, activities and infrastructure such as loading, unloading, stockpiling, storage, goods transfer, pack and unpack facilities, processing, industry and associated ancillary uses (hardstand areas, offices/administrative functions, parking, maneuvering) are supported;
- Activities that require waterfront location or proximity to waterfront and in particular access or proximity to off shore loading facilities, wharfs, etc. are located in this precinct;
- The handling and transfer of goods provides for a range of commodities which may be within this precinct or adjoining /nearby;
- The location of these activities brings commercial benefits derived from minimising the supply chain (i.e. distance separating land based functions and off-shore operations);
- These areas represent key capital investment in port infrastructure and industry;
- Development that will support city wide and broader regional activities such as mining and agricultural activities (end point in the supply chain) is supported; and
- Development in this precinct may include some limited processing.

Wharves (Off-Shore) Precinct



- Off-shore operations, facilities and structures including wharves, berths, jetties, conveyors, loading/unloading facilities, barge facilities and tug boat mooring, related to core port activities are supported; and
- Development in this precinct does not include recreational/community facilities such as marinas, boat ramps etc.

Port Operations Support Precinct



- This precinct includes port roads or resources corridors/conveyors, and other access areas, not otherwise included in a precinct above;
- This precinct also includes areas that may be required or are intended for the deposition, storage, dewatering, treatment and/or potential removal of dredged material plus hardstand and laydown areas;
- It also includes any additional Strategic Port Land not otherwise included in a precinct; and
- In some precincts, in particular at the Wiggins Island and Fisherman's Landing localities, these areas may also represent sites for future industrial development subject to relevant and necessary environmental, planning and other feasibility studies.

Light Industry and Commercial Precinct



- Light and/or commercial industry that complement or support port and industry activities;
- This precinct provides a transition from high impact port activities in other nearby precincts to adjacent land uses outside the port area;
- Land in the precinct may also accommodate activities that have an 'interim' function in that the land is preserved by the port authority for future core/strategic needs but accommodates other activities in the short-medium term;
- Land in the precinct may also provide for light /commercial industry uses not directly related to port activities, however, the quantum of the activities must complement the local governments commercial outcomes in the relevant area;
- A diversity of economic activity and employment opportunities are encouraged; and
- Land uses could include for example, processing, workshops etc. that support the core industries, which supply port development and construction activities, as well as have a wider commercial role.
- In the RG Tanna Coal Terminal Precinct, any development on Lot 211 on SP174655 must address the *Gladstone Power Station Agreement Act 1993*.

Marine Industry Precinct



- This precinct includes land and water based areas for development of a broad range of maritime services including support of the marina recreational and commercial activities;
- Development that would require close water access/proximity such as coast guard, maritime services, and processing, light industry or commercial activities that support fishing and boating pursuits (including boat repairs and workshops, seafood processing (and associated retail), chandlery, boat storage is supported;
- Unlike other port commercial or industrial areas, this area has a distinct maritime connection;
- This precinct provides opportunities for public access to the water and harbour in appropriate places (i.e. where it doesn't conflict or create safety concerns with general maritime and core port activities);
- It includes some limited areas that allow public access, recreation and community benefit;

- The precinct does not include heavy industrial activities but supports service industry or industries that complement and support the port and industry activities;
- Some limited commercial/retail activities that support the Marina, educational and tourism/visitor related needs will be supported; and
- This precinct includes the Marina (land and water based facilities/development) and public boat ramps.

East Shores Precinct

- This precinct's waterfront locality and city CBD fringe location provide the opportunity for major urban rejuvenation and community access to the waterfront. This site lends itself to a variety of future land use activities that maximise this prime foreshore/CBD fringe potential including medium density residential, retail, commercial, recreational, community, cultural and entertainment;
- As some of this land is likely to be surplus or inappropriately located to meet the port's long term demand for industrial/port development, it has been identified as a site for urban renewal and will be the subject of an urban design master plan coordinated by GPC (with Council, government and community input) to determine an appropriate long term plan for development; and
- Further development in this area will be limited until such time as the master plan is completed. It is intended that the outcomes of this master plan, as appropriate, will be incorporated into this LUP.

Parkland and Education Precinct

- This precinct includes port areas that allow public access to the water and harbour and give recreational and community benefit;
- It includes parklands and recreational facilities of various types for all ages including playgrounds, picnic facilities and facilities to support outdoor events and functions;
- The precinct allows for expansion of the University and further education and training services and facilities;
- Development in this precinct does not include industrial activities or any core or related port activities; and
- Retail or commercial activities are generally excluded with the exception of some limited commercial/retail activities that are directly linked to or support the educational and training facilities or operations, or the Marina, and servicing the visiting public/tourism convenience needs.

Buffer Precinct

- Buffer precincts may be used to separate potentially incompatible port land use activities or may be used as part of the port's impact mitigation measures to separate port activities from surrounding sensitive land uses; and
- The precinct may be used to preserve land for future port uses, therefore development on this land will be limited to ensure that it does not compromise the ability to use that land for port purposes in the future.
- Measures are to be taken to manage stormwater and minimize erosion.

Environment Precinct

- Environment precincts are designated to protect land because of identified significant ecological values (including cultural heritage); and
- The precinct is used to separate potentially incompatible port land use activities or is used as part of the port's impact mitigation measures to separate port activities from surrounding sensitive land uses.

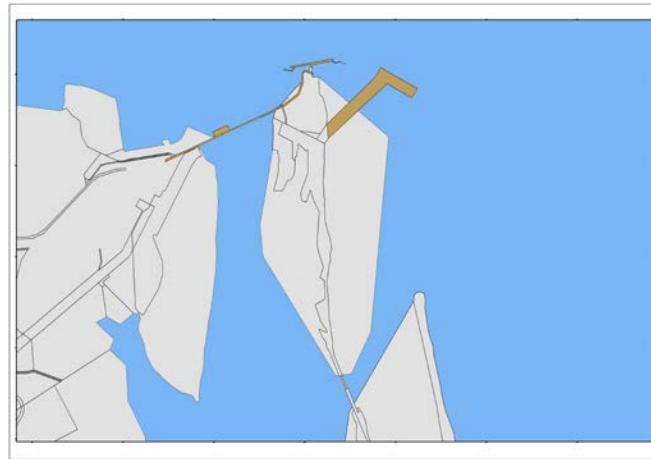
PORT PLANNING

This section contains the land use planning for each locality within the Port of Gladstone and Port Alma. All development applications will be assessed against the land use planning information provided for each locality including:

- Locality intent
- Designated precincts and the precinct intent for each of the precincts applicable to the locality
- Locality specific outcomes:
 - Built form outcomes
 - Infrastructure outcomes
 - Environmental and community outcomes
- Indicative consistent uses for each precinct.

LOCALITY

South Trees and Boyne Wharf



DESCRIPTION

The South Trees and Boyne Wharf area is located at the southern end of GPC's land holdings. The facilities primarily serve Queensland Alumina Limited (QAL) and Boyne Smelter Limited (BSL). There are two off-shore wharves and access to the facilities is via the QAL Access Road and Harbour Road (both private roads). The land is well separated from surrounding existing development particularly at Boyne Island.

LOCALITY INTENT

Port activities are primarily integrated with the aluminium industry. Port facilities also handle bauxite, alumina, petroleum coke, fuel oil, caustic soda and aluminium metal. These port facilities have good deep water access and throughput at these wharves is expected to increase. The port land at South Trees Wharf and Boyne Island provides current and future access to the wharves. Future port development within this locality may require reclamation.

PRECINCT INTENT

Refer to **Appendix F, Map 1a** for detailed precinct mapping within the South Trees & Boyne Wharf Locality.

WHARVES (OFF-SHORE) PRECINCT

- Allows for continued handling and transfer of goods and resources primarily related to the existing operations
- Provides off-shore operations, facilities and structures including berths, jetties, conveyors and loading/unloading facilities related to core port activities
- Ensures uses such as recreational/community facilities, marinas, boat ramps etc. are not located within this precinct.

PORT OPERATIONS SUPPORT PRECINCT

- Provides for current and future access to off-shore facilities and all strategic and non-Strategic Port Land holdings
- Maintains restricted or limited access to port areas.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- Building height is compatible with and reflects the character of the surrounding area
- Built form incorporates sustainable development principles and elements in relation to (but not being limited to) design, materials, water conservation and management, landscape and stormwater.

INFRASTRUCTURE OUTCOMES

- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner
- Development promotes minimisation and manages the generation, storage, disposal recycling and reuse of waste
- Development is serviced by appropriate standards and provision of infrastructure.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Development minimises the impact on surrounding significant coastal wetland communities including the risk of erosion
- Clearing of natural vegetation is limited
- Maintain acceptable standards for noise, dust and other emissions to air, land and water
- Minimise any adverse impacts beyond the site from exposed stockpiles.

INDICATIVE CONSISTENT USES

WHARVES (OFF-SHORE) PRECINCT

- Wharfs, berthing facilities, jetties, barge and ferry facilities and associated structures
- Conveyors
- Loading, unloading and transfer facilities
- Reclamation
- Port security

PORT OPERATION SUPPORT PRECINCT

- Bridges
- Causeway
- Road
- Port security
- Reclamation

LOCALITY

Port Central



DESCRIPTION

The area referred to as Port Central extends from Barney Point Wharf to the Auckland Point Wharves and includes the land in between. The Auckland Point wharves are the original port area established in the 1890s. It is 'central' in terms of being adjacent to the Gladstone CBD.

Access to the port facilities is by road (primarily the Port Access Road) and rail (for goods).

Port Central provides for a mix of handling cargo (break bulk and general cargo), container storage, and throughput of general cargo, construction materials, petroleum, LPG and chemicals, grain and minor bulk products. The area also includes railway infrastructure and deep channel access (panamax class) and has bulk handling facilities.

LOCALITY INTENT

The future development of port facilities will see coal being removed from the facility within a short period / one (1) year of commencement of operations at the Wiggins Island Coal Terminal. The Barney Point coal terminal facility will remain but will provide a port facility for appropriate bulk materials. This will reduce dust associated impacts from Port Central on the surrounding land uses and will change the visual aesthetics of the Port Central area from stockpiling of exposed raw materials to increased break bulk, petroleum, raw materials and containerised cargo.

While there are the established operations at the Auckland Point Wharves, there is significant vacant land north of the railway in the Port Central area that provides future opportunities for expansion of the port's activities including container handling. This area will also play an important role as an inter-modal transfer and storage area particularly for the cargo coming to/from the Gladstone State Development Area.

This area provides a logistics and transit support centre for the liquid natural gas (LNG) construction period.

Expansion plans for Port Central include an additional three (3) berths for Panamax vessels used in container trade. Panamax vessels are those ships which travel through the Panama Canal with a carrying capacity between 50,000- 90,000 Dead Weight Tonnes (DWT). Future port development within this locality may require reclamation e.g. for land backed wharves.

Future Strategic Port Land has been identified within this locality, namely the existing land behind Auckland Point Wharf 4 (see Appendix C, Map D). Upon receipt of tenure of this land behind Wharf 4, the land will adopt the adjacent Port Industry Precinct.

Given the proximity of this locality to the urban areas of Gladstone, it is essential that all development be planned and designed in such a manner as to give consideration to and address the impacts on the community. All development within this locality must be accompanied by a Visual Amenity Management Plan which is to incorporate landscaping.

PRECINCT INTENT Refer to **Appendix F, Map 2a** for detailed precinct mapping with the Port Central Locality.

PORT INDUSTRY PRECINCT

- Accommodates land based port operations/activities
- Activities including those that require or benefit from waterfront location or proximity to waterfront and/or off shore loading facilities, wharfs, etc. are supported in this precinct
- Development activities that bring benefit from minimising the supply chain (i.e. reduced distance separating land based functions and off-shore operations) are encouraged
- Port activities such as loading, unloading, stockpiling, storage, goods transfer, associated ancillary uses (offices/administrative functions, parking, manoeuvring) are located in this precinct
- The precinct may support or enhance key investment in port and industrial infrastructure or support city wide and broader regional activities such as mining and agricultural activities (end point in the supply chain)
- Intermodal transfer, logistics and storage development may occur
- Some limited processing that does not create additional adverse impacts on nearby residential areas (by way of dust, noise, odour) may be accommodated
- Temporary accommodation to support military related exercises may be supported
- Development of a logistics/transit centre for future industry is supported in this precinct.

WHARVES (OFF-SHORE) PRECINCT

- Provides for off-shore operations, facilities and structures including berths, jetties, conveyors, loading/unloading facilities, tug boat mooring, and barge and ferry facilities related to core port activities
- Uses such as recreational/community facilities, marinas, boat ramps etc. are not supported in this precinct.

LIGHT INDUSTRY AND COMMERCIAL PRECINCT

- Provides for some limited industrial and commercial activities that may support or complement the port and nearby area for example, workshops, service industries such as those activities that support the port and industry operations, plus some limited facilities to service workers needs such as convenience retail
- Does not include professional offices unless directly associated with existing or approved port related operations and are ancillary to that activity.

BUFFER PRECINCT

- The precinct may be used to separate potentially incompatible port land use activities or may be used as part of the port's impact mitigation measures to separate port activities from surrounding sensitive land uses
- The precinct may be used to preserve land for future port uses, therefore limiting development on this land to ensure that it does not adversely compromise the ability to use that land for port purposes in the future
- The precinct assists stormwater management and acts as a visual buffer to established port activities.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- Building height is compatible with and reflects the character of the surrounding area
- Safe storage of on-site materials
- Built form incorporates sustainable development principles and elements in relation to (but not being limited to) design, materials, water conservation and management, landscape and stormwater.

INFRASTRUCTURE OUTCOMES

- Provision of infrastructure to accommodate expansion
- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner
- Development promotes minimisation and manages the generation, storage, disposal recycling and reuse of waste.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Management of potential and actual acid sulphate soils
- Minimising impacts from dust and other emissions on nearby residential areas
- Maintain acceptable standards for noise, dust and other emissions to air, land and water
- Minimise any adverse impacts beyond the site from existing exposed stockpiles.

INDICATIVE CONSISTENT USES

PORT INDUSTRY PRECINCT

- Containers
- Stockpiles
- Bulk storage facilities
- Conveyors and pipelines
- Silos and tanks
- Hardstand and handling areas
- Loading and unloading facilities
- Warehouse
- Vehicle storage
- Intermodal transfer and logistics, cargo distribution
- Transport depot
- Equipment laydown area
- Weigh bridge

- Fuel storage
- Reclamation

WHARVES (OFF-SHORE) PRECINCT

- Wharfs, berthing facilities, jetties, barge and ferry facilities and associated structures
- Conveyors
- Loading, unloading and transfer facilities
- Reclamation
- Tug and barge operations
- Port security

LIGHT INDUSTRY AND COMMERCIAL PRECINCT

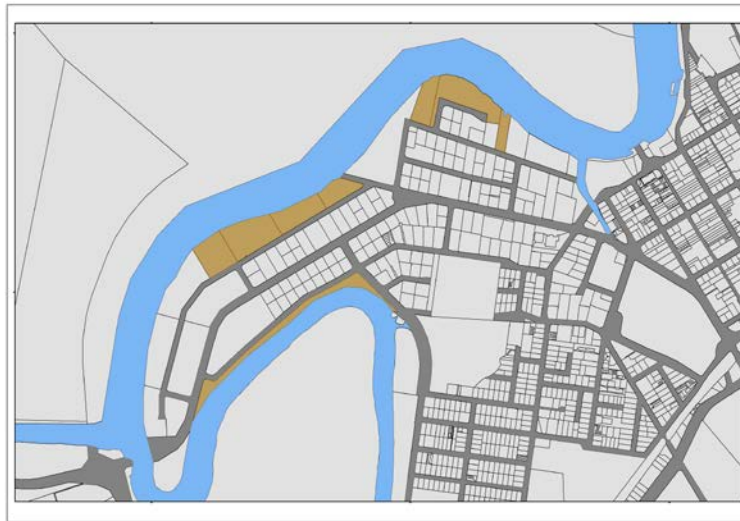
- Workshops
- Vehicle maintenance and repairs
- Vehicle storage
- Warehouse
- Food outlet
- Small scale convenience retail (up to a maximum 150m² gross floor area)
- For Lot 123 on SP132828 only, activities associated with undertaking training, small scale conferencing, meeting rooms, community group based activities.

BUFFER PRECINCT

- Stormwater management
- Park
- Visual buffering
- Some limited, basic public/community amenities or facilities (community garden, toilets, seating, etc.)

LOCALITY

Hanson Road



DESCRIPTION

The Hanson Road locality includes land fronting Auckland Inlet. The area includes port and non-port land and the area has a mix of commercial and light industrial uses throughout.

LOCALITY INTENT

Waterfront land is of strategic importance to the port. The Hanson Road Locality provides both a buffer function to port operations in that residential expansion and other potentially conflicting land uses are not permitted within this locality, but also preserves this significant waterfront land for strategic port purposes. The port will continue to maintain ownership of water front land in this locality to protect this strategic and buffer function. Future port development within this locality may require reclamation.

Commercial or light industrial activities consistent with the surrounding land use context would be supported.

PRECINCT INTENT

Refer to **Appendix F, Map 3a** for detailed precinct mapping within the Hanson Road Light Industrial Locality.

LIGHT INDUSTRY AND COMMERCIAL PRECINCT

- Provides for some limited industrial and commercial activities that may support or complement the port and nearby area for example, workshops, service industries such as those activities that support the port and industry operations, plus some limited facilities to service workers needs such as convenience retail
- Does not include professional offices unless directly associated with existing or approved port related operations and are ancillary to that activity
- Commercial or industrial activities should generally complement the local government outcomes for Hanson Road.

BUFFER PRECINCT

- Limited development may occur, and this development must be compatible with or contribute to the values/outcomes of the precinct
- Some limited public access is to be provided within the precinct.

BUILT FORM OUTCOMES

- Emphasis on interesting and quality building design, appearance, articulation, scale and height
- Building height is compatible with and reflects the character of the surrounding area
- Provision of parking, loading and manoeuvring areas are appropriate for the activity
- Quality landscaping to complement the streetscape and overall development is provided
- Built form meets the sustainability performance outcomes in relation to (but not being limited to) design, materials, water conservation and management, landscape and stormwater.

INFRASTRUCTURE OUTCOMES

- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner
- Development promotes minimisation and manages the generation, storage, disposal recycling and reuse of waste
- Development is serviced by appropriate standards and provision of infrastructure.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Risks/hazards from any industrial activities and contained on site
- Potential impacts from potential and actual acid sulphate soils are managed
- Clearing of natural vegetation is limited in particular foreshore and mangrove vegetation
- Maintain acceptable standards for noise, dust and other emissions into air, land and water.

INDICATIVE CONSISTENT USES

LIGHT INDUSTRY AND COMMERCIAL PRECINCT

- Light industry
- Retail showrooms (limited)
- Warehouse and storage facilities
- Reclamation
- Workshops
- Vehicle maintenance and repairs
- Service retail e.g. food outlet

BUFFER PRECINCT

- Parks
- Limited and basic public/community amenities and facilities such as toilets, car parking, seating, etc.
- Boardwalks and nature walks – limited access to foreshore

LOCALITY

East Shores



DESCRIPTION

Port land at Auckland Inlet is part of the city interface of the port area.

The land along Auckland Inlet is predominately open space with some existing community recreation features including the Gladstone Coal Exporters waterfront parkland, boat ramps, seating, open space etc. and some limited commercial and industrial activities

LOCALITY INTENT

This port planning area has a high level of public access which will continue in the future.

Land along Flinders Parade and Auckland Creek will be enhanced by providing opportunities for public access and viewing as well as residential, commercial, retail, cultural, recreational, tourism and educational pursuits. Future development in this area will need increased consistency between the land use outcomes of the port and the adjoining CBD land and improved visual amenity and relocation of activities. Future port development within this locality may require reclamation.

Land in Lord Street is likely to include mixed uses and urban redevelopment.

Future Strategic Port Land has been identified in this locality between existing port land and the Auckland Inlet (see Appendix C, Map D). Upon receipt of tenure of this land, the parcel/s will adopt the adjacent East Shores Precinct.

As some of this land is likely to be surplus or inappropriately located to meet the port's long term demand for industrial/port development, it has been identified as the site for urban renewal and will be the subject of an urban design master plan coordinated by GPC to determine an appropriate long term plan and tenure for future development.

PRECINCT INTENT

Refer to **Appendix F, Map 4a** for detailed precinct mapping within the East Shores Locality.

EAST SHORES PRECINCT

- This precinct's waterfront locality and city CBD fringe location provide the opportunity for major urban rejuvenation. A variety of future land use activities could occur that maximize this prime foreshore area, including medium density residential, retail, commercial, recreational, community, cultural and entertainment

Further development in this area will be limited until such times as the master plan is completed. It is intended that the outcomes of this master plan, as appropriate, will be incorporated into this LUP.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- The building height is compatible with and reflects the character of the surrounding area
- High quality, innovative, interesting built form incorporating sustainable development principles
- Inclusion of sub-tropical design elements
- Outcomes as determined through the Master plan process.

INFRASTRUCTURE OUTCOMES

- Incorporation of sustainable development principles in infrastructure delivery
- Outcomes as determined through the master plan process.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Development promotes minimisation and manages the generation, storage, disposal recycling and reuse of waste.

INDICATIVE CONSISTENT USES

EAST SHORES PRECINCT

- To be determined through the Master Plan process however, some limited development will be allowed to proceed, where it does not prejudice or inappropriately quarantine land through development that would be incompatible with the future mixed use and urban revitalisation intent.

LOCALITY

Gladstone Marina



DESCRIPTION

Port land at Auckland Inlet, the Gladstone Marina and Spinnaker Park is the city interface of the port area.

The Gladstone Marina and Spinnaker Park area includes the Gladstone Marina facility and associated marine industries, coastal rescue services, recreational facilities through Spinnaker Park and the Central Queensland University Campus.

LOCALITY INTENT

This port planning area has a high level of public access which will continue in the future.

The Gladstone Marina waterfront and recreational area is an important port planning tool (as it acts as a graduated buffer between industry and the residential part of the city) but it is also a significant city asset that provides local recreational, educational, tourist and community facilities. It has deliberately been developed without residential development to support its transition/buffer function.

Land between Auckland Inlet and Alf O'Rourke Drive is (and will continue to be) developed for park and educational purposes. Spinnaker Park provides a great viewing spot for port activities and a passive recreational area for the community.

Waterfront land is of strategic importance to the port and as such GPC is preserving this area of waterfront land for marine activities that require water access. Future port development within this locality may require reclamation.

PRECINCT INTENT

Refer to **Appendix F, Map 5a** for detailed precinct mapping within the Gladstone Marina Locality.

MARINE INDUSTRY PRECINCT

- Includes land based areas for development supporting the marina, recreational and commercial activities, as well as broader maritime services.
- Development that requires close water access/proximity, such as coast guard, maritime services, and processing, light industry or commercial activities that support fishing and boating pursuits (includes boat repairs and workshops, seafood processing and associated retail), chandlery and boat storage is located in this precinct.
- Unlike other port commercial or industrial areas, this area has a distinct maritime connection.
- Does not include heavy industrial activities, but supports service industry that complements and assists the port and surrounding industry.

- Includes some limited areas that allow public access, recreation and community benefit
- Provision is made for some limited commercial/retail activities that support the Marina, educational and tourism/visitor related needs
- Includes the Marina (land and water based facilities/development) and public boat ramps.

PARKLAND AND EDUCATION PRECINCT

- Areas that allow public access, recreation, community benefit and the University campus and facilities are provided
- The precinct allows for expansion of the University and other educational and training facilities
- Industrial activities will not be supported in this precinct
- Retail/commercial or industrial activities are generally excluded with the exception of some limited activities that are directly linked to or support educational or training activities or the Marina, and servicing the visiting public/tourism convenience needs.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- The building height is compatible with and reflects the character of the surrounding area
- High quality, innovative, interesting built form incorporating sustainable development principles
- For development in the Parkland and Education Precinct, incorporation of sub tropical design elements
- Quality urban design in relation to the design of public and private spaces is provided
- Landscaping that complements the community and recreational function of the locality or is otherwise used to enhance the streetscape and provide buffers between community and industry activities is provided
- Opportunities for passive and active recreation are accommodated.

INFRASTRUCTURE OUTCOMES

- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner
- Development promotes minimisation and manages the generation, storage, disposal recycling and reuse of waste
- Development is serviced by appropriate standards and provision of infrastructure
- Access and parking, to accommodate a variety of visitors and users within the precinct, must be incorporated.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Potential impacts from potential and actual acid sulfate soils are managed
- Clearing of natural vegetation is limited, in particular foreshore and mangrove vegetation
- Maintain acceptable standards for noise, dust and other emissions to air, land and water
- Creation of a safe environment through appropriate design, lighting, separation of vehicles and pedestrians, etc.

**INDICATIVE
CONSISTENT USES**

MARINE INDUSTRY PRECINCT

- Marine based service industries (e.g. chandlery, boat repairs, bait and tackle)
- Restaurant or café
- Charter and tourism operators and associated facilities
- Seafood processing, cold store
- Warehousing, storage and processing particularly related to marine activities
- Commercial fishing facilities
- Emergency and rescue services (including Coast Guard)
- Light industry and commercial and retail (limited scale) such as repair workshops
- Boat building, repair facilities, dry docks
- Government Services and maritime facilities
- Caretakers residence
- Boat, car and trailer parking
- Boat storage
- Jetties, pontoons, moorings
- Marina facilities
- Boat ramps
- Reclamation

PARKLAND AND EDUCATION PRECINCT

- Boat ramps and associated infrastructure
- Passive recreational infrastructure and amenities
- Reclamation
- Public promenades
- Education, training, university buildings and related services and facilities
- Limited scale and number of commercial and retail activities that support the educational/training/tourism activities and local employees
- Car parking.

LOCALITY

RG Tanna Coal Terminal



DESCRIPTION

This area includes the heavy industry operations of the RG Tanna Coal Terminal which is currently a four berth, 22 stockpile facility. It is located west of the city adjacent to Clinton Industrial Estate and has access by road and rail.

The area was initially established through reclamation to accommodate the Coal Terminal servicing the export of coal from mines in Central Queensland. Part of the reclamation incorporated the ash disposal from the Gladstone Power Station.

LOCALITY INTENT

This locality will continue to provide port facilities for the existing RG Tanna Coal Terminal. Continuing reclamation by quarrying and dredged material will provide some further port industry, light industry and commercial development opportunities and cater for the future needs of the coal terminal. New development must be compatible to the operations and environmental outcomes of the RG Tanna Coal Terminal, as it is the dominant land use for this locality.

Reclamation will occur in this locality to accommodate port development e.g. stockpile 22, new tug facility, and further areas for industrial activity.

PRECINCT INTENT

Refer to **Appendix F, Map 6a** for detailed precinct mapping within the RG Tanna Coal Terminal Locality.

PORT INDUSTRY PRECINCT

- Accommodates land based port operations/activities primarily related to the storage, transfer, loading and unloading of bulk commodities, primarily coal, and associated ancillary uses (offices/administrative functions, parking, manoeuvring)
- The precinct will accommodate activities including those that require or benefit from waterfront location or proximity to waterfront and/or off shore loading facilities, wharves, a new tug boat facility etc.
- Development activities that bring benefit from minimising the supply chain (i.e. distance separating land based functions and off shore operations) are promoted
- Intermodal transfer, logistics and storage development may also occur.

WHARVES (OFF-SHORE) PRECINCT

Provides off-shore operations, facilities and structures related to core port activities including - berths, jetties, conveyors, loading/unloading facilities, tug boat harbour or mooring, etc.

- Uses such as recreational/community facilities such as marinas, boat ramps, etc are not supported in this precinct.

LIGHT INDUSTRY AND COMMERCIAL PRECINCT

- Light and/or commercial industry that complement or support port and industry activities are encouraged
- This precinct provides a transition from high impact port activities in other nearby precincts to adjacent land uses outside the port area
- Land in the precinct may also accommodate activities that have an 'interim' function in that the land is preserved by the port authority for future core/strategic needs but accommodates other activities in the short-medium term
- Land in the precinct may also provide for light/commercial industry, uses not directly related to port activities, however, the quantum of the activities must complement the local governments commercial outcomes in the relevant area
- A diversity of economic activity and employment opportunities are encouraged
- Land uses could include for example, processing, workshops etc. that support the core industries, which supply port development and construction activities, as well as have a wider commercial role
- Any development on Lot 211 on SP174655 must address the *Gladstone Power Station Agreement Act 1993*.

BUFFER PRECINCT

- Buffer precincts may be used to separate potentially incompatible port land use activities or may be used as part of the port's impact mitigation measures to separate port activities from surrounding sensitive land uses
- The precinct may be used to preserve land for future port uses, therefore limiting development on this land to ensure that it does not adversely compromise the ability to use that land for port purposes in the future
- Measures are taken to manage stormwater and minimize erosion.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- The building height is compatible with and reflects the character of the surrounding area
- Safe storage of on-site materials
- Scale, character and building form is consistent with the requirement of the use and the locality.

INFRASTRUCTURE OUTCOMES

- Provision of infrastructure to accommodate expansion
- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Potential impacts from potential and actual acid sulfate soils are managed
- Minimising impacts from dust and other emissions on nearby residential areas
- Maintain acceptable standards for noise, dust and other emissions to air, land and water

- Planting vegetation for visual amenity
- Clearing of natural vegetation is limited
- Minimise any adverse impacts beyond the site from existing exposed stockpiles.

INDICATIVE CONSISTENT USES

PORT INDUSTRY PRECINCT

- Stockpiles
- Bulk storage facilities
- Conveyors
- Hardstand and handling areas
- Loading and unloading facilities
- Equipment laydown areas
- Warehouse
- Intermodal transfer and logistics, cargo distribution
- Transport depot
- Low impact processing industries
- Reclamation

WHARVES (OFF-SHORE) PRECINCT

- Wharfs, berthing facilities, jetties and associated structures
- Conveyors
- Loading, unloading and transfer facilities
- Tug boat facility
- Tug and barge operations
- Port security

LIGHT INDUSTRY AND COMMERCIAL PRECINCT

- Light industry
- Warehouse and storage facilities
- Workshops
- Vehicle maintenance and repairs
- Limited service retail e.g. food outlet
- Reclamation and dredge spoil storage

BUFFER PRECINCT

- Stormwater/drainage management
- Impact mitigation measures such as bunds, screening, ground modelling

LOCALITY

Wiggins Island



DESCRIPTION

The Wiggins Island locality is located opposite the RG Tanna Coal Terminal across the Calliope River. The area includes Wiggins Island and Golding Point. The Wiggins Island Coal Export Terminal is currently under construction in this area.

LOCALITY INTENT

The intent for this locality is to primarily develop a new coal export terminal, rail infrastructure and supporting infrastructure to service the increasing demand for the export of coal from the Queensland coalfields. The new facility will provide six new berths at Wiggins Island to cater for Cape size vessels. Stage 1 of the Wiggins Island Coal Export Terminal is currently under construction.

The facility has Federal government approval and has been designed to be utilised for major mineral exports and products.

This locality may also represent sites for future industrial development which are subject to relevant and necessary environmental and planning approvals and other feasibility studies. Future port development within this locality will require reclamation.

Future Strategic Port Land has been identified in this locality crossing Port Curtis Way and providing a strategically important link between existing port land either side of the road (see Appendix C, Map C). Upon receipt of tenure of this land, the parcel will adopt the adjacent Port Operations Support Precinct.

PRECINCT INTENT

Refer to **Appendix F, Map 7a** for detailed precinct mapping within the Wiggins Island Locality.

PORT INDUSTRY PRECINCT

- Accommodates land based port operations/activities primarily related to the storage, transfer, loading and unloading of coal, and associated ancillary uses (offices/administrative functions, parking, manoeuvring)
- Activities including those that require or benefit from waterfront location or proximity to waterfront and/or off shore loading facilities, wharves, etc. are located in this precinct
- Development activities that bring benefit from minimising the supply chain (i.e. distance separating land based functions and off-shore operations) are supported
- Intermodal transfer, logistics and storage development may also occur.

WHARVES (OFF-SHORE) PRECINCT

- Provides off-shore operations, facilities and structures including berths, jetties, conveyors, and loading/unloading facilities related to core port activities
- Uses such as recreational/community facilities such as marinas, boat ramps, etc. are not supported in this precinct.

PORT OPERATIONS SUPPORT PRECINCT

- This precinct includes port roads or resources corridors/conveyances and other access areas, not otherwise included in a precinct above
- This precinct includes areas that may be required or are intended for the deposition, storage, dewatering, treatment and/or potential removal of dredged material
- There is long term potential at Wiggins Island for future industry development because this area is well separated from other incompatible land uses. These areas are subject to relevant and necessary environmental and planning approvals and other feasibility studies.

MARINE INDUSTRY PRECINCT

- Lot 209 on CP818826 is utilised for public and community facilities, primarily a public boat ramp and associated services.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- The building height is compatible with and reflects the character of the surrounding area
- Safe storage of on-site materials.

INFRASTRUCTURE OUTCOMES

- Provision of infrastructure to accommodate expansion
- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Potential impacts from potential and actual acid sulfate soils are managed
- Maintain acceptable standards for noise, dust and other emissions to air, land and water
- Clearing of natural vegetation is limited.

INDICATIVE CONSISTENT USES

PORT INDUSTRY PRECINCT

- Stockpiles
- Bulk storage facilities and tanks
- Conveyors and pipelines
- Silos and tanks
- Hardstand and handling areas

**INDICATIVE
CONSISTENT USES**

PORT INDUSTRY PRECINCT

- Loading and unloading facilities
- Warehouse
- Vehicle storage
- Intermodal transfer and logistics, cargo distribution
- Transport depot
- Low impact processing industries
- Reclamation

WHARVES (OFF-SHORE) PRECINCT

- Wharfs, berthing facilities, jetties and associated structures
- Conveyors and pipelines
- Loading, unloading and transfer facilities
- Tug and barge operations
- Port security

PORT OPERATIONS SUPPORT PRECINCT

- Security
- Lighting
- Amenities
- Conveyors and pipelines
- Stormwater infrastructure
- Site access roads services and infrastructure
- Landscaping
- Fencing
- Hardstand, laydown areas and conveyors
- Reclamation

MARINE INDUSTRY PRECINCT

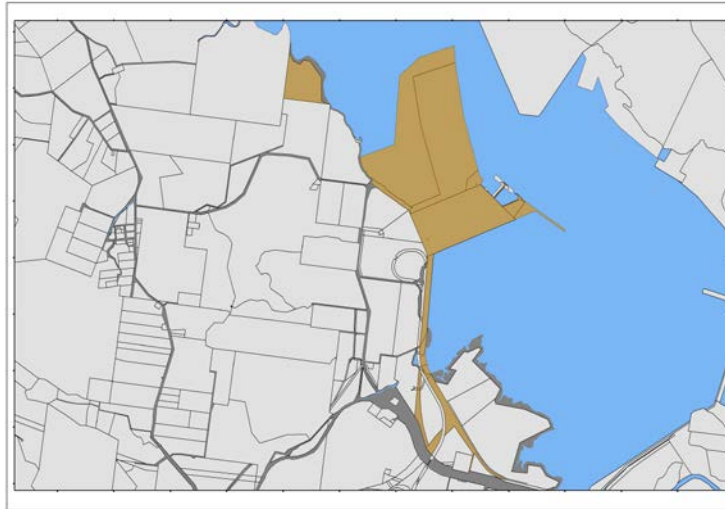
- Boat ramps and associated infrastructure
- Jetties, pontoons, moorings
- Boat, car and trailer parking

MARINE INDUSTRY PRECINCT

- Limited scale and number of commercial and retail activities that support the boat ramp activities
- Amenities

LOCALITY

Fisherman's Landing



DESCRIPTION

The Fisherman's Landing Locality is approximately 10km from the Gladstone CBD.

The existing facilities at Fisherman's Landing make up a multi user, multi product facility which currently includes products from Cement Australia, Rio Tinto's Alumina Refinery, Orica and LNG industries construction/support facilities.

LOCALITY INTENT

The Fisherman's Landing Locality is the future growth area of the port as it is ideally located to cater for the future industries of the GSDA. It is strategically located to minimise the environmental impacts of port related activities on the Gladstone City.

A materials transportation services corridor has been identified to provide a transport link between the port facilities and the industrial areas at the GSDA. This transport link is part of the GSDA and is not included in this locality. However the corridor can be viewed on the Department of State Development, Infrastructure and Planning website www.dsdip.qld.gov.au/state-developmentarea/gladstone.html.

Future port development within this locality will require reclamation. GPC has commenced expansion of the Fisherman's Landing port facility by reclaiming an additional area adjacent to the existing port facility. The additional land will support the future construction of new wharves and provide the space required for transport, storage and loading/unloading facilities. The Fisherman's Landing Northern Expansion is also flagged to be used to accommodate the dredge spoil from future capital and maintenance dredging programs in the port. The future wharf facilities will accommodate industrial requirements of the GSDA and will be linked via the industrial materials transport and services corridor.

PRECINCT INTENT

Refer to **Appendix F, Map 8a** for detailed precinct mapping within the Fisherman's Landing Locality.

PORT INDUSTRY PRECINCT

- Accommodates land based port operations/activities primarily related to the storage, transfer, and loading and unloading of bulk commodities
- Activities including those that require or benefit from waterfront location or proximity to waterfront and/or off-shore loading facilities, wharfs, etc. are encouraged in this precinct
- Development activities that bring benefit from minimising the supply chain (i.e. distance separating land based functions and off-shore operations) are located in this precinct
- Goods transfer and associated ancillary uses (offices/administrative functions, parking, manoeuvring) are located in this precinct

- Intermodal transfer, logistics and storage development may also occur.

WHARVES (OFF-SHORE) PRECINCT

- Provides off-shore operations, facilities and structures including berths, jetties, conveyors and loading/unloading facilities related to core port activities
- Uses such as recreational/community facilities such as marinas, boat ramps, etc. are not supported in this precinct.

PORT OPERATIONS SUPPORT PRECINCT

- This precinct includes port roads or resources corridors/conveyances and other access areas not otherwise included in a precinct above
- It also includes areas that are required or intended for the deposition, storage, dewatering, treatment and/or potential removal of dredged material
- These areas may also represent sites for future industrial development subject to relevant and necessary environmental and planning approvals and other feasibility studies
- There is long term potential at Fisherman's Landing Northern Expansion for future industry development because this area is well separated from other incompatible land uses
- Lot 92 DS654 is otherwise land locked by non-strategic port land but is nevertheless an important land holding for GPC as it provides land for handling and laydown areas.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- The building height is compatible with and reflects the character of the surrounding area
- Safe storage of on site materials
- Scale, character and building form is consistent with the requirement of the use and the locality.

INFRASTRUCTURE OUTCOMES

- Provision of infrastructure to accommodate expansion
- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Potential impacts from potential and actual acid sulfate soils are managed
- Maintain acceptable standards for noise, dust and other emissions to air, land and water
- Clearing of natural vegetation is limited.

INDICATIVE CONSISTENT USES

PORT INDUSTRY PRECINCT

- Containers
- Stockpiles
- Bulk storage facilities

**INDICATIVE
CONSISTENT USES**

PORT INDUSTRY PRECINCT

- Conveyors and pipelines
- Silos and tanks
- Hardstand and handling areas
- Loading and unloading facilities
- Warehouse
- Vehicle storage
- Intermodal transfer and logistics, cargo distribution
- Transport depot
- Industrial activities including medium and heavy industry
- Processing plants
- Reclamation

WHARVES (OFF-SHORE) PRECINCT

- Wharfs, berthing facilities, jetties and associated structures
- Conveyors
- Loading, unloading and transfer facilities
- Tug and barge operations
- Port security

PORT OPERATIONS SUPPORT PRECINCT

- Security
- Lighting
- Amenities
- Conveyors and pipelines
- Stormwater infrastructure
- Site access roads services and infrastructure
- Landscaping
- Fencing
- Hardstand, laydown and handling areas
- Reclamation

LOCALITY

Facing Island



DESCRIPTION

Facing Island is situated approximately seven kilometres from the coast and is populated with a number of small township areas.

The northern tip of the island includes the Oaks barbeque, picnic and camping facilities and beach on the western side. On the eastern side, there is volcanic and exposed reef formation, together with protected Aboriginal middens.

Sand dunes on the eastern side are of State significance (natural resources) and also provide turtle nesting beaches. There are significant coastal wetlands and vegetation species, particularly in the south-east of the island.

LOCALITY INTENT

The land on Facing Island was acquired by the port as a reserve in order to prevent potential erosion and degradation (from grazing) that would adversely affect the navigational channels through Port Curtis.

Development on Facing Island will not be encouraged and it is intended to leave the area in a natural state – particularly recognising that there are some ecological values on the island including remnant vegetation.

Sustainable development or uses that do not compromise the ecological values of the island may be considered.

PRECINCT INTENT

Refer to **Appendix F, Map 9a** for detailed precinct mapping within the Facing Island Locality.

ENVIRONMENT PRECINCT

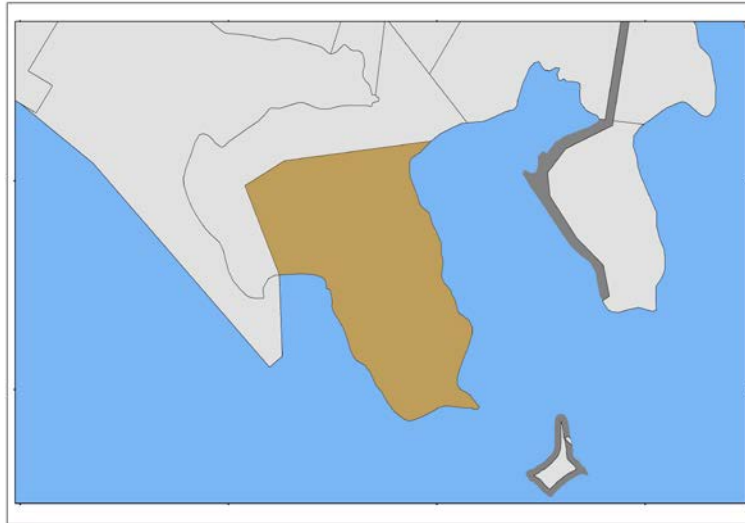
- This precinct is recognised as having significant ecological values (including cultural heritage values)
- The environment precinct is intended to protect land from further development particularly that which would contribute to further erosion and land degradation
- Limited development could occur within the precinct for example limited public access, interpretative centres, boardwalks, bird watching activities and recreational activities such as those at the Oaks area may be compatible with this precinct. This development must be compatible with or contribute to the values/outcomes of the precinct.

BUILT FORM OUTCOMES	<ul style="list-style-type: none"> ▪ Small scale low impact development consistent with the Island's ecological and scenic values ▪ The building heights are compatible with and reflect the character of the surrounding area.
INFRASTRUCTURE OUTCOMES	<ul style="list-style-type: none"> ▪ Necessary infrastructure and services are provided where required.
ENVIRONMENTAL and COMMUNITY OUTCOMES	<ul style="list-style-type: none"> ▪ Having regard to surrounding ecological values – minimise impacts especially on coastal wetlands and scenic values and minimise erosion.

INDICATIVE CONSISTENT USES	ENVIRONMENT PRECINCT <ul style="list-style-type: none"> ▪ Limited small scale recreational uses ▪ Maintenance, repairs and rehabilitation
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LOCALITY

Curtis Island



DESCRIPTION

Strategic Port Land on Curtis Island is located at Hamilton Point. This locality is also within the Gladstone State Development Area.

It is surrounded by significant coastal wetland and areas with important coastal vegetation species.

LOCALITY INTENT

Hamilton Point is the nominated location for a possible common-user port facility. It is GPC's intention to utilise the area for future port-related activities, such as a container port or liquid products export facility and for storage of bulk materials/products. The area provides natural deep water access for cape-size vessels and is backed by land suitable, with significant earthworks, for associated port facilities. Future port development within this locality will require reclamation.

Hamilton Point will not be approved for exposed stockpiling (i.e. of products that could become airborne) where there is the potential for impacts upon the air filtration systems of the adjoining proposed LNG plants, as well as contributing to contaminants in Gladstone's airshed.

Future Strategic Port Land has been identified in this locality, namely Tide Island (see Appendix C, Map C). This land is recognised as being of strategic importance to the Port of Gladstone due to its proximity to naturally deep water, shipping channels and GPC's Curtis Island Locality. GPC's intent for this land would be to allocate Port Industry and Wharf (Off-Shore) Precincts.

PRECINCT INTENT

Refer to **Appendix F, Map 10a** for detailed precinct mapping within the Curtis Island Locality.

PORT INDUSTRY PRECINCT

- Accommodates land based port operations/activities primarily related to the storage, transfer, loading and unloading of goods, commodities or natural resources and associated ancillary uses (offices/administrative functions, parking, manoeuvring)
- Activities including those that require or benefit from waterfront location or proximity to waterfront and/or off shore loading facilities, wharfs, etc are encouraged in this precinct
- Development activities that bring benefit from minimising the supply chain (i.e. distance separating land based functions and off-shore operations) such as land based port related activities which require deep draft vessels are supported
- Limited office and worker's accommodation facilities are consistent where they are directly associated with a port industry operation or establishment.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner
- The building height is compatible with and reflects the character of the surrounding area
- Safe storage of on site materials
- Scale, character and building form is consistent with the requirement of the use and the locality's topography and vegetation state.

INFRASTRUCTURE OUTCOMES

- Provision of infrastructure to accommodate expansion.
- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.)
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Maintain acceptable standards for noise, dust and other emissions to air, land and water
- Development minimises the impact on surrounding significant coastal wetland communities including the risk of erosion.

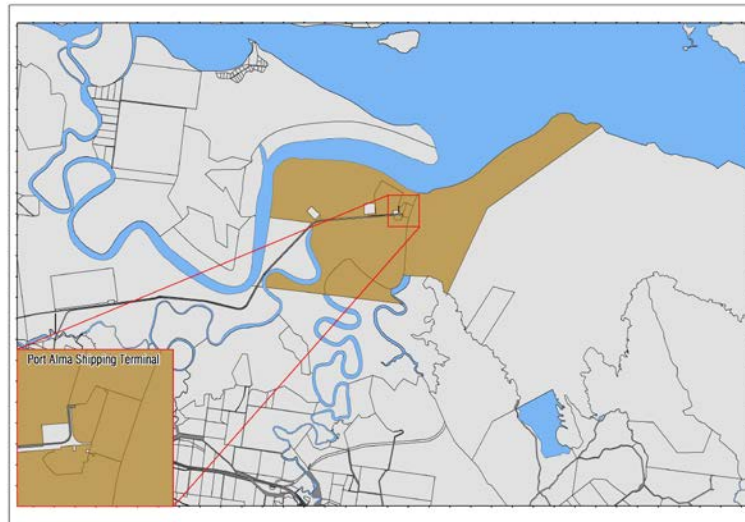
INDICATIVE CONSISTENT USES

PORT INDUSTRY PRECINCT

- Stockpiles
- Bulk storage facilities
- Conveyors
- Silos and tanks
- Hardstand and handling areas
- Loading and unloading facilities
- Reclamation
- Warehouse
- Intermodal transfer and logistics, cargo distribution
- Limited office facilities where directly associated with port industry
- Limited/temporary workers accommodation where directly associated with the establishment of port industry

LOCALITY

Port Alma



DESCRIPTION

Port Alma is located at the mouth of Raglan Creek in the Fitzroy River. Storage land totalling 140ha is also available away from the port at Bajool which is approximately 20km towards the Bruce Highway.

The port is served by road access via a State Controlled Road which meets the Bruce Highway at Bajool.

The port does not have rail facilities however there is a Queensland Rail siding conveniently located at Bajool.

The port is a gazetted first point of entry for overseas vessels and therefore custom and quarantine services are available when required.

LOCALITY INTENT

Port Alma contains three berths suitable for general cargo, including frozen meats and other meat works products, salt, explosives, containers, fuel, tallow and biodiesel.

Port Alma Shipping Terminal serves, and will continue to serve, a specialist niche market (which includes the transfer of explosives). Land at Bajool has the potential for port cargo processing and storage.

Port Alma is an important port locality because of its isolation from built up areas and protection from future encroachment from urban development and its deep water access. Port Alma is seen as providing a long term expansion opportunity for the GPC whilst acknowledging the need for future environmental studies and approvals. Future port development within this locality will require reclamation.

All new development within the explosives limit at Port Alma will be subject to the requirements of the *Explosives Act 1999*, the *Explosives Regulations* and Australian Standard (AS) 3846: *Handling and Transport of Dangerous Cargo at Port – 2005*.

The potential future development protects the majority of high value environmental areas at Port Alma whilst facilitating the strategic planning for a major Queensland port capable of handling over 250mt of product.

GPC has committed to give approximately 12,850ha of Strategic Port Land for preservation as an environmental area under a designation to be determined by the Queensland Government. This area is proposed to be utilised for environmental offsets in accordance with the following stages.

- Stage 1: Approximately 5,000ha to be set aside for environmental offsets associated with the following projects.
 - Wiggins Island Coal Export Terminal project
 - Fisherman's Landing Port Expansion Project
 - Western Basin Dredging & Disposal Project
- Future Stages: The remaining area of approx. 7,850ha to be set aside for environmental offsets associated with future GPC projects.

The remaining portion of Strategic Port Land covering Balaclava Island is to be preserved for the development of the middle harbour area of Port Alma. This section of the harbour may accommodate terminals for the export of coal and/or other bulk cargos. Up to five berths could be accommodated and channel deepening would provide access for Panamax class vessels ($\leq 100,000$ DWT) to this section of the harbour.

PRECINCT INTENT

Refer to **Appendix F, Map 11a and Map 12a** for detailed precinct mapping with the Port Alma Locality.

PORT INDUSTRY PRECINCT

- Accommodates land based port operations/activities primarily related to the storage, transfer, loading and unloading of goods, commodities or natural resources and associated ancillary uses (offices/administrative functions, parking, manoeuvring)
- Activities which are generally consistent with the port's current specialist or niche market are supported
- Activities including those that require or benefit from waterfront location or proximity to waterfront and/or off-shore loading facilities, wharfs, etc. are located in this precinct.

WHARVES (OFF-SHORE) PRECINCT

- Provides off-shore operations, facilities and structures including berths, jetties, conveyors, loading/unloading facilities and tug boat mooring etc. related to core port activities
- Uses such as recreational/community facilities such as marinas, boat ramps, etc. are not supported in this precinct.

PORT OPERATIONS SUPPORT PRECINCT

- This precinct includes port roads or resources corridors/conveyors and other access areas not otherwise included in a precinct above
- Activities associated with and including salt harvesting
- This precinct also includes areas that may be required or are intended for the deposition, storage, dewatering, treatment and/or potential removal of dredged material plus hardstand and laydown areas
- These areas may also represent sites for future industrial development subject to relevant and necessary environmental and planning approvals and other feasibility studies.

BUILT FORM OUTCOMES

- Land resources are utilised efficiently and developed in a coordinated manner.
- The building height is compatible with and reflects the character of the surrounding area.
- Built form incorporates sustainable development principles.

INFRASTRUCTURE OUTCOMES

- Buildings and facilities are designed and located having regard to and safety or risk management requirements (or buffers) as necessary given volatile or explosive materials stored on site.
- Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc.),
- Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner.
- Development promotes minimisation and manages the generation, storage, disposal recycling and reuse of waste.

ENVIRONMENTAL and COMMUNITY OUTCOMES

- Development minimises the impact on the coastal values of Raglan Creek and Balaclava Island.
- Clearing of natural vegetation is limited.
- Maintain acceptable standards for noise, dust and other emissions to air, land and water.
-

INDICATIVE CONSISTENT USES

PORT INDUSTRY PRECINCT

- Containers
- Stockpiles
- Bulk storage facilities
- Conveyors and pipelines
- Silos and tanks
- Cold stores
- Hardstand and handling areas
- Loading and unloading facilities
- Reclamation
- Stormwater pond
- Warehouse
- Vehicle storage
- Intermodal transfer and logistics, cargo distribution
- Transport depot
- Equipment laydown area
- Low impact processing industries

**INDICATIVE
CONSISTENT USES**

WHARVES (OFF-SHORE) PRECINCT

- Wharfs, berthing facilities, jetties, barge facilities and associated structures
- Conveyors
- Loading, unloading and transfer facilities
- Tug and barge operations
- Dredging bases
- Port security

PORT OPERATIONS SUPPORT PRECINCT

- Salt Harvesting
- Ancillary administrative operations
- Security
- Lighting
- Amenities
- Stormwater infrastructure
- Site access roads, services and infrastructure
- Conveyors and pipelines
- Reclamation
- Fencing
- Landscaping

GLOSSARY

TERM	DEFINITION
Acceptable outcome	means a precise measure that does not require the exercise of discretion to assess whether a proposed development complies. Acceptable outcomes are those measures considered suitable to achieve the development outcomes required by the performance outcomes.
Assessment manager	means an entity prescribed under a regulation of the <i>Sustainable Planning Act 2009</i> to administer an application for development.
Break bulk	means generalized cargo that is not containerized, but may be baled, or in boxes, cases or drums, and may include goods such as timber, steel, pulp and machinery.
Bulk cargo	means cargo such as coal, ore, oil that is carried loose, takes up the shape of the ships holds, and is handled by direct application of conveyors, grabs, pumps and elevators.
Consistent uses	mean an indication of land use development that could potentially satisfy the port planning area intent.
Development	includes, but is not limited to, the establishment of a new use, construction of new buildings, increasing the extent of area used e.g. hardstand areas, changing the intensity or scale of an existing development, and/or permitting any activity that results in an increase in traffic volume.
Development Codes	means the code that guides the physical form and operational aspects of development on Strategic Port Land. The code provides measures for achieving the strategic outcomes in the land use plan, through defining more specific performance outcomes that apply to the individual elements of development and acceptable solutions that are deemed to satisfy the performance outcomes.
Dry bulk	means commodities that are poured or placed into ships in bulk such as cement, coal, grain, cereals, fertilizers, sand, woodchips or cotton.
Ecological value	means a quality or characteristic of the environment that is conducive to ecological health.
Environmental harm	means any adverse or potential adverse effect (whether temporary or permanent and of whatever magnitude, duration or frequency) on an environmental value, including environmental nuisance.
Environmental Management Plan	<p>means a document that may be required to be prepared to support a development application, or as a condition of development approval, which describes, for the design, construction and operation of the premises and for emergency situations:</p> <ul style="list-style-type: none"> ▪ How it is proposed to avoid or minimize risks of serious or material environmental harm or nuisance ▪ What acceptable levels of environmental impact are intended to be achieved or maintained ▪ What monitoring, reporting and review will be undertaken ▪ When actions will be undertaken ▪ Who is responsible for implementing the management measures.

Future Strategic Port Land	means as per the <i>Transport Infrastructure Act 1994</i> .
Industry	means an activity that in the course of any trade or business, involves the manufacture, production, processing, repair, recycling or storage of any article, material or thing (whether solid, liquid or gaseous), or scientific or technological research, investigation or testing, or the disposal of waste of any kind.
Intermodal	means use of more than one transport mode for a journey.
Land use plan	means a plan to facilitate the management and assessment of development on Strategic Port Land.
Land use precinct	means an identified geographical area that is based on land use allocations that illustrates GPC's intent for the use of Strategic Port Land.
Panamax	means a category of bulk carrier with dimensions that enable it to transit the Panama Canal. Vessels of 60,000 to 70,000 deadweight tonnage fall into this category although ships of even larger capacity have been built which are still small enough in size for the canal transit.
Performance outcomes	means statements of development outcomes that contribute to the achievement of the strategic outcomes in the land use plan, which may relate to the use of land, the provision of infrastructure or the specified effects of a use or development in aspects of the environment. Development that achieves the performance outcomes of a code complies with the code. Each performance outcomes has a corresponding list of acceptable solutions.
Port related	means land for trade, water related industries, for the operation of the port, for use by industries requiring port facilities or that would enhance the usage of the port, for integration between sea and other modes of transport, or for a buffer between incompatible land uses.
Riparian	means the areas of vegetation directly separating land from water. Vegetation in riparian areas typically consists of various emergent aquatic plants, as well as grasses, sedges and shrubs that thrive in close proximity to water.
Strategic Port Land	means as per the <i>Transport Infrastructure Act 1994</i> .
Warehouse	means any premises used or intended for use, for the storage of goods, merchandise or materials in large stocks, whether or not such storage is required for an adjoining shop or other commercial premises, pending distribution or sale to persons who purchase for the purpose of resale only.
Wet bulk	means liquid cargo that cannot be containerised, and is poured or pumped into ships, such as crude petroleum, refined petroleum, edible oils and petrochemicals.

APPENDICES

APPENDIX A

PORT LIMITS

Gladstone Port Limits

Rockhampton Port Limits (Port Alma)



Gladstone Ports Corporation

Growth. Prosperity. Community.

GPC110020

SCALE 1: 300 000



Imagery Date: 25 Aug 2011

PROJECTION: GDA 1994 - MGA ZONE 56





Gladstone Ports Corporation

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GPC110020

SCALE 1: 250 000



Imagery Date: 25 Aug 2011

PROJECTION: GDA 1994 - MGA ZONE 56



APPENDIX B

STRATEGIC PORT LAND HOLDINGS

Map A – Port of Gladstone

Map B – Port Alma

STRATEGIC PORT LAND HOLDINGS

LEGEND

Strategic Port Land



Map A



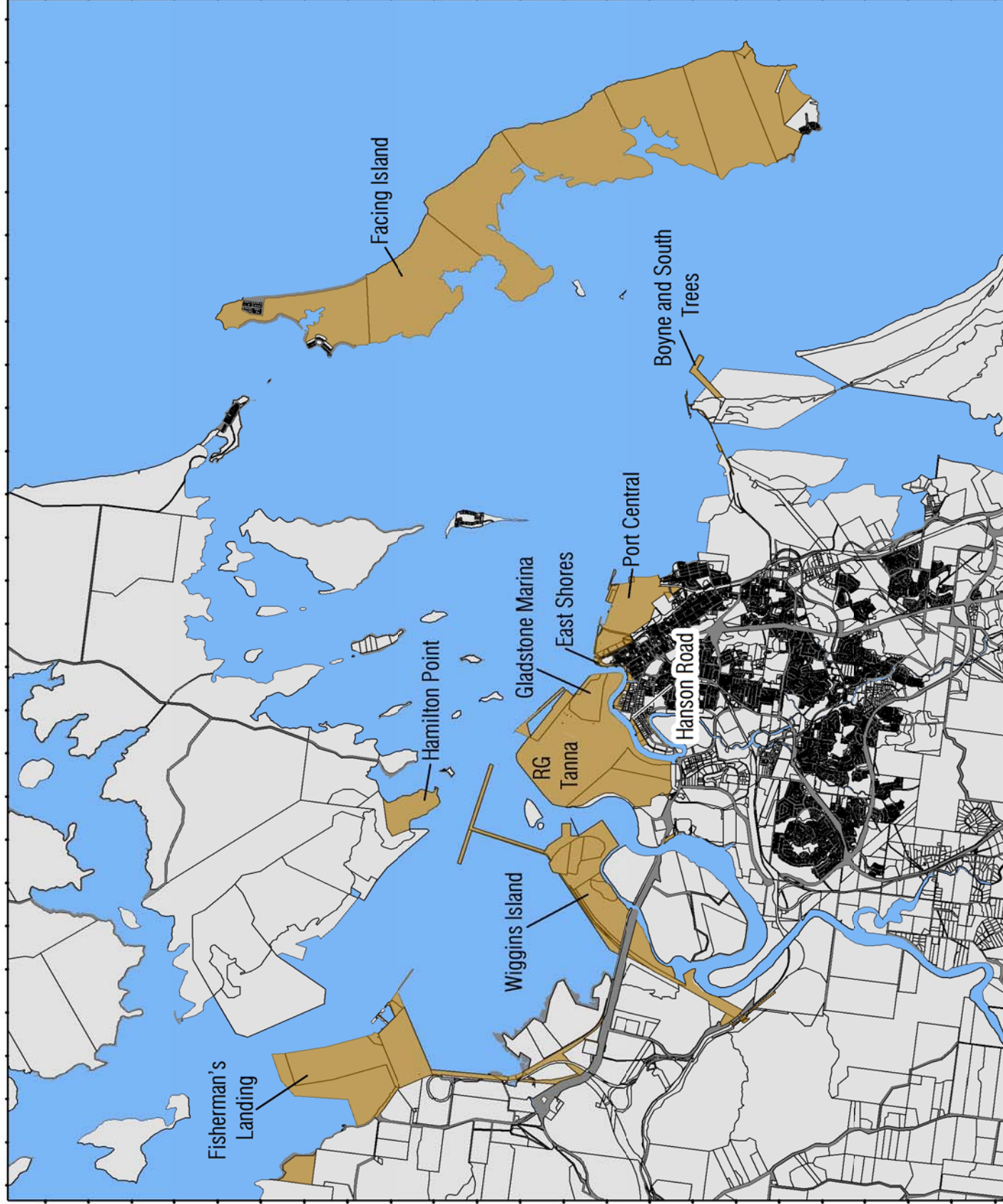
NORTH

Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



Gladstone Ports Corporation
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10 kilometres

0 1 2 3 4 5 6 7 8 9 10

GPC110020

QUEENSLAND 1: 125 000

STRATEGIC PORT LAND HOLDINGS

LEGEND

Strategic Port Land



Map B



Imagery Date: 20 June 2011

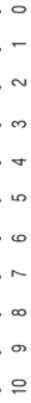
Projection: GDA 1994 - MGA Zone 56



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GPC110020

10 kilometres



QUEENSLAND 1: 200 000



APPENDIX C

FUTURE STRATEGIC PORT LAND HOLDINGS

Map C – Port of Gladstone

Wiggins Island

Tide Island

Map D – Port of Gladstone

East Shores

Port Central

FUTURE STRATEGIC PORT LAND HOLDINGS

LEGEND

- Strategic Port Land
- Future Strategic Port Land

Map C

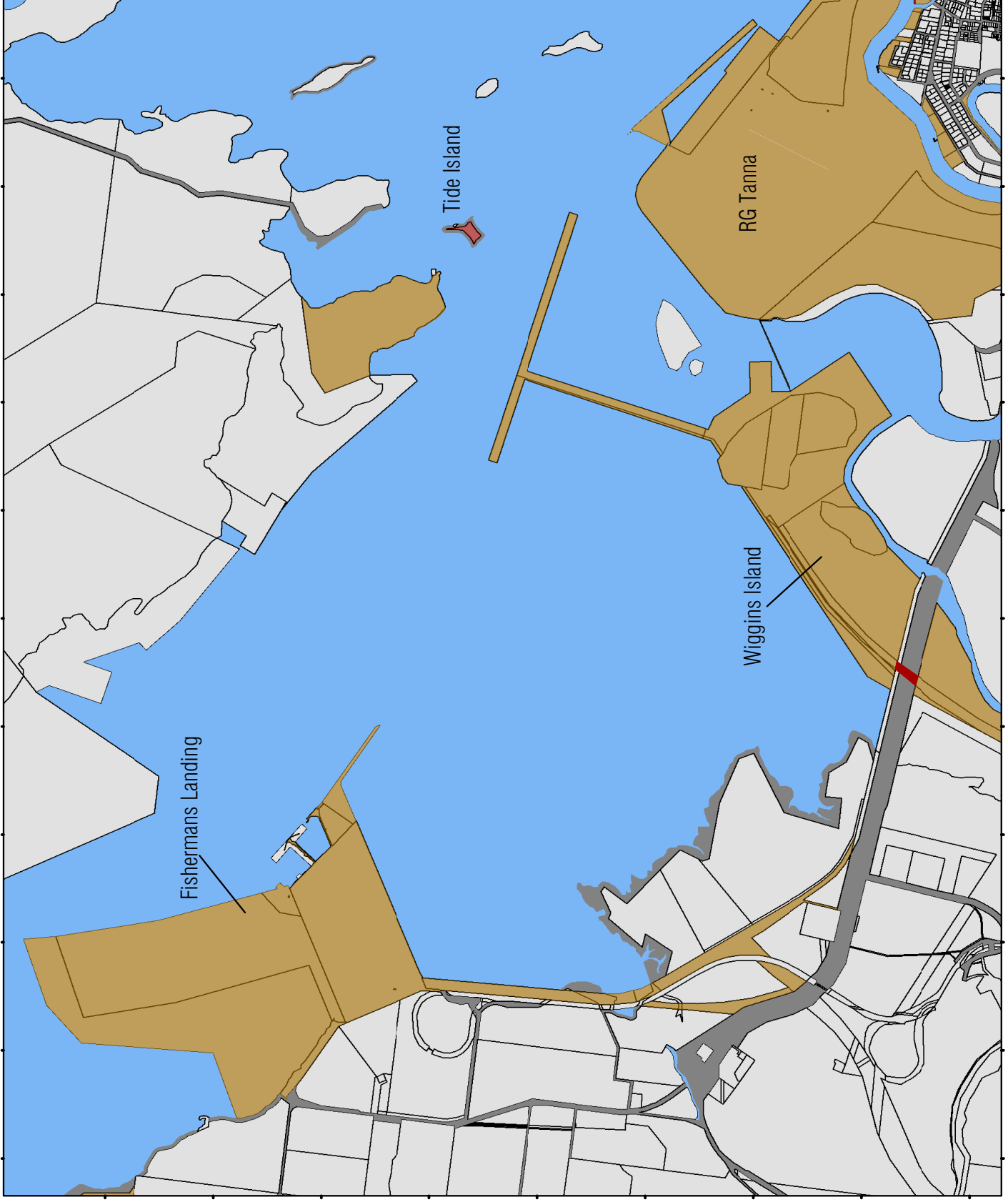


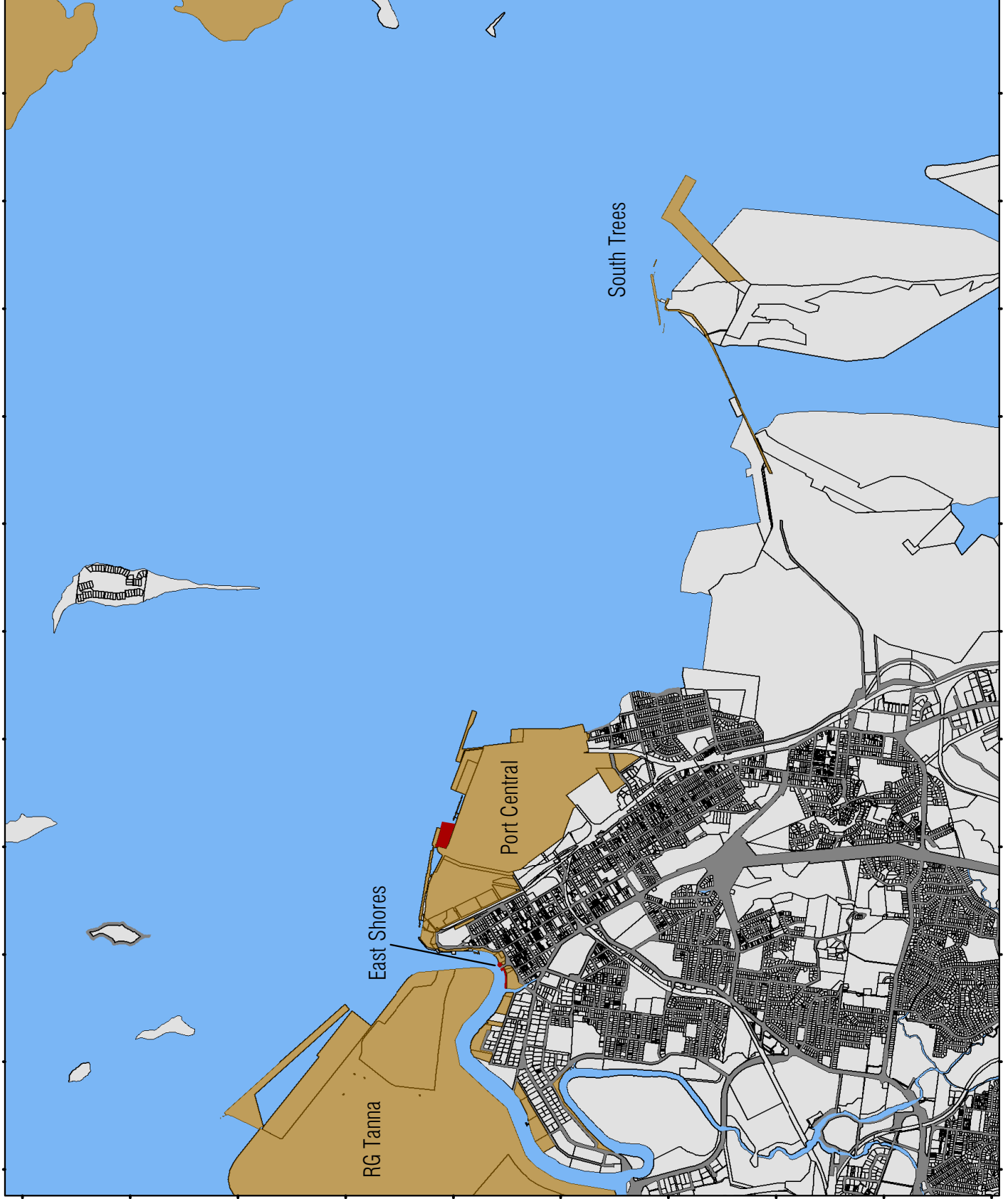
Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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FUTURE STRATEGIC PORT LAND HOLDINGS

LEGEND

- Strategic Port Land
- Future Strategic Port Land

Map D



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



Gladstone Ports Corporation
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APPENDIX D

STRATEGIC PORT LAND HOLDINGS - PROPERTY DESCRIPTIONS

STRATEGIC PORT LAND - PROPERTY DESCRIPTIONS

SOUTH TREES & BOYNE WHARF LOCALITY			
LOT NO	PLAN	AREA (HA.)	TITLE
43	CTN 1737	16.2000	PERPETUAL LEASE
52	CTN 1105	0.3692	PERPETUAL LEASE
70	CTN 1855	0.3240	PERPETUAL LEASE
76	CTN 2051	1.1843	RESERVE
78	CTN 1295	1.0370	VESTED LAND
80	SP250645	0.0629	TERM LEASE
82	SP253018	0.7846	PERPETUAL LEASE
81	SP253018	1.0790	TERM LEASE
194	CTN 1105	1.2100	PERPETUAL LEASE
Total		22.251	

PORT CENTRAL LOCALITY			
1	CTN 801107	0.0880	FREEHOLD
1	RP612441	1.6440	FREEHOLD
2	RP610849	0.0333	FREEHOLD
2	RP612441	1.2770	FREEHOLD
2	RP614355	1.4990	FREEHOLD
3	SP196868	0.0679	FREEHOLD
10	SP257847	1.340	TERM LEASE
90	CTN 781	0.0304	FREEHOLD
105	CTN 607	0.3339	FREEHOLD
106	CTN 607	0.3480	FREEHOLD
107	CTN 607	0.0584	FREEHOLD
123	SP132828	0.4745	FREEHOLD
130	CTN 859	2.4280	FREEHOLD
131	CTN 861	2.0560	FREEHOLD
133	CTN 873	1.1690	FREEHOLD
254	CTN 1425	1.30899	FREEHOLD
275	CTN 1396	1.9880	PERPETUAL LEASE
300	SP239667	126.8040	FREEHOLD
301	SP256216	1.7850	PERPETUAL LEASE
302	SP132783	0.0830	PERPETUAL LEASE
303	CTN 1532	2.3860	FREEHOLD
304	SP231549	3.0800	TERM LEASE
305	SP235961	3.1520	TERM LEASE
420	SP120919	23.3400	FREEHOLD
422	SP111787	2.1730	PERPETUAL LEASE
423	SP120897	0.6974	FREEHOLD (PART LOT)
Total		180.3356	

HANSON ROAD LOCALITY			
LOT NO.	PLAN	AREA (HA.)	TITLE
5	RP612440	0.5937	FREEHOLD
258	CTN 1351	1.2240	FREEHOLD
324	CTN 1655	1.0620	FREEHOLD
325	CTN 1655	1.5820	FREEHOLD
326	CTN 1656	2.4540	FREEHOLD
327	CTN 1657	1.7140	FREEHOLD
343	CTN 1656	2.3290	RESERVE
900	SP159699	2.5496	FREEHOLD
Total		13.5083	

EAST SHORES LOCALITY			
LOT NO	PLAN	AREA (HA.)	TITLE
1	SP256211	0.360	TERM LEASE
1	RP 612059	1.8000	FREEHOLD
1	RP 616463	0.3504	FREEHOLD
2	SP256211	0.0043	TERM LEASE
3	SP260762	0.360	TERM LEASE
6	RP612440	1.5240	FREEHOLD
138	SP120918	0.2240	FREEHOLD
160	SP132827	0.2571	FREEHOLD
192	SP260755	3.599	FREEHOLD
226	CTN 1210	0.2871	FREEHOLD
306	SP239668	0.0554	PERPETUAL LEASE
423	SP120897	0.7876	FREEHOLD (PART LOT)
Total		10.9613	

GLADSTONE MARINA & RG TANNA COAL TERMINAL LOCALITY			
LOT	PLAN	AREA (HA.)	TITLE
1	SP257853	116.6	FREEHOLD
209	SP120888	54.7800	PERPETUAL LEASE
210	SP120888	408.1000	FREEHOLD
211	SP174655	45.6000	FREEHOLD
212	SP239707	22.4500	PERPETUAL LEASE
250	SP178316	14.1500	PERPETUAL LEASE
Total		661.68	

WIGGINS ISLAND LOCALITY			
LOT NO.	PLAN	AREA (HA.)	TITLE
1	SP224171	0.1860	TERM LEASE
1	SP225922	5.0060	FREEHOLD
1	SP235967	0.3114	VOLUMETRIC LEASE
2	SP235968	0.3001	VOLUMETRIC LEASE
4	SP218648	35.9800	FREEHOLD
7	SP239676	6.0620	PERPETUAL LEASE
28	CTN 279	16.5920	FREEHOLD
98	CTN 279	22.4950	FREEHOLD
99	CTN 279	22.4970	FREEHOLD
100	CTN 279	23.7270	FREEHOLD
104	SP228177	8.7000	PERPETUAL LEASE
105	SP228177	23.8000	PERPETUAL LEASE
106	SP238408	11.3800	PERPETUAL LEASE
107	SP241807	85.1000	PERPETUAL LEASE
108	SP238408	98.0000	PERPETUAL LEASE
109	SP238409	13.7600	PERPETUAL LEASE
110	SP238409	43.3400	PERPETUAL LEASE
209	CP818826	1.6573	RESERVE
Total		418.8938	

FISHERMANS LANDING LOCALITY			
LOT NO.	PLAN	AREA (HA.)	TITLE
1	SP144433	19.7039	FREEHOLD
2	SP144433	2.3245	PERPETUAL LEASE
3	SP235026	22.1156	FREEHOLD
9	SP147866	8.8244	FREEHOLD
14	SP147866	0.1789	PERPETUAL LEASE
15	SP147866	4.6945	FREEHOLD
92	DS 654	42.0400	PERPETUAL LEASE
104	SP252988	6.474	FREEHOLD
106	DS 699	0.7975	PERPETUAL LEASE
500	SP120901	0.5615	PERPETUAL LEASE
502	SP252988	123.7	FREEHOLD
503	SP144788	7.8100	PERPETUAL LEASE
504	SP245961	174.4	TERM LEASE
505	SP239649	6.0800	PERPETUAL LEASE
508	SP239687	174.0000	DEVELOPMENT LEASE
509	SP245961	5.7990	TERM LEASE
Total		599.753	

FACING ISLAND LOCALITY			
LOT NO	PLAN	AREA (HA.)	TITLE
8	CTN 1760	0.1630	RESERVE
16	CTN 1760	2480.0000	RESERVE
Total		2480.1630	

CURTIS ISLAND LOCALITY			
LOT NO.	PLAN	AREA (HA.)	TITLE
5	SP235936	238.0800	FREEHOLD
Total		238.0800	

PORT ALMA LOCALITY			
LOT NO.	PLAN	AREA (HA.)	TITLE
18	DS727	2382.1865	RESERVE (PART LOT)
47	DS429	162.0000	RESERVE
51	SP133750	3110.0000	RESERVE
72	SP133750	20.3200	PERPETUAL LEASE
74	SP133750	20.6600	FREEHOLD
96	DS186	66.9730	FREEHOLD
Total		5762.1395	

APPENDIX E

LOCALITY MAPPING

Map 1 - South Trees and Boyne Wharf Locality

Map 2 - Port Central Locality

Map 3 - Hanson Road Locality

Map 4 - East Shores Locality

Map 5 - Gladstone Marina Locality

Map 6 - RG Tanna Coal Terminal Locality

Map 7 - Wiggins Island Locality

Map 8 – Fisherman's Landing Locality

Map 9 – Facing Island Locality

Map 10 – Curtis Island Locality

Map 11 & 12 – Port Alma Locality

SOUTH TREES AND BOYNE WHARF LOCALITY

LEGEND

Strategic Port Land

Map 1



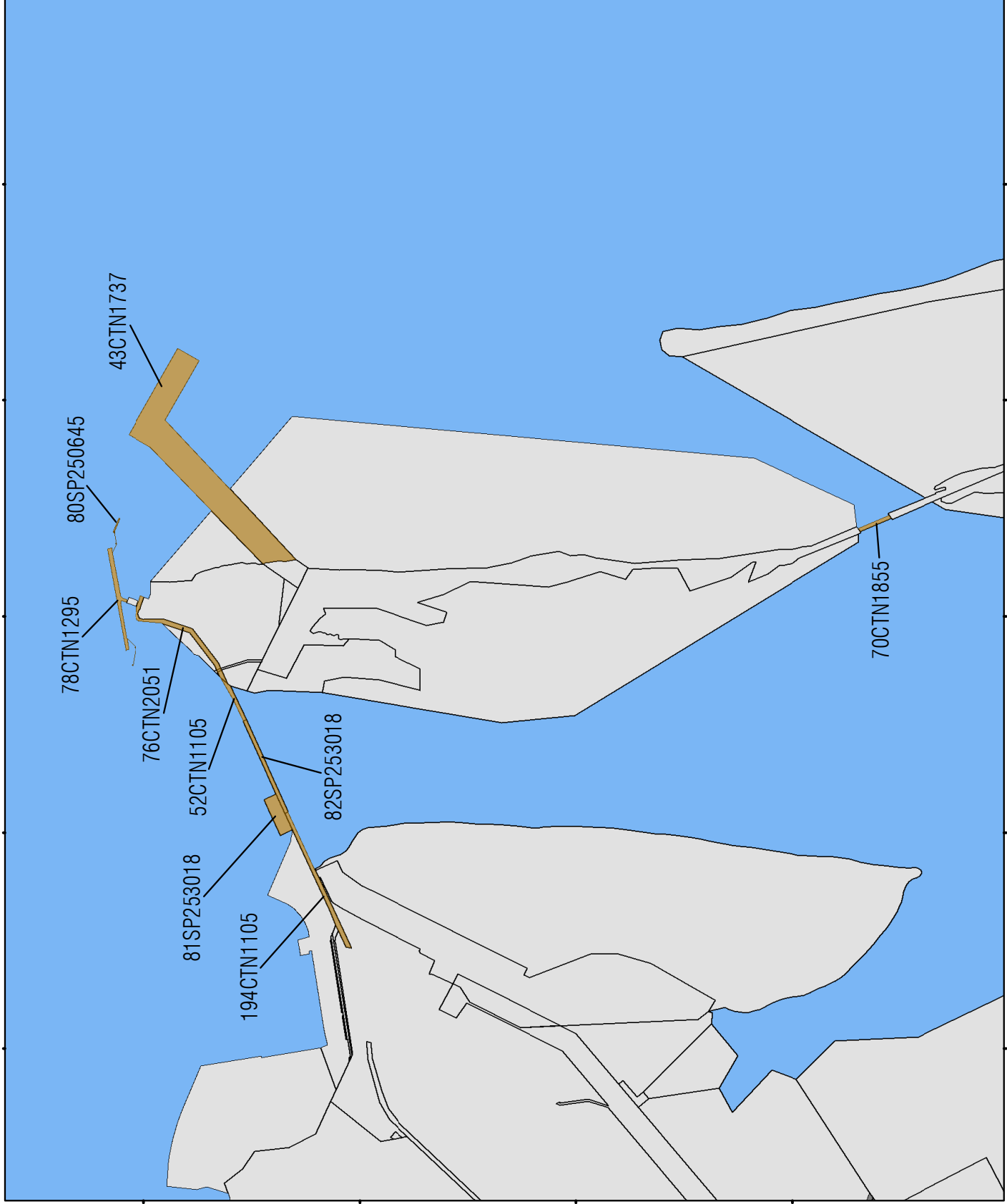
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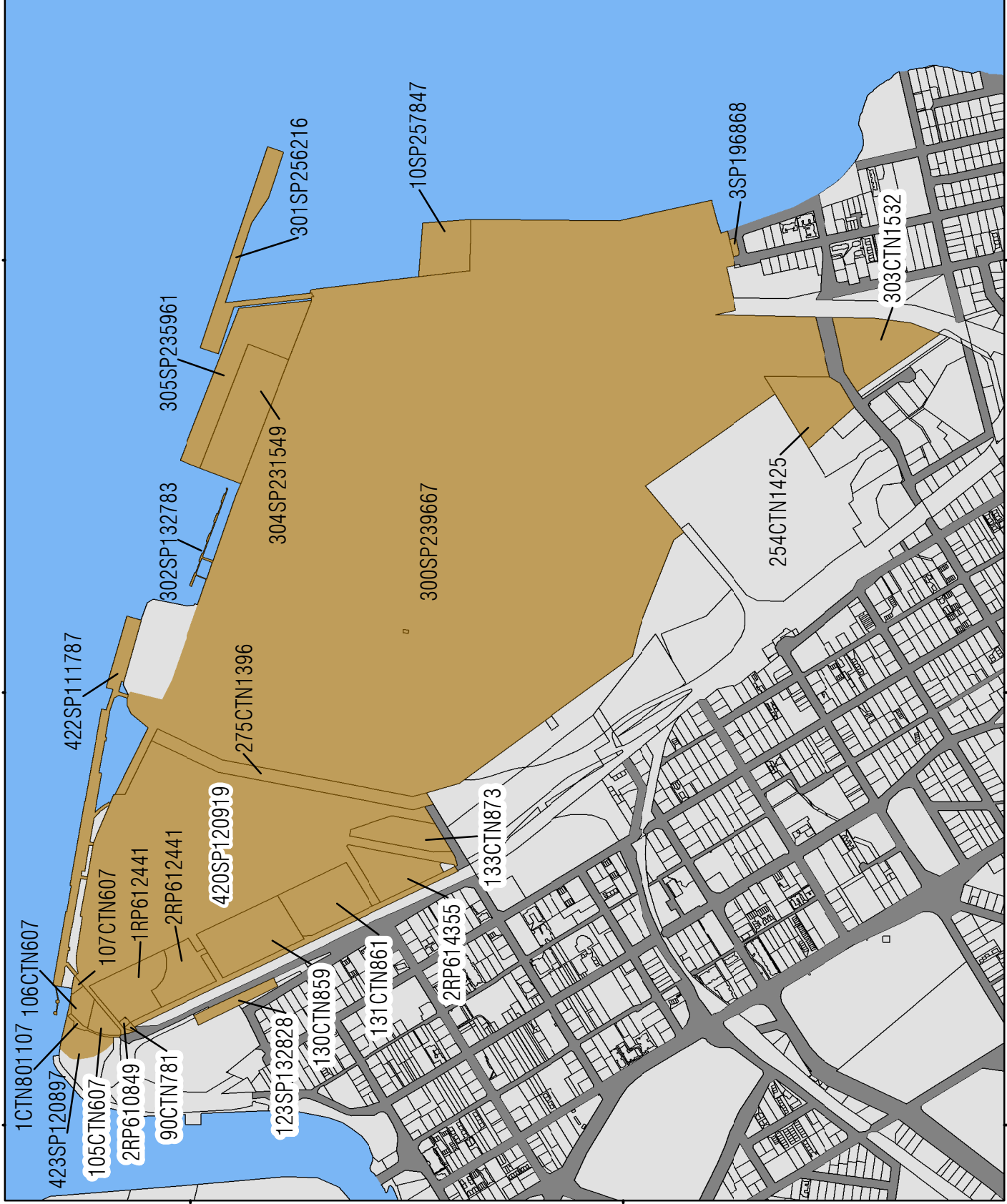


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QUEENSLAND 1: 25 000



GPC110020



GPC110020

PORT CENTRAL LOCALITY

LEGEND

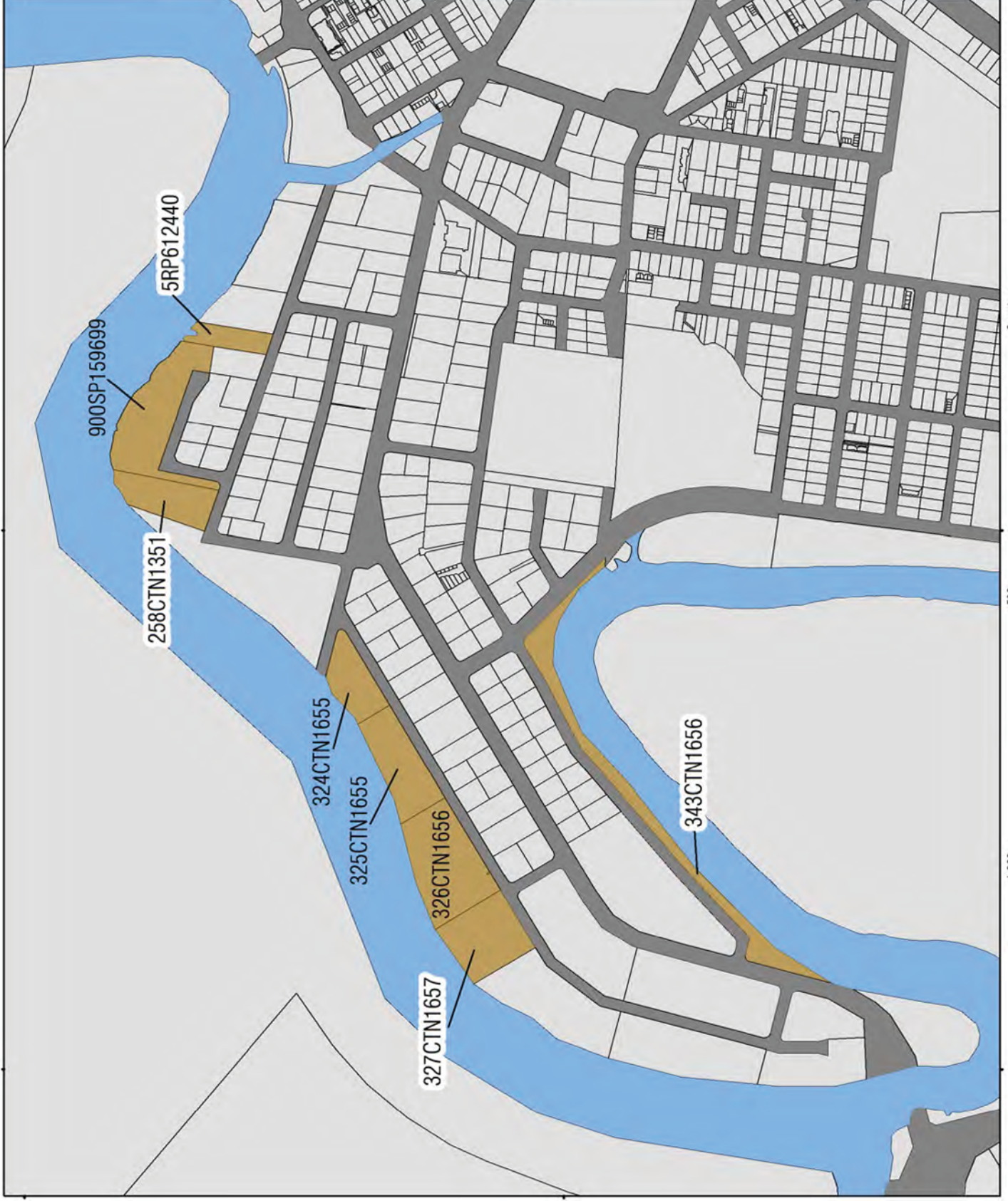
Strategic Port Land.....



Map 2



Gladstone Ports Corporation
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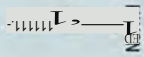
HANSON HOD 100V1P

LEGEND

Ship & Pod WIV



Map 3



10/10/2019 (Wed 20 June 2019)

10/10/2019 (Wed 20 June 2019)



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EAST SHORES LOCALITY

LEGEND

Strategic Port Land

Map 4



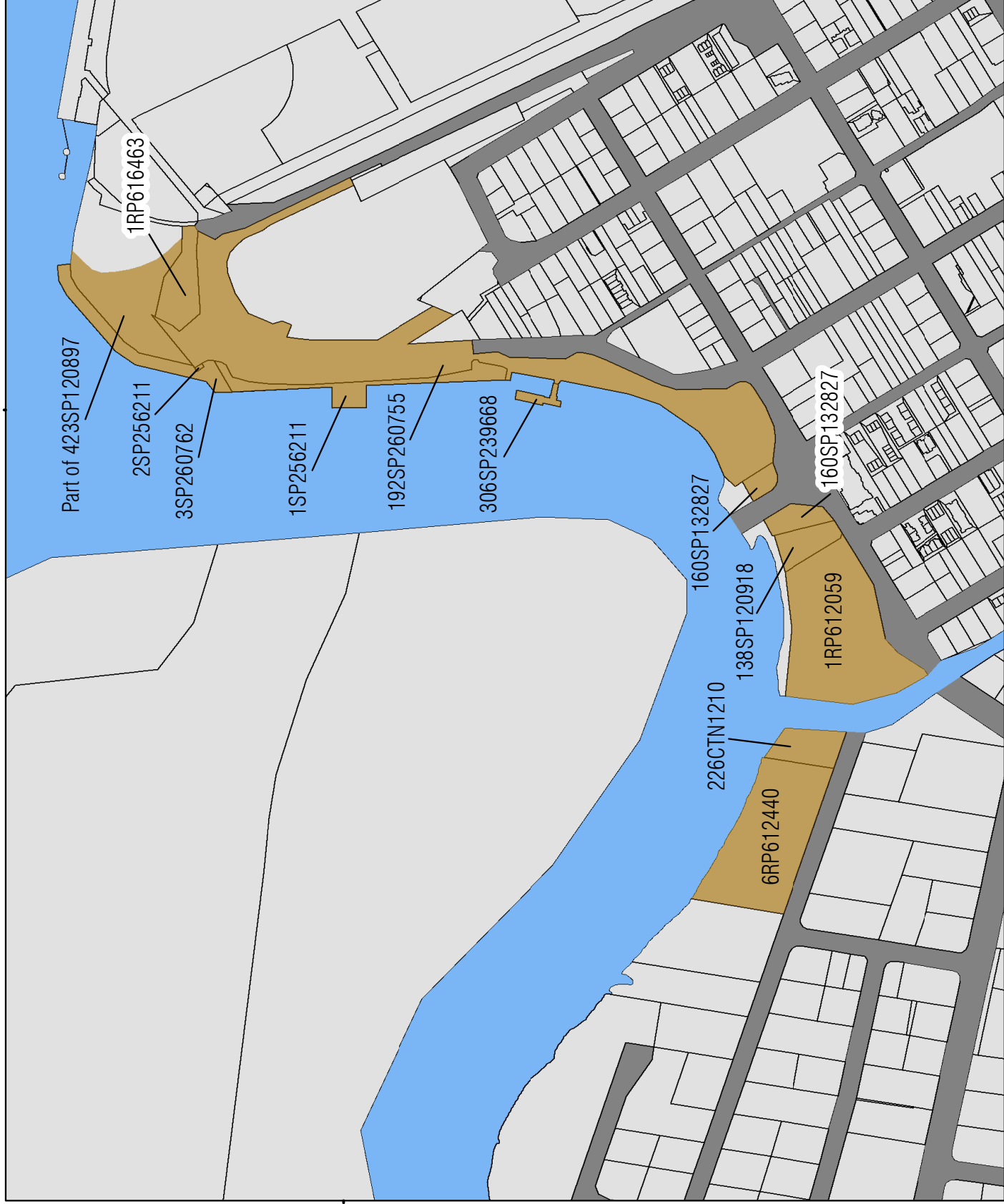
Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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QUEENSLAND 1 : 6 000



0 metres

300

600

GPC110020

GLADSTONE MARINA LOCALITY

LEGEND

Strategic Port Land

Map 5

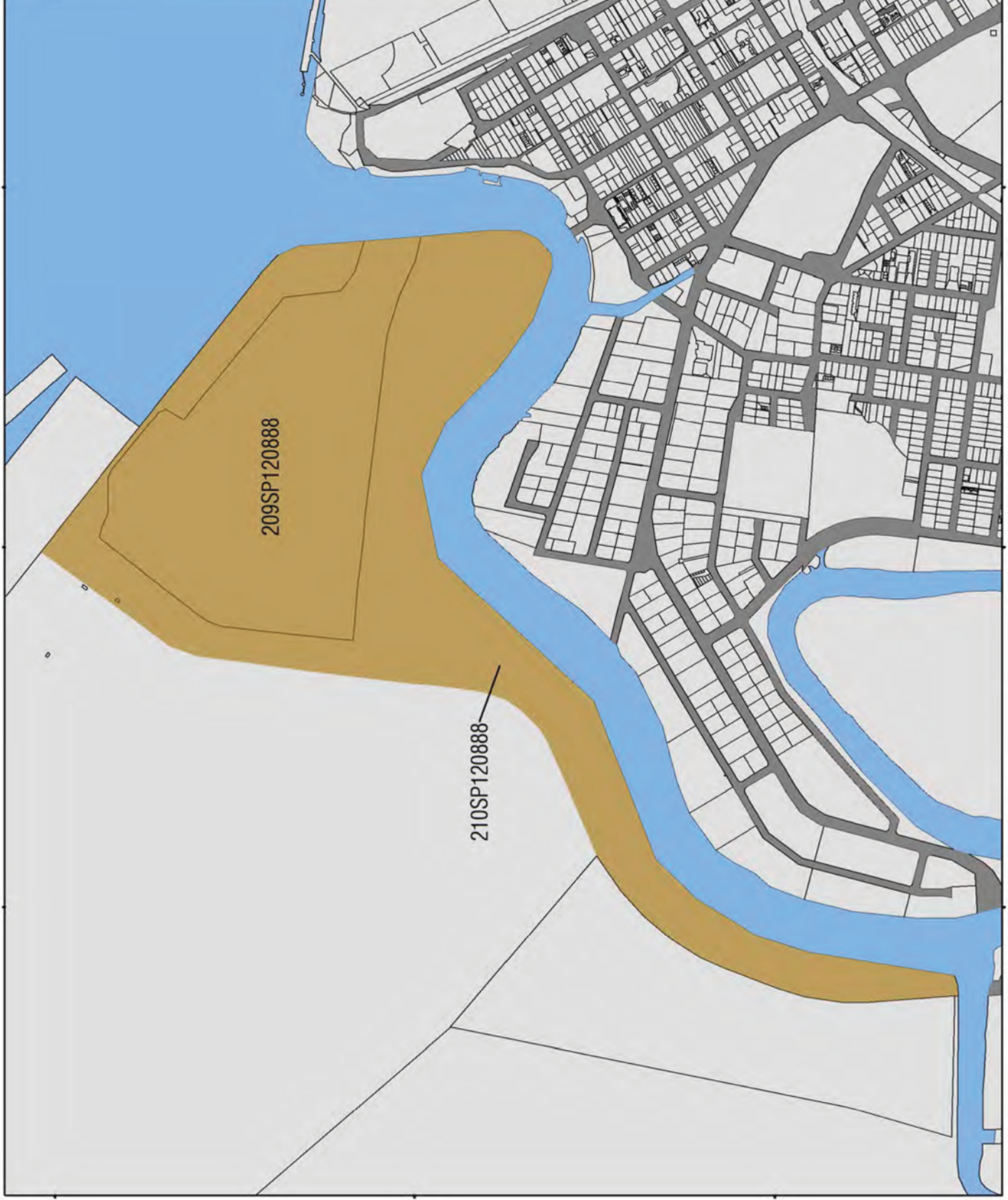


Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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RG TANNA COAL TERMINAL LOCALITY

LEGEND

Strategic Port Land.....



Map 6



Amendment Date: 22 January 2016

Projection: GDA 1994 - MGA Zone 56



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WIGGINS ISLAND LOCALITY

LEGEND

Strategic Port Land



Map 7



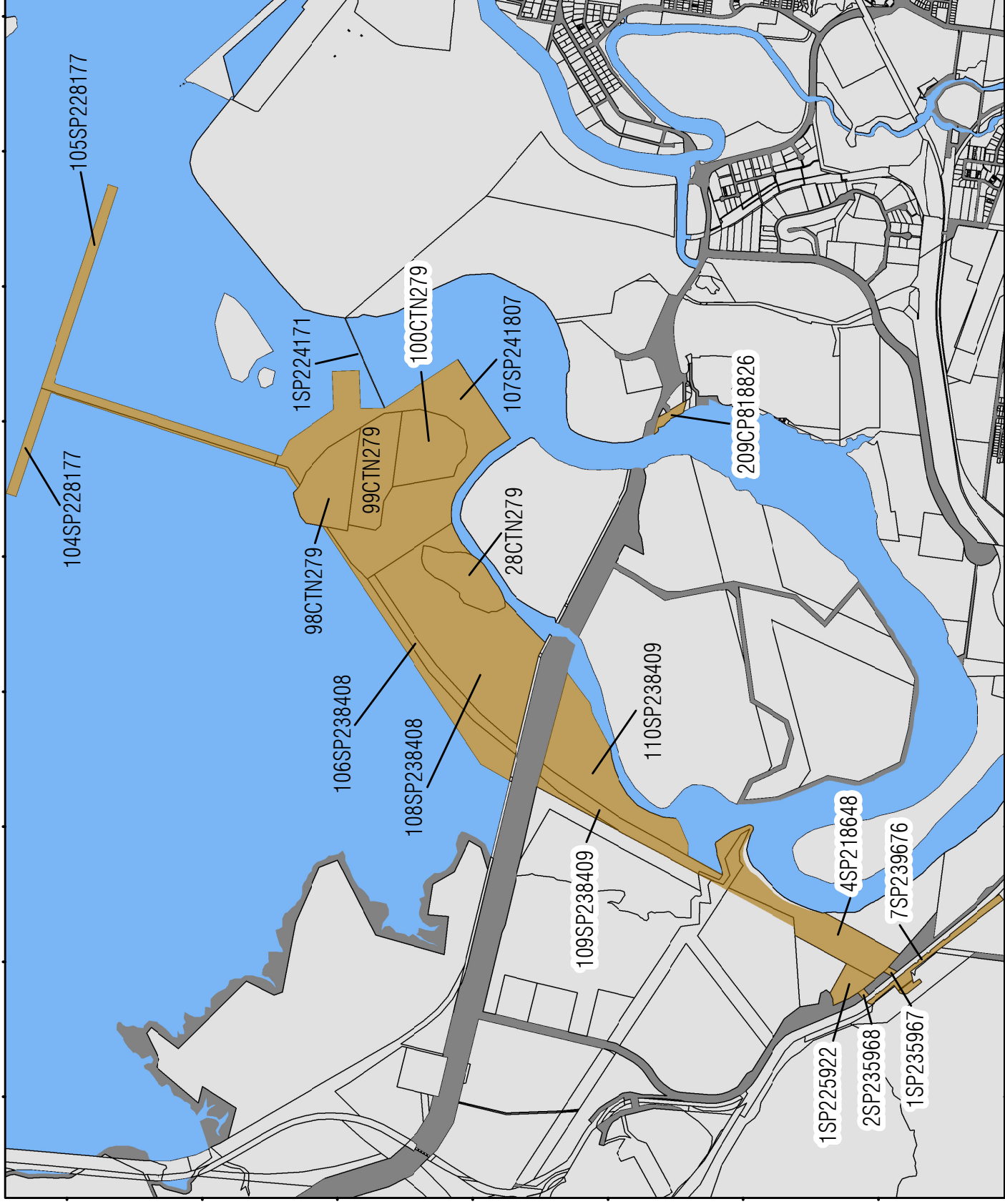
Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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QUEENSLAND 1: 40 000



GPC110020

FISHERMANS LANDING LOCALITY

LEGEND

Strategic Port Land



Map 8

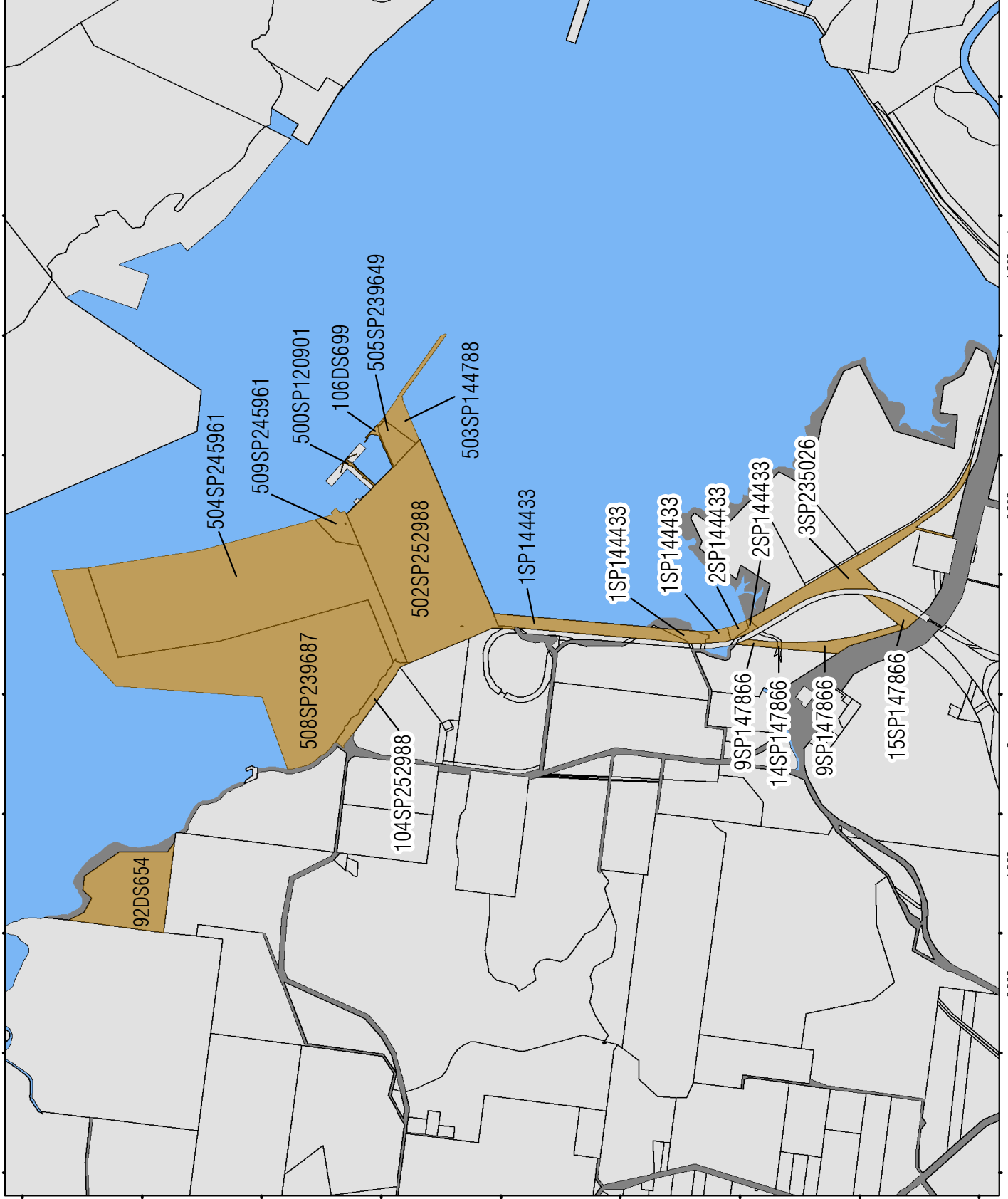


Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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GPC110020

4,000 metres

2,000

0

1,000

2,000

GPC110020

QUEENSLAND 1:45 000

FACING ISLAND LOCALITY

LEGEND

Strategic Port Land.....

Map 9



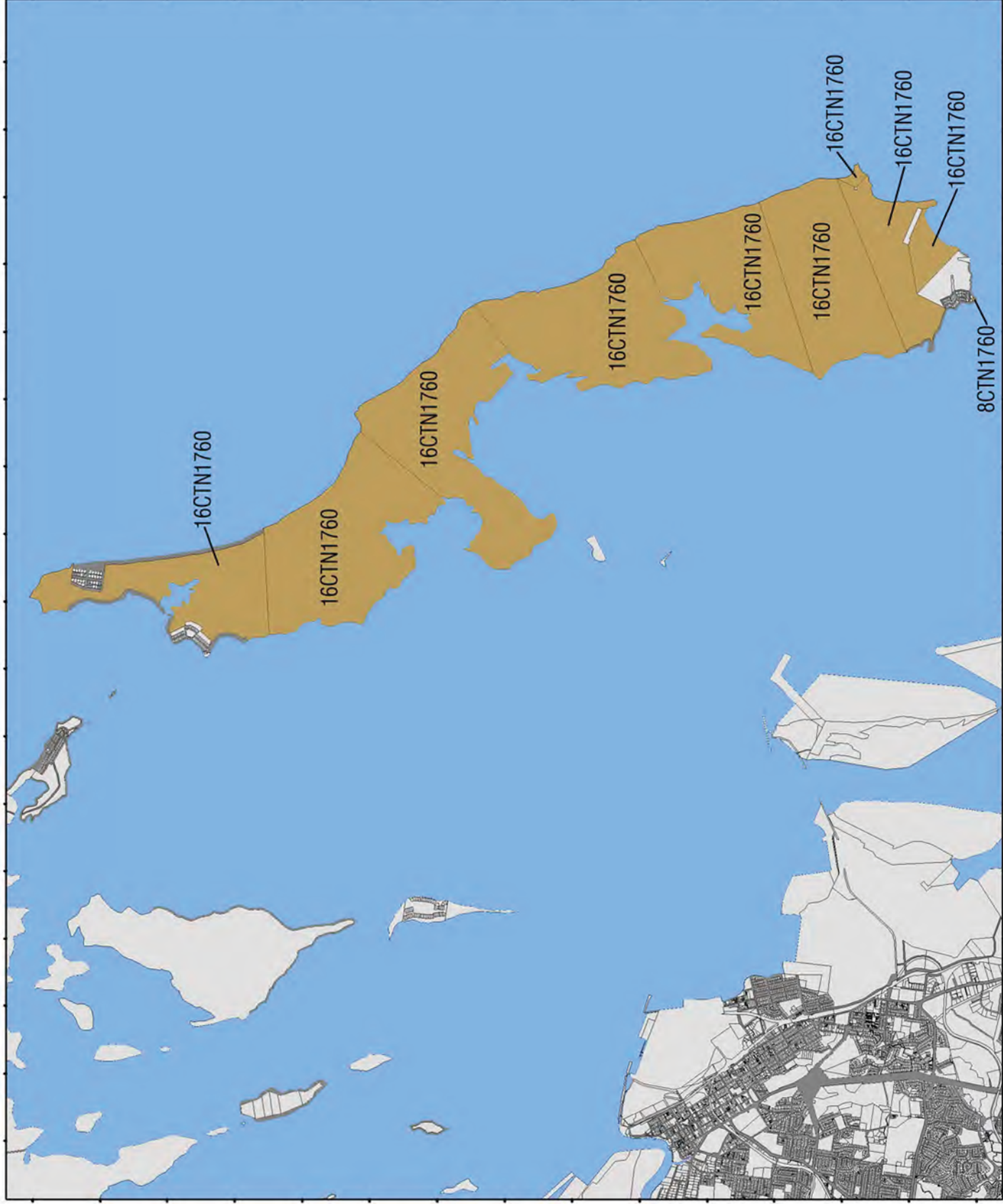
Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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QUEENSLAND 1: 80 000



GPC110020



Ainvaio aNTISI sauna

Map 10

99 au a V9Ni - V661 VC19 : 18 ofoio

LEGEND

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011E3E5L1ND T: 1 1 Z 500

PORT ALMA LOCALITY

LEGEND

Strategic Port Land.....

Map 11

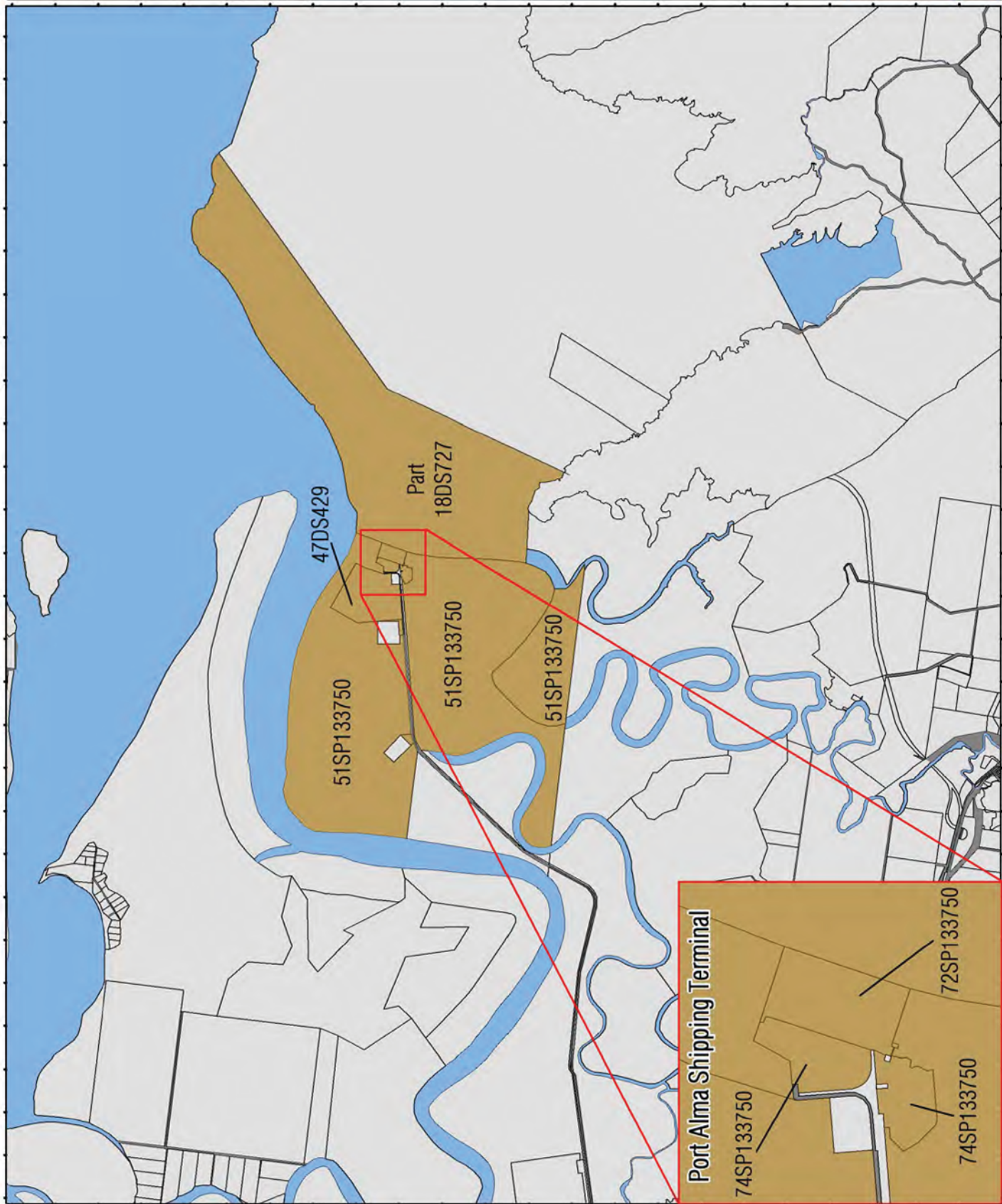


Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



QUEENSLAND 1: 125 000



GPC110020

PORT ALMA LOCALITY
LOT 96 DS186

LEGEND

Strategic Port Land.....

Map 12



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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5 kilometres



GPC110020

QUEENSLAND 1: 150 000

APPENDIX F

PRECINCT MAPPING FOR EACH LOCALITY

Map 1a - South Trees and Boyne Wharf

Map 2a - Port Central

Map 3a - Hanson Road

Map 4a - East Shores

Map 5a - Gladstone Marina

Map 6a - RG Tanna Coal Terminal

Map 7a - Wiggins Island

Map 8a – Fisherman's Landing

Map 9a – Facing Island

Map 10a – Curtis Island

Map 11a & 12a – Port Alma

SOUTH TREES AND BOYNE WHARF LAND USE PRECINCTS

LEGEND

Wharves (Offshore).....



Port Operations Support.....



Map 1a



NORTH

Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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PORT CENTRAL LAND USE PRECINCTS

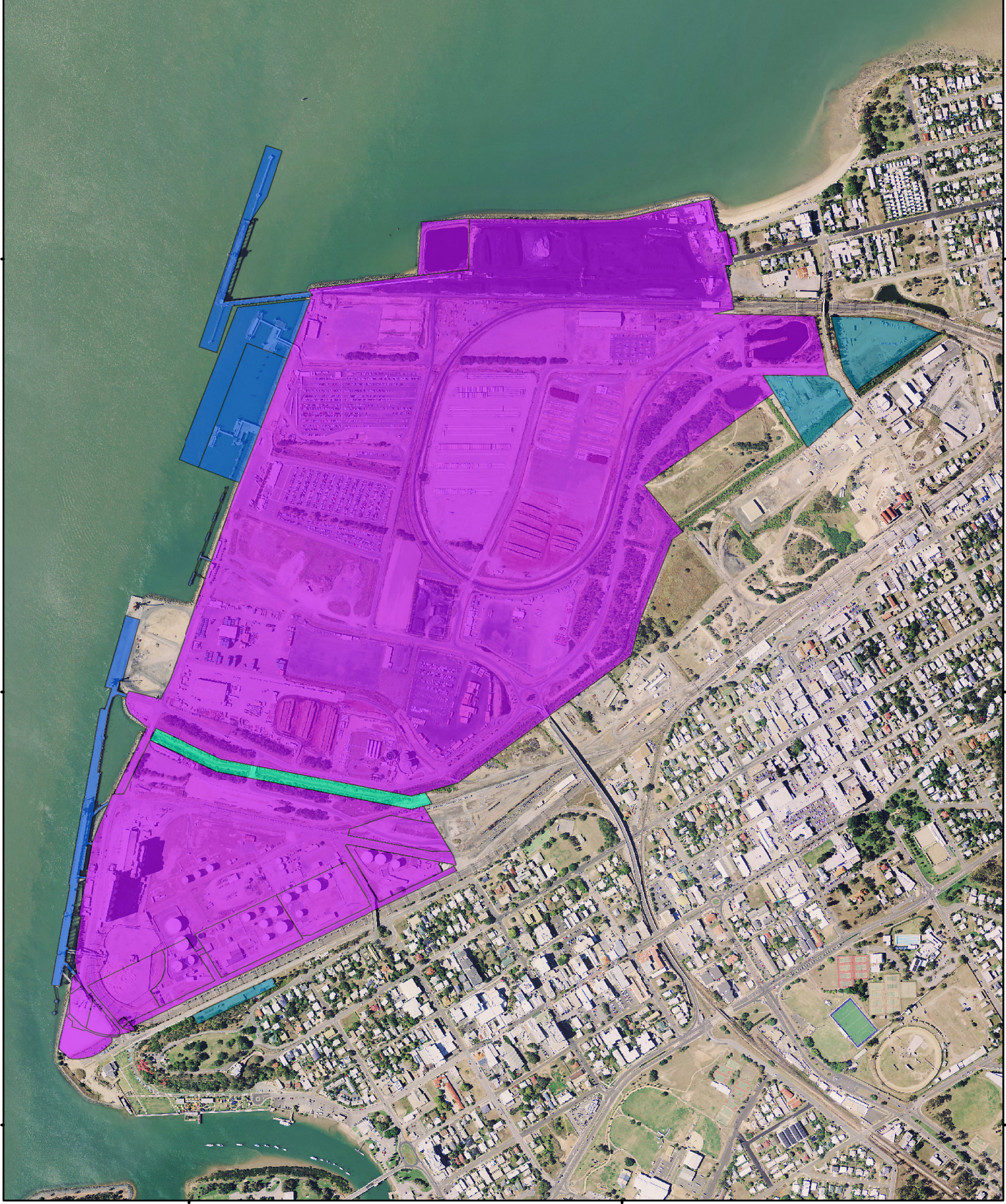
LEGEND

- Port Industry.....
- Wharves (Offshore).....
- Buffer.....
- Light Industry & Commercial.....

Map 2a



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1,000 500 0 metres

HANSON ROAD LAND USE PRECINCTS

LEGEND

- Buffer.....
- Light Industry & Commercial.....

Map 3a



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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QUEENSLAND 1: 10 000



GPC110020

EAST SHORES LAND USE PRECINCTS

LEGEND

East Shores.....

Map 4a



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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QUEENSLAND 1:6 000



GPC110020

GLADSTONE MARINA LAND USE PRECINCTS

LEGEND

- Parkland & Education.....
- Marine Industry.....

Map 5a



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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1,000 metres

0

500

1,000

GPC110020

QUEENSLAND 1:15 000

An aerial photograph of the Port of Los Angeles, California, with various land and water areas highlighted in semi-transparent colors. A large, irregularly shaped area in the center-left is colored magenta. To its right, a rectangular area is colored cyan. Further right, along the waterfront, a long, narrow strip is colored blue. The surrounding water is a murky green-brown, and the adjacent land areas show urban development, including buildings, roads, and parking lots. Several large ships are visible in the harbor, and a winding river or canal is visible on the right side of the image.

Category	Value
Port Industry	0.00
Wharves (Offshore)	0.00
Buffer	0.00
Light Industry & Commercial	0.00



Projection: GDA 1994 - MGA Zone 56



A vertical scale bar with markings at 1,000, 500, 0, and 1,000 metres.

QUEENSLAND 1: 22 500

WIGGINS ISLAND LAND USE PRECINCTS

LEGEND

- Port Industry.....
- Wharves (Offshore).....
- Port Operations Support.....
- Marine Industry.....

Map 7a



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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FISHERMANS LANDING LAND USE PRECINCTS

LEGEND

- Port Industry
- Wharves (Offshore)
- Port Operations Support

Map 8a



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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FACING ISLAND LAND USE PRECINCTS

LEGEND

Environment



Map 9a



NORTH

Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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CURTIS ISLAND LAND USE PRECINCTS

LEGEND

Port Industry



Map 10a



NORTH

Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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PORT ALMA LAND USE PRECINCTS

LEGEND

Port Industry

Wharves (Offshore)

Port Operations Support

Map 11a



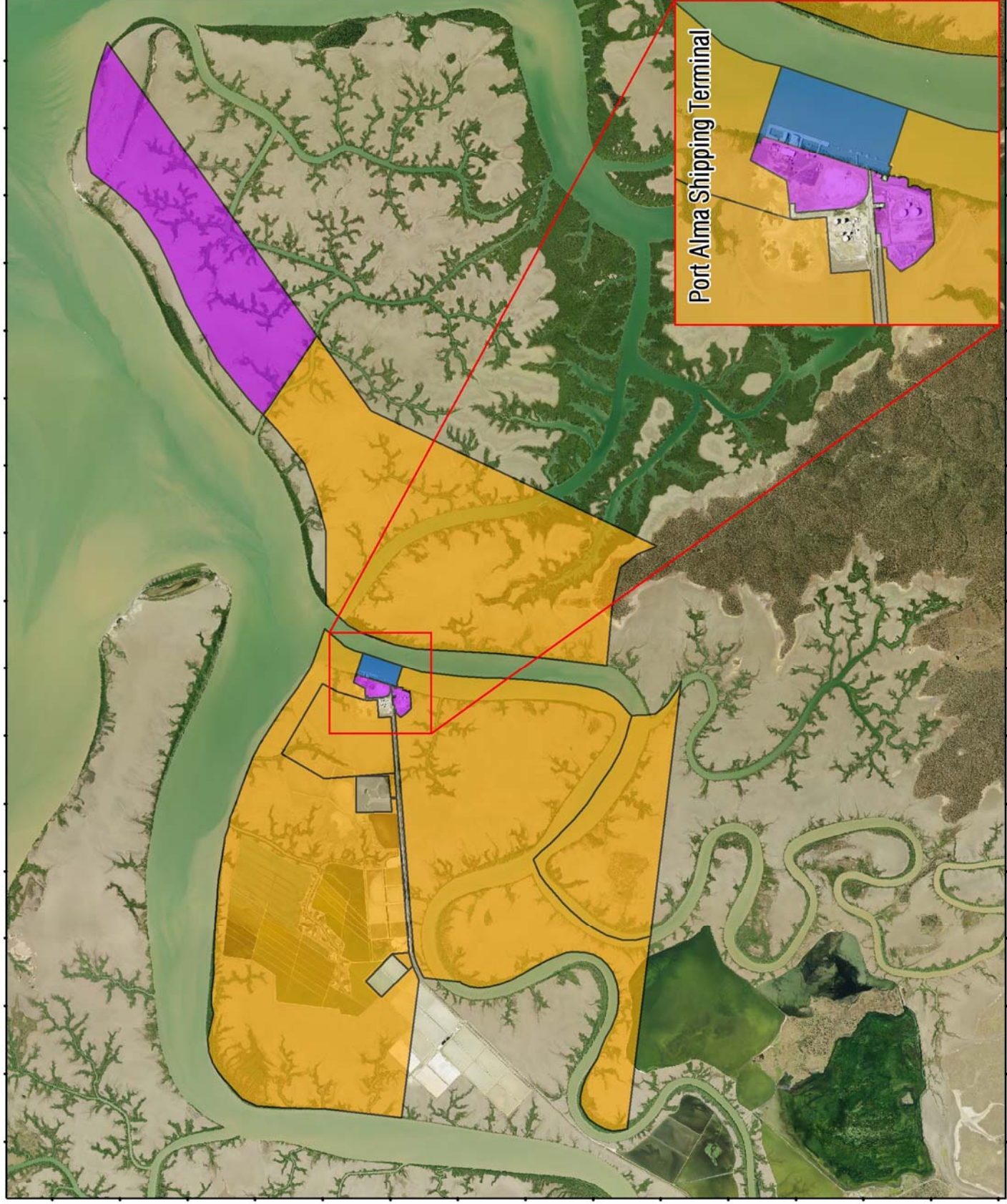
Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



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QUEENSLAND 1: 80 000



GPC110020

PORT ALMA LAND USE
PRECINCTS
LOT 96 DS186

LEGEND

- Wharves.....
- Port Operations Support.....
- Port Industry.....

Map 12a



Imagery Date: 20 June 2011

Projection: GDA 1994 - MGA Zone 56



Gladstone Ports Corporation
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5 kilometres

5 4 3 2 1 0

GPC110020

NOTIFICATION OF SCHOOL COUNCILS APPROVED UNDER THE
EDUCATION (GENERAL PROVISIONS) ACT 2006

The following school council was established and approved on 3 December 2015 by the Principal, Miami State High School (as delegate of the Chief Executive, Department of Education and Training to approve school councils) under the *Education (General Provisions) Act 2006* to take effect from the date of gazettal.

Miami State High School Council

Transport Infrastructure Act 1994

NOTIFICATION

Department of Transport and Main Roads
 Brisbane, 22 January 2016

In accordance with section 286 of the *Transport Infrastructure Act 1994*, on 7 January 2016 the Honourable Mark Bailey MP, Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply approved amendments to the schedule of Strategic Port Land as contained in Gladstone Ports Corporation Limited's Land Use Plan 2012 Version 2 as follows:

Amendment 1

Land Description	New Property Description	Usage	Proposed Land Use Precinct
South Trees Wharf—bunkering facility extension	Lot 80 on SP250645 0.0629ha	An existing overwater structure/area which is currently and will remain in use as a bunkering facility for ships in port.	Wharves (Off-Shore)
Queensland Alumina Limited Seawater Intake Pump	Lot 81 on SP253018 1.079ha	An existing reclamation area which accommodates Queensland Alumina Limited's seawater intake pump.	Port Operations Support
South Trees bridge causeway	Lot 82 SP253018 0.7846ha	An existing structure/area which is currently and will remain in use as a bridge which is essential to Queensland Alumina Limited's export operations.	Port Operations Support

Amendment 2

Land Description	Previous Property Description	New Property Description	Size Change	Land Use Precinct
Barney Point Terminal Wharf	Lot 301 SP120921	Lot 301 P256216	From: 0.8880ha To: 1.7850ha Inclusion of dolphins to wharf lot.	Wharves (Off-Shore)

Amendment 3

Land Description	Previous Property Description	New Property Description	Size	Land Use Precinct
Barney Point Terminal—Settlement Pond	Nil	Lot 10 P257847	1.340ha	Port Industry

Amendment 4

Land Description	Property Description	Size Change	Land Use Precinct
Barney Point	Part of Lot 254 CTN1425	From: 3.2670ha To: 1.30899ha Removal of part of lot west of Ship Creek from Strategic Port Land designation.	Light Industry and Commercial

Amendment 5

Land Description	Previous Property Description	New Property Description	Size (Change where relevant)	Land Use Precinct
East Shores Community Development	Lot 192 SP132778	Lot 192 SP260755	From: 2.0550ha To: 3.599ha Inclusion of adjoining road reserve and recreation reserve.	East Shores
East Shores Community Development	Nil	Lot 1 SP256211	0.360ha	East Shores
East Shores Community Development	Nil	Lot 2 SP256211	0.0043ha	East Shores
East Shores Community Development	Nil	Lot 3 SP260762	0.360ha	East Shores

Amendment 6

Land Description	Previous Property Description	New Property Description	Size (Change where relevant)	Land Use Precinct
RG Tanna Coal Terminal	Nil	Lot 1 SP257853	116.6ha	Port Industry

Amendment 7

Land Description	Property Description	Size	Previous Land Use Precinct	New Land Use Precinct
Wiggins Island	Lot 108 SP238408	98.0000ha	Port Operations Support	Port Industry
Wiggins Island	Lot 106 SP238408	11.3800ha	Port Operations Support	Port Industry

Amendment 8 – Wiggins Island, Updating Outcomes

The eighth proposed amendment is also within the Wiggins Island locality and involves updating the built form outcomes and the environmental and community outcomes in response to the change in land use precinct.

Amendment 9

Land Description	Previous Property Description	New Property Description	Size Change	Land Use Precinct
Fisherman's Landing – Serrant Road (South)	Lot 502 SP224189	Lot 502 SP252988	From: 115.84ha To: 123.7ha The area increased by more than the road area due to the additional amalgamation of existing Strategic Port Land properties (see Amendment 10 below).	Port Industry

Amendment 10

Land Description	Previous Property Description	New Property Description	Reason for Description Change
Fisherman's Landing – Serrant Road (North)	Lot 104 SP224189	Lot 104 SP252988	Lot reduced in size from 10.7724ha to 6.474ha
Fisherman's Landing	Lot 504 SP235939	Lot 504 SP245961	Lot reduced in size from 179.9ha to 174.4ha
Fisherman's Landing	Lot 103 RP836457 Lot 105 DS699 Lot 502 SP252988	Lot 502 SP252988	Three existing Strategic Port Land lots amalgamated. Property description of largest lot retained.

Amendment 11

Land Description	Property Description	Size	New Land Use Precinct
Fisherman's Landing – Materials Corridor	Lot 1 SP144433	19.81ha	Port Operations Support
Fisherman's Landing – Materials Corridor	Lot 2 SP144433	2.3247ha	Port Operations Support
Fisherman's Landing – Materials Corridor	Lot 3 SP235026	22.1156ha	Port Operations Support
Fisherman's Landing – Materials Corridor	Lot 9 SP147866	8.8244ha	Port Operations Support
Fisherman's Landing – Materials Corridor	Lot 14 SP147866	0.1789ha	Port Operations Support
Fisherman's Landing – Materials Corridor	Lot 15 SP147866	4.6945ha	Port Operations Support

In accordance with the Act, Gladstone Ports Corporation Limited will arrange to publish this amended land use plan on its website

www.gpcl.com.au



Gladstone Ports Corporation

Growth, Prosperity, Community.

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