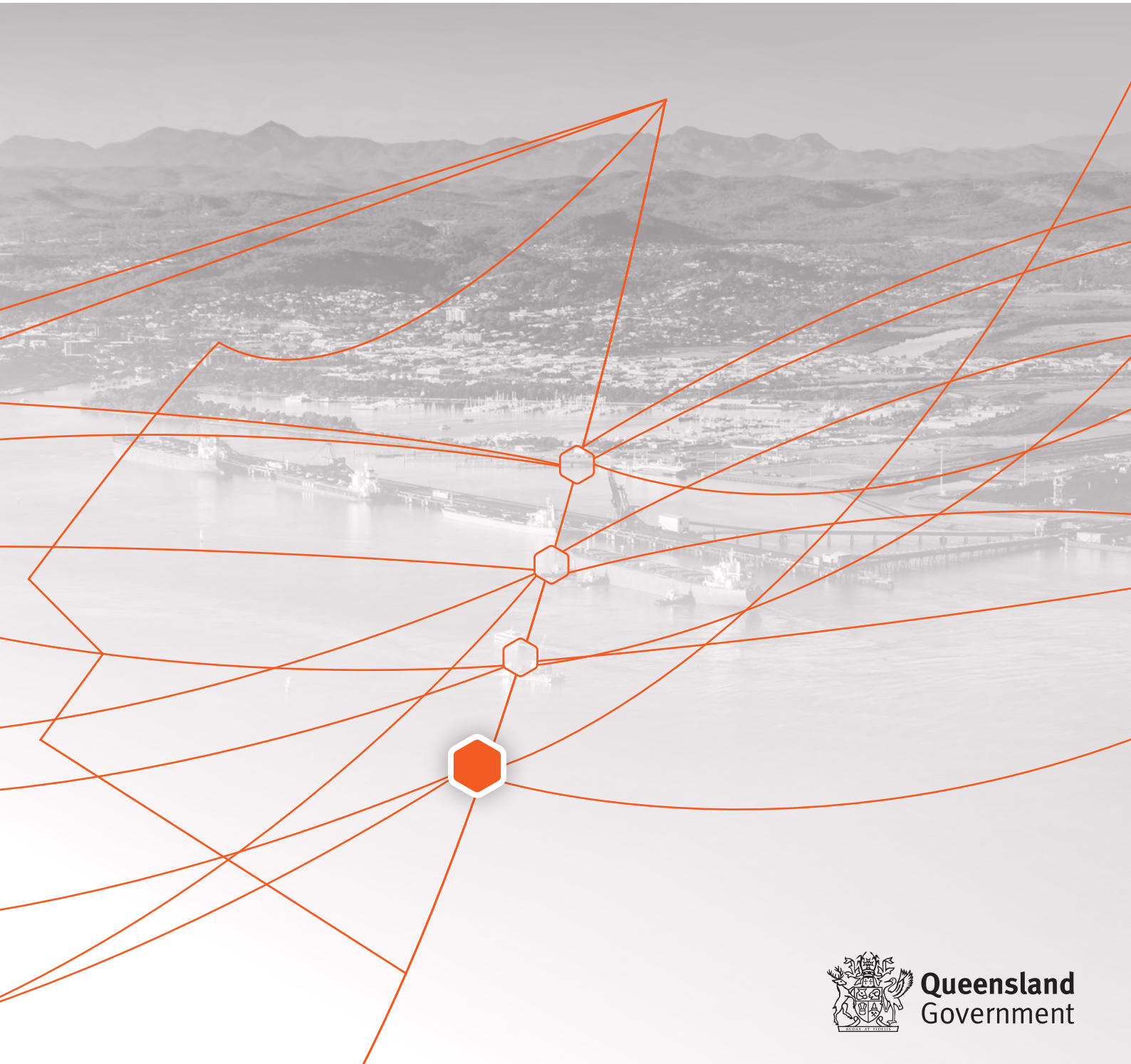


Priority port master planning

# Draft port overlay

## Priority Port of Gladstone

Queensland | Australia | 2019



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# 1. Introduction and context

## 1.1. Background

The draft port overlay for the priority Port of Gladstone (port overlay) has been prepared in accordance with the *Sustainable Ports Development Act 2015* (Ports Act). The Ports Act requires that a port overlay is made as soon as practicable after a master plan takes effect. The master plan for the priority Port of Gladstone (Master plan) took effect on 5 November 2018.

The port overlay regulates development by exception and operates in addition to existing planning instruments and environmental legislative requirements, where further requirements are necessary to implement the master plan. The port overlay sets out requirements to regulate development in the master planned area and [Figure 1](#) illustrates how port overlays work within existing frameworks.

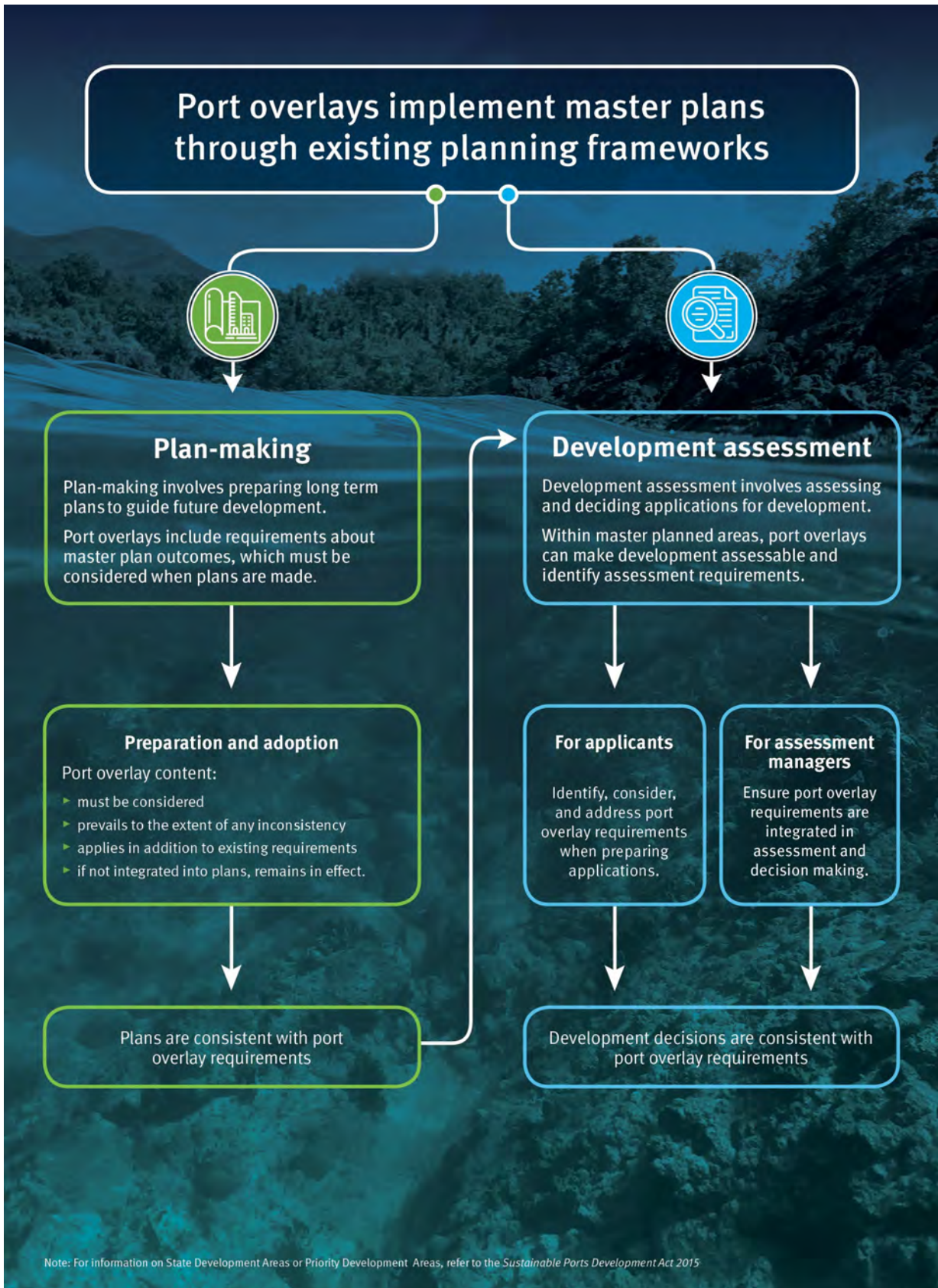
Importantly, the port overlay minimises duplication of requirements by allowing existing instruments and approval processes to operate where they regulate development to the extent needed to achieve master plan outcomes.

The port overlay does not replace or remove any existing processes or planning instruments and does not modify the decision-making entities for existing planning and other regulatory processes.

The final port overlay, once made, will be a statutory instrument under the *Statutory Instruments Act 1992*, and will have the force of law as provided for under that act. The final port overlay is not subordinate legislation.



**Figure 1 How port overlays work**





## 1.2. Components of the port overlay

The port overlay includes the following components:

- **Section 1: Introduction and context** describes the port overlay and how it is implemented
- **Section 2: Purpose and application** outlines the purpose of the port overlay, where, and how it applies
- **Section 3: Strategic direction** identifies the strategic intent for the port overlay to implement the master plan
- **Section 4: Environmental management framework** states the measures and objectives required for managing the potential impacts on environmental values that have been identified in the master plan
- **Section 5: Plan-making** prescribes the requirements for the:
  - Gladstone Regional Council when making or amending the Gladstone Regional Council planning scheme or other local planning instruments
  - Gladstone Ports Corporation when making or amending the Gladstone Ports Corporation Land Use Plan
  - Coordinator-General to consider when making or amending the Gladstone State Development Area Development Scheme.
- **Section 6: Development assessment** states the categories of assessment and assessment benchmarks for development, and the matters an assessment manager must have regard to in assessing development
- **Appendix A: Mapping** includes mapping of the master planned area and priority management measures
- **Appendix B: Precinct areas** identifies the precincts from the master plan and sub-precincts established by the port overlay
- **Appendix C: Environmental management framework objectives** identify the environmental management framework objectives from the master plan
- **Appendix D: Priority management measures** includes Priority management measures (PMMs) 1, 2, 3, 4, and references to PMMs 5 to 9
- **Appendix E: Potential impacts of development** includes the potential impacts of development from the master plan
- **Appendix F: Local attributes of the Outstanding Universal Value of the Great Barrier Reef World Heritage Area** includes the local attributes of the Outstanding Universal Value (OUV) of the Great Barrier Reef World Heritage Area (GBRWHA) from the master plan
- **Appendix G: Dictionary** includes the definition of terms to assist in the interpretation of the port overlay
- **Appendix H: Abbreviations and acronyms** includes abbreviations and acronyms referenced in this document.

## 1.3. How to use the port overlay in plan-making

The port overlay prescribes matters that must be considered in either making or amending instruments within the master planned area.

The requirements of the port overlay apply in addition to existing plan-making requirements and they prevail over planning instruments under the *Planning Act 2016* (Planning Act) or land use plans under the *Transport Infrastructure Act 1994* (Transport Infrastructure Act), to the extent of any inconsistency.

As part of the plan-making process, decision makers will need to integrate these requirements into planning instruments to ensure the master plan is implemented in a way which balances economic, environmental and community outcomes.

In considering the port overlay in plan-making, a decision-maker may give weight to the strategic vision, objectives and desired outcomes for the master planned area, to resolve conflicts should these arise, and to guide the implementation of the master plan in an efficient and integrated way.

The need for balancing economic, environmental and community outcomes is necessary where the scale of the precincts include a broad range of land uses, environmental values and economic activities. The plan-making process provides the opportunity to plan at a local scale to resolve the appropriate balance and weight based on the strategic vision, objectives and desired outcomes.

## 1.4. How to use the port overlay in development assessment

The port overlay prescribes matters that must be considered by an assessment manager in the development assessment process.

For development assessment, an assessment manager must:

- identify if development is within the master planned area and what precinct or sub-precinct applies ([Appendix B](#))
- identify if development is made assessable by the port overlay ([section 6.1](#))
- assess development made assessable by the port overlay against identified assessment benchmarks ([section 6.2](#))
- consider the ‘matters to have regard to’ in assessing development ([section 6.3](#))
- make decisions that are not inconsistent with the port overlay.

The assessment benchmarks and categories of assessment in the port overlay apply to the extent of any inconsistency with planning instruments under the Planning Act and an assessment manager’s decision must not be inconsistent with the port overlay.

When using the assessment benchmarks to assess development, the decision-making hierarchy in relation to the assessment benchmarks applies as follows. If development:

- meets all the acceptable outcomes related to a performance outcome—it complies with the performance outcome
- does not meet all the acceptable outcomes related to a performance outcome, but meets the corresponding performance outcome—it complies with that part of the code
- does not meet the acceptable outcomes or performance outcomes of a code, but meets the purpose and outcomes for the code—it complies with the code
- does not meet the acceptable outcomes, performance outcomes, or purpose and outcomes for the code—it does not comply with the code and may be refused.

For development that is impact assessable under the port overlay, development is also be assessed against the strategic vision, objectives and desired outcomes, and precinct purpose and outcomes for the area in which development is located. This allows a decision-maker to give weight to the higher order strategic outcomes and to balance economic, environmental and community interests when making decisions under the port overlay.

# 2. Purpose and application

## 2.1. Purpose

The purpose of this port overlay is to implement the master plan, in accordance with the Ports Act.

While the port overlay applies to the entire master planned area, additional regulation is only provided where necessary in [section 5](#) and [section 6](#), in the case that the existing framework does not regulate development to the extent needed to implement the master plan.

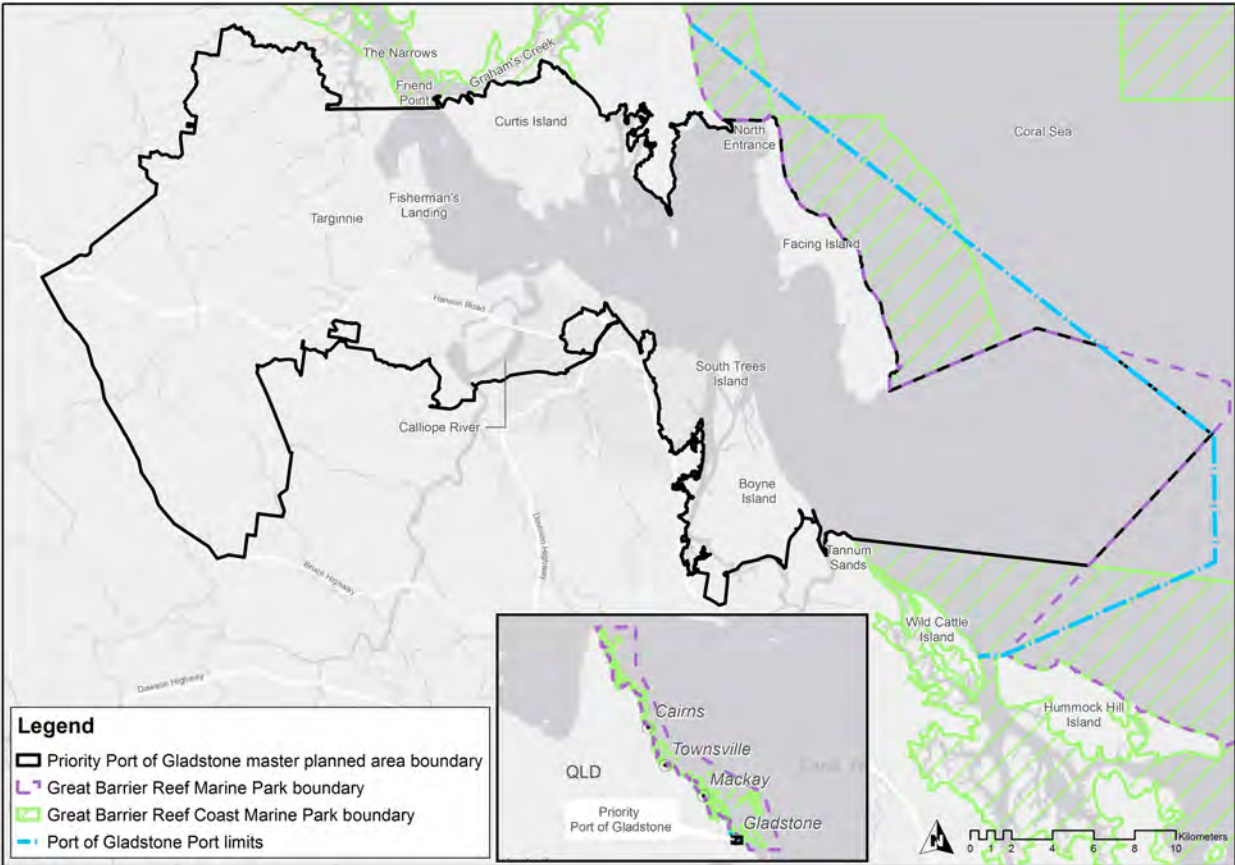
The [Environmental management framework](#) (EMF) states how the PMMs from the master plan will be achieved.

Requirements outlined in this port overlay would only take effect once the final port overlay is released, after the statutory public consultation period and consideration of public submissions.

## 2.2. Application

The port overlay applies to all the master planned area, as shown in [Figure 2](#) and in [Appendix A](#).

**Figure 2 Master planned area**

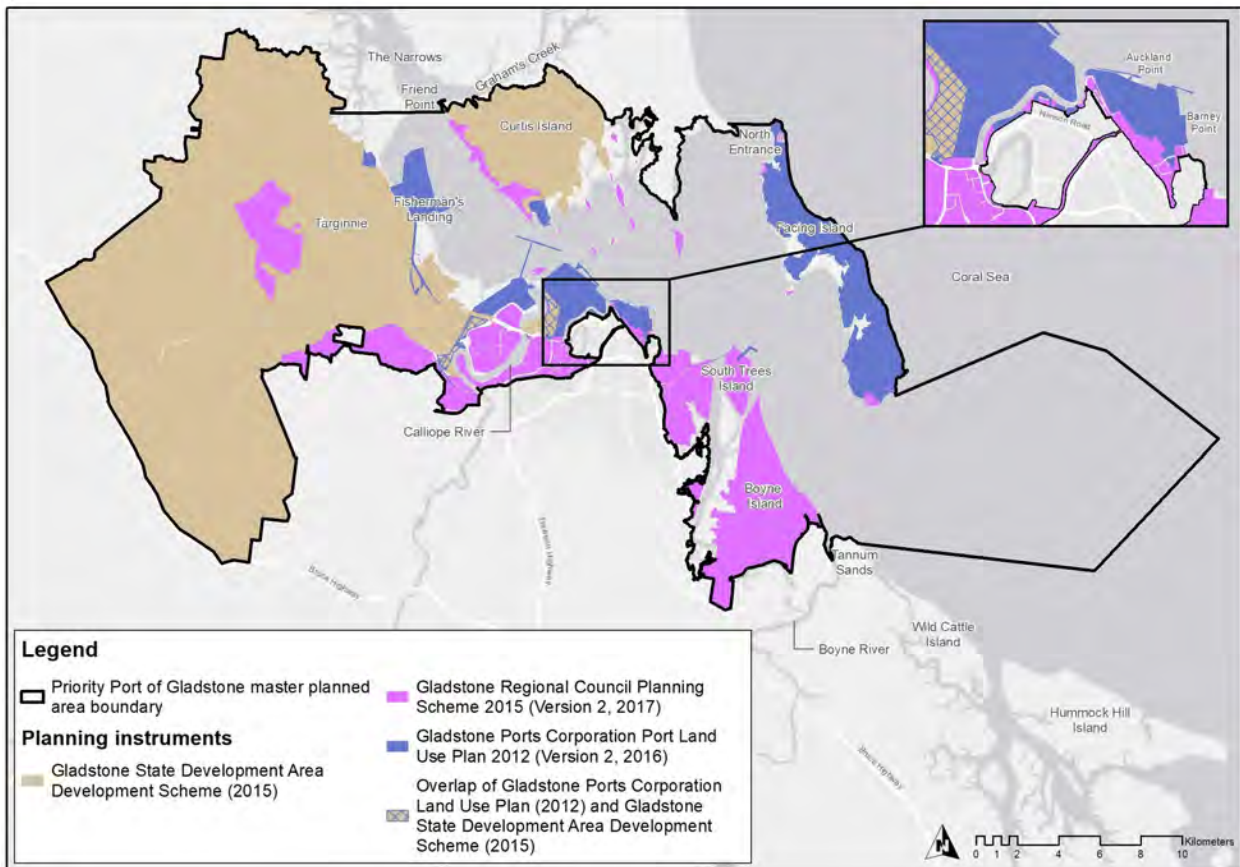


The port overlay establishes requirements for regulatory instruments, listed below and summarised in [Table 1](#):

- for the Planning Act:
  - matters Gladstone Regional Council must consider in making or amending the Gladstone Regional Council planning scheme or other local planning instrument
  - instances where development is made assessable by the port overlay
  - assessment benchmarks that assessable development under the port overlay must be assessed against
  - matters an assessment manager must have regard to in assessing development under the port overlay.
- for the Transport Infrastructure Act:
  - matters the Gladstone Ports Corporation must consider in making or amending a land use plan
- for the *State Development and Public Works Organisation Act 1971* (SDPWO Act):
  - matters the Coordinator-General must consider when making or amending the Gladstone State Development Area Development Scheme (GSDA Development Scheme).

The spatial extent of instruments under the above legislation is identified in [Figure 3](#) and the relationship of the port overlay to other legislation and regulatory instruments is summarised in [Table 1](#).

**Figure 3 Planning instruments**



**Table 1 Relationship of the port overlay to other legislation and regulatory instruments**

Legislation	Regulatory instrument within the master planned area <sup>1</sup>	Relationship to the port overlay	Action for development assessment	Action for plan-making
Planning Act	Gladstone Regional Council planning scheme or other local planning instrument	Gladstone Regional Council planning scheme and the port overlay both apply. To the extent of any inconsistency, the port overlay prevails <sup>2</sup> .	Where the port overlay makes development assessable and prescribes assessment benchmarks, Gladstone Regional Council as the assessment manager must: <ul style="list-style-type: none"> <li>• assess the development against the assessment benchmarks</li> <li>• have regard to the other matters specified.</li> </ul> Gladstone Regional Council's decision about a development application must not be inconsistent with the port overlay.	Gladstone Regional Council must consider the content of the port overlay when making or amending the Gladstone Regional Council planning scheme or other local planning instrument.
	Gladstone Ports Corporation Land Use Plan <sup>3</sup>	Gladstone Ports Corporation Land Use Plan and the port overlay both apply. To the extent of any inconsistency, the port overlay prevails <sup>4</sup> .	Where the port overlay makes development assessable and prescribes assessment benchmarks, Gladstone Ports Corporation as the assessment manager must: <ul style="list-style-type: none"> <li>• assess the development against the assessment benchmarks</li> <li>• have regard to the other matters specified.</li> </ul> Gladstone Ports Corporation's decision about a development application must not be inconsistent with the port overlay.	Not applicable
	<i>Planning Regulation 2017 (Planning Regulation)</i> <sup>5</sup>	The State Development Assessment Provisions (SDAP) and	Where the port overlay makes development assessable and prescribes assessment benchmarks, the relevant	Not applicable

<sup>1</sup> Refer to [Figure 3](#) for spatial extent.

<sup>2</sup> Section 26 of the Ports Act.

<sup>3</sup> Port land use plans are instruments under the Transport Infrastructure Act which function as assessment benchmarks for the purposes of the Planning Act, as prescribed by the Planning Regulation

<sup>4</sup> Section 27 of the Ports Act

<sup>5</sup> To the extent development in the master planned area is made assessable under Schedule 10, Part 13, Division 4 of the Planning Regulation



Legislation	Regulatory instrument within the master planned area <sup>1</sup>	Relationship to the port overlay	Action for development assessment	Action for plan-making
		the port overlay both apply. To the extent of any inconsistency, the port overlay prevails.	assessment manager must: <ul style="list-style-type: none"> <li>• assess the development against the assessment benchmarks</li> <li>• have regard to the other matters specified.</li> </ul> The assessment manager's decision must not be inconsistent with the port overlay.	
Transport Infrastructure Act	Gladstone Ports Corporation Land Use Plan	The land use plan and the port overlay both apply. To the extent of any inconsistency, the port overlay prevails <sup>6</sup> .	Not applicable	Gladstone Ports Corporation must consider the content of the final port overlay when making or amending the land use plan under the Transport Infrastructure Act.
SDPWO Act	GSDA Development Scheme	The Coordinator-General must consider, but is not bound by a requirement under the port overlay <sup>7</sup> .	The port overlay does not regulate development that is regulated by the GSDA Development Scheme <sup>8</sup> .	The Coordinator-General must consider whether the GSDA Development Scheme is inconsistent with the port overlay. Where there is an inconsistency, the Coordinator-General must decide whether to amend the GSDA Development Scheme to remove the inconsistency <sup>9</sup> .

<sup>6</sup> Section 27 of the Ports Act

<sup>7</sup> Section 32(1) of the Ports Act

<sup>8</sup> Section 19(4) of the Ports Act

<sup>9</sup> Section 31 of the Ports Act



### 3. Strategic direction

This section outlines the strategic intent of the port overlay to implement the master plan.

#### 3.1. Strategic vision

The strategic vision identified in the master plan is the long-term outlook for sustainable port development at the priority Port of Gladstone to the year 2050:

*"The master planned area for the priority Port of Gladstone will enable Queensland's largest multi-commodity port and associated industrial area to develop in a sustainable manner. Development will provide for management of the local expression of the Outstanding Universal Value of the Great Barrier Reef World Heritage Area, and any potential impacts on environmental values, community wellbeing and cultural heritage within and surrounding the master planned area."*

The strategic vision is supported by the desired outcomes and objectives which provide higher order strategic outcomes applicable across the master planned area.

#### 3.2. Objectives and desired outcomes

The master plan objectives identified in [Table 2](#), clarify how the strategic vision will be achieved.

**Table 2 Objectives to achieve the strategic vision**

State interest	Objectives <sup>10</sup>
Management of port-related development	<b>Sustainable growth</b> – enable the ongoing sustainable growth of trade through the priority Port of Gladstone.
	<b>Efficient land use</b> – continue to use and develop land and marine infrastructure efficiently where practicable.
	<b>Efficient operations</b> – maintaining and enhancing the efficient and effective operation of the port.
	<b>Locational integration</b> – continuous optimisation of the nature and location of port operations to minimise off-site impacts and to improve integration with surrounding land uses.
	<b>Safe navigation</b> – maintain and enhance the safe operation of the port’s navigable waterways and shipping.
	<b>Operational security</b> – ensure future land uses and development within the port and in surrounding areas do not compromise or impact upon current or future port operation.
Economic	<b>Economic prosperity</b> – facilitate the economic growth of the Gladstone region and Queensland.
Environment	<b>Protecting the Great Barrier Reef World Heritage Area</b> – avoid, mitigate and / or offset impacts from development on the OUV of the GBRWHA).

<sup>10</sup> It is recognised objectives may align with more than one state interest.

State interest	Objectives <sup>10</sup>
Infrastructure	<b>Environmental values</b> – recognise and avoid, mitigate and / or offset impacts from development on environmental values, including the natural, social and cultural environments within and surrounding the master planned area.
	<b>Supply chain efficiency</b> – protect land required for supply chain infrastructure to maximise the effective operation of the port and associated industrial areas, as well as the transport network servicing the port.
	<b>Industrial opportunities</b> – promote opportunities for the growth of logistics, freight and complementary land uses in strategic locations.
Community	<b>Efficient logistics</b> – ensure port-related development is located to support efficient operation of supply chain infrastructure and improve road freight transport efficiency by catering for high productivity vehicles on road freight routes leading to the port.
	<b>Community wellbeing</b> – support wellbeing for the community in the Gladstone region.
	<b>Safety and security</b> – provide for the safety and security of people and property.
	<b>Community access</b> – provide for community use of, and access to, public space.

The master plan desired outcomes, identified in [Table 3](#), contribute to achieving the strategic vision and objectives.

**Table 3** Desired outcomes

State interest	Desired outcomes <sup>11</sup>
Management of port-related development	<b>Provision of development areas</b> – land and marine areas are available for the development of the port and associated industries, and other development that supports and / or does not compromise port-related activities.
	<b>Port optimisation</b> – port infrastructure is optimised, depending on the economic, environmental and social context, prior to any expansion or development where practicable.
	<b>Capital dredging</b> – capital dredging is undertaken where necessary to support the ongoing operation and growth of the priority Port of Gladstone and provide for safe navigation.
	<b>Maintenance dredging</b> – maintenance dredging is undertaken to ensure efficient and safe navigation of waterways undertaken in accordance with the Long-term Maintenance Dredging Management Plan and guidelines developed under the Maintenance Dredging Strategy.
Economic	<b>Industrial opportunity</b> – provide for major industries of regional, state, national and global significance.
	<b>Regional prosperity</b> – provide economic benefit and employment opportunities for the Gladstone region.
	<b>Extractive resources</b> – recognise the economic value of extractive resources, state-owned quarry material under the <i>Forestry Act 1959</i> and minerals.
	<b>Forests</b> – recognise the economic, recreational and environmental values of native forests, including state forests.

<sup>11</sup> It is recognised desired outcomes may align with more than one state interest.

State interest	Desired outcomes <sup>11</sup>
Environment	<b>Beneficial reuse</b> – material generated from capital dredging is beneficially reused or placed on land where it is environmentally safe to do so.
	<b>Environmental management</b> – avoid, mitigate and / or offset impacts from development on environmental values (natural, social, cultural), including those that contribute to the OUV of the GBRWHA.
	<b>Environmental outcomes</b> – existing Commonwealth and state offset legislation and policies are recognised and appropriately addressed.
	<b>Scenic amenity</b> – avoid and / or mitigate impact from development on the scenic amenity of land and marine areas.
Infrastructure	<b>Supply chain infrastructure</b> – provide for adequate supply chain infrastructure, including connections between land and marine areas.
	<b>Responsive infrastructure</b> – port and supply chain infrastructure is planned and provided to meet market demand with capacity to adapt to changing technology, and cargo trends that meets the needs of changing user requirements.
	<b>Infrastructure optimisation</b> – use of supply chain infrastructure is optimised prior to any expansion or development where practicable, depending on the economic, environmental and social context.
	<b>Avoid encroachment</b> – encroachment from incompatible uses on infrastructure corridors and nodes is avoided.
Community	<b>Built environment</b> – adverse impacts from port-related development and sensitive land uses are appropriately avoided and / or mitigated.
	<b>Community accessibility</b> – provide appropriate public access to the waterfront and harbour where practicable and safe having regard to existing and future port operational needs and safety / security considerations.
	<b>Cultural heritage</b> – impacts on cultural heritage values are minimised, in accordance with the cultural heritage duty of care <sup>12</sup> under s. 23(1) of the <i>Aboriginal Cultural Heritage Act 2003</i> – this may include, but is not limited to, listed cultural heritage sites.

### 3.3. Environmental management framework

The EMF describes the interaction of development with environmental values with a focus on the local expression of the OUV of the GBRWHA, and Matters of National Environmental Significance (MNES) and Matters of State Environmental Significance (MSES)<sup>13</sup>.

The EMF contains objectives that apply to specific precincts and includes PMMs to help manage impacts from development on environmental values. The EMF objectives combine with the precinct purpose and outcomes to provide direction to achieve the strategic vision for the master plan. [Appendix C](#) identifies the EMF objectives from the master plan, and [Appendix F](#) includes the local attributes of OUV of the GBRWHA from the master plan.

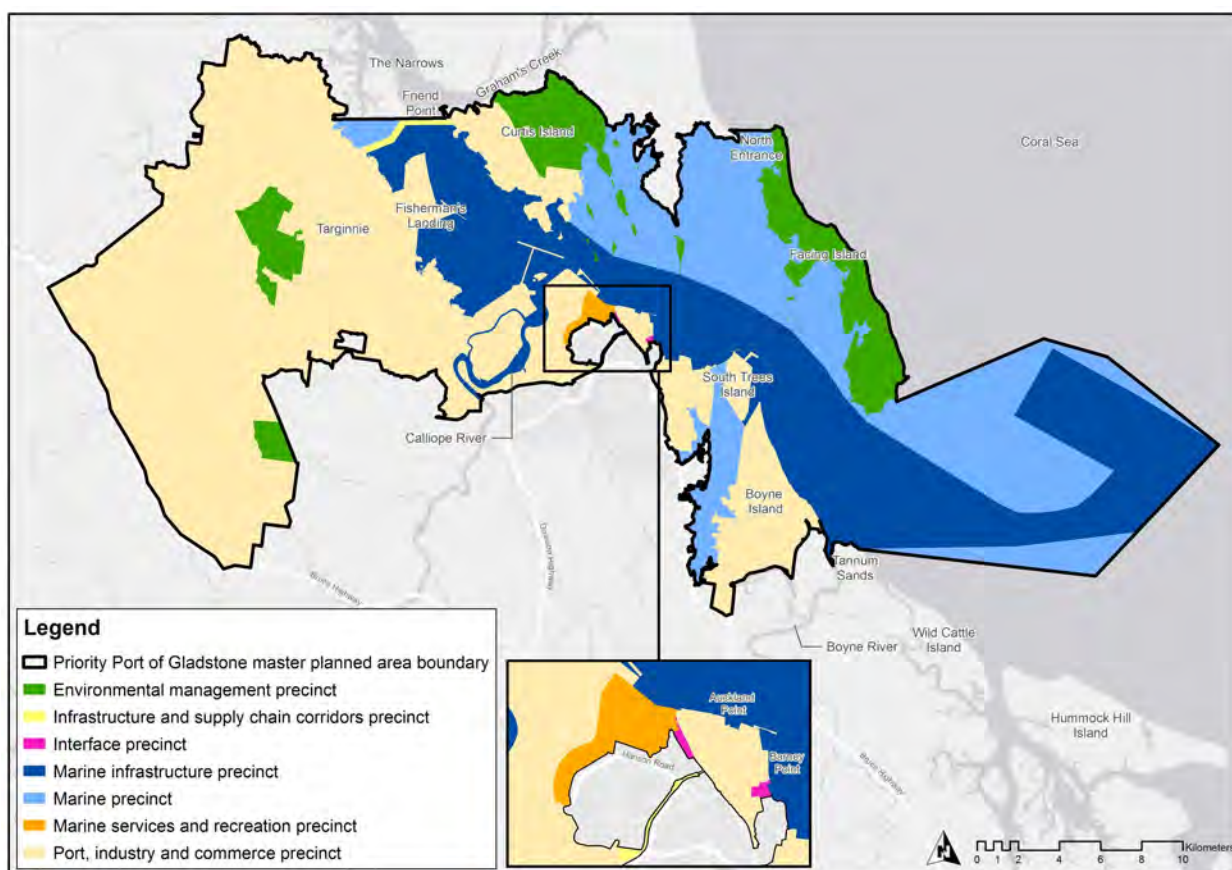
<sup>12</sup> For further information on the cultural heritage duty of care requirements, refer to the Department of Aboriginal and Torres Strait Islander Partnership's *Aboriginal Cultural Heritage Act 2003, Duty of Care Guidelines* at <https://www.datsip.qld.gov.au/resources/datsima/people-communities/cultural-heritage/duty-of-care-guidelines.pdf>

<sup>13</sup> MNES and MSES values are recognised as distinct environmental values that also contribute to the local expression of the OUV of the GBRWHA.

### 3.4. Precincts

Within the master planned area, the purpose and outcomes of the precincts in the master plan indicate the long-term intent for development in specific locations and those areas where environmental considerations are a predominant consideration. Each precinct is identified in [Figure 4](#) with detailed specific requirements outlined in [Appendix B](#).

**Figure 4 Master planned area and precincts**



### 3.5. Sub-precincts

The port overlay includes sub-precincts which provide additional outcomes for defined areas within precincts to implement the master plan at a finer grain. Sub-precincts apply in addition to the relevant precinct and trigger assessment benchmarks within specific areas of the master planned area. Sub-precincts are relevant for both plan-making and development assessment and each sub-precinct boundary is identified in [Appendix B](#).

The following precincts in the port overlay contain the sub-precincts listed below:

The [Marine services and recreation precinct](#) contains the:

- [East shores sub-precinct](#)
- [Marine services sub-precinct](#)
- [Parkland and education sub-precinct](#).

For the purposes of development assessment against the overlay, implementing the purpose and outcomes of the Marine services and recreation precinct will be achieved through compliance with the relevant sub-precinct purpose(s) and outcome(s).

The [Port, industry and commerce precinct](#) contains the:

- [Port central sub-precinct](#)
- [Connectivity and interface buffer sub-precinct](#).

For the purposes of development assessment against the overlay, implementing the purpose and outcomes of the Port, industry and commerce precinct will be achieved in part through compliance with the relevant sub-precinct purpose(s) and outcome(s).

The [Interface precinct](#), which contains the:

- [Residential interface sub-precinct](#)
- [Connectivity and interface buffer sub-precinct](#).

For the purpose of development assessment against the overlay, implementing the purpose and outcomes of the Interface precinct will be achieved in part through compliance with the relevant sub-precinct purpose(s) and outcome(s).

## 4. Environmental management framework

The Ports Act establishes a legislative requirement to have an EMF for a priority port. The EMF is outlined in the master plan and includes EMF objectives and PMMs to manage impacts from development on environmental values.

### 4.1. Priority management measures

Due to the comprehensive nature of existing state and Commonwealth statutory requirements, approvals and operational environmental management measures that apply to development within the master planned area, limited PMMs were identified for the master planned area.

The PMMs in [Table 4](#) have been identified to promote the continuation of primarily non-statutory measures and to enable consistent management of the local attributes of the OUV of the GBRWHA and environmental values across the master planned area.

[Appendix D](#) includes PMMs 1, 2, 3, 4, and references to PMMs 5 to 9.

**Table 4 Priority management measures and responsible entities**

Priority management measures	
1	<p><b>Aboriginal cultural heritage notification</b></p> <p>Prior to undertaking any ground disturbance activities within the master planned area, proponents who are not already required to undertake notification under the provisions of the <i>Aboriginal Cultural Heritage Act 2003</i>, an Indigenous Land Use Agreement registered under the <i>Native Title Act 1993</i>, an agreement made under s. 31 of the <i>Native Title Act 1993</i>, and other agreements with an Aboriginal party under the <i>Aboriginal Cultural Heritage Act 2003</i>, will notify the relevant Aboriginal party prior to the works being undertaken.</p> <p>Responsible entities: Gladstone Regional Council and Gladstone Ports Corporation.</p>
2	<p><b>Environmental values monitoring and reporting program</b></p> <p>Prepare an environmental values monitoring and reporting program for the environmental values within and surrounding the master planned area that will be impacted by development within the master planned area.</p> <p>Responsible entity: Gladstone Ports Corporation.</p>
3	<p><b>Environmental assessment guideline</b></p> <p>Prepare an environmental assessment guideline for development likely to have a significant adverse impact on the environmental values that contribute to the OUV of the GBRWHA. This guideline will seek to ensure environmental assessment processes are appropriately and consistently applied across the master planned area for matters relating to the OUV of the GBRWHA and other environmental values.</p> <p>Responsible entities: authorities responsible for Environmental Impact Assessment decision making under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act), SDPWO Act, and Chapter 3 of the <i>Environment Protection Act 1994</i> (EP Act).</p>



## Priority management measures

- |   |   |
|---|---|
| 4 | <b>Land management plan guideline</b><br>Prepare and implement a land management plan guideline to ensure the OUV of the GBRWHA and other environmental values are consistently identified and managed within the Environmental management precinct of the master planned area.<br>Responsible entities: the relevant entity undertaking land management plans identified in PMMs 5 to 9 below.   |
| 5 | <b>Facing Island land management plan</b><br>Prepare and implement a land management plan for the Facing Island land management plan area in accordance with the land management plan guideline.<br>Responsible entity: Gladstone Ports Corporation.  |
| 6 | <b>Inshore Islands land management plan</b><br>Prepare and implement a land management plan for the Inshore islands land management plan area in accordance with the land management plan guideline.<br>Responsible entity: Gladstone Regional Council.   |
| 7 | <b>Mount Larcom landform land management plan</b><br>Prepare and implement a land management plan for the Mount Larcom landform land management plan area in accordance with the land management plan guideline.<br>Responsible entity: The current administering agencies - Department of Natural Resources, Mines and Energy and the Department of Environment and Science, where undertaking land management planning for areas under their custodianship. |
| 8 | <b>Aldoga reserve land management plan</b><br>Prepare and implement a land management plan for the Aldoga reserve land management plan area in accordance with the land management plan guideline.<br>Responsible entity: Economic Development Queensland.  |
| 9 | <b>Curtis Island land management plan</b><br>Prepare and implement a land management plan for the Curtis Island land management plan area in accordance with the land management plan guideline.<br>Responsible entity: Coordinator-General.  |

## 4.2. Environmental management framework objectives

The EMF objectives outlined in [Appendix C](#) provide for the management of potential impacts within each of the precincts, and are given effect through [section 5](#) and [section 6](#).

## 5. Plan-making

### 5.1. Purpose

The purpose of this section is to prescribe the requirements or considerations for either making or amending the following regulatory instruments, in accordance with the following sections of the Ports Act:

- section 21(2)(a)(i) with respect to the Gladstone Regional Council planning scheme or other local planning instrument
- section 21(2)(b) with respect to the Gladstone Ports Corporation Land Use Plan
- section 32 with respect to the GSDA Development Scheme.

This section also identifies when port overlay requirements have been adequately integrated to the extent that development assessment requirements in [section 6](#) may no longer apply.

### 5.2. Gladstone Regional Council

Gladstone Regional Council must consider the following matters when making or amending the Gladstone Regional Council planning scheme or other local planning instrument under the Planning Act:

- the strategic vision in [section 3.1](#)
- objectives and desired outcomes in [section 3.2](#)
- purpose and outcomes ([Appendix B](#)), EMF objectives ([Appendix C](#)) and potential impacts on environmental values ([Appendix E](#)) for the relevant master plan precinct
- where a categories of assessment table applies for an area, the relevant port overlay categories of assessment table in [section 6.1](#)
- where an assessment benchmark applies for an area, the purpose and performance outcomes of the relevant port overlay assessment benchmark in [section 6.2](#)
- local attributes of the OUV of the GBRWHA ([Appendix F](#)).

The plan-making requirements provide further matters to be considered in addition to requirements under the *State Planning Policy 2017* (SPP). The strategic port state interest applies within and surrounding the master planned area when making or amending the Gladstone Regional Council planning scheme or other local planning instrument, under the Planning Act.

### 5.3. Gladstone Ports Corporation Land Use Plan

Gladstone Ports Corporation must consider the following matters when making or amending a land use plan under the Transport Infrastructure Act:

- the strategic vision in [section 3.1](#)
- objectives and desired outcomes in [section 3.2](#)
- purpose and outcomes ([Appendix B](#)), EMF objectives ([Appendix C](#)), and potential impacts on environmental values ([Appendix E](#)) for the relevant master plan precinct
- where a categories of assessment table applies for an area, the relevant port overlay categories of assessment table in [section 6.1](#)
- where an assessment benchmark applies for an area, the purpose and performance outcomes of the relevant port overlay assessment benchmark in [section 6.2](#)

- local attributes of the OUV of the GBRWHA ([Appendix F](#))
- scenic amenity overlay and local heritage matters identified in the Gladstone Regional Council planning scheme
- in the Port central sub-precinct, the long-term suitability and sustainability of uses given the proximity of adjoining urban areas and the need to manage amenity impacts.

If the Gladstone Ports Corporation land use plan is amended to include additional area, the relevant precinct or sub-precinct that would apply to the area must be considered.

## 5.4. Gladstone State Development Area Development Scheme

The Coordinator-General must consider the following as soon as practicable after the port overlay takes effect, or when making or amending the GSDA development scheme:

- the strategic vision in [section 3.1](#)
- objectives and desired outcomes in [section 3.2](#)
- purpose and outcomes ([Appendix B](#)), EMF objectives ([Appendix C](#)) and potential impacts on environmental values ([Appendix E](#)) for the relevant master plan precinct
- where an assessment benchmark applies for an area, the purpose and performance outcomes of the relevant port overlay assessment benchmark in [section 6.2](#)
- the local attributes of the OUV of the GBRWHA ([Appendix F](#)).

If the GSDA development scheme is amended to include additional area, the relevant precinct or sub-precinct that would apply to the area must be considered.

## 5.5. Implementing master plan outcomes

The plan-making process provides the opportunity to plan at a local scale to resolve outcomes based on the strategic vision, objectives and desired outcomes. The need to balance economic, environmental, and community outcomes may be necessary where the scale of precincts include a broad range of land uses, environmental values, and economic activities.

The inclusion of land within a precinct does not imply all land can be used for the intent envisaged by the precinct. For example, land may be unsuitable for development because of environmental constraints such as vegetation, marine plants, or scenic amenity, and alternative outcomes may be required to effectively deliver the intent of the master plan.

In considering the port overlay in plan-making, entities preparing statutory instruments may give weight to the strategic vision, objectives, desired outcomes, and the purpose and performance outcomes of sub-precinct codes, where conflicts arise, to balance economic, environmental, and community outcomes to achieve the intent of the master plan.

If an instrument identified in [section 5.1](#) is consistent with, and adequately integrates the port overlay, a statement (integration statement) may be included in the instrument that states:

- the name and date of the port overlay that has been adequately integrated in the instrument
- that all or part of the port overlay has been adequately integrated in the instrument

- if the port overlay has only been integrated in part, a description of the parts of the port overlay that have been adequately integrated in the instrument and the parts of the port overlay that remain relevant for assessment
- unless the instrument indicates a contrary intention, development does not require assessment against the port overlay requirements identified in [section 6](#) to the extent that it is consistent with, and has adequately integrated, the port overlay.

Where an instrument (or part of an instrument) contains an integration statement and amendments are made which affect matters relevant to, or regulated by the port overlay, development will require assessment against the port overlay in [section 6](#) unless a new integration statement is contained in the instrument.

If a proposed amendment has the potential to compromise the implementation of the master plan, it may be necessary to review the master plan and / or port overlay to determine if it should be modified to allow for the development to be regulated by the port overlay.

## 6. Development assessment

This section identifies the following for development in the master planned area under the Planning Act:

- categories of assessment
- assessment benchmarks
- matters to have regard to in assessing development under the port overlay.

This section does not apply to matters regulated by the GSDA Development Scheme, for development assessment purposes.

No development, other than development stated in this section, is regulated by the port overlay. All other development not listed in [Table 5](#), is not changed by the port overlay.

### 6.1. Categories of assessment and assessment benchmarks

The following section of the port overlay identifies the categories of assessment and the assessment benchmarks relevant to each precinct, sub-precinct, or area identified by description.

Where a higher category of assessment already applies to development, the category of assessment is not lowered by the port overlay.

**Table 5 Categories of assessment and assessment benchmarks**

Development	Category of assessment	Assessment benchmark
<b>Environmental management precinct and located on Facing Island</b>		
Material change of use and Building work (where not within an existing approved building or structure)	Code assessment	Sea turtle protection code
Operational work within 200m of Highest Astronomical Tide (HAT) and where identified as a turtle nesting beach in <a href="#">Figure 11</a> .	Code assessment	Sea turtle protection code
<b>Infrastructure and Supply Chain corridors precinct and located within the sport and recreation zone of the Gladstone Regional Council planning scheme</b>		
Material change of use (not associated with an approved building or structure), or operational work for filling and excavation (exceeding 500m <sup>3</sup> )	Code assessment	Future port connections code

Development	Category of assessment	Assessment benchmark
<b>Infrastructure and Supply Chain corridors precinct or within 500 metres of the precinct boundary (Curtis Island corridor section only)</b>		
Material change of use or operational work (tidal works or filling and excavation exceeding 500m <sup>3</sup> )	Code assessment	Future port connections code
<b>Interface precinct and located in the Residential interface sub-precinct</b>		
Material change of use where assessable under the Gladstone Regional Council planning scheme, for any of the following: <ul style="list-style-type: none"> <li>(a) Childcare centre</li> <li>(b) Community care centre</li> <li>(c) Community use</li> <li>(d) Multiple dwelling</li> <li>(e) Relocatable home park</li> <li>(f) Residential care facility</li> <li>(g) Retirement facility</li> <li>(h) Rooming accommodation</li> <li>(i) Short-term accommodation</li> </ul>	No change to assessment level	Residential interface code
<b>Marine services and recreation precinct and located in the East shores sub-precinct</b>		
Material change of use for any of the following where development is not undertaken by an electrical entity or public-sector entity and the development footprint exceeds 500m <sup>2</sup> Gross Floor Area (GFA): <ul style="list-style-type: none"> <li>(a) Emergency services</li> <li>(b) Landing<sup>14</sup></li> <li>(c) Major electricity infrastructure</li> <li>(d) Market</li> <li>(e) Substation</li> <li>(f) Telecommunications facility</li> </ul>	Code assessment	East shores sub-precinct code
Material change of use (exceeding 500m <sup>2</sup> GFA)	Code assessment	East shores sub-precinct code
Operational work for tidal works or filling and excavation (exceeding 500m <sup>3</sup> and located within 20 metres of a property boundary that adjoins water)	Code assessment	East shores sub-precinct code

<sup>14</sup> Assessment may be triggered through other legislation.



Development	Category of assessment	Assessment benchmark
<b>Marine services and recreation precinct and located in the Marine services sub-precinct (upstream from Bryan Jordan Drive<sup>15</sup>)</b>		
Material change of use where made assessable by the Gladstone Regional Council planning scheme	No change to level of assessment	Marine services sub-precinct code
Any other material change of use on Strategic Port Land (SPL) (exceeding 500m <sup>2</sup> GFA)	Code assessment	Marine services sub-precinct code
<b>Marine services and recreation precinct and located in the Parkland and education sub-precinct</b>		
Material change of use for any of the following where development is not undertaken by an electrical entity or public-sector entity and the development footprint exceeds 500m <sup>2</sup> GFA: (a) Community care centre (b) Community use (c) Emergency services (d) Landing <sup>16</sup> (e) Major electricity infrastructure (f) Parking Station (g) Substation (h) Telecommunications facility	Code assessment	Parkland and education sub-precinct code
Any other material change of use exceeding 500m <sup>2</sup> GFA	Code assessment	Parkland and education sub-precinct code
Operational works involving tidal works or filling and excavation (exceeding 500m <sup>3</sup> and located within 20 metres of a property boundary that adjoins water)	Code assessment	Parkland and education sub-precinct code

<sup>15</sup> Refer [Figure 19](#).

<sup>16</sup> Assessment may be triggered through other legislation.

<b>Development</b>	<b>Category of assessment</b>	<b>Assessment benchmark</b>
<b>Port, industry and commerce precinct</b>		
Material change of use for any of the following where development is not undertaken by an electrical entity or public-sector entity and the development footprint exceeds 500m <sup>2</sup> GFA: (a) Emergency services (b) Landing <sup>17</sup> (c) Major electricity infrastructure (d) Substation (e) Telecommunications facility	Code assessment	Port, industry and commerce precinct code
Material change of use (exceeding 500m <sup>2</sup> GFA)	Code assessment	Port, industry and commerce precinct code
<b>Marine infrastructure precinct and located within 400 metres of the Port, industry and commerce precinct</b>		
Material change of use and operational work (tidal works or filling and excavation exceeding 500m <sup>3</sup> )	No change to level of assessment	Port, industry and commerce precinct code
<b>Port, industry and commerce precinct and located within the Port central sub-precinct</b>		
Material change of use (exceeding 500m <sup>2</sup> GFA)	Code assessment	Port central sub-precinct code
<b>Port, industry and commerce precinct and / or Interface precinct, and located within the Connectivity and interface buffer sub-precinct</b>		
Material change of use	Impact assessment	Connectivity and interface buffer sub-precinct code
Operational work for tidal works or filling and excavation (exceeding 500m <sup>3</sup> )	Code assessment	Connectivity and interface buffer sub-precinct code

<sup>17</sup> Assessment may be triggered through other legislation.

## 6.2. Assessment benchmarks

The assessment benchmarks for the port overlay are identified below:

### 6.2.1. Sea turtle protection code

#### 6.2.1.1. Application

The Sea turtle protection code applies to development:

- located in the [Environmental management precinct](#) on Facing Island
- identified as requiring assessment by [Table 5](#).

#### 6.2.1.2. Purpose and outcomes

The purpose of the Sea turtle protection code is to protect habitat values and functions of turtle nesting areas by avoiding or minimising the adverse lighting impacts of development.

The purpose of the Sea turtle protection code will be achieved through the following outcome:

- development avoids or minimises adverse lighting impacts on the habitat values and functions of turtle nesting areas.

#### 6.2.1.3. Criteria of assessment

[Table 6](#) contains the performance outcomes and acceptable outcomes (where relevant) for the Sea turtle protection code.

**Table 6 Sea turtle protection code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Turtle nesting beaches<sup>18</sup> – Facing Island</b>	
PO1 Development is located, designed, constructed and operated to: <ul style="list-style-type: none"> <li>(a) maintain or provide vegetated buffers to screen development from turtle nesting areas, by avoiding clearing of remnant and regrowth vegetation, by revegetating cleared areas, and by providing landscaping.</li> <li>AND</li> <li>(b) ensure public access to turtle nesting areas avoids or minimises interference with turtle nesting.</li> <li>AND</li> <li>(c) avoid or minimise artificial lighting that is directly visible from turtle nesting areas or the ocean.</li> <li>AND</li> </ul>	No acceptable outcome is prescribed.

<sup>18</sup> Refer [Appendix A](#), Figure 11 for facing island turtle nesting areas.

Performance outcome (PO)	Acceptable outcome (AO)
(d) avoid or minimise ambient lighting that contributes to sky glow seen from turtle nesting areas. AND (e) for building and operational work, avoid or minimise noise or vibration impacts on turtle nesting areas.	

## 6.2.2. Future port connections code

### 6.2.2.1. Application

The Future port connections code applies to development:

- located in the [Infrastructure and Supply Chain corridors precinct](#)
- within 500m of the [Infrastructure and Supply Chain corridors precinct](#) (Curtis Island corridor section)
- identified as requiring assessment by [Table 5](#).

### 6.2.2.2. Purpose and outcomes

The purpose of the Future port connections code is to protect supply chain corridors and the potential Curtis Island corridor.

The purpose of the Future port connections code will be achieved through the following outcomes:

- development does not compromise or adversely impact on the safe and efficient operation and management of supply chain infrastructure critical to the operation of the Port of Gladstone
- development is appropriately designed and located to accommodate the delivery of infrastructure, including the potential mainland to Curtis Island corridor.

### 6.2.2.3. Criteria of assessment

[Table 7](#) contains the performance outcomes and acceptable outcomes (where relevant) for the Future port connections code.

**Table 7 Future port connections code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Protection of supply chain infrastructure</b>	
PO1 Development, structures, services, and utilities do not compromise the future location and efficient operation of supply chain infrastructure.	No acceptable outcome is prescribed.
<b>Curtis Island corridor</b>	
PO2 Development does not compromise the Curtis Island corridor within the Infrastructure and Supply Chain corridors precinct as shown in <a href="#">Appendix B</a> .	No acceptable outcome is prescribed.

### 6.2.3. Residential interface sub-precinct code

#### 6.2.3.1. Application

The Residential interface precinct code applies to development:

- in the [Interface precinct](#) and located in the [Residential interface sub-precinct](#)
- identified as requiring assessment by [Table 5](#).

#### 6.2.3.2. Purpose and outcomes

The purpose of the Residential interface sub-precinct code is to mitigate acoustic impacts from port / industry operations.

The purpose of the Residential interface sub-precinct code will be achieved through the following outcome:

- development is designed to mitigate acoustic impacts to residents.

#### 6.2.3.3. Criteria of assessment

[Table 8](#) contains the performance outcomes and acceptable outcomes (where relevant) for the Residential interface sub-precinct code.

**Table 8 Residential interface precinct code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Amenity</b>	
PO1 Development is designed and constructed to minimise noise impacts generated by development within the Port central sub-precinct.	No acceptable outcome is prescribed.

### 6.2.4. East shores sub precinct code

#### 6.2.4.1. Application

The East shores sub-precinct code applies to development:

- in the [Marine services and recreation precinct](#) and located in the [East shores sub-precinct](#)
- identified as requiring assessment by [Table 5](#).

#### 6.2.4.2. Purpose and outcomes

The purpose of the East shores sub-precinct code is to facilitate recreation, community use, facilities and commercial uses to support the cruise ship terminal, and connectivity.

The purpose of the code will be achieved through the following outcomes:

- development retains existing recreation areas and provides for community use within the East shores sub-precinct
- development provides facilities and commercial uses to support cruise ship passenger operations
- connectivity is maintained within the precinct and provided to the Connectivity and interface buffer sub-precinct

- safe and responsive public access is provided to the waterfront
- the predominant use and amenity of the East shores sub-precinct is maintained.

### 6.2.4.3. Criteria of assessment

[Table 9](#) contains the performance outcomes and acceptable outcomes (where relevant) for the East shores sub-precinct code.

**Table 9 East shores sub-precinct code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Recreation, community use, cruise ship terminal, waterfront access and connectivity</b>	
PO1 Development facilitates recreation and community use across the East shores sub-precinct.	No acceptable outcome is prescribed.
PO2 Development ensures safe and legible connections <sup>19</sup> are provided from within the precinct to the Connectivity and interface buffer sub-precinct.	No acceptable outcome is prescribed.
PO3 Public access to the waterfront is provided that maintains public safety and environmental values.	No acceptable outcome is prescribed.
PO4 Development provides for cruise ship facilities and commercial uses that support and complement the use and amenity of the sub-precinct.	No acceptable outcome is prescribed.

## 6.2.5. Marine services sub-precinct code

### 6.2.5.1. Application

The Marine services sub-precinct code applies to development:

- in the [Marine services and recreation precinct](#) and located in the [Marine services sub-precinct](#)
- identified as requiring assessment by [Table 5](#).

### 6.2.5.2. Purpose and outcomes

The purpose of the Marine services sub-precinct code is to manage the interface between marine services development and the regional scenic amenity value of Auckland Inlet.

The purpose of the code will be achieved through the following outcome:

- development minimises impacts to the regional scenic amenity of Auckland Inlet.

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<sup>19</sup> Refer Gladstone Regional Council's Engineering Design Planning Scheme Policy

### 6.2.5.3. Criteria of assessment

[Table 10](#) contains the performance outcomes and acceptable outcomes (where relevant) for the Marine services sub-precinct code.

**Table 10 Marine services sub-precinct code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Amenity</b>	
<p>PO1 Development incorporates design requirements to create an attractive appearance to achieve regional scenic amenity objectives when viewed from publicly accessible land and the water by:</p> <p>(a) buildings and structures including design elements, treatments and materials which minimise visual bulk impacts.</p> <p>AND</p> <p>(b) landscaping softening the appearance of the built form and port operations and providing a visual buffer to mitigate aesthetic impacts between buildings / structures / operations and adjoining regional scenic amenity. Landscaping:</p> <p>i. is provided to screen buildings and structures, responsive and complementary to riparian vegetation communities.</p> <p>AND</p> <p>ii. is designed to require limited watering and maintenance.</p>	<p>No acceptable outcome is prescribed.</p>

## 6.2.6. Parkland and education sub-precinct code

### 6.2.6.1. Application

The Parkland and education sub-precinct code applies to development:

- in the [Marine services and recreation precinct](#) and located in the [Parkland and education sub-precinct](#)
- identified as requiring assessment by [Table 5](#).

### 6.2.6.2. Purpose and outcomes

The purpose of the Parkland and education sub-precinct code is to ensure the precinct develops primarily for parkland and educational purposes, while providing public access to the waterfront.

The purpose of the code will be achieved through the following outcome:

- development retains existing parkland areas and provides for additional parkland, educational facilities, and small scale commercial activities complementary to the scale, character and uses of the Parkland and education sub-precinct, while providing public access to the waterfront.



### 6.2.6.3. Criteria of assessment

[Table 11](#) contains the performance outcomes and acceptable outcomes (where relevant) for the Parkland and education sub-precinct code.

**Table 11 Parkland and education sub-precinct code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Land use</b>	
PO1 Development contains educational purposes, parkland and open space with limited small scale commercial uses that complement the scale, character and uses of the Parkland and education sub-precinct.	No acceptable outcome is prescribed.
<b>Access</b>	
PO2 Where directly adjoining Auckland Inlet or other waterfront area, development ensures direct, safe and legible public access is provided to the waterfront and surrounding marina and recreation activities.	No acceptable outcome is prescribed.

## 6.2.7. Port, industry and commerce precinct code

### 6.2.7.1. Application

The Port, industry and commerce precinct code applies to development:

- located within the [Port, industry and commerce precinct](#)
- located within the [Marine infrastructure precinct](#) and within 400m of the [Port, industry and commerce precinct](#)
- identified as requiring assessment by [Table 5](#).

### 6.2.7.2. Purpose and outcomes

The purpose of the Port, industry and commerce code is to provide for efficient and coordinated port operations, industry, port-related commercial activities, supply chain infrastructure and other complementary supporting or related development.

The purpose of the Port, industry and commerce precinct code will be achieved through the following outcomes:

- development and supply chain infrastructure are appropriately located, designed, constructed and operated to support consolidated and efficient port operations
- development does not compromise or adversely impact on existing or future supply chain infrastructure
- development not related to port land use activities does not constrain port operations or port facilities
- development is appropriately designed and constructed to avoid or minimise amenity impacts to surrounding sensitive uses.

### 6.2.7.3. Criteria for assessment

[Table 12](#) contains the performance outcomes and acceptable outcomes (where relevant) for the Port, industry and commerce precinct code.

**Table 12 Port, industry and commerce precinct code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Port optimisation</b>	
PO1 Development and supply chain infrastructure are located, designed and operated to maximise the efficient and coordinated use of port land and infrastructure.	No acceptable outcome is prescribed.
<p>Note—Supporting reports addressing the principles of port optimisation may assist in addressing this performance outcome.</p>	
<b>Protection of supply chain infrastructure</b>	
PO2 Development, structures, services and utilities do not compromise the future location and efficient operation of supply chain infrastructure.	No acceptable outcome is prescribed.
<b>Safeguarding port operations</b>	
PO3 Development does not constrain port operations or port facilities.	No acceptable outcome is prescribed.
<b>Amenity</b>	
PO4 Development avoids or minimises the generation of noise or vibration so that: (a) adverse impacts are not caused to adjoining premises or other nearby sensitive land uses. AND (b) desired ambient noise levels in surrounding sensitive uses are not exceeded.	AO4.1 Development achieves the noise generation and vibration levels set out in the <a href="#">Environmental Protection (Noise) Policy 2019</a> .
PO5 Development is designed and constructed to avoid or minimise air emissions <sup>20</sup> , and provides: (a) external storage, parking, loading and access areas which are built and maintained to prevent dust generation. AND (b) landscaping to prevent the generation and transmission of dust.	No acceptable outcome is prescribed.

<sup>20</sup> The *Environmental Protection (Air) Policy 2019* provides baseline requirements

Performance outcome (PO)	Acceptable outcome (AO)
<p>AND</p> <p>(c) stockpiles which are managed and screened / landscaped to minimise the release of windblown dust or particulate matter to the atmosphere.</p> <p>AND</p> <p>(d) loading and unloading equipment including but not limited to dump stations, conveyors and chutes to be managed to minimise the release of dust or particulate matter to the atmosphere.</p> <p>AND</p> <p>(e) measures which minimise the impact of odour.</p> <p>AND</p> <p>(f) construction timings that minimise the length of time soil is exposed.</p> <p>AND</p> <p>(g) construction measures which minimise dust emissions.</p>	

## 6.2.8. Port central sub-precinct code

### 6.2.8.1. Application

The Port central sub-precinct code applies to development:

- in the [Port, industry and commerce precinct](#) and located in the [Port central sub-precinct](#)
- identified as requiring assessment by [Table 5](#).

### 6.2.8.2. Purpose and outcomes

The purpose of the Port central sub-precinct code is to manage the interface between sensitive land uses and port / industry operations.

The purpose of the Port central sub-precinct code will be achieved through the following outcome:

- development is appropriately designed and constructed to avoid or minimise amenity impacts to surrounding urban areas, key locations<sup>21</sup>, and regional scenic amenity.

<sup>21</sup> Auckland point and the Gladstone Maritime Museum are key locations

### 6.2.8.3. Criteria of assessment

Table 13 contains the performance outcomes and acceptable outcomes (where relevant) for the Port central sub-precinct code.

**Table 13 Port central sub-precinct code**

Performance outcome (PO)	Acceptable outcome (AO)
<b>Design</b>	
PO1 Buildings and structures include design elements, treatments and materials which minimise visual bulk and contribute to the amenity of surrounding urban areas, open space, key locations and regional scenic amenity.	No acceptable outcome is prescribed.
<b>Amenity</b>	
PO2 Building and operational area design and layout minimise amenity impacts on surrounding urban areas, key locations and regional scenic amenity.	AO2.1 Activity areas (including storage, refuse, plant and equipment, and loading / unloading areas) are located away from sensitive use / locations and visually screened, or are located within or behind a building.  AND AO2.2 Manoeuvring, loading and unloading areas, and parking areas are imperviously sealed using concrete or asphalt bitumen.
PO3 Development avoids or minimises the generation of noise or vibration so that: (a) adverse impacts are not caused to adjoining premises or other nearby sensitive land uses. AND (b) desired ambient noise levels in residential areas are not exceeded.	AO3 Development achieves the noise generation levels set out in the <a href="#">Environmental Protection (Noise) Policy 2019</a> .
PO4 Development is designed and constructed to avoid or minimise air emissions <sup>22</sup> , and provides: (a) external storage, parking, loading and access areas which are built and maintained to prevent dust generation. AND (b) landscaping to prevent the generation and transmission of dust. AND (c) stockpiles which are managed and screened / landscaped to minimise the release of windblown dust or particulate matter to the atmosphere.	No acceptable outcome is prescribed.

<sup>22</sup> The *Environmental Protection (Air) Policy 2019* provides baseline requirements

Performance outcome (PO)	Acceptable outcome (AO)
<p>AND</p> <p>(d) loading and unloading equipment including but not limited to dump stations, conveyors and chutes to be managed to minimise the release of dust or particulate matter to the atmosphere.</p> <p>AND</p> <p>(e) measures which minimise the impact of odour.</p> <p>AND</p> <p>(f) construction timings that minimise the length of time soil is exposed.</p>	
<p>PO5 Outdoor lighting does not adversely impact on nearby sensitive uses or environmental values.</p>	<p>AO5 Development ensures that technical parameters, design, installation, operations and maintenance of outdoor lighting comply with <a href="#">AS 4282-2019 Control of the obtrusive effects of outdoor lighting</a>.</p>
<p>PO6 Landscaping provides a visual buffer and softens the appearance of the built form and port / industry operations viewed from surrounding open space, urban areas, key locations and regional scenic amenity. Landscaping:</p> <p>(a) is provided adjacent to buildings and structures, responsive to their height and bulk.</p> <p>AND</p> <p>(b) screens service, manoeuvring, storage and unloading, parking, and utility areas.</p> <p>AND</p> <p>(c) screens acoustic fences and retaining walls.</p> <p>AND</p> <p>(d) is designed to require limited watering and maintenance.</p>	<p>No acceptable outcome is prescribed.</p>

## 6.2.9. Connectivity and interface buffer sub-precinct code

### 6.2.9.1. Application

The connectivity and interface buffer sub-precinct code applies to development:

- in the [Port, industry and commerce precinct](#), the [Interface precinct](#), and located in the [Connectivity and interface buffer sub-precinct](#)
- identified as requiring assessment by [Table 5](#).

### 6.2.9.2. Purpose and outcomes

The purpose of the connectivity and interface buffer code is to manage the interface between sensitive land uses and port and industry operations, and to preserve and establish connectivity between the East Shores area and Barney Point.

The purpose of the code will be achieved through the following outcomes:

- development is designed to avoid or mitigate amenity impacts on surrounding urban areas and areas of regional scenic amenity by providing a visual buffer
- development provides for connectivity through the sub-precinct
- development is small scale, low impact and compatible with adjoining urban areas and the Connectivity and interface buffer sub-precinct intent.

### 6.2.9.3. Criteria of assessment

[Table 14](#) contains the performance outcomes and acceptable outcomes (where relevant) for the Connectivity and interface buffer sub-precinct code.

**Table 14 Connectivity and interface buffer sub-precinct code**

Performance outcome (PO)	Acceptable outcome (AO)
PO1 Development protects the corridor's ability to provide connectivity and to function as a visual buffer.	No acceptable outcome is prescribed.
PO2 Development must ensure attractive, safe and legible connections <sup>23</sup> are provided through the sub-precinct, to adjoining precincts.	No acceptable outcome is prescribed.
PO3 Landscaping is provided to complement the function of the corridor and to provide a visual buffer to mitigate aesthetic impacts between port structures / operations and the surrounding urban areas, and areas of regional scenic amenity.	No acceptable outcome is prescribed.
PO4 Development is small scale and low impact, compatible with surrounding urban areas and function of the sub-precinct and avoids or mitigates adverse amenity impacts.	No acceptable outcome is prescribed.

## 6.3. Matters to have regard to

Where development is identified as assessable under the port overlay, the following are the matters an assessment manager must have regard to in assessing development under the port overlay:

### Code assessment:

- the purpose and outcomes for the precinct(s) or sub-precinct(s) where development is proposed to be undertaken as outlined in [Appendix B](#)
- where development is proposed in the Marine and Marine Infrastructure precincts, the EMF objectives for the precincts as outlined in [Appendix C](#)

<sup>23</sup> Gladstone Regional Council's Engineering Design Planning Scheme Policy provides baseline requirements

- where development is proposed in the Marine services sub-precinct, the EMF objectives for the Marine services and recreation precinct as outlines in [Appendix C](#)
- where development is proposed in the Port, industry and commerce precinct, the desired outcomes and EMF objectives as outlined in [section 3.2](#) and [Appendix C](#) to the extent that the environmental values of an area are inconsistent with the Port, industry and commerce precinct purpose and outcomes.

**Impact assessment:**

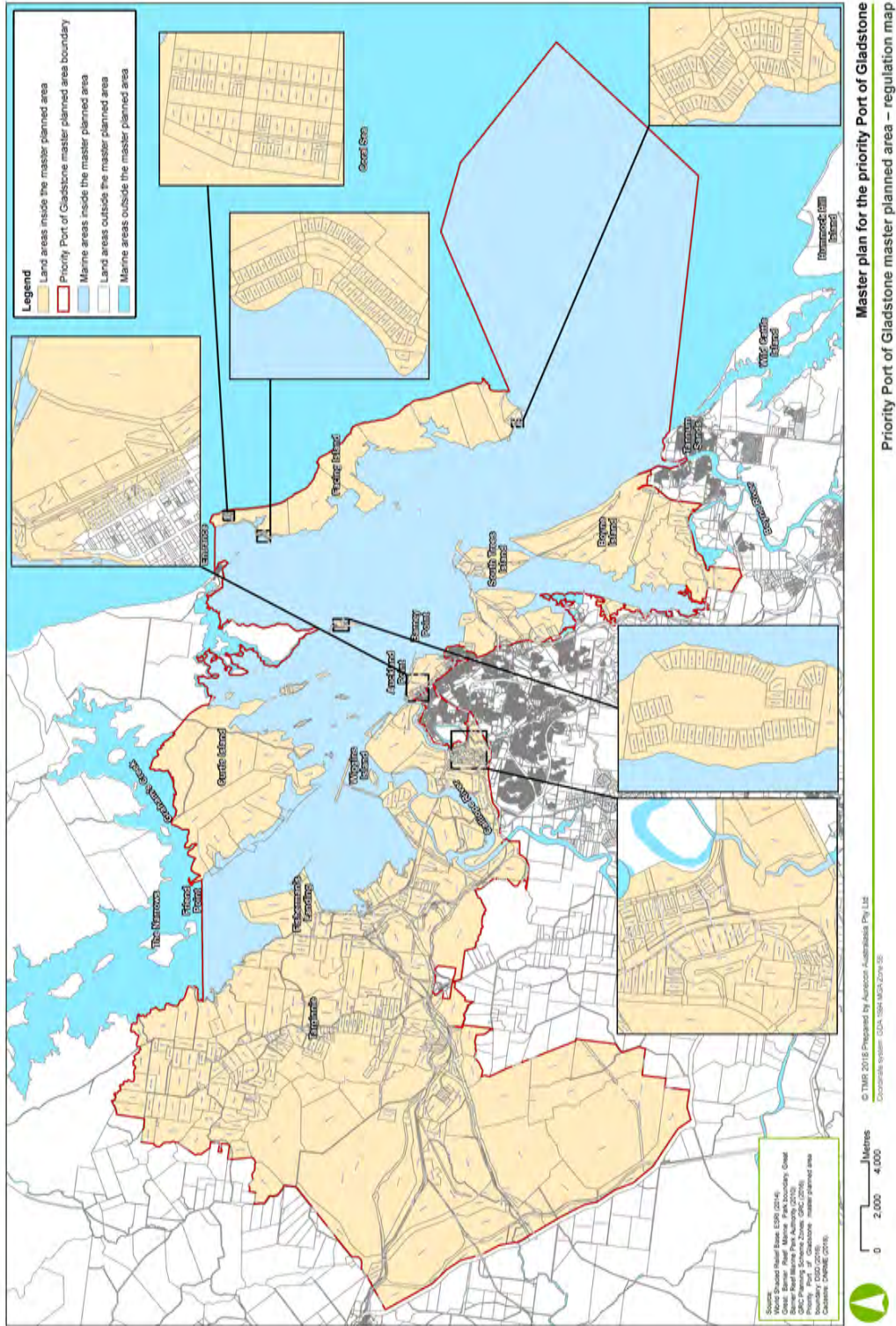
- the purpose, outcomes and EMF objectives for the precinct(s) or sub-precinct(s) where development is proposed to be undertaken, as outlined in [Appendix B](#) and [Appendix C](#)
- the strategic vision, desired outcomes, and objectives for the master planned area as identified in [section 3](#)
- the EMF objectives for the Interface precinct as outlined in [Appendix C](#), where development is proposed in the Connectivity and interface buffer sub-precinct.



# Appendix A – Mapping

## Master planned area

Figure 5 Master planned area

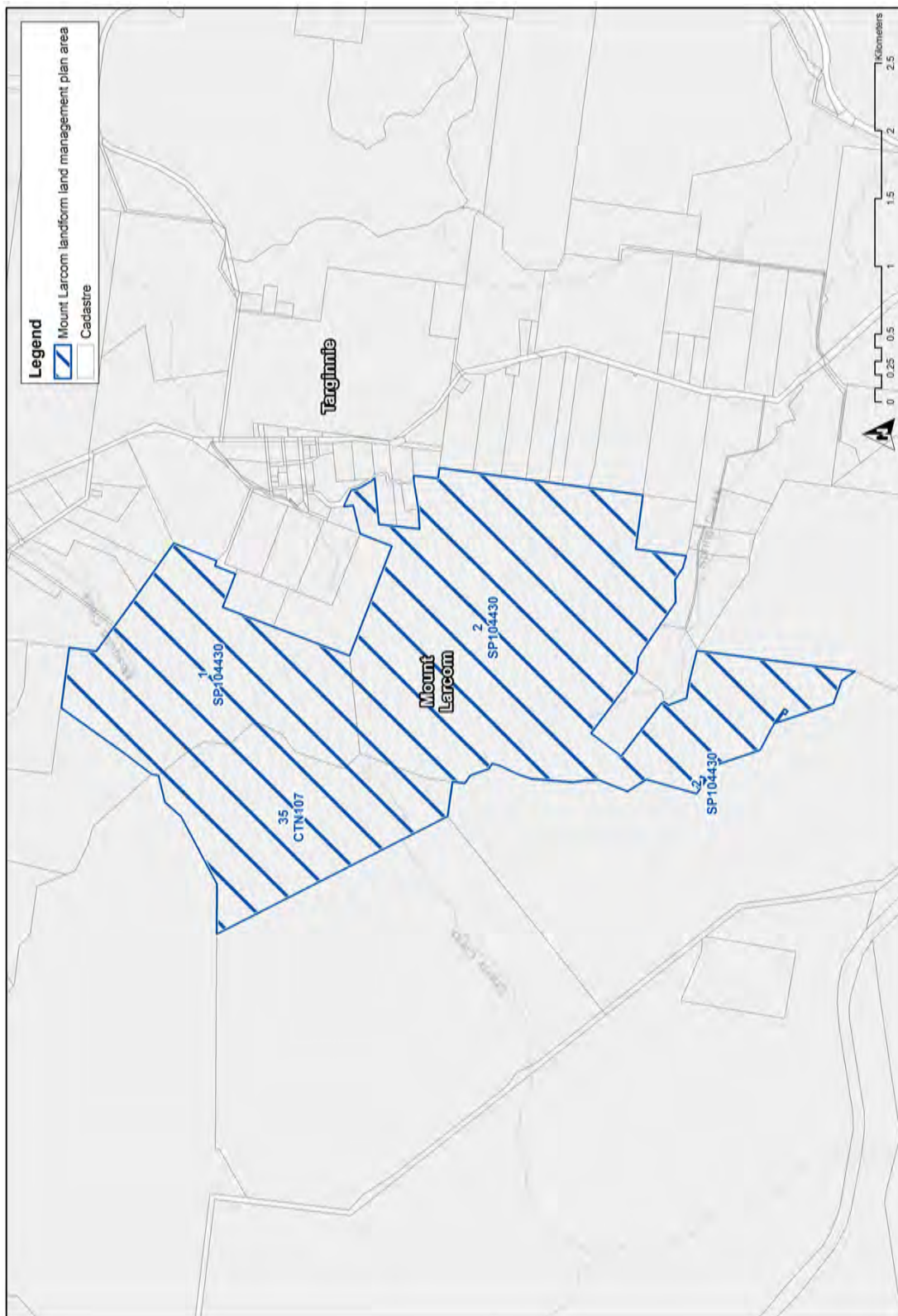


Master plan for the priority Port of Gladstone  
 Priority Port of Gladstone master planned area – regulation map

# Priority Management Measures

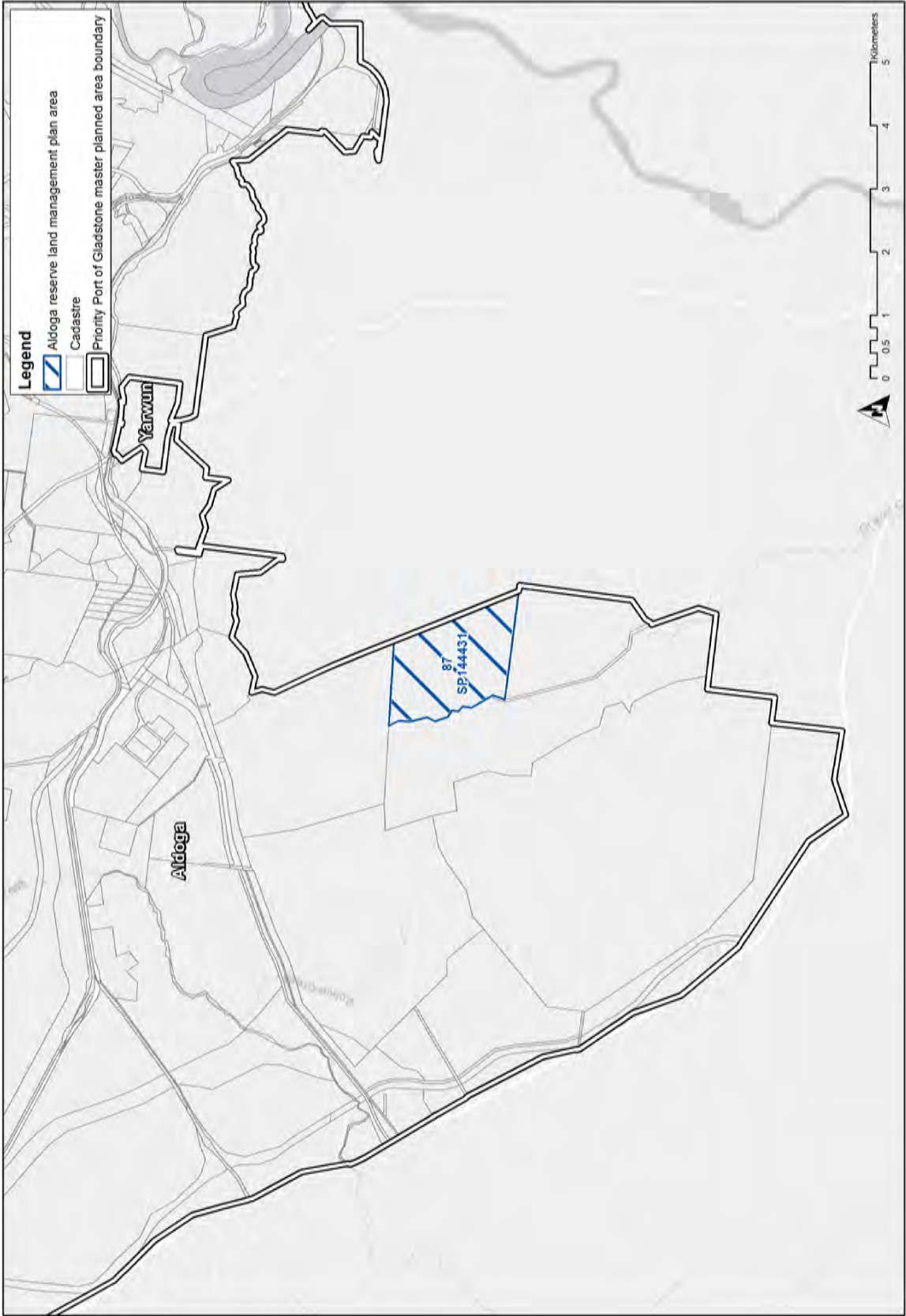
## Mount Larcom landform land management plan area

Figure 6 Mount Larcom landform land management plan area



# Aldoga reserve land management plan area

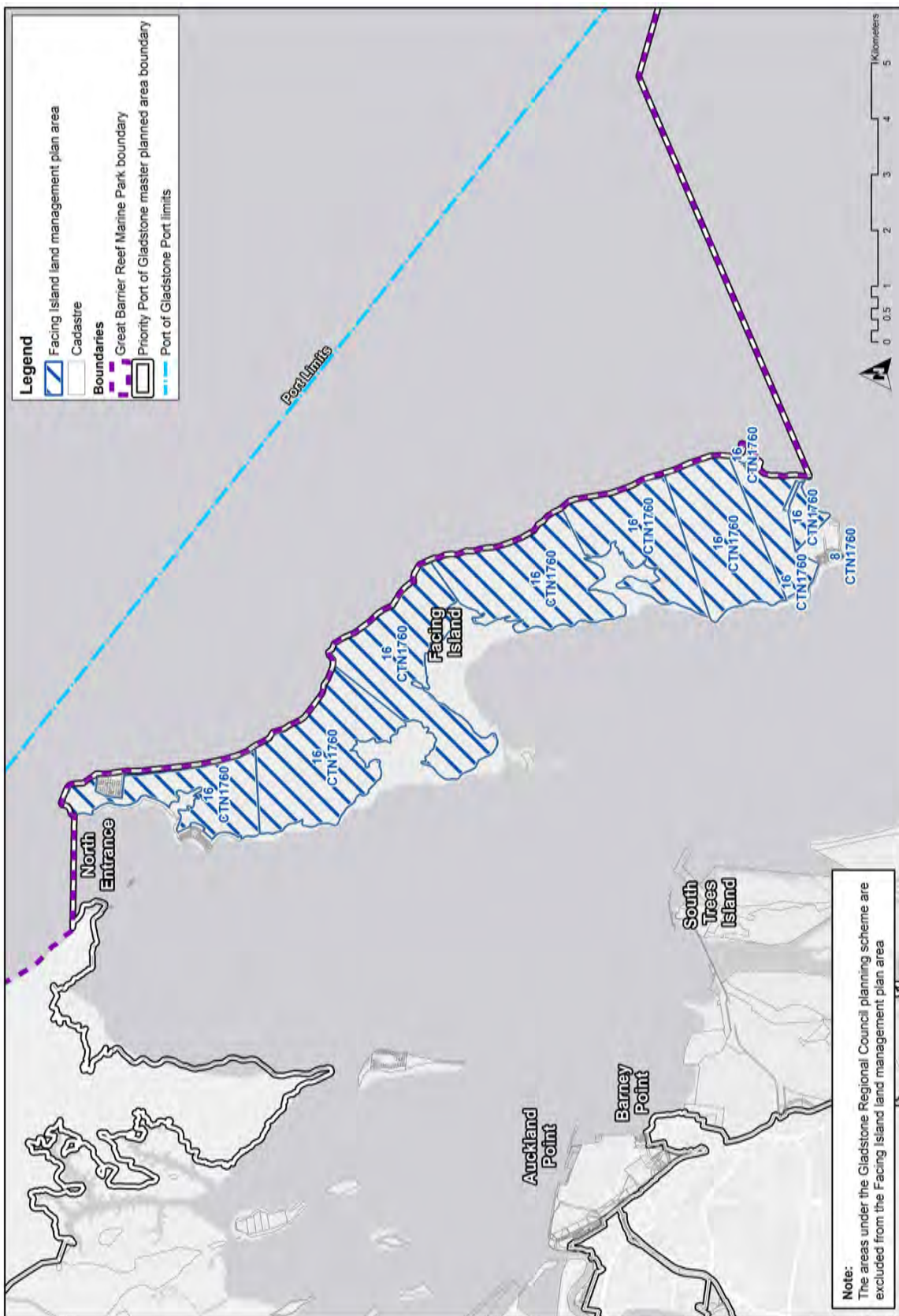
Figure 7 Aldoga reserve land management plan area





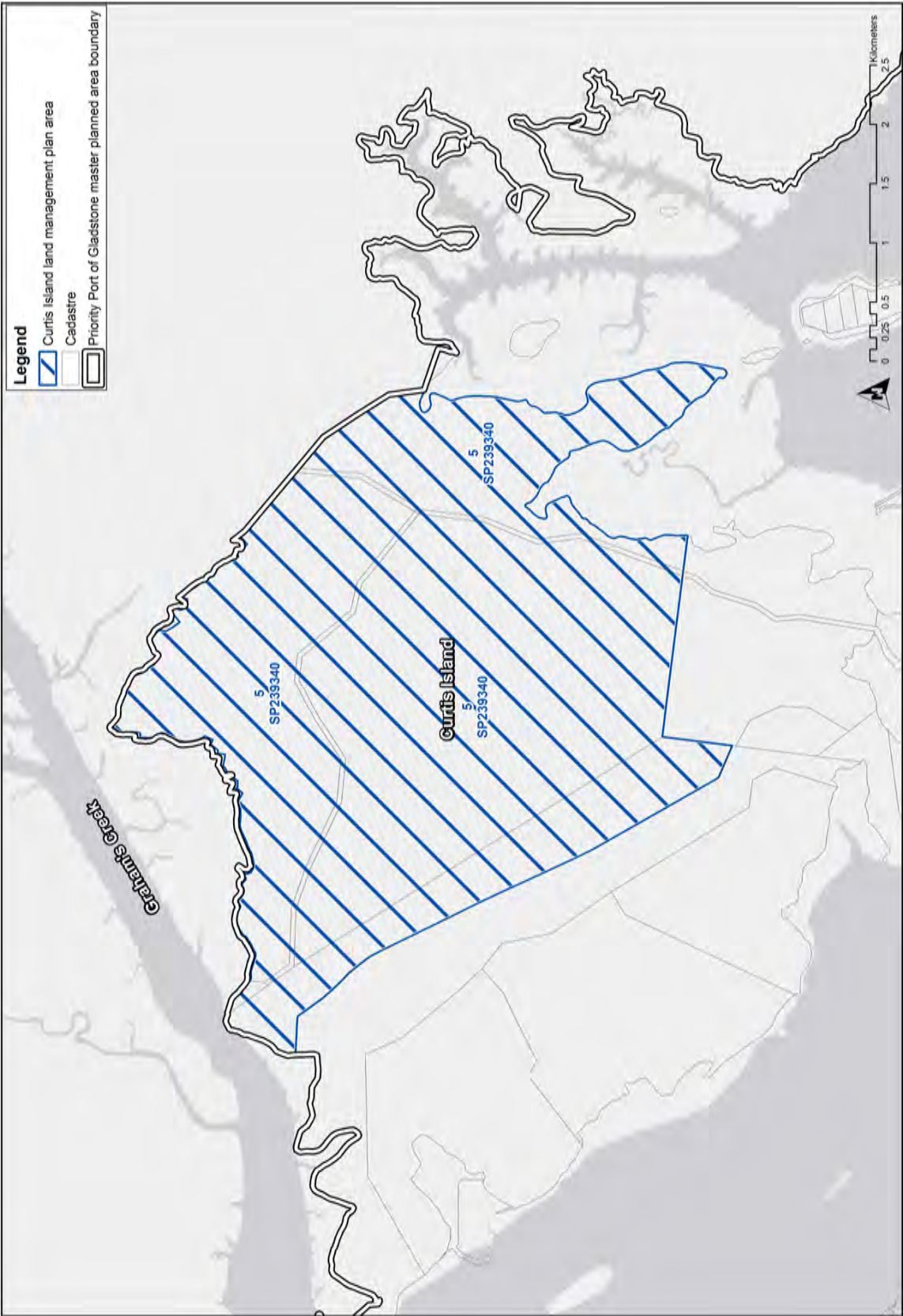
# Facing Island land management plan area

Figure 8 Facing Island land management plan area



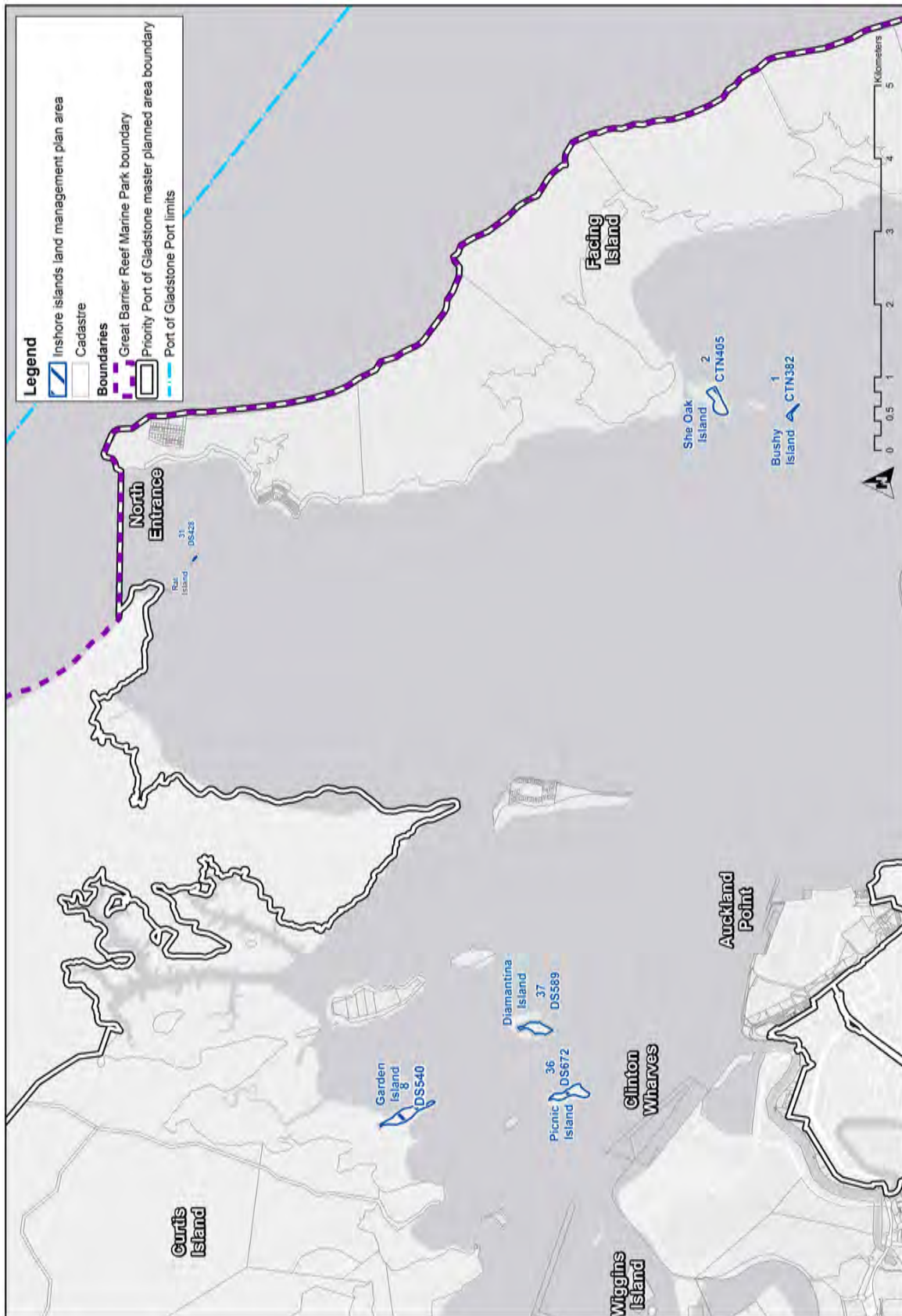
# Curtis Island land management plan area

Figure 9 Curtis Island land management plan area



# Inshore Islands land management plan area

Figure 10 Inshore Islands land management plan area







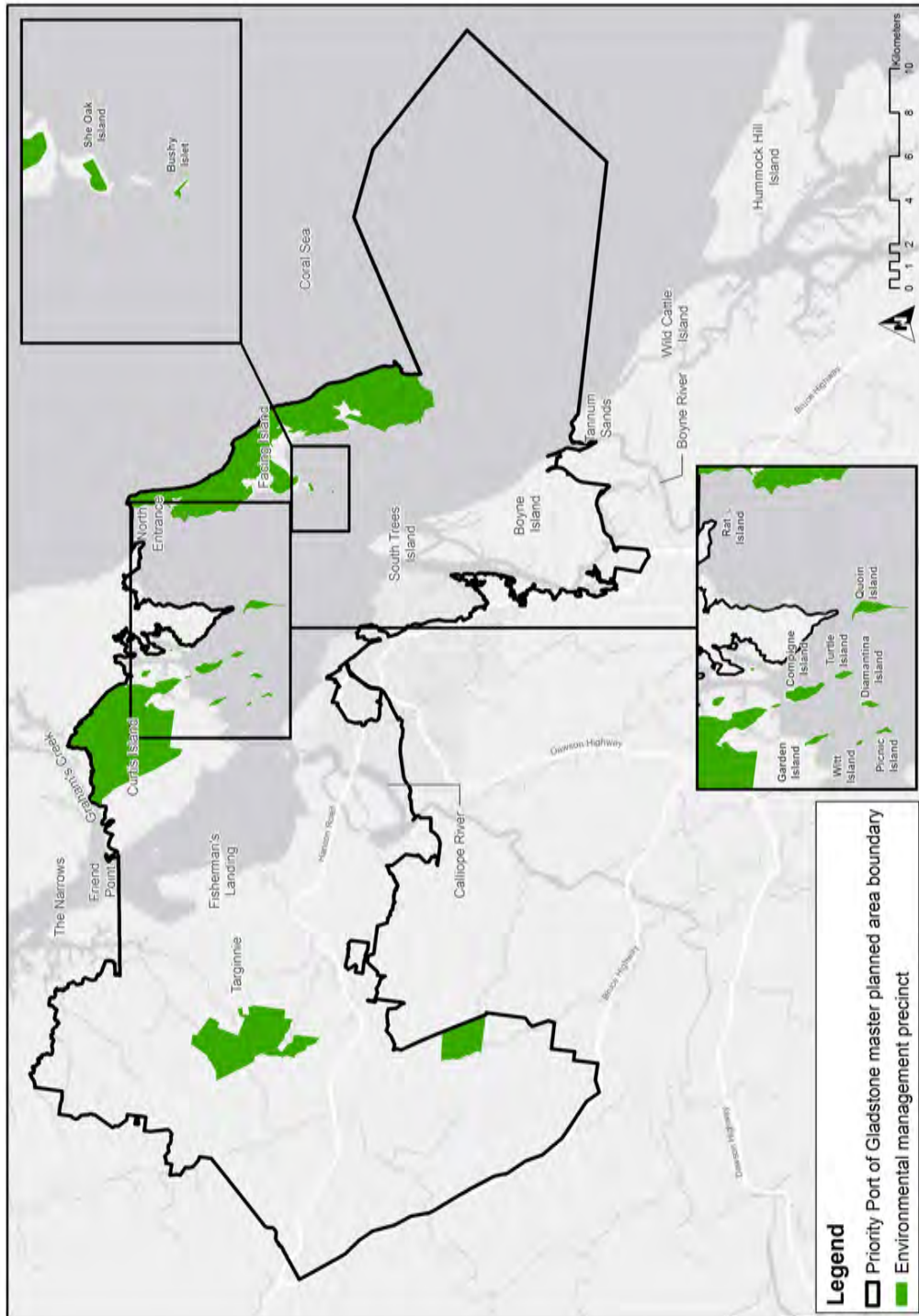


# Appendix B – Precinct areas

## Precincts and sub-precincts

### Environmental management precinct

Figure 12 Environmental management precinct



**Purpose:** The purpose of the Environmental management precinct is to limit development and avoid adverse impacts on environmental values.

**Description:** The precinct includes:

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

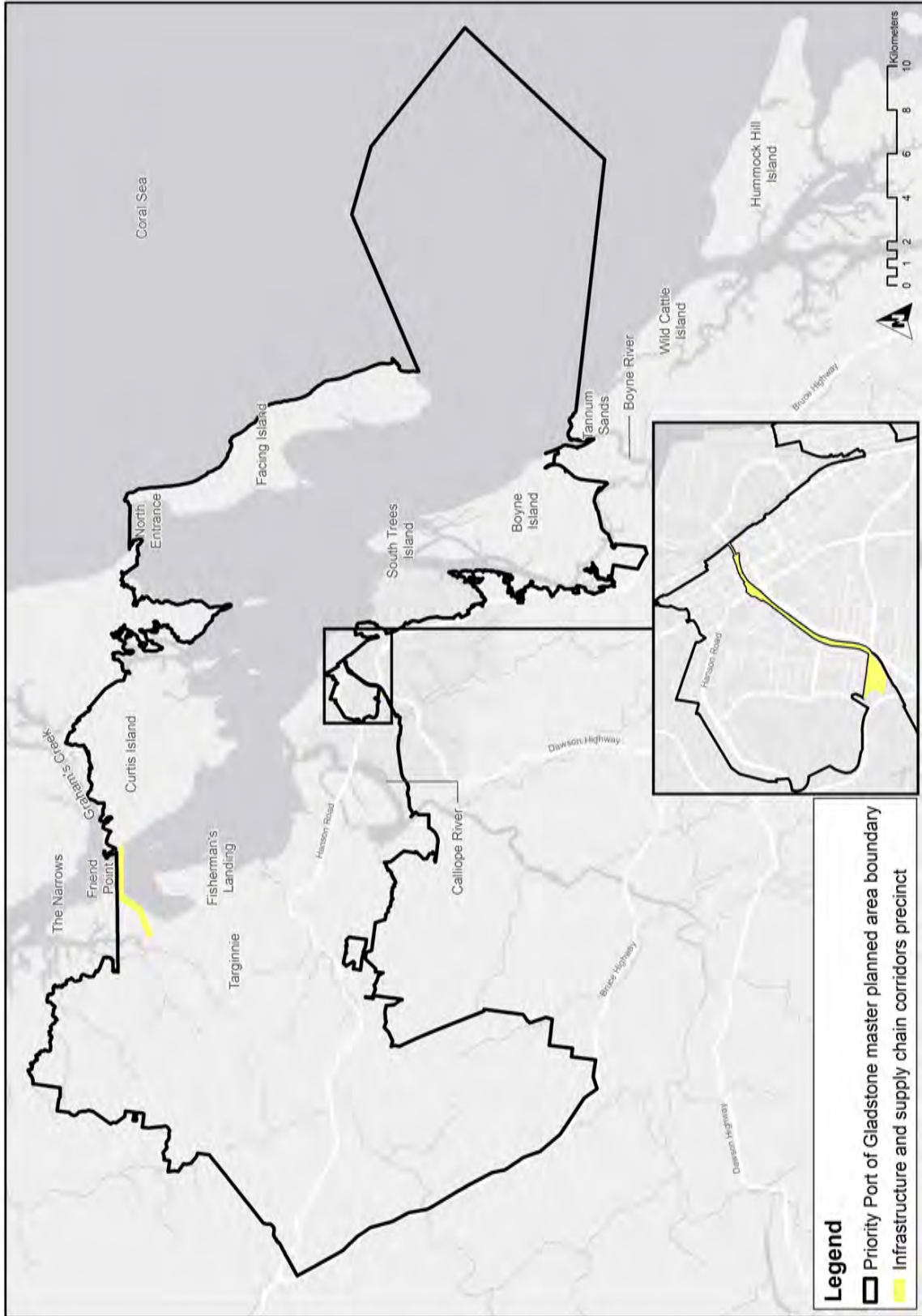
The precinct comprises land identified as being of environmental significance within relevant planning instruments.

**Outcomes:** Uses that do not compromise the environmental values of the area may be acceptable, including limited public access such as boardwalks or visitor centres. Limited development in the southern part of Quoin Island and existing townships on Facing Island may also be acceptable where the long-term purpose of the precinct is not compromised.

Essential infrastructure such as telecommunications and electricity network infrastructure may be located in this precinct to service adjoining industry or residential development if no other alternative is available.

# Infrastructure and Supply Chain corridors precinct

Figure 13 Infrastructure and Supply Chain corridors precinct



**Purpose:** The purpose of the Infrastructure and Supply Chain corridors precinct is to allow for the development of critical land and marine supply chain infrastructure to and from the port, and within the master planned area.

**Description:** This precinct includes:

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

**Outcomes:** Development maintains and provides for the safe and efficient operation and management of supply chain infrastructure.

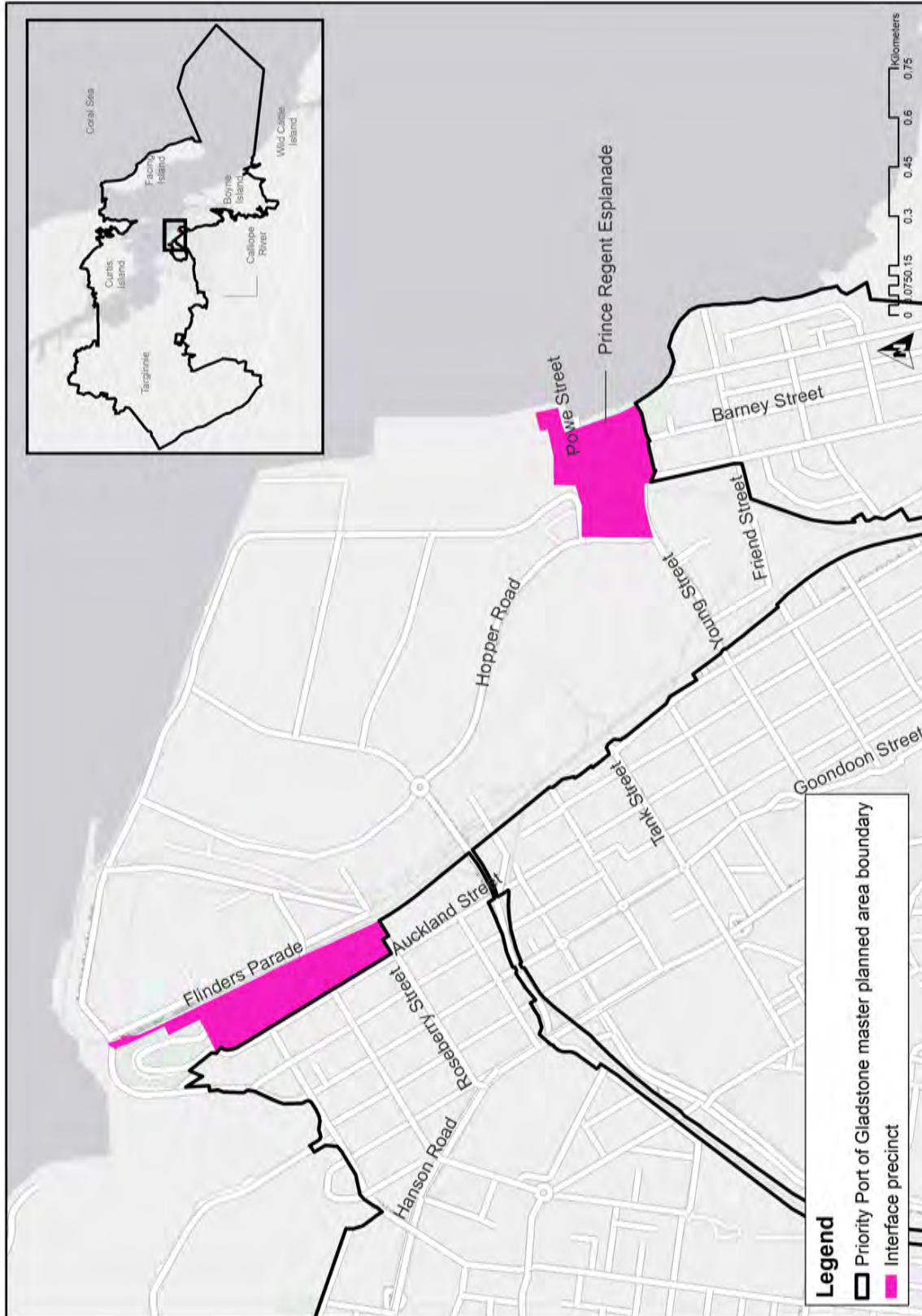
Development is appropriately designed and located to accommodate the delivery of infrastructure.

Development protects the existing Port Access Road and planned extension, and the potential mainland to Curtis Island corridor.

Development of the Port Access Road provides for the safe separation of heavy vehicles from light and non-commercial vehicles.

# Interface precinct

Figure 14 Interface precinct



**Purpose:** The purpose of the Interface precinct is to manage the interface between sensitive land uses and adjoining port and industry operations.

**Description:** This precinct includes:

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

**Outcomes:** Port and port-related development must be appropriately designed and located to avoid and / or mitigate potential amenity impacts on sensitive land uses, including residential areas.

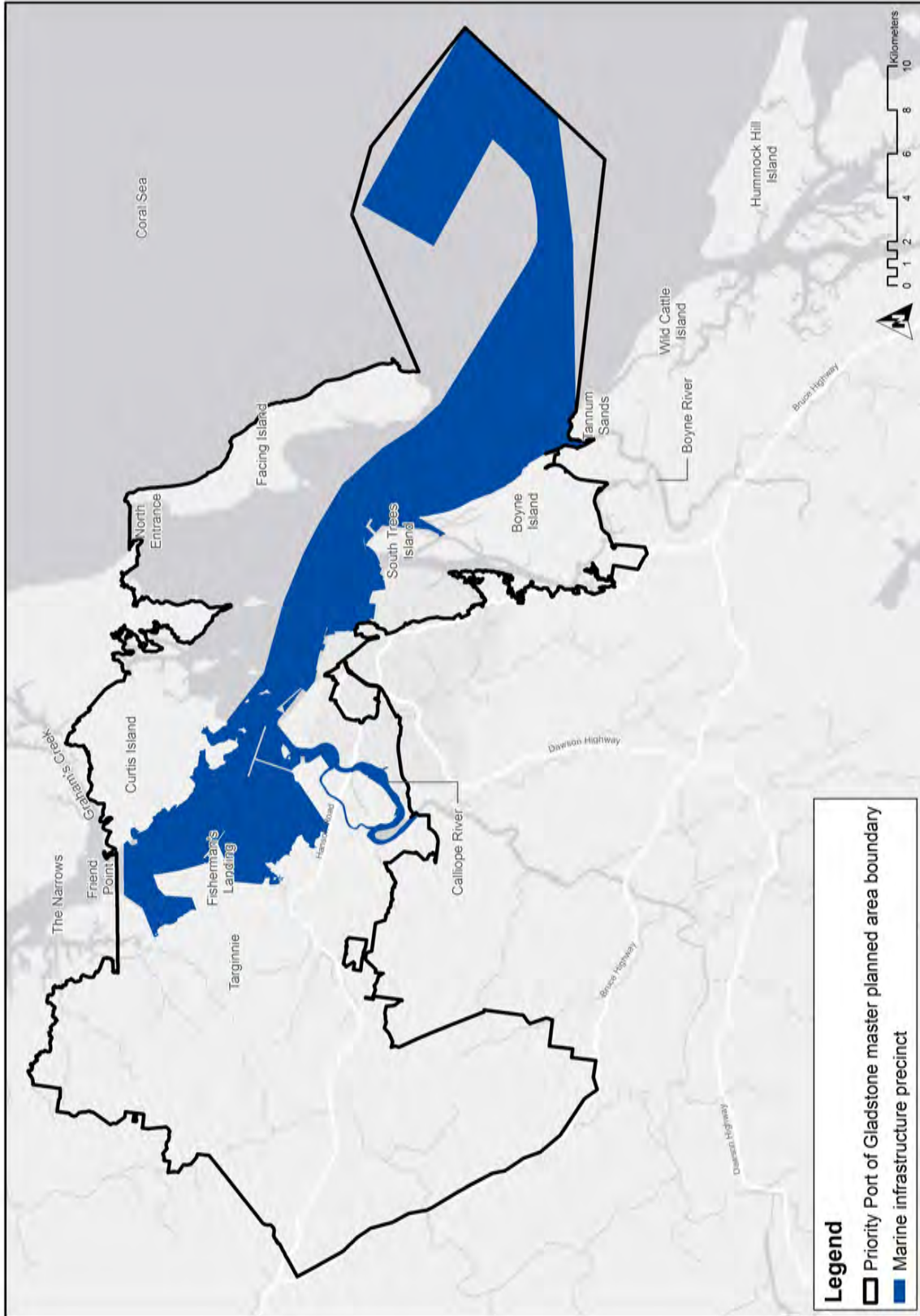
Existing and future dwelling houses will not be affected by the port overlay.

Development within this precinct must not restrict the operation or development of port, industrial or supply chain activities.



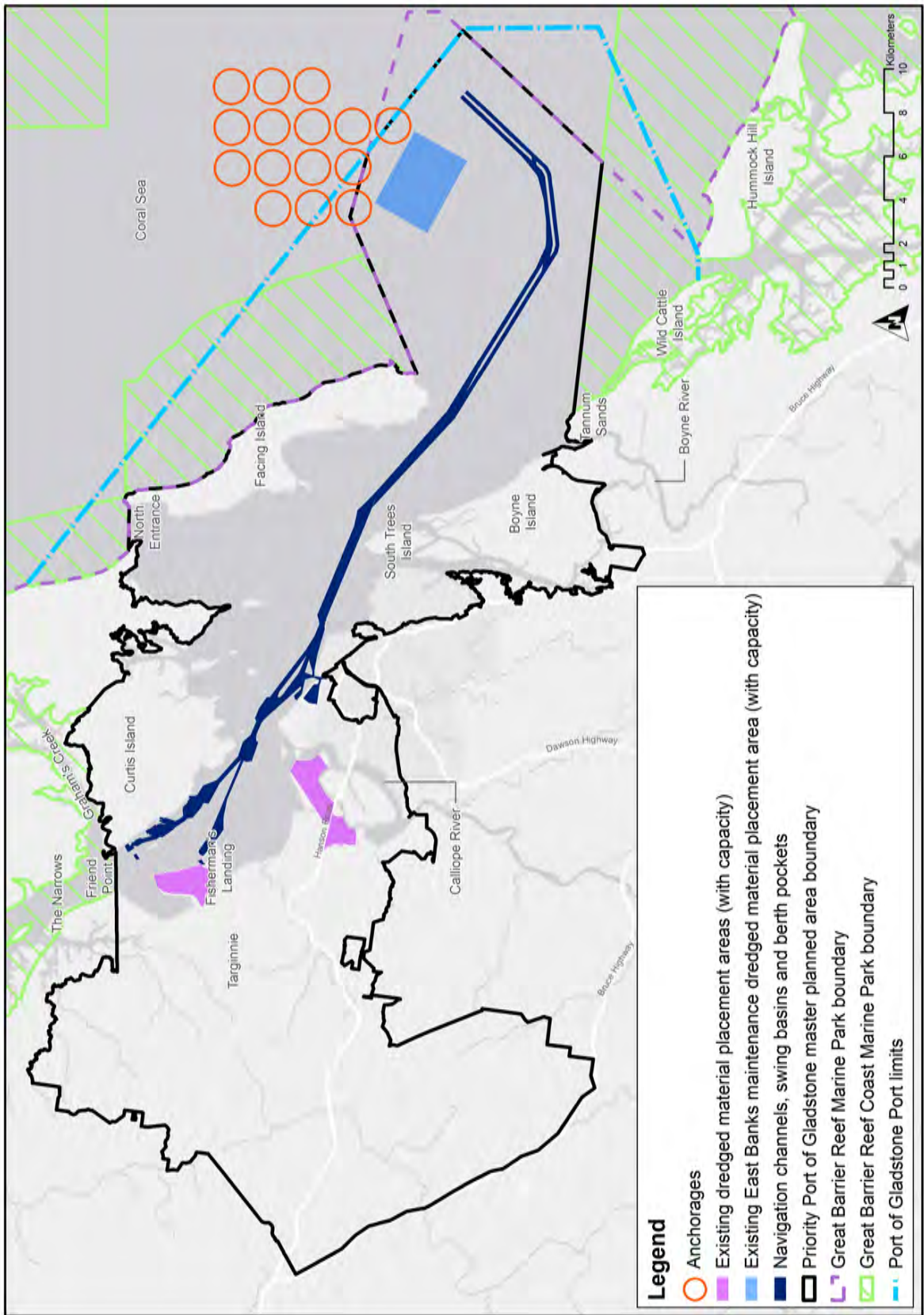
# Marine infrastructure precinct

Figure 15 Marine infrastructure precinct





**Figure 16 Existing navigation channels, swing basins, berth pockets, dredged material placement areas and anchorages**



**Purpose:** The purpose of the Marine infrastructure precinct is to ensure port and shipping access to navigation channels and waterside areas, and provide for marine-based port infrastructure and operational requirements, appropriate recreational and commercial activities while avoiding, mitigating and / or offsetting potential impacts from development on environmental values.

**Description:** This precinct includes existing navigation channels, swing basins, berth pockets, and the existing East Banks maintenance dredged material placement area (refer [Figure 16](#)).

This precinct contains areas that may be suitable for the beneficial reuse of dredged material (which are likely to be required within the timeframe of the master plan), subject to all relevant approvals.

It is recognised additional marine infrastructure outside of the master planned area is important to the operation of the port.

This precinct generally extends to the highest astronomical tide (HAT) and includes:

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

**Outcomes:** Development within this precinct provides for works required to widen and deepen the existing shipping channels, consistent with relevant state and Commonwealth approvals, to facilitate the future growth of the port.

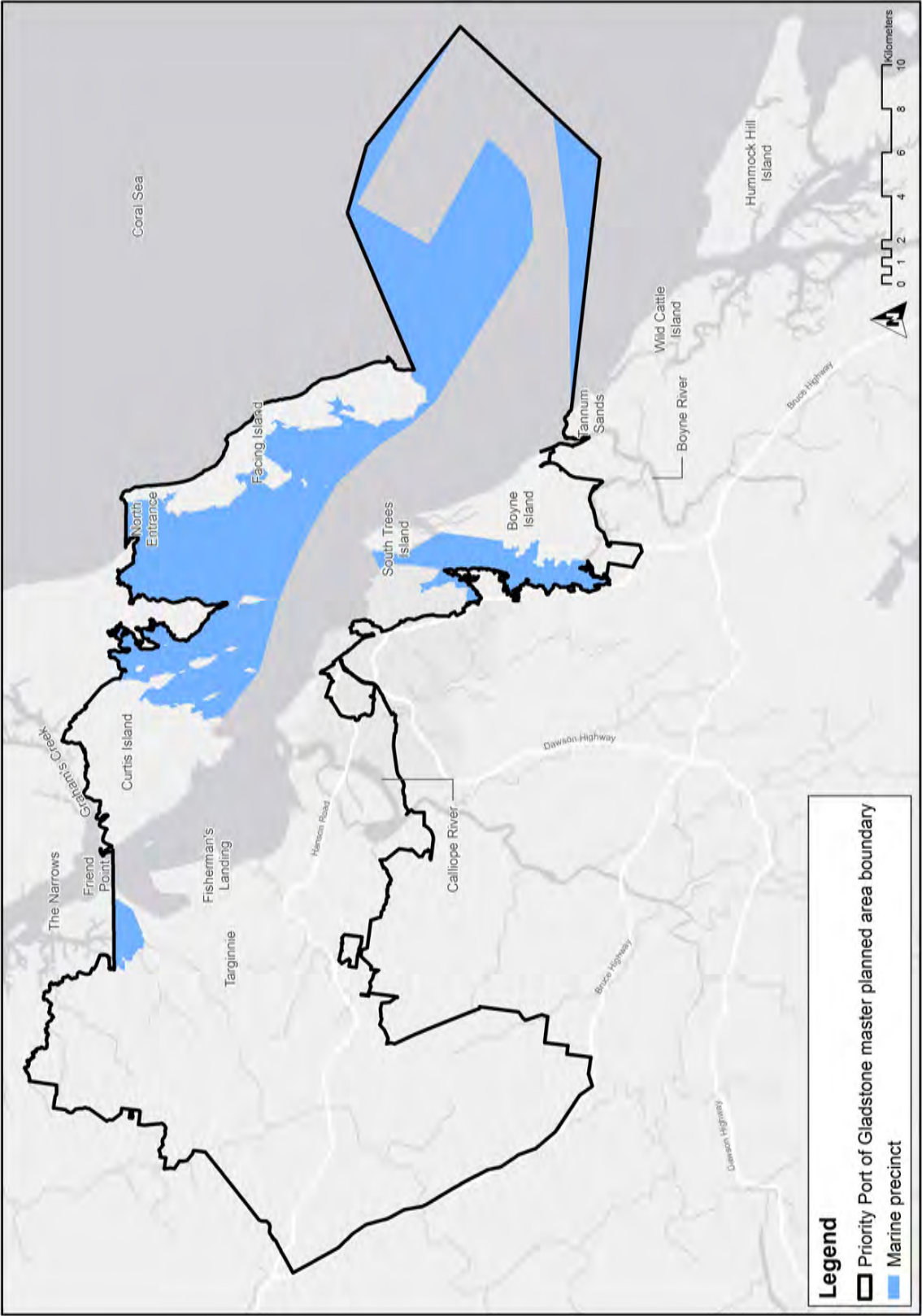
Development within this precinct must not compromise or adversely impact on the port and shipping access, marine-based port infrastructure, material placement areas or the potential future expansion of port operations.

Development within this precinct includes marine-based activities associated with ship navigation, berthing of vessels, emergency anchorages, and dredging (capital and maintenance) required to enhance and maintain the safe navigation and operation within the port. This may include navigation channels, port berths and wharves, jetties, floating pontoon facilities, conveyors, pipelines, material placement areas and emergency anchorages.

Development involving dredged material placement for beneficial reuse within this precinct must not compromise or adversely impact on existing adjacent uses.

# Marine precinct

Figure 17 Marine precinct

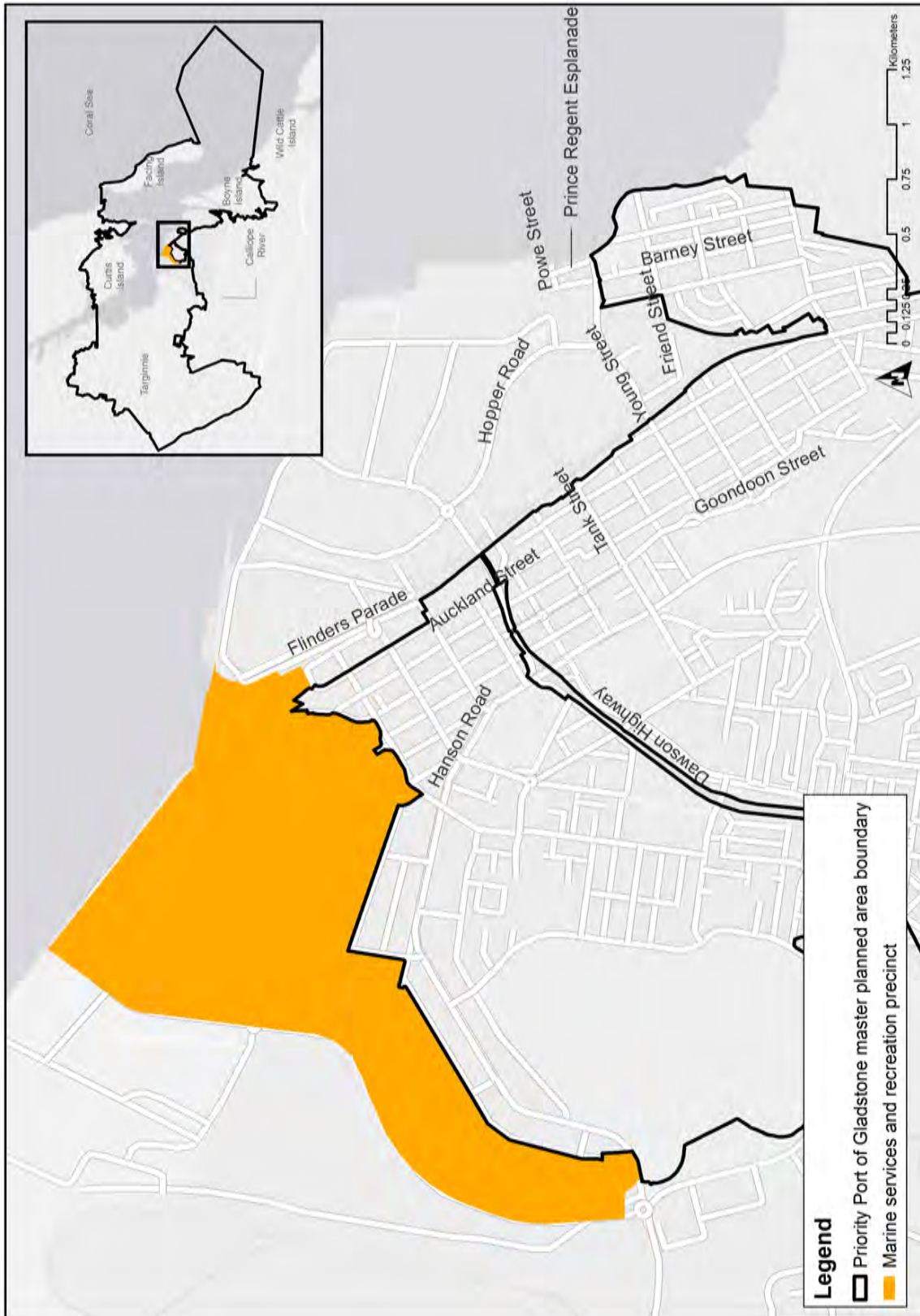


- Purpose:** The purpose of the Marine precinct is to avoid, mitigate and / or offset impacts on environmental values while providing for limited port and non-port related marine activities.
- Description:** This precinct generally extends to the HAT and includes intertidal and marine areas adjoining the Marine infrastructure precinct not critical to the operation or growth of the port. The precinct includes:
- intertidal and marine areas
  - South Trees Inlet.
- Outcomes:** Development must avoid and mitigate impacts on environmental values within and surrounding the master planned area. Where this cannot be reasonably achieved, significant residual impacts are offset.
- Development and uses that do not compromise the environmental values of the marine area may be acceptable, including small scale maritime infrastructure, boat ramps, pontoons and coastal protection structures, coastal rescue services, commercial, tourism and recreational uses. This may also include the development of renewable energy sources such as tidal turbines.
- Beneficial reuse of dredged material for environmental restoration purposes, such as creating or restoring wetlands or nesting islands, could be undertaken within this precinct subject to all relevant approvals.



# Marine services and recreation precinct

Figure 18 Marine services and recreation precinct



**Purpose:** The purpose of the Marine services and recreation precinct is to provide for a range of maritime activities, associated marine industries and recreational areas. The precinct will provide direct access to the harbour for tourism and recreational activities, including commercial fishing and facilities to support cruise ship passengers.

Within this precinct, public access to the waterfront and the harbour (including boat ramps, marina, open space and community facilities) will be provided and maintained where it does not compromise public safety or the security of port operations or result in adverse impacts on environmental values.

**Description:** This precinct includes:

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

**Outcomes:** Development within this precinct includes marina activities and associated marine industries, small boat harbour, coastal rescue services, commercial, light industry, educational facilities, public open space and public access to the waterfront and harbour.

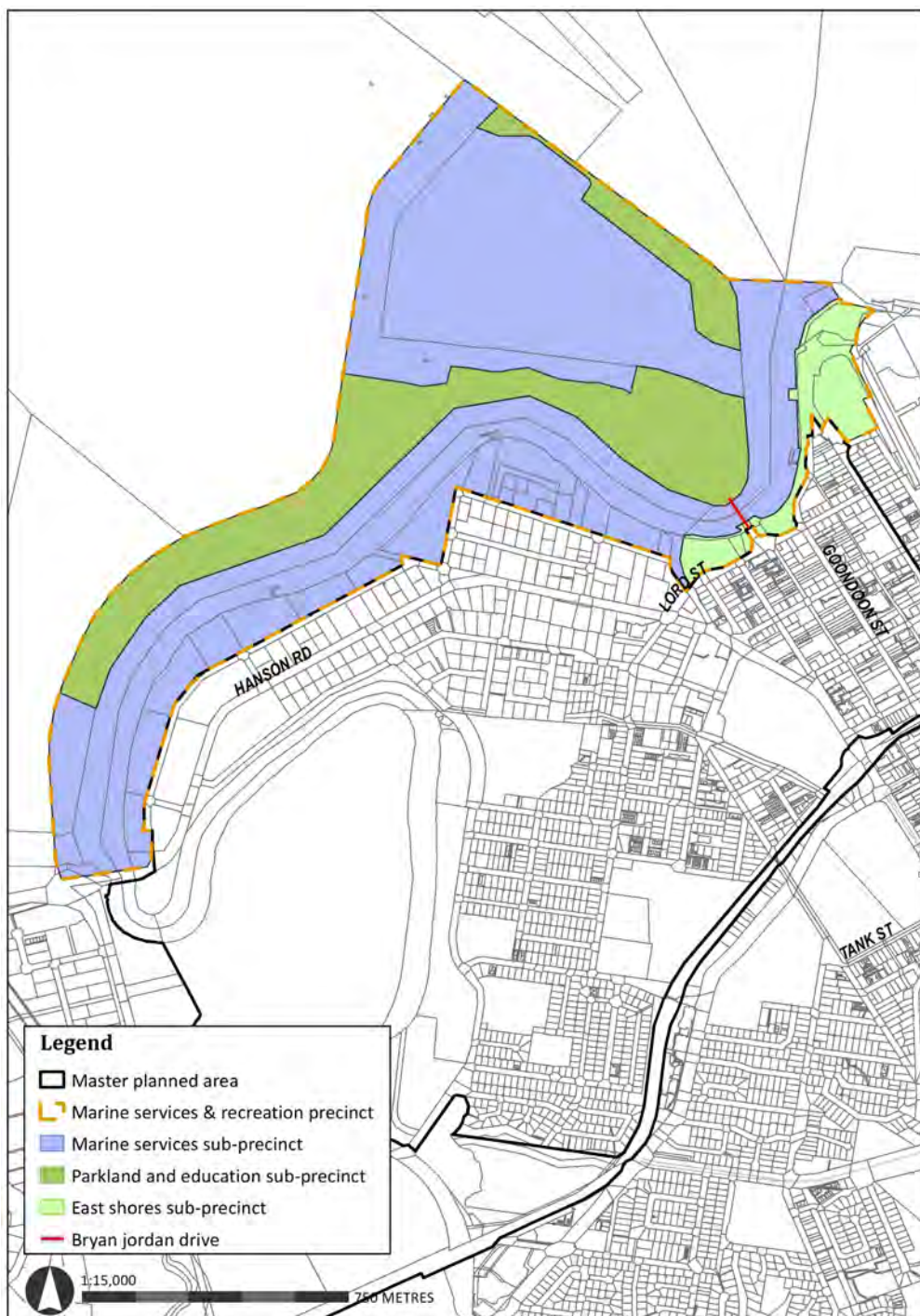
Development must not compromise public safety, or the security and potential future expansion of port operations

## East shores, Marine services, and Parkland and education sub-precincts

These sub-precincts are contained within the Marine services and recreation precinct. For the purpose and outcomes for these sub-precincts, refer to the:

- East shores sub-precinct code in [section 6.2.4](#)
- Marine services sub-precinct code in [section 6.2.5](#)
- Parkland and education sub-precinct code in [section 6.2.6](#).

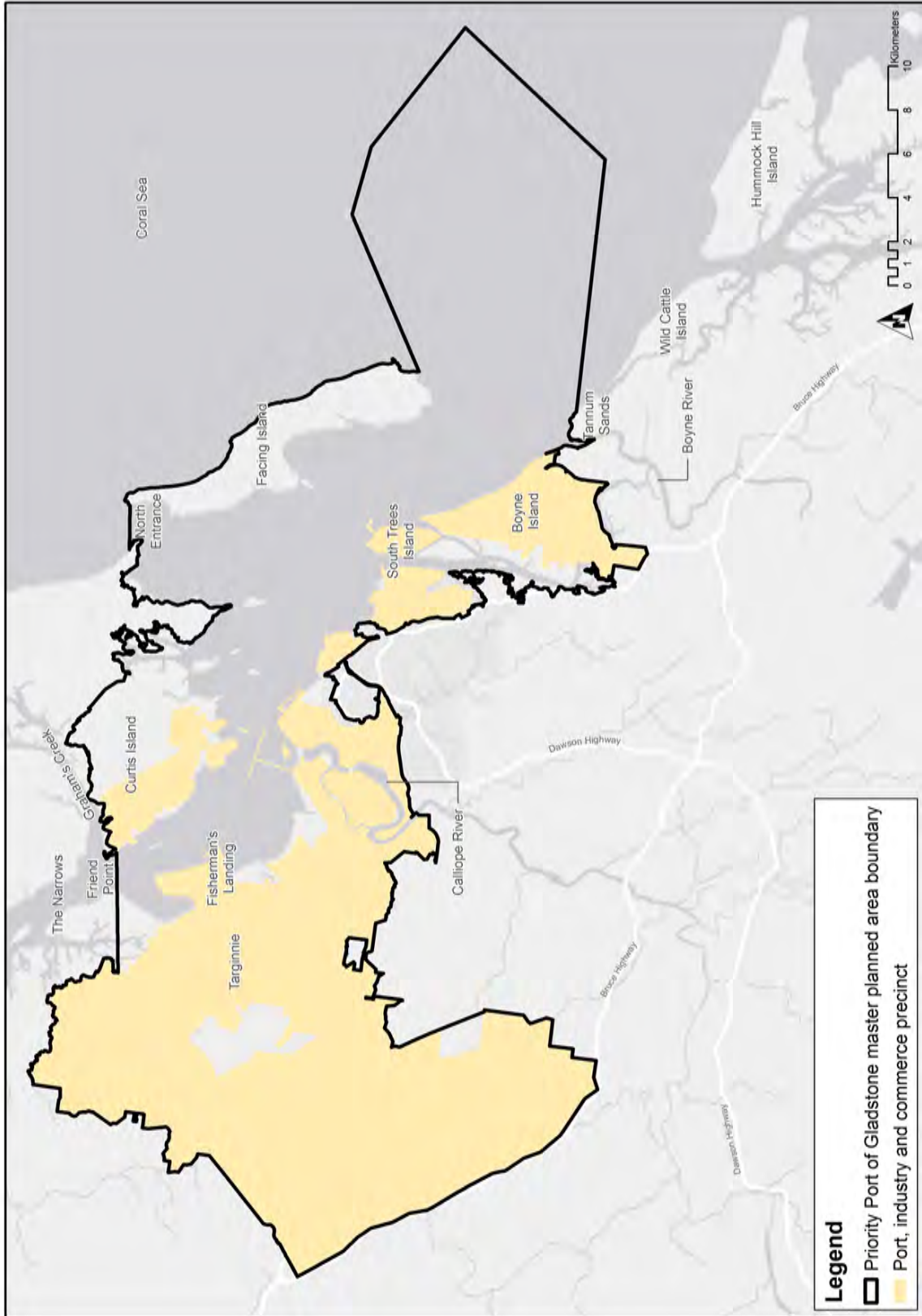
**Figure 19 East shores, Marine services and Parkland and education sub-precincts**





# Port, industry and commerce precinct

Figure 20 Port, industry and commerce precinct



**Purpose:** The purpose of the Port, industry and commerce precinct is to provide for port operations, industry, port-related commercial activities and other supporting or related development.

**Description:** A significant portion of this precinct incorporates the Gladstone State Development Area (GSDA), which contains defined development precincts to manage and regulate industrial, port-related, and supporting land uses (refer GSDA development scheme). The GSDA contains important infrastructure corridors to connect industry to the Port of Gladstone via the GSDA.

This precinct includes:

- land within the GSDA
- land within the Gladstone Regional Council local government area
- some existing SPL
- some future SPL.

**Outcomes:** Development within this precinct provides for a range of industries which are of regional, state, national and global economic significance, and supply chain infrastructure that supports the operation of the port and industry. For example, uses in this precinct may include manufacturing industries, refineries, warehouses, wholesale trade, transport services, distribution centres and associated residue storage and waste management facilities.

The precinct may include associated infrastructure required for daily operations of the port such as security, customs and quarantine requirements, parking facilities, utility installations, and materials transportation infrastructure to support industry.

This precinct may also include other development that does not compromise the existing and future expansion of port operations, port-related industry and supply chain infrastructure, including:

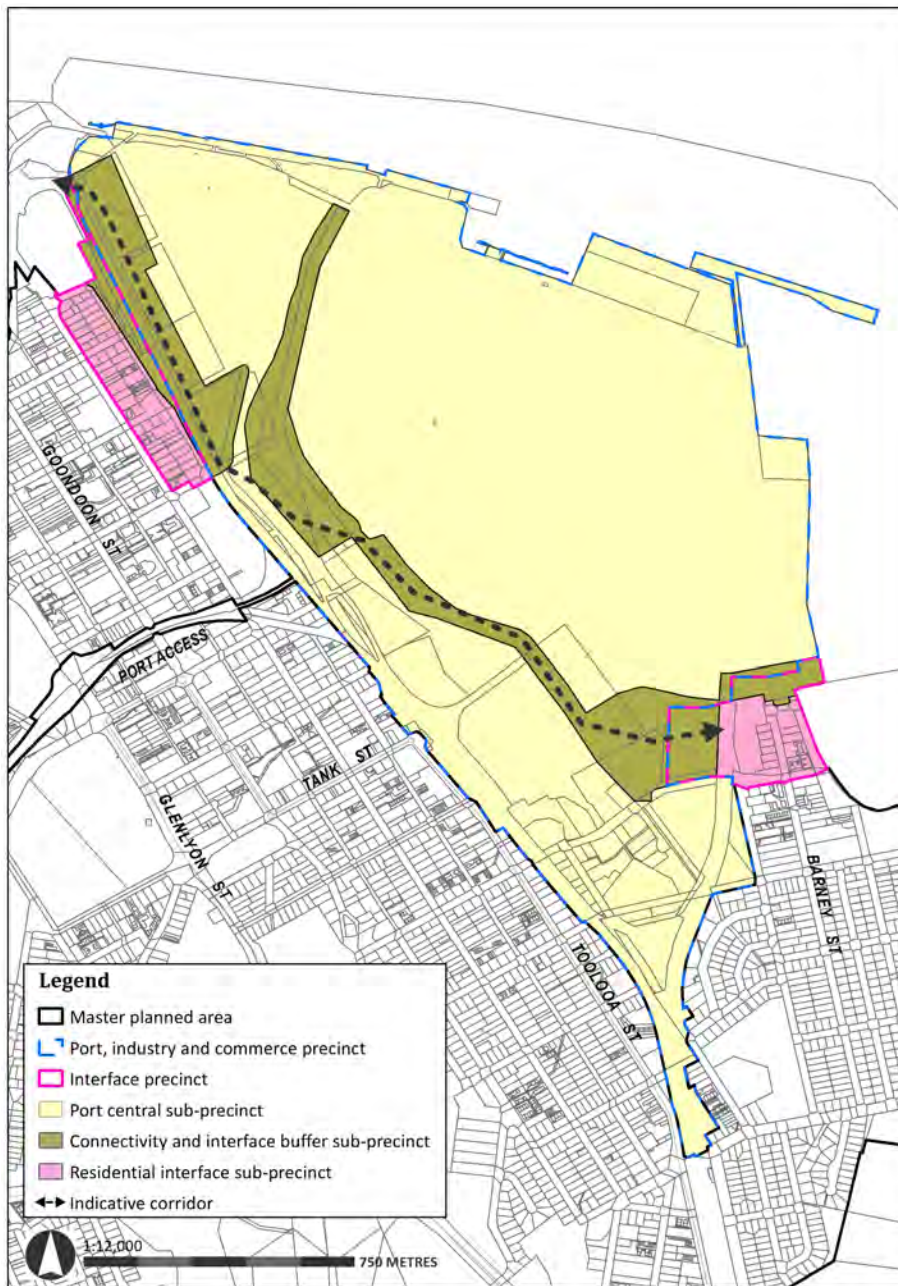
- commercial operations, including storage of goods, and rural and agricultural uses that may act as a buffer to external sensitive receptors
- extraction of extractive resources and minerals, and forestry
- areas that may be suitable for the beneficial reuse of dredged material (which are likely to be required within the timeframe of the master plan), subject to all relevant approvals
- locations that accommodate safe, direct public access to the waterfront and harbour (such as boat ramps).

## Port central, Connectivity and interface buffer, and Residential interface<sup>24</sup> sub-precincts

These sub-precincts are contained within the Port, industry and commerce precinct and the Interface precinct<sup>25</sup>. For the purpose and outcomes for these sub-precincts, refer to the:

- Port central sub-precinct code in [section 6.2.8](#)
- Connectivity and interface buffer sub-precinct code in [section 6.2.9](#)
- Residential interface sub-precinct code in [section 6.2.3](#).

**Figure 21 Port central, Connectivity and interface buffer, and Residential interface sub-precincts**



<sup>24</sup> The Residential interface sub-precinct is not SPL

<sup>25</sup> The Connectivity and interface buffer sub-precinct is predominantly located within the Port, industry and commerce precinct however part of the sub-precinct is also in the Interface precinct.

## Appendix C – Environmental management framework objectives

The EMF objectives from the master plan for managing potential impacts from development are included below. The EMF objectives may refer to environmental values surrounding the precinct or master planned area to ensure management is not restricted to a geographical boundary<sup>26</sup>. Due to the range of potential development activities within the master planned area, the different potential impact pathways, varying sensitivities of receptors, and different biological traits of receptors (for example behaviours and responses to stress), the surrounding areas may not be consistent for each precinct.

**Table 15 EMF objectives**

Precinct	EMF objectives
Environmental management	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset potential impacts (direct, indirect and cumulative) from development within the precinct on the Facing Island environmental values. Particular attention must be given to avoiding impact on:               <ul style="list-style-type: none"> <li>– marine turtle nesting beaches and habitat</li> <li>– Threatened Ecological Communities (TECs) listed under the EPBC Act</li> <li>– Endangered and of concern Regional Ecosystems listed under the <i>Vegetation Management Act 1999</i> (VM Act)</li> <li>– conservation significant fauna habitat listed under the EPBC Act and / or <i>Nature Conservation Act 1992</i> (NC Act) (including migratory species under the EPBC Act)</li> <li>– migratory shorebird habitat</li> <li>– coral reefs</li> <li>– island vegetation and fauna species diversity</li> <li>– natural scenic amenity values</li> <li>– dune systems and beaches.</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset potential impacts (direct, indirect and cumulative) from development within the precinct on the Curtis Island environmental values. Particular attention must be given to avoiding impact on:               <ul style="list-style-type: none"> <li>– island vegetation and fauna species diversity</li> <li>– natural scenic amenity values</li> <li>– marine turtle nesting beaches and habitat</li> <li>– migratory shorebird habitat</li> <li>– TECs listed under the EPBC Act</li> <li>– Endangered and of concern Regional Ecosystems listed under the VM Act</li> <li>– conservation significant fauna habitat listed under the EPBC Act and NC Act (including migratory species under the EPBC Act)</li> <li>– coral reefs.</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset potential impacts (direct, indirect and cumulative) from development within the precinct on the inshore islands<sup>27</sup>, Mount Larcom landform and Aldoga reserve environmental values. Particular attention must be given to avoiding impact on:               <ul style="list-style-type: none"> <li>– TECs under the EPBC Act</li> <li>– Endangered and of concern Regional Ecosystems under the VM Act</li> <li>– conservation significant flora species and fauna species habitat under the EPBC Act and NC Act (including migratory species under the EPBC Act)</li> </ul> </li> </ul>

<sup>26</sup> For example, the source of an impact may be within the Environmental management precinct but the objective may relate to managing impacts on environmental values within the marine precinct.

<sup>27</sup> Inshore islands include Quoin, Compigne, Turtle, Diamantina, Witt, Picnic, She Oak, Rat and Garden islands, and Bushy Islet.



Precinct	EMF objectives
	<ul style="list-style-type: none"> <li>– cultural heritage values</li> <li>– natural scenic amenity values.</li> </ul>
	<ul style="list-style-type: none"> <li>• Increase the understanding of the presence and contribution of attributes that contribute to the local expression of the OUV of the GBRWHA, and habitat value for other EPBC Act and NC Act conservation significant fauna species and marine plants.</li> </ul>
	<ul style="list-style-type: none"> <li>• Collect information that monitors changes to the environmental values and confirms the impact from development within the master planned area on the OUV of the GBRWHA and other environmental values.</li> </ul>
	<ul style="list-style-type: none"> <li>• Limit future development within the precinct to low impact recreational and nature-based activities or necessary infrastructure (where no other alternative is available) that does not impact on the OUV of the GBRWHA and other environmental values.</li> </ul>
	<ul style="list-style-type: none"> <li>• Maintain appropriate access to areas that provide Aboriginal and Torres Strait Islander cultural heritage values and natural scenic amenity values to residents, recreational users and tourists that contribute to the OUV of the GBRWHA.</li> </ul>
Infrastructure and Supply Chain corridors	<ul style="list-style-type: none"> <li>• Support development within the precinct that operates efficiently and effectively, in a manner that appropriately balances industrial, commercial, recreational and cultural activities, and potential impacts from development on the OUV of the GBRWHA and other environmental values.</li> </ul>
	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset potential impacts (direct, indirect and cumulative) from development within the precinct on the following environmental values: <ul style="list-style-type: none"> <li>– seagrass meadows and deep-water seagrass meadows</li> <li>– mangroves and other intertidal plants</li> <li>– marine plants</li> <li>– migratory shorebird habitat and populations</li> <li>– marine faunal groups diversity</li> <li>– marine water quality</li> <li>– cultural heritage values</li> <li>– natural scenic amenity values</li> <li>– turtle nesting beaches.</li> </ul> </li> </ul>
Interface	<ul style="list-style-type: none"> <li>• Ensure future residential development within the precinct, excluding dwelling houses, is appropriately designed to avoid and / or mitigate potential amenity impacts to residents. This may include, for example, design measures and other controls that avoid and / or mitigate noise, light, visual amenity and air quality impacts from adjoining port and industrial land uses.</li> </ul>
	<ul style="list-style-type: none"> <li>• Ensure future port development within the precinct is appropriately designed and located to avoid and / or mitigate potential amenity impacts on sensitive land uses, including residential areas. This may include, for example, design measures and other controls that avoid and / or mitigate noise, light, visual amenity and air quality impacts on adjoining sensitive land uses.</li> </ul>
Marine infrastructure	<ul style="list-style-type: none"> <li>• Maintain port access to and continued development of shipping channels and waterside areas in a manner that appropriately balances industrial, commercial, recreational and cultural activities and potential impacts on the OUV attributes of the GBRWHA and other environmental values.</li> </ul>
	<ul style="list-style-type: none"> <li>• Where practical, avoid, mitigate and / or offset direct disturbance from development within the precinct on the following environmental values: <ul style="list-style-type: none"> <li>– Facing Island and Quoin Island seagrass meadows</li> <li>– inshore turbid reefs and fringing reefs, including coral reefs associated with East Banks (East and West)</li> <li>– important shorebird roosting habitat at North Passage and South Passage islands, Boyne Island Beach, shorebird habitat associated with Curtis Island, Facing Island and the other inshore islands.</li> </ul> </li> </ul>

Precinct	EMF objectives
	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset impacts (direct, indirect and cumulative) from development within the precinct on the following environmental values: <ul style="list-style-type: none"> <li>– seagrass meadows and deep-water seagrass meadows</li> <li>– mangroves and other intertidal plants</li> <li>– marine plants</li> <li>– migratory shorebird habitat and populations</li> <li>– turtle nesting beaches</li> <li>– marine faunal groups diversity</li> <li>– marine water quality</li> <li>– cultural heritage values</li> <li>– natural scenic amenity values</li> <li>– ongoing sustainable use of the marine waters by marine turtles and other marine reptiles, dugongs, dolphins, seabirds, whales, coral reefs, benthic communities, fish and other nekton</li> <li>– ongoing sustainable use of marine waters and near shore intertidal areas for recreational and commercial fishing.</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• Increase the understanding of the presence and contribution of attributes that contribute to the local expression of the OUV of the GBRWHA, and habitat value for other EPBC Act and NC Act species and marine plants.</li> <li>• Collect information to monitor changes to the environmental values and confirm the impact from development within the precinct on the OUV of the GBRWHA and other environmental values.</li> </ul>
Marine	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset impacts (direct, indirect and cumulative) from development within the precinct on environmental values. Particular attention must be given to avoiding impact on: <ul style="list-style-type: none"> <li>– Pelican Banks North, Pelican Banks South, Facing Island and Quoin Island seagrass meadows</li> <li>– inshore turbid reefs and fringing reefs, including coral reefs on the seaward side of Curtis Island and Facing Island, coral reefs associated with Seal Rocks, Turtle Island Reef, Bushy Reef and Manning Reef</li> <li>– turtle nesting beaches</li> <li>– Kangaroo Island wetland and important shorebird roosting habitat at North Passage and South Passage islands, South Trees Inlet, Boyne Island Beach, shorebird habitat associated with Curtis Island, Facing Island and other inshore islands.</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset impacts (direct, indirect and cumulative) from development within the precinct on the following environmental values: <ul style="list-style-type: none"> <li>– other seagrass meadows (that is, excluding Pelican Banks Norths, Pelican Banks South, Facing Island and Quoin Island seagrass meadows addressed in the objective above)</li> <li>– mangroves and other intertidal plants</li> <li>– marine plants</li> <li>– migratory shorebird habitat and populations</li> <li>– marine faunal groups diversity</li> <li>– marine water quality</li> <li>– cultural heritage values</li> <li>– natural scenic amenity values</li> <li>– ongoing sustainable use of the marine waters by marine turtles and other marine reptiles, dugongs, dolphins, seabirds, whales, coral reefs, benthic communities, fish and other nekton</li> <li>– ongoing sustainable use of marine waters and near shore intertidal areas for recreational and commercial fishing.</li> </ul> </li> </ul>

Precinct	EMF objectives
	<ul style="list-style-type: none"> <li>• Increase the understanding of the presence and contribution of attributes that contribute to the local expression of the OUV of the GBRWHA, and habitat value for other EPBC Act and NC Act species and marine plants.</li> <li>• Collect information to monitor changes to the environmental values and confirm the impact from development within the precinct on the OUV of the GBRWHA and other environmental values.</li> <li>• Allow port development to occur where it is necessary to support development within the Marine infrastructure precinct and / or the Port, industry and commerce precinct in a manner that appropriately balances industrial, commercial, recreational and cultural activities, and potential impacts on the OUV of the GBRWHA and other environmental values.</li> </ul>
Marine services and recreation	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset impacts (direct, indirect and cumulative) from development within the precinct on the following environmental values: <ul style="list-style-type: none"> <li>– TECs listed under the EPBC Act</li> <li>– habitat for conservation significant fauna species listed under the NC Act and / or EPBC Act</li> <li>– migratory shorebird habitat and populations</li> <li>– mangroves and other marine plants</li> <li>– wetlands</li> <li>– marine species diversity (flora and fauna)</li> <li>– marine water quality</li> <li>– cultural heritage values</li> <li>– natural scenic amenity values.</li> </ul> </li> <li>• Maintain safe access to the waterfront and harbour for commercial operations, residents, recreational users and tourists.</li> </ul>
Port, industry and commerce	<ul style="list-style-type: none"> <li>• Avoid, mitigate and / or offset impacts (direct, indirect and cumulative) from development within the precinct on the following environmental values: <ul style="list-style-type: none"> <li>– TECs listed under the EPBC Act</li> <li>– Endangered and of concern Regional Ecosystems listed under the VM Act</li> <li>– conservation significant flora species and fauna species habitat listed under the EPBC Act and NC Act</li> <li>– migratory shorebird habitat and populations</li> <li>– natural scenic amenity values and recreational opportunities of the coastal zone</li> <li>– cultural heritage values</li> <li>– turtle nesting beaches.</li> </ul> </li> <li>• Increase the understanding of the importance of habitat for the long-term conservation of species protected under the EPBC Act, NC Act, marine plants and fish.</li> <li>• Maintain appropriate access to areas that provide Aboriginal and Torres Strait Islander cultural heritage values and natural scenic amenity values to residents, recreational users and tourists that contribute to the OUV of the GBRWHA.</li> <li>• Avoid and / or mitigate impacts (direct, indirect and cumulative) from development within the precinct on cultural heritage and social values.</li> </ul>



## **Appendix D – Priority management measures**

### **PMM 1 – Aboriginal cultural heritage notification**

# Aboriginal cultural heritage notification

## Priority Management Measure 1 – Priority Port of Gladstone draft Overlay

Department of Transport and Main Roads 2019

# Creative Commons information

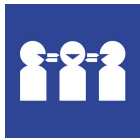
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## Priority port master planning

Master planning for priority ports is one of the port-related actions of the Reef 2050 Long-Term Sustainability Plan (Reef 2050) and is mandated under the *Sustainable Ports Development Act 2015* (Ports Act). Priority port master planning delivers certainty for priority ports and associated industries within a sustainable development framework, to protect and manage the Outstanding Universal Value (OUV) of the Great Barrier Reef World Heritage Area (GBRWHA) and the social and economic interests associated with Queensland's priority ports.

The master plan for the priority Port of Gladstone was released by the Queensland Government in 2018 and presented an Environmental Management Framework (EMF) for the master planned area that describes the interaction of port and port-related development with environmental values focused on the local expression of the OUV of the GBRWHA. In summary, the EMF in the priority Port of Gladstone master plan:

- i) *identifies and maps environmental values in the master planned area and surrounding areas, including those that contribute to the OUV of the GBRWHA*
- ii) *identifies any potential impacts development in the master planned area may have on the environmental values*
- iii) *states objectives, and measures (the priority management measures), for managing the impacts that have been identified.*

Specific EMF objectives have been developed for each of the master planned area precincts to manage the potential impacts on values within and surrounding the master planned area. To complement EMF objectives and in recognition that most EMF outcomes are already achieved through existing processes, a number of Priority Management Measures (PMMs) were identified by the priority Port of Gladstone master plan to promote other non-statutory measures that could assist with managing impacts across the priority Port of Gladstone master planned area.

The priority Port of Gladstone master plan included an Aboriginal cultural heritage notification PMM, which states:

*'Prior to undertaking any ground disturbance activities within the master planned area, proponents who are not already required to undertake notification under the provisions of the Aboriginal Cultural Heritage Act 2003, an Indigenous Land Use Agreement registered under the Native Title Act 1993, an agreement made under section 31 of the Native Title Act 1993 and other agreements with an Aboriginal party under the Aboriginal Cultural Heritage Act 2003, will notify the relevant Aboriginal party prior to the works being undertaken'.*

This document outlines the purpose and implementation measures for PMM 1, and the entities responsible for its implementation.

## Purpose

The *Aboriginal Cultural Heritage Act 2003* establishes a cultural heritage duty of care for persons who carry out an activity, to take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage.

The purpose of this PMM is to:

- promote consideration of the Aboriginal cultural heritage duty of care established by the *Aboriginal Cultural Heritage Act 2003*

- promote consistency in the management of Aboriginal cultural heritage and involvement of relevant Aboriginal parties across the master planned area
- promote awareness of Aboriginal cultural heritage requirements and management.

Compliance with this PMM does not imply the requirements of the *Aboriginal Cultural Heritage Act 2003* have been met.

## Implementation

When undertaking the assessment of development applications, the Gladstone Regional Council and Gladstone Ports Corporation as the entities responsible for implementing this PMM, should consider whether Aboriginal cultural heritage values may be present or affected by a proposed activity. Where Aboriginal cultural heritage values may exist or be affected, assessment managers should contact the proponent to advise them of the requirements of the *Aboriginal Cultural Heritage Act 2003* and that they should contact the Department of Aboriginal and Torres Strait Islander Partnerships for more information on compliance with the *Aboriginal Cultural Heritage Act 2003*.

Proponents that do not have existing arrangements in place and who intend to undertake development or surface disturbance activities in areas where cultural heritage values may exist or be impacted, should give sufficient notification to the relevant Aboriginal party advising of the proposed activity.

Notifying the Aboriginal party is not required if the:

- proponent has already undertaken notification under the provisions of the *Aboriginal Cultural Heritage Act 2003*, an Indigenous Land Use Agreement registered under the *Native Title Act 1993*, or an agreement with an Aboriginal party made in accordance with the *Native Title Act 1993* and other agreements with an Aboriginal party under the *Aboriginal Cultural Heritage Act 2003*
- works are associated with maintenance, emergency or disaster management
- works are associated with ground disturbance activities within established approved operations, existing land uses or reclaimed areas.

For more information on how to comply with the cultural heritage duty of care, and assistance identifying the relevant Aboriginal party or undertaking Aboriginal cultural heritage searches please contact the Department of Aboriginal and Torres Strait Islander Partnerships by phoning 1300 378 401 or emailing [cultural.heritage@datsip.qld.gov.au](mailto:cultural.heritage@datsip.qld.gov.au)



## **PMM 2 – Environmental values monitoring and reporting program**

# Environmental values monitoring and reporting program

## Priority Management Measure 2 – Priority Port of Gladstone draft Overlay

Department of Transport and Main Roads 2019

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The master plan for the priority Port of Gladstone was released by the Queensland Government in 2018 and presented an Environmental Management Framework (EMF) for the master planned area that describes the interaction of port and port-related development with environmental values (which includes Matters of National Environmental Significance and Matters of State Environmental Significance) focused on the local expression of the OUV of the GBRWHA (refer Appendix C of the priority Port of Gladstone master plan). In summary, the EMF in the priority Port of Gladstone master plan:

- i) identifies and maps environmental values in the master planned area and surrounding areas, including those that contribute to the OUV of the GBRWHA*
- ii) identifies any potential impacts development in the master planned area may have on the environmental values*
- iii) states objectives, and measures (the priority management measures), for managing the impacts that have been identified.*

Specific EMF objectives have been developed for each of the master planned area precincts to manage the potential impacts on the OUV of the GBRWHA and other environmental values within and surrounding the master planned area. To complement EMF objectives and in recognition that most EMF outcomes are already achieved through existing processes, a number of Priority Management Measures (PMMs) were identified by the priority Port of Gladstone master plan to promote other non-statutory measures that could assist with managing OUV across the priority Port of Gladstone master planned area.

The priority Port of Gladstone master plan included an environmental values monitoring and reporting program PMM, which states:

*'Prepare an environmental values monitoring and reporting program for the environmental values within and surrounding the master planned area that will be impacted by development within the master planned area'.*

This document outlines the purpose and implementation measures for PMM 2, and the entity responsible for its implementation.

## Purpose of the environmental monitoring and reporting program

The purpose of the environmental monitoring and reporting program (program) is to work within its non-statutory capacity to establish an overarching framework that supports access to monitoring information on environmental values undertaken within the priority Port of Gladstone master planned area. Access to this information will make important contributions to the sustainable management of environmental values and steps towards a more holistic understanding of OUV values over time within the priority Port of Gladstone master planned area.

The purpose of the program is to:

- provide an ongoing framework that supports access to available information on environmental values being monitored by different entities within the priority Port of Gladstone master planned area
- through access to available information, highlight changes to environmental values over time and assist understanding and management of environmental values that underpin the local expression of OUV of the GBRWHA, and understanding of the potential impacts of development
- utilise and complement existing research and monitoring programs
- enable future monitoring and reporting to be integrated effectively.

## **Implementation of the environmental monitoring and reporting program**

Gladstone Ports Corporation is the entity responsible for this PMM and establishing an ongoing framework that supports access to available information on environmental values being monitored within the priority Port of Gladstone master planned area.

Other entities (such as private companies and state government agencies) may contribute to the implementation of this PMM by choosing to contribute monitoring information on environmental values they are responsible for. In such cases, the contributing entities will be responsible for the validity and provision of their own data.

Decision makers for environmental assessment processes can also contribute to the implementation of this PMM by considering how any environmental values monitoring requirements for development proposed in the master planned area, can integrate with the program to support environmental values. This is also noted in PMM 3 – Environmental Assessment Guideline.

This PMM will be implemented over time and it is anticipated the program will commence through the inclusion of Gladstone Ports Corporation monitoring information that is already available and suitable for inclusion.

The effectiveness of this non-regulatory PMM will be reviewed in conjunction with the review process for the priority Port of Gladstone master plan as required by the Ports Act.



**PMM 3 – Environmental assessment guideline**

# Environmental Assessment Guideline

## Priority Management Measure 3 – Priority Port of Gladstone draft Overlay

Department of Transport and Main Roads 2019

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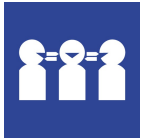
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## Priority port master planning

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- iii) *states objectives, and measures (the priority management measures), for managing these impacts.*

Specific EMF objectives have been developed for each of the master planned area precincts to manage the potential impacts on the OUV of the GBRWHA and other environmental values within and surrounding the master planned area. To complement EMF objectives and in recognition that most EMF outcomes are already achieved through existing processes, a number of Priority Management Measures (PMMs) were identified by the priority Port of Gladstone master plan to promote other non-statutory measures that could assist with managing OUV across the priority Port of Gladstone master planned area.

The priority Port of Gladstone master plan included a specific environmental assessment PMM, which states:

*'Prepare an environmental assessment guideline for development likely to have a significant adverse impact on the environmental values that contribute to the OUV of the GBRWHA. This guideline will seek to ensure environmental assessment processes are appropriately and consistently applied across the master planned area for matters relating to the OUV of the GBRWHA and other environmental values'.*

This document is the environmental assessment guideline required by PMM 3.

## Purpose of this environmental impact assessment guideline

The purpose of this environmental impact assessment guideline is to support and promote a consistent approach for identifying and understanding the environmental values that contribute to the local expression of the OUV of the GBRWHA, for development likely to have a significant adverse impact on these values within the priority Port of Gladstone master planned area.

This guideline has no statutory effect and has been developed to assist government agencies and proponents preparing and reviewing environmental impact assessment documents under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), *State Development and*

*Public Works Organisation Act 1971 (SDPWO Act) and Chapter 3 of the Environmental Protection Act 1994 (EP Act).*

## **Implementation of this environmental impact assessment guideline**

This guideline provides advice about how the findings of the local expression of the OUV of the GBRWHA located within the priority Port of Gladstone master planned area may be considered when preparing and assessing environmental impact assessment documents.

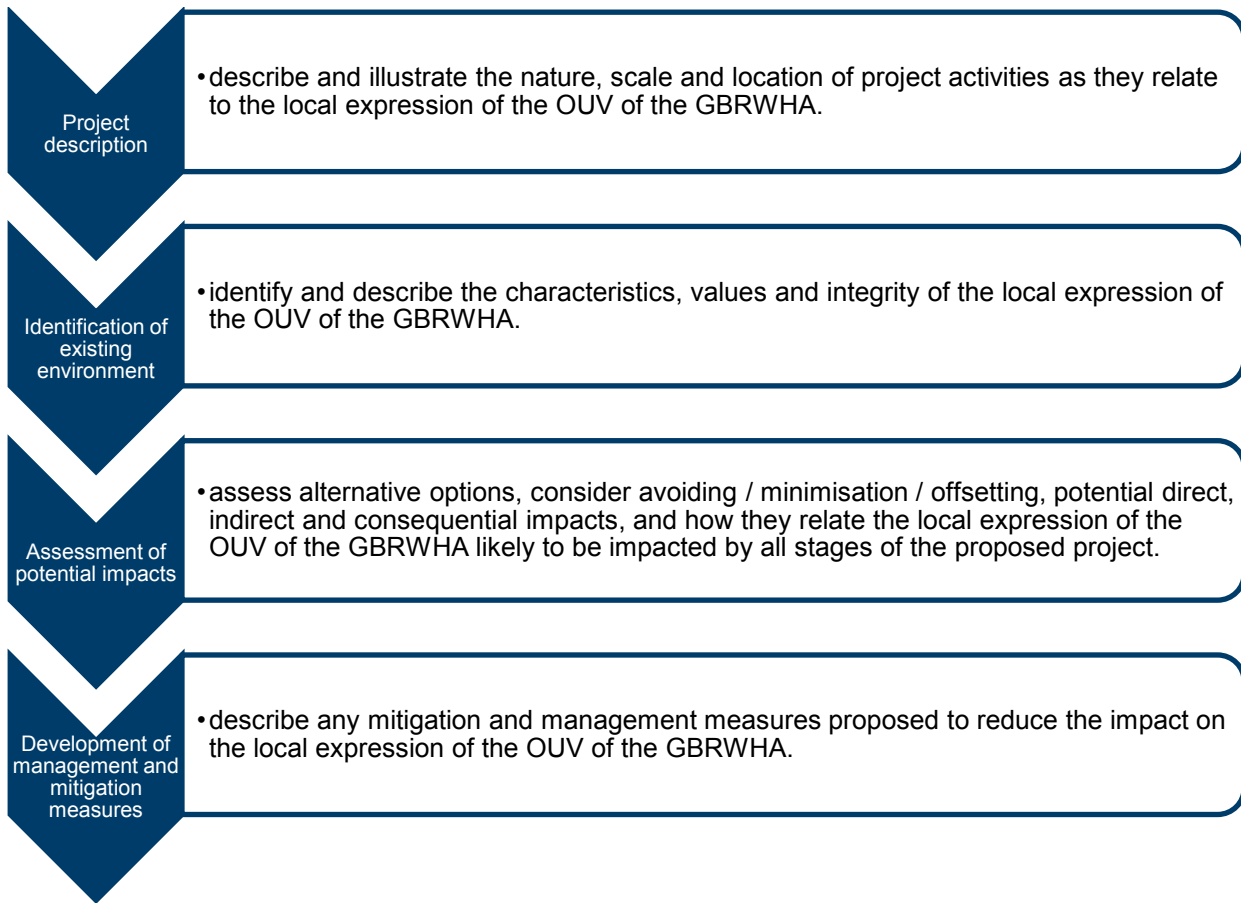
To remove any doubt, this guideline is not intended to be used for assessment of development applications under the *Planning Act 2016* (Planning Act) or for applications with linked assessment under both the EP Act and Planning Act.

This guideline may be used to inform:

- preparation of Environmental Impact Statement (EIS) terms of reference under the SDPWO Act or similar
- the environmental impact assessment process by government agencies
- preparation of environmental impact assessment documents by proponents.

The local expression of the OUV of the GBRWHA can be considered at each stage of the environmental impact assessment process, as described in [Figure D1](#).

**Figure D1 Consideration of local OUV attributes of the GBRWHA in the environmental impact assessment process**



## Local expression of the OUV of the GBRWHA

### Overview

A large portion of the priority Port of Gladstone master planned area is situated within the GBRWHA. These areas contain habitat for a diverse range of flora and fauna species that contribute to the local expression of the OUV of the GBRWHA. To ensure the OUV of the GBRWHA was an intrinsic consideration during preparation of the priority Port of Gladstone master plan, an evidence-based assessment was undertaken to identify the local expression of OUV in the GBRWHA. The information contained in the priority Port of Gladstone master plan on the local expression of OUV may be used to improve understanding and assessment of potential impacts to local OUV in environmental impact assessment processes.



## Local attributes of the OUV of the GBRWHA for the priority Port of Gladstone

Local attributes that contribute to the OUV of the GBRWHA relevant to the priority Port of Gladstone master planned area are identified in the master plan<sup>28</sup>. As part of the evidenced-based assessment, the contribution classifications of each local attribute of the OUV of the GBRWHA were determined<sup>29</sup>. [Table D1](#) summarises the locally expressed OUV attributes within the priority Port of Gladstone master planned area and surrounding areas, and their contribution classifications relative to the OUV of the GBRWHA and a summary of the environmental values determined to be key contributors to the local expression of the OUV of the GBRWHA (i.e. key environmental values).

**Table D1 Local attributes of the OUV of the GBRWHA within and surrounding the priority Port of Gladstone master planned area**

Category	Local attribute	Relevant OUV criteria and contribution classifications <sup>1</sup>				Summary of the key environmental values
		vii <sup>2</sup>	viii <sup>3</sup>	ix <sup>4</sup>	x <sup>5</sup>	
Coral reefs	Fringing reefs.	Min	Min	Min	Min	Fringing coral reefs.
	Inshore turbid reefs.	-	Min	Min	Min	Inshore turbid coral reefs.
	Coral species diversity and extent.	Min	Min	Min	Min	Various coral species.
Marine water quality	Marine water quality.	-	-	Mod	Mod	Marine water quality.
Fish	Fish species and diversity.	Min	-	Min	Min	Colosseum Inlet Fish Habitat Area Dē-rāl-lī River Fish Habitat Area (Calliope River) Coral reefs, seagrass meadows, mangrove communities, hard and soft benthic substrates, beach habitats, estuaries, creeks and rivers.
Marine megafauna	Dugong.	-	-	-	Mod	Dugong species Seagrass meadows.
	Species of whales.	-	-	-	Min	Minke whales Sperm whales Humpback whales.
	Migrating whales.	Min	-	-	-	Humpback whales and calving habitat.
	Species of dolphins.	Min	-	-	Sig	Australian humpback dolphins.

<sup>28</sup> For further spatial information regarding local attributes of OUV, refer Appendix B and C of the master plan.

<sup>29</sup> For further information, refer to the evidence base prepared in support of the master plan: <https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports/Master-planning-for-the-priority-Port-of-Gladstone>

Marine turtles	Breeding colonies of marine turtles.	<b>Mod</b>	-	-	<b>Mod</b>	Flatback turtle rookery on Curtis Island
	Green turtle breeding.	<b>Min</b>	-	-	<b>Min</b>	Nesting beaches on Facing, Curtis and Wild Cattle Islands, Boyne Island Beach and Tannum Sands.
	Marine turtle rookeries.	<b>Mod</b>	-	-	<b>Mod</b>	
	Nesting turtles.	<b>Min</b>	-	-	-	
Seagrass and macroalgae	Seagrass.	<b>Min</b>	<b>Min</b>	<b>Mod</b>	<b>Mod</b>	Seagrass meadows.
	Beds of <i>Halimeda</i> algae.	-	-	<b>Min</b>	-	Beds of <i>Halimeda</i> algae.
Shorebirds and migratory seabirds	Seabirds.	<b>Min</b>	-	<b>Min</b>	<b>Min</b>	Potential foraging habitat.
	Shorebirds and migratory birds.	-	-	-	<b>Sig</b>	Threatened migratory shorebird species Shorebird habitat and important roost sites (note these vary from year to year).
Flora, fauna and ecological communities	Threatened and endangered flora and fauna species (including threatened ecological communities).	<b>Min</b>	-	-	<b>Mod</b>	Coastal Saltmarsh Threatened Ecological Community.
	Vegetated mountains.	<b>Min</b>	-	-	-	Mount Larcom landform.
	Mangroves.	<b>Min</b>	<b>Min</b>	<b>Min</b>	<b>Min</b>	Various mangrove species.
	Mangrove species diversity.	-	-	-	<b>Min</b>	Various mangrove species.
	Vast mangrove forests.	<b>Mod</b>	-	-	-	Mangrove sequences at The Narrows.
Continental islands	Continental islands and green vegetated islands.	<b>Mod</b>	<b>Mod</b>	-	-	Curtis Island.
	Plant species diversity and endemism (species being unique to a defined geographic location).	-	-	-	<b>Sig</b>	Curtis Island.
	Vegetation of the continental islands.	-	-	<b>Sig</b>	<b>Sig</b>	Curtis Island.
Geomorphology	Beaches.	<b>Min</b>	-	-	-	Curtis Island beaches Facing Island beaches Boyne Island Beach.
	Dune systems.	<b>Min</b>	<b>Min</b>	-	-	Parabolic dunes Curtis Island.
	River deltas.	<b>Min</b>	<b>Min</b>	<b>Min</b>	<b>Min</b>	Marine tidal sand deltas (Curtis Island, Boyne River, Colosseum Inlet).
	Connectivity: cross-shelf, longshore and vertical.	-	<b>Min</b>	<b>Min</b>	<b>Min</b>	The Narrows tidal passage.

Cultural heritage values	Traditional Owner interaction with the natural environment.	-	-	<b>Mod</b>	-	Aboriginal and Torres Strait Islander cultural heritage sites and values.
Marine fauna	Diversity supporting marine fauna species (global conservation significance).	<b>Min</b>	-	<b>Min</b>	<b>Mod</b>	A diverse range of marine fauna species.
Total species diversity	Total species diversity.	<b>Mod</b>	-	<b>Mod</b>	<b>Mod</b>	A diverse range of marine, intertidal and terrestrial flora and fauna species.

**Table D1 notes:**

1	<i>Min</i>	Minor
	<i>Mod</i>	Moderate
	<i>Sig</i>	Significant
2	<i>vii</i>	Aesthetic values and superlative natural phenomena
3	<i>viii</i>	Ongoing geological processes
4	<i>ix</i>	Ecological and biological processes
5	<i>x</i>	Biodiversity conservation

## Matters for consideration

### Overview

This section provides guidance on the consideration of relevant local attributes of the OUV of the GBRWHA for the priority Port of Gladstone master planned area.

### Project description

During the development of Terms of Reference documents and the preparation of project environmental impact assessment documentation, project descriptions may describe and illustrate the following OUV-specific information about the proposed project:

- nature, scale and location of project activities, including pre-construction, construction, operation, maintenance and decommissioning phases, as they relate to the local expression of the OUV of the GBRWHA, within the priority Port of Gladstone master planned area
- pre-construction, construction, operation, maintenance and decommissioning measures that have been integrated into the design, construction methodology and operation / maintenance phases to avoid or minimise the project's direct, indirect and cumulative impacts on the local expression of the OUV of the GBRWHA, within the priority Port of Gladstone master planned area
- describe any prudent and feasible alternatives to the project in relation to the advantages and disadvantages of alternatives when considered against potential project impacts on the local expression of the OUV of the GBRWHA, within the priority Port of Gladstone master planned area.

### Identification of existing environment

In relation to describing and illustrating the existing environmental values within a specific project location, the characteristics, values, and integrity of the local expression of the OUV of the GBRWHA that are likely to be impacted by all phases of the project should be identified.

The local expression of the OUV of the GBRWHA within the priority Port of Gladstone master planned area may consider the following:

- Local attributes that contribute to the OUV of the GBRWHA, identified in [Table D1](#) above and in the priority Port of Gladstone master plan
- Project-specific environmental values surveys, and / or monitoring and reporting programs within the potential project direct, indirect and cumulative impact areas.

Information on the values of the local expression of the OUV of the GBRWHA may consider the following:

- confirmation of presence (known and potential)
- relative abundance
- spatial distribution
- condition and trend
- notable and / or conservation status
- uniqueness
- genetic diversity
- viability of the local, regional and overall populations
- seasonal influences
- contribution to ongoing sustainability of the attribute more broadly.<sup>30</sup>

## Assessment of potential impacts

In relation to the assessment of the proposed project's potential direct, indirect and cumulative impacts, the following matters may be considered:

- alternative options and avoiding, minimising or offsetting impacts
- the potential direct, indirect and consequential impacts on the local expression of the OUV of the GBRWHA that are likely to be impacted by all phases of the proposed project
- known impacts on the ecosystem resilience on the local expression of the OUV of the GBRWHA
- both the short and long-term impacts, stating whether any relevant impacts are likely to be irreversible
- the cumulative impact of the project on the local expression of the OUV of the GBRWHA over time, including direct, indirect and consequential impacts.

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<sup>30</sup> For further information, refer to the addendum to the evidence base Part 3 – Appendix A: Adaptive Strategies Pty Ltd 2016, *Method for identifying the local expression of Outstanding Universal Value within the Great Barrier Reef World Heritage Area*, <https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports/Master-planning-for-the-priority-Port-of-Gladstone>.

## Development of management and mitigation measures

In relation to the development of the proposed project mitigation and management measures, the following matters may be considered:

- Describe any mitigation and management measures proposed to avoid or minimise the potential project impacts on the local expression of the OUV of the GBRWHA, and the anticipated benefit of proposed measures (for example):
  - environmental management plans
  - adaptive management
  - ongoing monitoring and reporting, also having regard to the program under PMM 2 – Environmental values monitoring and reporting program
  - environmental offsets.
- Describe any proposed preventative measures, including monitoring and enforcement programs to limit the potential impacts of the ongoing operations on the local expression of the OUV of the GBRWHA
- Supporting evidence may be provided to demonstrate the appropriateness of the proposed mitigation and management measures. Where the likely success of measures cannot be supported by evidence, identify contingencies in the event the mitigation and / or management measures are not successful.

## Further information

The priority Port of Gladstone master plan was developed through an evidence-based and consultative approach. The documents which informed this process, including the evidence base, are available on the [Department's website](#).<sup>31</sup>

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<sup>31</sup> Department of Transport and Main Roads, *Master planning for the priority Port of Gladstone*, <https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports/Master-planning-for-the-priority-Port-of-Gladstone>.

## **PMM 4 – Land management plan guideline**



# Land Management Plan Guideline

## Priority Management Measure 4 – Priority Port of Gladstone draft Overlay

Department of Transport and Main Roads 2019

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The master plan for the priority Port of Gladstone was released by the Queensland Government in 2018 and presented an Environmental Management Framework (EMF) for the master planned area that describes the interaction of port and port-related development with environmental values (which includes Matters of National Environmental Significance (MNES) and Matters of State Environmental Significance (MSES)) focused on the local expression of the OUV of the GBRWHA. In summary, the EMF in the priority Port of Gladstone master plan:

- i) *identifies and maps environmental values in the master planned area and surrounding areas, including those that contribute to the OUV of the GBRWHA*
- ii) *identifies any potential impacts development in the master planned area may have on the environmental values*
- iii) *states objectives, and measures (the priority management measures), for managing these impacts.*

EMF objectives have been identified for the environmental management precinct within the priority Port of Gladstone master planned area, to avoid, mitigate and/or offset potential impacts from land use activities on environmental values, including the OUV of the GBRWHA, MNES and MSES.

To complement EMF objectives and in recognition that most EMF outcomes are already achieved through existing processes, a number of Priority Management Measures (PMMs) were identified by the priority Port of Gladstone master plan to promote other non-statutory measures that could assist with managing OUV across the priority Port of Gladstone master planned area.

The priority Port of Gladstone master plan included a specific land management PMM, which states:

*'Prepare and implement a land management plan guideline to ensure the OUV of the GBRWHA and other environmental values are consistently identified and managed within the environmental management precinct of the master planned area.'*

This guideline is the Land Management Plan (LMP) guideline required by PMM 4.

The priority Port of Gladstone master plan also includes PMMs that relate to the preparation and implementation of land management plans for specific areas of the environmental management precinct, as shown in [Appendix A](#) of the port overlay, and identified below:

- PMM 5 - Facing Island land management plan area
- PMM 6 - Inshore Islands land management plan area
- PMM 7 - Mount Larcom landform land management plan area
- PMM 8 - Aldoga reserve land management plan area
- PMM 9 - Curtis Island land management plan area.

It is recommended that the land management plans under PMMs 5 to 9 be prepared with consideration of this land management plan guideline and in consultation with government agencies responsible for administering environmental and land management legislation, including the Ports Act.

## Purpose of this land management plan guideline

The purpose of this land management plan guideline is to:

- support the preparation of land management plans for the land management plan areas
- support and promote the consistent identification and management of relevant OUV of the GBRWHA and other environmental values.

This guideline has no statutory effect and does not impose additional planning or management requirements to those established by existing frameworks. This guideline has been developed to assist responsible entities prepare land management plans associated with PMMs 5 to 9.

## Implementation of this land management plan guideline

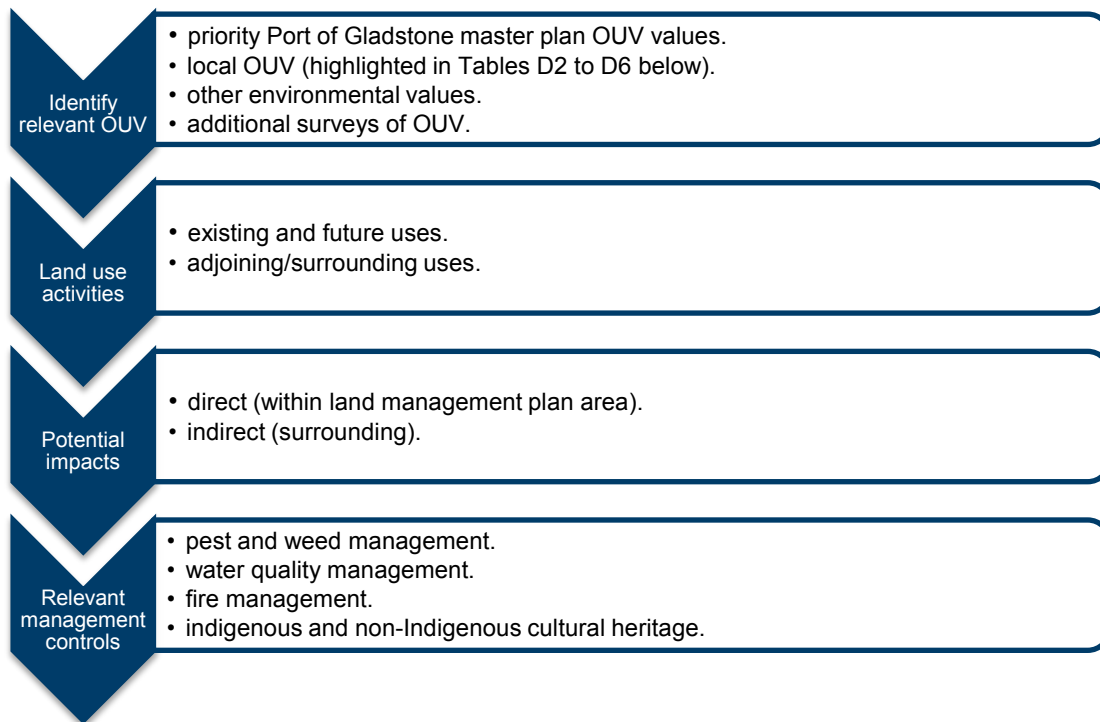
This guideline provides advice on land management requirements which may be considered in the preparation of land management plans to ensure the relevant local expression of OUV of the GBRWHA and other environmental values are consistently identified and managed.

This guideline may be used for the following aspects of the land management plans:

- land management plan requirements and management intent
- identification of relevant OUV of the GBRWHA and other environmental values (as identified in the master plan), to be considered in the development of the land management plan
- potential impacts / threats from current and future land use activities within and adjoining the land management plan area
- identification of potential land management and controls to protect and / or improve the OUV of the GBRWHA and other environmental values within the land management plan area.

Figure D2 identifies the steps a land management plan may take to identify and consider the local OUV matters relevant to its development.

**Figure D2 Steps for land management plans to consider**



## OUV of the GBRWHA and other environmental values

A large portion of the priority Port of Gladstone master planned area is situated within the GBRWHA. These areas contain habitat for a diverse range of flora and fauna species that contribute to the local expression of the OUV of the GBRWHA. To ensure OUV was an intrinsic consideration during preparation of the priority Port of Gladstone master plan, an evidence-based assessment was undertaken to identify the local expression of OUV in the GBRWHA.

In developing a land management plan, it is important to identify the local attributes of the OUV of the GBRWHA and other environmental values applicable within the land management plan area. Site specific surveys may also be undertaken to identify and document the local attributes of the OUV of the GBRWHA within the land management plan area and supplement the information in the master plan.

### Identify and consider the local expression of OUV of the GBRWHA and other environmental values

Local attributes that contribute to the OUV of the GBRWHA relevant to the priority Port of Gladstone master plan are identified in the master plan. The sections below identify the local attributes that are located within, surrounding and/or downstream<sup>32</sup> of each land management plan area and have been developed from the information and values identified in the master plan. The identified local attributes should be considered to the extent these are relevant in the development of each land management plan.

<sup>32</sup> Consideration of surrounding areas may not always be relevant to land management planning.

The values identified in the masterplan represent a point in time and consequently the presence of OUV, MNES or MSES should be considered in addition to the master plan values, at the time land management planning is undertaken. As part of development of each land management plan, site specific surveys may be undertaken to identify and document the local attributes of the OUV of the GBRWHA within each of the land management plan areas.

## Mount Larcom landform local attributes of OUV

[Table D2](#) identifies the local attributes of the OUV of the GBRWHA identified within the master plan that are located within and surrounding the Mount Larcom landform land management plan area<sup>33</sup>.

**Table D2 Local attributes located within and surrounding the Mount Larcom landform land management plan area**

Category	Local attribute	Within LMP area	Surrounding LMP area
Flora, fauna and ecological communities	Threatened and endangered flora and fauna species (including threatened ecological communities).	✓	✓
	Vegetated mountains.	✓	✓
Cultural heritage values	Traditional Owner interaction with the natural environment.	✓	✓
Total species diversity	Total species diversity.	✓	✓

<sup>33</sup> The Mount Larcom landform extends beyond the land management plan area for PMM 7, as indicated in [Table 1](#). Land management across the wider Mount Larcom landform is outside the scope of the port overlay and PMMs, however it may benefit from a co-ordinated approach that considers tenure, land ownership, access and recreational use of the landform.



## Aldoga reserve local attributes of OUV

Table D3 identifies the local attributes of the OUV of the GBRWHA identified within the master plan that are located within and surrounding the Aldoga reserve land management plan area.

**Table D3 Local attributes located within and surrounding the Aldoga reserve land management plan area**

Category	Local attribute	Within LMP area	Surrounding LMP area
Flora, fauna and ecological communities	Threatened and endangered flora and fauna species (including threatened ecological communities).	✓	✓
	Vegetated mountains.	✗	✓
Cultural heritage values	Traditional Owner interaction with the natural environment.	✓	✓
Total species diversity	Total species diversity.	✓	✓

## Facing Island local attributes of OUV

Table D4 identifies the local attributes of the OUV of the GBRWHA identified within the master plan that are located within and surrounding the Facing Island land management plan area.

**Table D4 Local attributes located within and surrounding the Facing Island land management plan area**

Category	Local attribute	Within LMP area	Surrounding LMP area
Coral reefs	Fringing reefs.	✗	✓
	Inshore turbid reefs.	✗	✓
	Coral species diversity and extent.	✗	✓
Marine water quality	Marine water quality.	✗	✓
Fish	Fish species and diversity.	✗	✓
Marine megafauna	Dugong.	✗	✓
	Species of whales.	✗	✓
	Migrating whales.	✗	✓
	Species of dolphins.	✗	✓
Marine turtles	Breeding colonies of marine turtles.	✓	✓
	Green turtle breeding.	✓	✓
	Marine turtle rookeries.	✓	✓
	Nesting turtles.	✓	✓
Seagrass and macroalgae	Seagrass.	✗	✓
	Beds of <i>Halimeda</i> algae.	✗	✓

Category	Local attribute	Within LMP area	Surrounding LMP area
Shorebirds and migratory seabirds	Seabirds.	x	✓
	Shorebirds and migratory birds.	x	✓
Flora, fauna and ecological communities	Threatened and endangered flora and fauna species (including threatened ecological communities).	✓	x
	Mangroves.	✓	✓
	Mangrove species diversity.	✓	✓
Geomorphology	Beaches.	✓	✓
	Dune systems.	✓	x
Cultural heritage values	Traditional Owner interaction with the natural environment.	✓	✓
Marine fauna	Diversity supporting marine fauna species (global conservation significance).	✓	✓
Total species diversity	Total species diversity.	✓	✓

## Curtis Island local attributes of OUV

[Table D5](#) identifies the local attributes of the OUV of the GBRWHA identified within the master plan that are located within, surrounding and / or downstream of the Curtis Island land management plan area.

**Table D5 Local attributes located within and surrounding the Curtis Island land management plan area**

Category	Local attribute	Within LMP area	Surrounding LMP area
Coral reefs	Inshore turbid reefs.	x	✓
Marine water quality	Marine water quality.	x	✓
Fish	Fish species and diversity.	x	✓
Marine megafauna	Dugong.	x	✓
	Species of whales.	x	✓
	Migrating whales.	x	✓
	Species of dolphins.	x	✓
Marine turtles	Breeding colonies of marine turtles.	✓	x
	Green turtle breeding.	✓	x
	Marine turtle rookeries.	✓	x
	Nesting turtles.	✓	x
	Seagrass.	x	✓

Category	Local attribute	Within LMP area	Surrounding LMP area
Seagrass and macroalgae	Beds of <i>Halimeda</i> algae.	x	✓
Shorebirds and migratory seabirds	Seabirds.	x	✓
	Shorebirds and migratory birds.	x	✓
Flora, fauna and ecological communities	Threatened and endangered flora and fauna species (including threatened ecological communities).	✓	✓
	Mangroves.	✓	✓
	Mangrove species diversity.	✓	✓
	Vast mangrove forests.	✓	✓
Continental islands	Continental islands and green vegetated islands.	✓	✓
	Plant species diversity and endemism (species being unique to a defined geographic location).	✓	✓
	Vegetation of the continental islands.	✓	✓
	Beaches.	✓	✓
Geomorphology	Dune systems.	✓	✓
	River deltas.	✓	✓
	Connectivity: cross-shelf, longshore and vertical.	✓	✓
Cultural heritage values	Traditional Owner interaction with the natural environment.	✓	✓
Marine fauna	Diversity supporting marine fauna species (global conservation significance).	x	✓
Total species diversity	Total species diversity.	✓	✓

## Inshore Islands local attributes of OUV

Table D6 identifies the local attributes of the OUV of the GBRWHA identified within the master plan that are located within, surrounding and / or downstream of the Curtis Island land management plan area.

**Table D6 Local attributes located within and surrounding the Inshore Islands land management plan area**

Category	Local attribute	Within LMP area	Surrounding LMP area
Coral reefs	Fringing reefs.	✓	✓
	Inshore turbid reefs.	✓	✓
	Coral species diversity and extent.	✓	✓
Marine water quality	Marine water quality.	✓	✓
Fish	Fish species and diversity.	✓	✓
Marine megafauna	Dugong.	✓	✓
	Species of whales.	✓	✓
	Migrating whales.	✓	✓
	Species of dolphins.	✓	✓
Marine turtles	Breeding colonies of marine turtles.	✓	✓
	Green turtle breeding.	✓	✓
	Marine turtle rookeries.	✓	✓
	Nesting turtles.	✓	✓
Seagrass and macroalgae	Seagrass.	✓	✓
	Beds of <i>Halimeda</i> algae.	✓	✓
Shorebirds and migratory seabirds	Seabirds.	✓	✓
	Shorebirds and migratory birds.	✓	✓
Continental islands	Continental islands and green vegetated islands.	✓	✗
	Plant species diversity and endemism (species being unique to a defined geographic location).	✓	✗
	Vegetation of the continental islands.	✓	✗
Geomorphology	Beaches.	✓	✗
	River deltas.	✓	✗
	Connectivity: cross-shelf, longshore and vertical.	✓	✗

Category	Local attribute	Within LMP area	Surrounding LMP area
Cultural heritage values	Traditional Owner interaction with the natural environment.	✓	✘
Marine fauna	Diversity supporting marine fauna species (global conservation significance).	✓	✘
Total species diversity	Total species diversity.	✓	✘

## Identify and consider other environmental values

The priority Port of Gladstone master plan identified six broad categories of environmental values as occurring within the Environmental Management precinct that have the potential to be impacted as a result of development activities, these are:

- terrestrial flora and fauna—including flora and fauna species inhabiting land areas within the master planned area and surrounds, including on the continental and inshore islands
- intertidal flora and fauna—including flora and fauna species associated with intertidal habitats, including shorebirds and migratory birds, mangroves and coastal saltmarsh threatened ecological community
- marine flora and fauna—including flora and fauna species inhabiting marine areas within the master planned area and surrounds, including coral reefs, fish, marine megafauna, marine turtles, seagrass and macroalgae
- water quality—including fresh water, groundwater and marine water quality
- social—including heritage properties, socio-economic factors, social and community infrastructure, recreational opportunities and natural scenic amenity
- cultural heritage—including cultural heritage sites and traditional owner interaction with the natural environment.

## Land use activities

In developing appropriate land management controls and following identification of the local attributes of the OUV of the GBRWHA and other environmental values within each land management plan area, consideration of existing and future land use activities within and surrounding the land management plan area should be given. Land management plans need to appreciate existing and future land use activities and manage associated impacts (including edge effects) to local attributes of the OUV of the GBRWHA and other environmental values, within the land management plan area.

## Potential impacts

In the EMF contained within the master plan, potential impacts have been identified based on potential land use activities that may be needed to support infrastructure and supply chains within the priority Port of Gladstone master planned area. The impacts are described in more detail in Appendix D of the master plan.

Each land management plan may consider actions to address the potential impacts identified in the master plan, to the extent these are relevant for each land management plan.

## Relevant land management controls

During the development of each land management plan, land management controls that maintain, as well as rehabilitate and / or improve, the existing local attributes of the OUV of the GBRWHA and other environmental values should be considered and identified. In identifying appropriate land management controls, consideration may be given to:

- identified local attributes of the OUV of the GBRWHA, other environmental values and any values identified by additional surveys within and surrounding the land management plan area
- potential impacts to local attributes of the OUV of the GBRWHA and other environmental values linked to existing and planned land use activities within and surrounding the land management plan area
- maintaining the existing local attributes of the OUV of the GBRWHA and other environmental values
- rehabilitating and / or improving local attributes of the OUV of the GBRWHA and other environmental values
- monitoring management controls.

The frequency which monitoring should occur will be dependent on the applicable local attributes of the OUV of the GBRWHA, other environmental values and the land use activities that occur or are planned.

## Further information

The priority Port of Gladstone masterplan was developed through an evidence-based and consultative approach. The documents which informed this process, including the evidence base, are available on the [Department's website](#).<sup>34</sup>

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<sup>34</sup> Department of Transport and Main Roads, *Master planning for the priority Port of Gladstone*, <https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports/Master-planning-for-the-priority-Port-of-Gladstone>.



# Mapping

Figure D3 Mount Larcom landform land management plan area

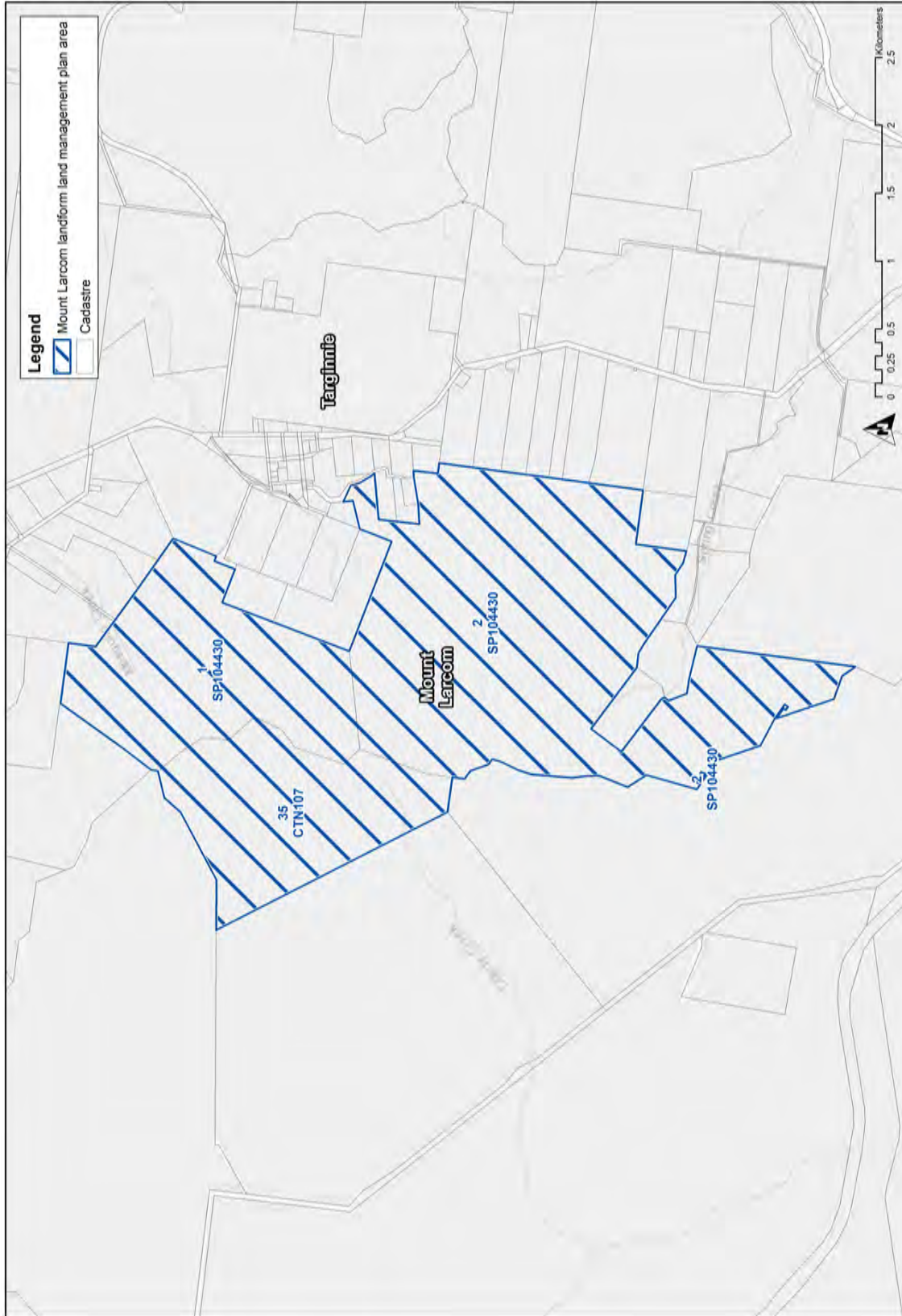


Figure D4 Aldoga reserve land management plan area

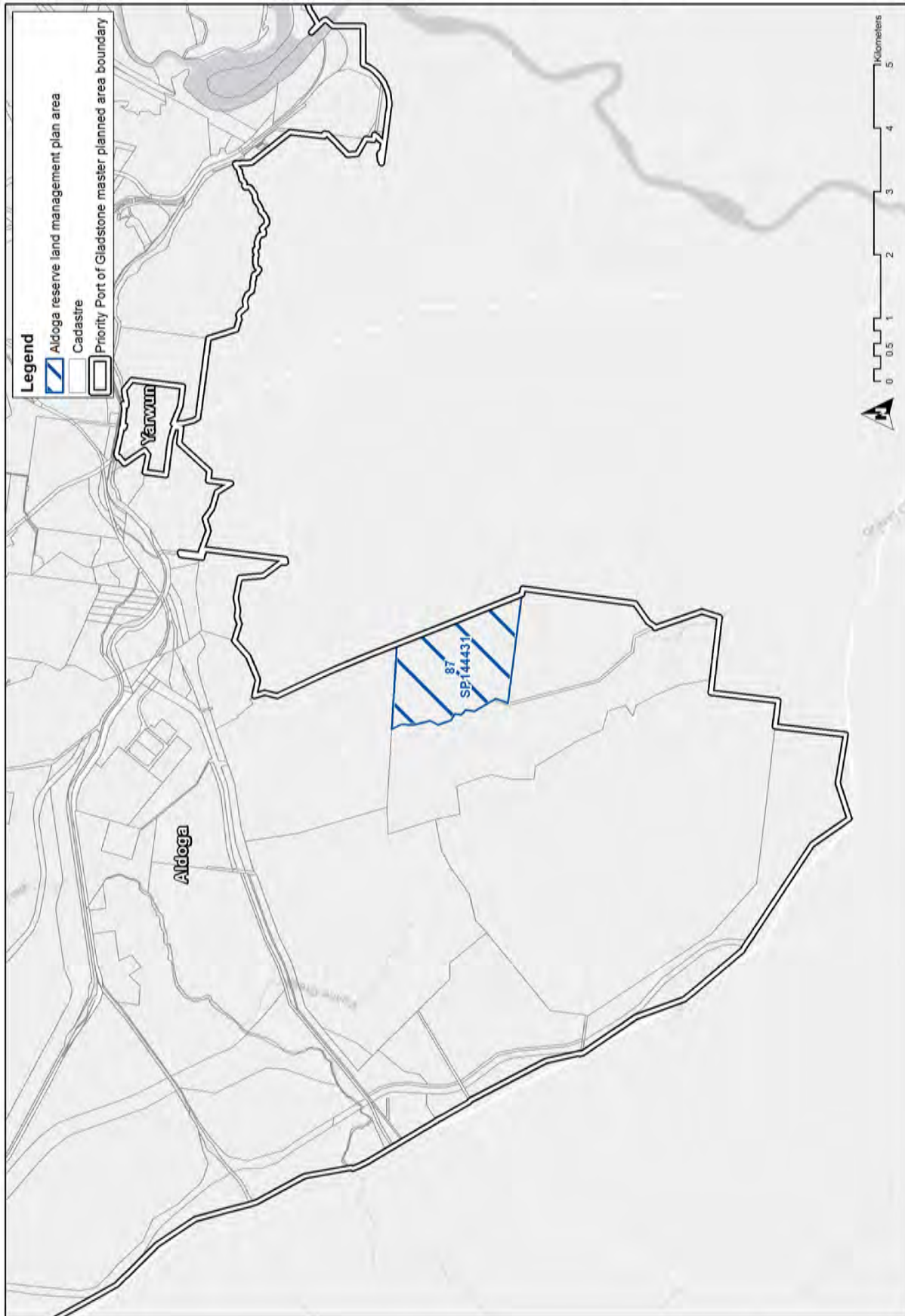


Figure D5 Facing Island land management plan area

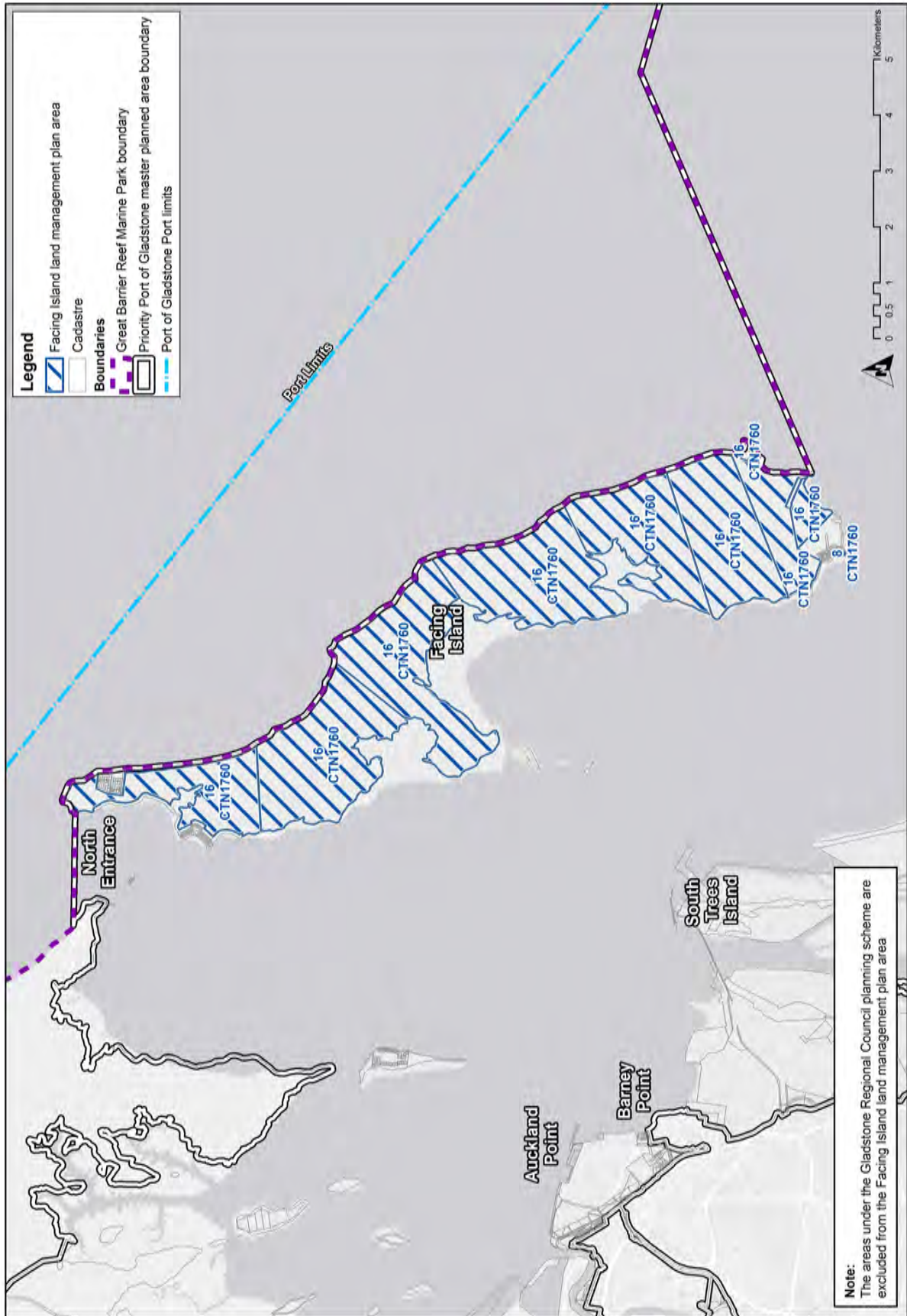




Figure D6 Curtis Island land management plan area

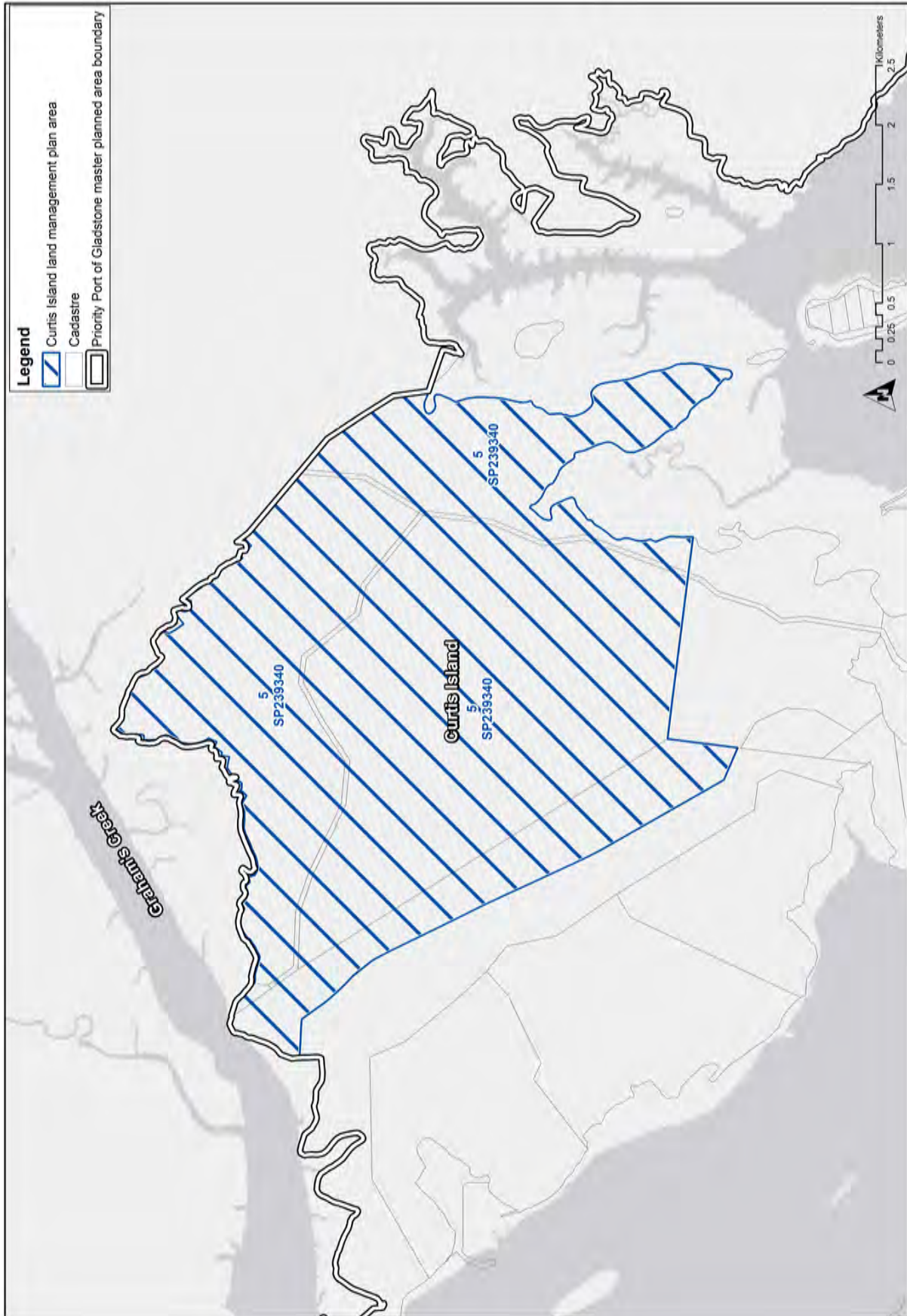
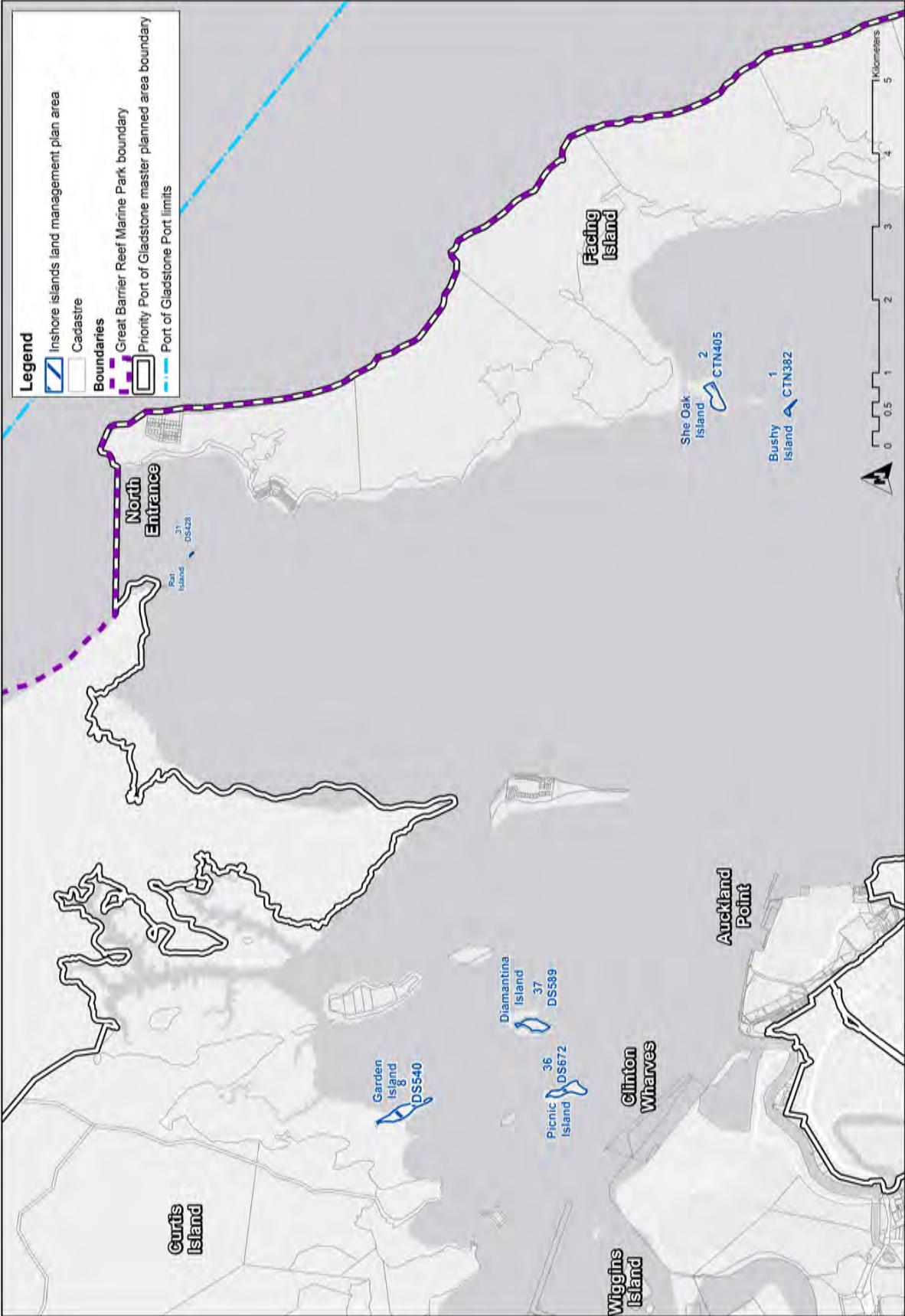


Figure D7 Inshore Islands land management plan area



## PMMs 5 to 9 – Land management plans

### Purpose

The purpose of the land management plans under PMMs 5 to 9 is to ensure consistency of OUV identification and management across the Environmental management precinct.

### Implementation

PMMs 5 to 9 relate to the preparation and implementation of land management plans for each of the land management plan areas in the Environmental management precinct identified in [Appendix A](#). It is recommended that where land management plans are prepared, they are prepared with consideration of the land management plan guideline under [PMM 4](#) and in consultation with relevant government agencies.

The following entities are responsible for PMMs 5 to 9:

- Facing Island land management plan—Gladstone Ports Corporation
- Inshore Islands land management plan—Gladstone Regional Council
- Mount Larcom landform land management plan—the current administering agencies (Department of Natural Resources, Mines and Energy and the Department of Environment and Science)
- Aldoga Reserve land management plan—Economic Development Queensland
- Curtis Island land management plan—Coordinator-General.

## Appendix E – Potential impacts of development

The potential impacts from development on environmental values identified in [Appendix D](#) of the master plan, are included in [Table 16](#). This information is required to be considered during the plan-making process, as outlined by [section 5](#) of the port overlay.

**Table 16 Potential impacts of development**

Potential impacts	Environmental management precinct	Infrastructure and Supply Chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port, industry and commerce precinct
<b>Terrestrial flora and fauna</b>							
Direct disturbance resulting in the loss, fragmentation or loss of connectivity values of terrestrial flora species, vegetation communities and / or fauna habitat.	Yes	Yes	No	No	No	Yes	Yes
Direct mortality and / or injury to terrestrial fauna.	Yes	Yes	No	No	No	No	Yes
Increase in noise, vibration, light and / or other disruption to behaviour / life-cycle of terrestrial fauna.	Yes	Yes	No	Yes	Yes	Yes	Yes
Disruption to terrestrial fauna behaviour and / or life-cycle due to increased potential for human interaction.	Yes	No	No	No	No	No	No
Increase in operational lighting impacting on terrestrial fauna.	Yes	Yes	No	No	No	Yes	Yes
Increase in dust impacts on adjacent terrestrial vegetation communities and / or fauna habitat, reducing the condition and quality of adjacent habitats.	Yes	Yes	No	Yes	Yes	Yes	Yes
Increased levels of waste materials resulting in reduced terrestrial fauna habitat condition and / or quality.	Yes	No	No	No	No	No	Yes
Increased edge effects on adjacent terrestrial vegetation communities and / or fauna habitat, reducing the condition and / or quality of adjacent environments.	Yes	Yes	No	No	No	Yes	Yes



Potential impacts	Environmental management precinct	Infrastructure and Supply Chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port, industry and commerce precinct
Introduction or spread of pest and weed species resulting in reduced condition and / or quality of terrestrial vegetation communities and / or fauna habitat.	Yes	Yes	No	Yes	Yes	Yes	Yes
<b>Intertidal flora and fauna</b>							
Direct disturbance resulting in the loss, fragmentation or loss of connectivity values of intertidal flora species, vegetation communities and / or fauna habitat.	Yes	Yes	No	Yes	Yes	Yes	Yes
Direct mortality and / or injury to intertidal fauna.	Yes	Yes	No	Yes	Yes	Yes	Yes
Increase in noise, vibration, light and / or other disruption to behaviour / life-cycle of intertidal fauna.	Yes	Yes	No	Yes	Yes	Yes	Yes
Disruption to intertidal fauna behaviour and / or life-cycle due to increased potential for human interaction.	Yes	Yes	No	No	Yes	Yes	No
Increase in operational lighting impacting on intertidal fauna.	Yes	Yes	No	Yes	Yes	Yes	Yes
Increase in dust impacts on adjacent intertidal vegetation communities and / or fauna habitat, reducing the condition and quality of adjacent habitats.	Yes	Yes	No	Yes	Yes	Yes	Yes
Increased levels of waste materials resulting in reduced intertidal fauna habitat condition and / or quality.	Yes	Yes	No	No	Yes	Yes	No
Increased edge effects on adjacent intertidal vegetation communities and / or fauna habitat, reducing the condition and / or quality of adjacent environments.	Yes	Yes	No	Yes	Yes	Yes	Yes
Introduction or spread of pest and weed species resulting in reduced condition and / or quality of intertidal vegetation communities and / or fauna habitat.	Yes	Yes	No	Yes	Yes	Yes	Yes

Potential impacts	Environmental management precinct	Infrastructure and Supply Chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port, industry and commerce precinct
Increased edge effects and / or direct loss of important foraging / roosting habitat for shorebirds.	Yes	Yes	No	Yes	Yes	Yes	Yes
<b>Marine flora and fauna</b>							
Direct disturbance resulting in the loss, fragmentation or loss of connectivity values of marine flora species, vegetation communities and / or fauna habitat (including benthic communities, coral reefs and seagrass meadows).	No	Yes	No	Yes	Yes	No	Yes
Direct mortality and / or injury to marine fauna.	No	Yes	No	Yes	Yes	Yes	No
Increase in noise, vibration, light and / or other disruption to behaviour / life-cycle of marine fauna.	No	Yes	No	Yes	Yes	Yes	Yes
Increase in operational lighting impacting on marine fauna.	Yes	Yes	No	Yes	Yes	Yes	Yes
Increase in dust impacts on adjacent marine vegetation communities and / or fauna habitat, reducing the condition and quality of adjacent habitats.	No	Yes	No	Yes	Yes	Yes	Yes
Increased edge effects on adjacent marine vegetation communities and / or fauna habitat, reducing the condition and / or quality of adjacent environments.	Yes	Yes	No	Yes	Yes	No	Yes
Introduction or spread of pest and weed species resulting in reduced condition and / or quality of marine vegetation communities and / or fauna habitat.	No	Yes	No	Yes	Yes	No	Yes
Increased edge effects on important nesting habitat for marine turtles.	Yes	No	No	Yes	Yes	No	Yes
Beneficial impact that increases the opportunities for establishment of benthic communities and associated marine fauna.	No	Yes	No	Yes	Yes	No	No

Potential impacts	Environmental management precinct	Infrastructure and Supply Chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port, industry and commerce precinct
<b>Water quality</b>							
Sedimentation and decreased water quality in terrestrial areas resulting in decreased condition and / or quality of environments and downstream areas.	Yes	Yes	No	Yes	Yes	Yes	Yes
Sedimentation and decreased water quality in intertidal and / or marine areas resulting in decreased condition and / or quality of environmental values.	Yes	Yes	No	Yes	Yes	Yes	Yes
Disturbance of acid sulfate soils decreasing water quality in intertidal and / or marine areas resulting in decreased condition and / or quality of environmental values.	Yes	Yes	No	Yes	Yes	Yes	Yes
Alteration of groundwater levels and quality resulting in impacts to surrounding terrestrial environments.	Yes	Yes	No	Yes	Yes	Yes	Yes
Alteration of groundwater levels and quality resulting in impacts to surrounding intertidal environments.	Yes	Yes	No	Yes	Yes	Yes	Yes
Alteration of groundwater levels and quality resulting in impacts to surrounding marine environments.	Yes	Yes	No	Yes	Yes	Yes	Yes
Changes to marine water velocities and potential erosion, sedimentation and decreased water quality impacts resulting in decreased condition and / or quality.	No	Yes	No	Yes	Yes	No	Yes
<b>Social</b>							
Decrease in visual amenity for residents, recreational users and tourists.	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Impacts on air quality resulting from dust, emissions and odour affecting surrounding areas.	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Restricting access to foreshore areas for residents and tourists.	Yes	Yes	Yes	No	No	Yes	Yes

Potential impacts	Environmental management precinct	Infrastructure and Supply Chain corridors precinct	Interface precinct	Marine precinct	Marine infrastructure precinct	Marine services and recreation precinct	Port, industry and commerce precinct
Increase in light, dust, noise and vibration impacts resulting in a decreased level of social amenity for residents and tourists.	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Beneficial impact from an increase in public awareness of the OUV of the GBRWHA and other environmental values.	Yes	No	No	Yes	No	No	No
Increase in the number of residents and / or tourists experiencing social amenity impacts as a result of construction and / or operation of industrial and port industries within the port, industry and commerce precinct.	No	No	Yes	No	No	No	No
Increase in pressure on community infrastructure and services (for example airport; health and emergency services; food, water and electricity supply).	Yes	Yes	No	No	No	No	Yes
Increase in demand for rental / sale properties which may result in decrease in housing affordability if the demand exceeds the supply of housing.	No	Yes	No	No	No	No	Yes
Decrease in social / community cohesion due to influx of temporary workforce, potentially leading to increased social and health related issues.	No	Yes	No	No	No	No	Yes
<b>Cultural heritage</b>							
Direct impacts on cultural heritage sites during vegetation clearing and land disturbance.	Yes	Yes	No	Yes	Yes	Yes	Yes
Loss of Traditional Owner access to land as a result of construction and / or operation of infrastructure.	Yes	Yes	No	Yes	Yes	No	Yes

# Appendix F – Local attributes of the Outstanding Universal Value of the Great Barrier Reef World Heritage Area

The local attributes of the OUV of the GBRWHA identified in [Appendix C](#) of the masterplan, are included in [Table 17](#). This information is required to be considered during the plan-making process, as outlined in [section 5](#) of the port overlay.

**Table 17 Local attributes of the OUV of the GBRWHA within and surrounding the master planned area**

Category	Local attribute	Relevant OUV criteria and contribution classifications				Summary of the key environmental values
		vii	viii	ix	x	
Coral reefs	Fringing reefs.	Min	Min	Min	Min	Fringing coral reefs.
	Inshore turbid reefs.	-	Min	Min	Min	Inshore turbid coral reefs.
	Coral species diversity and extent.	Min	Min	Min	Min	Various coral species.
Marine water quality	Marine water quality.	-	-	Mod	Mod	Marine water quality.
Fish	Fish species and diversity.	Min	-	Min	Min	Colosseum Inlet Fish Habitat Area Dē-rāl-lī Fish Habitat Area (Calliope River) Coral reefs, seagrass meadows, mangrove communities, hard and soft benthic substrates, beach habitats, estuaries, creeks and rivers.
Marine megafauna	Dugong.	-	-	-	Mod	Dugong species. Seagrass meadows.
	Species of whales.	-	-	-	Min	Minke whales. Sperm whales. Humpback whales.
	Migrating whales.	Min	-	-	-	Humpback whales and calving habitat.
	Species of dolphins.	Min	-	-	Sig	Australian humpback dolphins.
Marine turtles	Breeding colonies of marine turtles.	Mod	-	-	Mod	Flatback turtle rookery on Curtis Island
	Green turtle breeding.	Min	-	-	Min	Nesting beaches on Facing, Curtis and Wild Cattle Islands, Boyne Island Beach and Tannum Sands.
	Marine turtle rookeries.	Mod	-	-	Mod	
	Nesting turtles.	Min	-	-	-	

Category	Local attribute	Relevant OUV criteria and contribution classifications				Summary of the key environmental values
		vii	viii	ix	x	
Seagrass and macroalgae	Seagrass.	Min	Min	Mod	Mod	Seagrass meadows.
	Beds of <i>Halimeda</i> algae.	-	-	Min	-	Beds of <i>Halimeda</i> algae.
Shorebirds and migratory seabirds	Seabirds.	Min	-	Min	Min	Potential foraging habitat.
	Shorebirds and migratory birds.	-	-	-	Sig	Threatened migratory shorebird species Shorebird habitat and important roost sites (note these vary from year to year).
Flora, fauna and ecological communities	Threatened and endangered flora and fauna species (including TECs).	Min	-	-	Mod	Coastal Saltmarsh TEC.
	Vegetated mountains.	Min	-	-	-	Mount Larcom landform.
	Mangroves.	Min	Min	Min	Min	Various mangrove species.
	Mangrove species diversity.	-	-	-	Min	Various mangrove species.
	Vast mangrove forests.	Mod	-	-	-	Mangrove sequences at The Narrows.
Continental islands	Continental islands and green vegetated islands.	Mod	Mod	-	-	Curtis Island.
	Plant species diversity and endemism (species being unique to a defined geographic location).	-	-	-	Sig	Curtis Island.
	Vegetation of the continental islands.	-	-	Sig	Sig	Curtis Island.
Geomorphology	Beaches.	Min	-	-	-	Curtis Island beaches. Facing Island beaches. Boyne Island Beach.
	Dune systems.	Min	Min	-	-	Parabolic dunes Curtis Island.
	River deltas.	Min	Min	Min	Min	Marine tidal sand deltas (Curtis Island, Boyne River, Colosseum Inlet).
	Connectivity: cross-shelf, longshore and vertical.	-	Min	Min	Min	The Narrows tidal passage.
Cultural heritage values	Traditional Owner interaction with the natural environment.	-	-	Mod	-	Aboriginal and Torres Strait Islander cultural heritage sites and values.

Category	Local attribute	Relevant OUV criteria and contribution classifications				Summary of the key environmental values
		vii	viii	ix	x	
Marine fauna	Diversity supporting marine fauna species (global conservation significance).	<b>Min</b>	-	<b>Min</b>	<b>Mod</b>	A diverse range of marine fauna species.
Total species diversity	Total species diversity.	<b>Mod</b>	-	<b>Mod</b>	<b>Mod</b>	A diverse range of marine, intertidal and terrestrial flora and fauna species.

**Table notes:**

<i>Min</i>	Minor contribution
<i>Mod</i>	Moderate contribution
<i>Sig</i>	Significant contribution
<i>vii</i>	Aesthetic values and superlative natural phenomena
<i>viii</i>	Ongoing geological processes
<i>ix</i>	Ecological and biological processes
<i>x</i>	Biodiversity conservation

The classifications used above are generally defined as:

Minor contribution: The attribute is present however it occurs in low abundance or singularly and is:

- not essential to the sustainability of the attribute (for example substantial breeding population)
- not recognised as a key feature of the GBRWHA
- not included in the retrospective statement of OUV
- not iconic, unique or a high-quality example of the attribute.

Moderate contribution: The attribute occurs in moderate abundance or across a moderately large area but is not the prime occurrence or representation of the attribute within the GBRWHA. The attribute does however represent a feature for which the Great Barrier Reef was listed as World Heritage.

Significant contribution: The attribute represents locally important examples of the attribute relative to the nature of the attribute across the GBRWHA. Such an attribute may be specifically referred to within the retrospective statement of OUV for the GBRWHA or defined by other legislation, planning instrument or values assessment (for example in Great Barrier Reef Outlook Report). The occurrence of the attribute locally is a prime example of the features mentioned in the retrospective statement of OUV (Adaptive Strategies et al. 2017).



## Appendix G – Dictionary

The terms used in the port overlay have the meaning assigned to that term by:

- the *Sustainable Ports Act 2015*
- another act or regulation where referenced for that term<sup>35</sup>
- the *Acts Interpretation Act 1954*
- the ordinary meaning, if the term is not otherwise defined in one of the instruments referenced above.

**Table 18 Dictionary**

Term	Definition
adjoin (or adjoining)	development that is directly adjacent (i.e. shares a common boundary).
assessment benchmark	as defined in <i>Planning Act 2016</i> (Qld).
assessment manager	as defined in the <i>Planning Act 2016</i> (Qld).
beneficially reused	means dredged material that has been used for a purpose that provides social, economic or environmental benefits (or a combination of these). That is, the dredged material is managed as a valuable resource rather than a product destined for disposal. Beneficial reuse can involve the placement of dredged material on-land and in the aquatic zone (i.e. underwater or in intertidal areas). Consideration of beneficial reuse in the Queensland context to date has been focused on applications that provide economic benefits such as on-land processing and industry reuse or land reclamation (Royal Haskoning DHV and AMA 2016).
capital dredging	as defined in the <i>Sustainable Ports Development Act 2015</i> (Qld).
Curtis Island corridor	see <a href="#">Infrastructure and Supply Chain corridor precinct – Figure 12</a> .
development	as defined in the <i>Planning Act 2016</i> (Qld).
development application	as defined in the <i>Planning Act 2016</i> (Qld).
dredged material	means capital and maintenance dredged material required for the ongoing operation and future expansion of the port.
environmental value	as defined in the <i>Environmental Protection Act 1994</i> (Qld).
gross floor area	as defined in the <i>Planning Regulation 2017</i> (Qld)

<sup>35</sup> For other terms related to land use planning matters, refer to the Planning Act and the Planning Regulation.

ground disturbance activities	means: <ul style="list-style-type: none"> <li>(a) The initial disturbance by machinery of the topsoil or surface rock layer of the ground, such as grubbing, ploughing or drilling</li> <li>(b) The removal of native vegetation by disturbing root systems and exposing underlying soil.</li> </ul>
land management plan area	means an area within the Environmental management precinct of the master planned area shown on a land management plan area figure within <a href="#">Appendix A</a> , that is required to be managed in accordance with a land management plan.
local planning instrument	as defined in the <i>Planning Act 2016</i> (Qld).
local attributes of the OUV of the GBRWHA	see <a href="#">Appendix F</a> and the priority Port of Gladstone master plan.
maintenance dredging	means dredging carried out for the purposes of removing sediments that have accumulated in existing channels, berths, approaches and swing basins of a port to maintain an approved capital dredging profile.
marine plant	as defined in the <i>Fisheries Act 1994</i> (Qld).
master plan	the priority Port of Gladstone master plan.
master planned area	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 6, and for this port overlay see the area shown on <a href="#">Figure 5</a> .
material change of use	as defined in the <i>Planning Act 2016</i> (Qld).
matters of national environmental significance	see <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth), s. 34.
matters of state environmental significance	as defined in the <i>State Planning Policy 2017</i> (Qld).
notification	(for Aboriginal Cultural Heritage purposes) means a written notice that must be: <ul style="list-style-type: none"> <li>(a) written in plain English and signed by a person duly authorised by the applicant of the ground disturbance activities.</li> <li>(b) hand delivered, sent by prepaid post, sent by facsimile or (if in pdf or other format that is a scanned image of the original communication, including a handwritten signature, and attached to an email stating that the attachment is a notification under the priority Port of Gladstone port overlay) sent by email to the relevant address for the Aboriginal party.</li> </ul>
operational work (or works)	as defined in the <i>Planning Act 2016</i> (Qld).

Outstanding Universal Value (OUV)	as defined in the <i>United Nations Educational, Scientific and Cultural Organisation Operational Guidelines for the Implementation of the World Heritage Convention</i> means cultural and / or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community.
port facilities	as defined in the <i>Transport Infrastructure Act 1994</i> (Qld).
port optimisation	the act of making a port system, design or decision as effective or functional as possible. This may include making efficient use of strategic port land, berths and / or land-based facilities, ability to control berthing allocations and scheduling, minimising capital-intensive marine-based infrastructure, minimising the distance between land-based facilities and berths and / or minimising capital or maintenance dredging.
port overlay	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 19(1).
precincts	zones of development for specific areas within the master planned area (see <a href="#">Appendix B</a> ).
priority management measures (PMM)	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 8 (1)(c)(iii).
priority ports	see <i>Sustainable Ports Development Act 2015</i> (Qld), s. 5.
responsible entity	the entity, or entities responsible for implementation of a priority management measure.
sensitive land use or uses	as defined in the <i>Planning Regulation 2017</i> (Qld).
Strategic Port Land (SPL)	as defined in the <i>Transport Infrastructure Act 1994</i> (Qld).
supply chain infrastructure	means infrastructure, services and utilities identified as critical to supporting the future functioning of the Port of Gladstone, and its associated trade and economic growth for the region. This includes, for example critical road and rail infrastructure and links, pipelines (e.g. water, oil and gas), transmission lines which service and link the Port of Gladstone.

## Appendix H – Abbreviations and acronyms

**Table 19** Abbreviations and acronyms

Acronym / Abbreviation	Definition
EMF	Environmental management framework
EP Act	<i>Environmental Protection Act 1994 (Qld)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
GBRWHA	Great Barrier Reef World Heritage Area
GFA	Gross floor area
GSDA	Gladstone State Development Area
HAT	Highest astronomical tide
MNES	Matters of national environmental significance
MSES	Matters of state environmental significance
NC Act	<i>Nature Conservation Act 1992 (Qld)</i>
OUV	Outstanding universal value
Planning Act	<i>Planning Act 2016 (Qld)</i>
Planning Regulation	<i>Planning Regulation 2017 (Qld)</i>
PMMs	Priority management measures
Ports Act	<i>Sustainable Ports Development Act 2015 (Qld)</i>
SDAP	<i>State Development Assessment Provisions</i>
SDPWO Act	<i>State Development and Public Works Organisation Act 1971 (Qld)</i>
SPL	Strategic port land
SPP	<i>State Planning Policy 2017 (Qld)</i>
TEC	Threatened ecological community
Transport Infrastructure Act	<i>Transport Infrastructure Act 1994 (Qld)</i>
VM Act	<i>Vegetation Management Act 1999 (Qld)</i>

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