

3

Land use and tenure



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3 Land use and tenure

3.1 Chapter purpose

This chapter identifies the land use and tenure aspects relevant to the Project and in doing so addresses the following:

- The relevant legislative context for land use and tenure for the Project (refer Section 3.3)
- The existing land tenure for properties within and adjacent to the Project direct impact areas, including those required for access (Project impact areas) (refer Sections 3.4.1 and 3.4.2)
- The existing land use environment within, adjacent to, and in the immediate vicinity of the Project impact areas (refer Section 3.4.3)
- The likely and planned future land use environment within, adjacent to, and in the immediate vicinity of the Project impact areas (refer Section 3.4.4)
- Potential impacts of the Project on tenure within, adjacent to, and in the immediate vicinity of the Project impact areas (refer Section 3.5)
- Potential impacts of the Project on existing and future land uses within, adjacent to, and in the immediate vicinity of the Project impact areas, including an assessment of compliance with the provisions of the relevant land use planning instruments (refer Section 3.5)
- Mitigation measures relevant to land use and tenure issues (refer Section 3.6)
- An assessment of Project's compliance with relevant land use planning instruments (refer Section 3.7)
- A summary of land tenure and land use impacts (refer Section 3.8).

3.2 Methodology

The following tasks were undertaken to describe the existing and future land use environment, and tenure arrangements, within, adjacent to, and in the immediate vicinity of the Project impact areas:

- Identify the existing tenure of the Project impact areas through title searches, SmartMaps and review of the DNRME Digital Cadastre Database (DCDB) mapping
- Undertake a land use assessment (desktop and site verification) to identify existing land uses, including sensitive land uses (receptors) and the approximate distance of the Project activities to these uses
- Undertake a review of key strategic planning and land use planning provisions of the relevant regional and local planning instruments to identify the future land use planning intent
- Assess the potential impacts to land use and tenure, including an assessment of the Project's compliance with the relevant future land use planning intent
- Identify current planned development activity and approved development plans for the Project impact areas and the wider Gladstone region
- Identify management measures to minimise impacts to land use and tenure.

The assessment of potential impacts to land use and tenure has been undertaken using the compliance assessment methodology as detailed in Section 3.7.1 and illustrated in Figure 3.5.

3.3 Legislative and policy context

The State and local legislation, policies, plans and guidelines outlined in this section provide the framework for land use planning and tenure.

3.3.1 State legislation

3.3.1.1 Planning Act 2016

The purpose of the Planning Act is to provide an efficient, effective, transparent, integrated, coordinated and accountable system of land use planning, development assessment and dispute resolution to facilitate the achievement of ecological sustainability.

Together with a development assessment system, chapter 1 of the Planning Act establishes a hierarchy of planning instruments which comprises:

- State planning policies (including temporary policies)
- Regional plans
- Planning schemes
- Temporary local planning instruments
- Planning scheme policies
- Development assessment system (including SARA).

In relation to land use planning, the State, under the Planning Act, mandates the roles and responsibilities of the Planning Minister, and of the State and local governments for the making and amending of land use planning instruments.

Primarily, the role of the State is to:

- Articulate and identify planning matters that are important across the State, and which require protection and enhancement (referred to as 'State interests')
- Ensure that State interests are appropriately reflected in local planning instruments (i.e. local government planning schemes).

In addition to the role of the State, local governments must:

- Prepare and amend their local planning instruments, in consultation with their community, ensuring all State interests are appropriately considered and reflected
- Regulate development in accordance with the local planning instrument for their jurisdictional area.

Chapter 2, Part 3 of the Planning Act sets out the process for making, amending or repealing a local planning instrument and the State's powers in relation to local planning instruments, and requires that a planning scheme must:

- (a) *identify strategic outcomes for the local government area to which the planning scheme applies; and*
- (b) *include measures that facilitate the achievement of the strategic outcomes; and*
- (c) *coordinate and integrate the matters dealt with by the planning scheme, including State and regional aspects of the matters.*

In relation to development assessment, port authorities, under the Planning Act must regulate assessable development on SPL in accordance with the relevant port LUP.

3.3.1.2 Sustainable Ports Development Act 2015

The Ports Act provides a legislative framework for the protection of the GBRWHA through managing port-related development in and adjacent to a master planned area. It actions the State's key port-related commitments of Reef 2050.

The Ports Act includes provisions for:

- Restricting capital dredging for the development of new or expansion of existing port facilities to within priority port master planned areas (excluding projects subject of an EIS process prior to commencement of the Ports Act)
- Prohibiting sea-based disposal and mandate beneficial reuse of port-related capital dredged material (whether an approval has been given prior to or after the commencement of the Ports Act)
- Allow the granting of an approval to undertake capital dredging within a restricted area (being an area within the GBRWHA but outside the GBRMP) where the capital dredging is carried out for the purpose of establishing, constructing or improving a port facility within a priority port's master planned area, such as the priority Port of Gladstone.

In addition to the above, the Ports Act achieves its purpose by declaring the four priority ports of Gladstone, Abbot Point, Hay Point/Mackay, and Townsville, establishing the requirement for master planning at each priority port.

Land use planning under the Ports Act is achieved by:

- (a) Prohibiting particular future development in the GBRWHA; and*
- (b) Providing for the development of master plans that establish a long-term vision for the future development of priority ports consistent with the principles of ecologically sustainable development; and*
- (c) Implementing master plans through port overlays that regulate development in and surrounding priority ports.*

A port overlay is a regulatory tool to implement the master plan for a master planned area. This may include development assessment provisions to be used by port authorities and local governments during assessment processes under existing planning instruments. This may also include matters to consider when making or amending a planning instrument under the Planning Act or port LUP under the TIA.

3.3.1.3 Transport Infrastructure Act 1994

The overall objective of the TIA is to provide a regime that allows for and encourages the effective integrated planning and efficient management of a system of transport infrastructure. In particular, the objectives of the TIA are to allow the State to have a strategic overview of the provision and management of all transport infrastructure, including ports.

Queensland's port authorities are landowners and land managers and have statutory management responsibility over their SPL. Under TIA, all port authorities must prepare and implement a LUP for their SPL in consultation with their community to ensure planning and development of SPL is appropriately managed.

The TIA requires a LUP to:

- Contain details of SPL and future SPL, including current and proposed uses of the land
- Coordinate and integrate the 'core matters' relevant to the LUP
- Establish desired environmental outcomes (e.g. the vision)
- Include measures to achieve the desired environmental outcomes (e.g. land use designations/zones, codes).

LUPs are an important tool for port authorities in the assessment and management of future development activities on SPL under the Planning Act.

3.3.1.4 State Development and Public Works Organisation Act 1971

The SDPWO Act provides for state development and planning through the provision of a system to coordinate and regulate public works, streamline the assessment of major project proposals, and manage major land and infrastructure assets. In doing so, the SDPWO Act seeks to facilitate timely, coordinated and environmentally responsible land use and infrastructure planning to support Queensland's economic and social development.

The SDPWO Act includes provisions for the planning, establishment and regulation of SDAs by the Coordinator-General, with the approval of the Governor in Council and the involvement of the Minister.

3.3.1.5 Land Act 1994

The Land Act regulates the management of land in Queensland and applies to all land throughout the State, including land that is, whether permanently or from time to time, covered by water subject to tidal influence.

The Land Act holds provisions for the management of all tenure types, including USL and State Lease land which are relevant to the Project. The Land Act also sets out the requirements for managing changes in land tenure in the instance that land under water is raised above the high-water mark (i.e. as part of reclamation works) by a port authority for the purposes of creating SPL.

3.3.2 Land use planning frameworks and statutory policies

3.3.2.1 Overview

State land use planning frameworks and statutory policies regulating land use planning within, adjacent to, and in the immediate vicinity of the Project impact areas include:

- The State Planning Policy
- Central Queensland Regional Plan 2013
- Master Plan for the priority Port of Gladstone 2018
- Gladstone Ports Corporation Land Use Plan 2012
- Gladstone Regional Council Planning Scheme 2015
- Gladstone State Development Area Development Scheme 2015.

3.3.2.2 State Planning Policy

The SPP is a key component of the Queensland land use planning system which articulates the Queensland Government's 17 state interests in land use planning and development. The SPP is a state planning instrument under the Planning Act and requires that the state interests be integrated into local government planning schemes. Some state interests in the SPP include assessment benchmarks that apply to certain types of development where a local government planning scheme does not appropriately integrate the relevant state interest.

A number of the state interests set out in the SPP apply to the Project and to the Project impact areas.

3.3.2.3 Central Queensland Regional Plan 2013

In Queensland, regional planning seeks to provide long term strategic direction to support the local growth and development of the State's regions as well as the protection of natural resources, having regard to the issues, challenges and opportunities that are important and specific within each regional area. Regional planning is regulated by the Planning Act, the *Regional Planning Interest Act 2014* (Qld) and associated regulations. Regional plans are state planning instruments under the Planning Act.

The Project is located within the Central Queensland region, of which the CQRP applies as the relevant statutory regional plan.

3.3.2.4 Master Plan for the priority Port of Gladstone 2018

The Queensland Government is currently undertaking master planning for the four Queensland priority ports which includes the priority Port of Gladstone. Port master planning is a port-related action of the Reef 2050 Long-Term Sustainability Plan and is mandated under the Ports Act.

Port master planning involves the development of a master plan for each priority port master planned area, and considers issues beyond SPL, including marine and land based impacts, port and supply chain infrastructure capacity and connectivity, and economic, community and environmental interests. In addition to a master plan, the Ports Act requires that a port overlay be prepared and implemented as the regulatory instrument that implements the master plan over the master planned area.

The Master Plan for the priority Port of Gladstone 2018 is the first master plan prepared under the Ports Act. Whilst the Master Plan is a statutory requirement under the Ports Act, it is not a planning instrument. However, it outlines the strategic vision, objectives and desired outcomes for the port and the land and marine areas vital for its sustainable development to 2050. Furthermore, the Master Plan supports capital dredging as an essential part of port operations to create new, or improve existing navigation channels, berth pockets and swing basins, and to continue the economic development of the Port of Gladstone.

The port overlay, the regulatory instrument that implements the master plan over the master planned area, is now being prepared. In accordance with the Planning Act, the port overlay will be an assessment benchmark for development within Port limits and will be required to be addressed when assessing development on SPL. Although a PDPO was released in 2017, a formal draft port overlay is yet to be released for public consultation in accordance with the Ports Act. Whilst timing of the formal draft port overlay and approved port overlay are yet to be confirmed, it is currently anticipated that the Project EIS will be released for public consultation prior to the port overlay being finalised, but in effect prior to dredging commencing (subject to securing of the necessary Project approvals), likely triggering assessment against the port overlay at that time.

The Master Plan documents the land use precincts and intents that will become statutory requirements through the port overlay. The areas to be dredged, new navigational aids, the BUF, WB and WBE reclamation areas are situated within the Port of Gladstone master planned area and therefore would be required to be assessed against the land use requirements of the port overlay if the overlay were in effect. In the absence of an approved port overlay, this chapter reviews the Project against the land use precincts and intents as documented in the Master Plan for the priority Port of Gladstone 2018.

3.3.2.5 Gladstone Ports Corporation Land Use Plan 2012

The LUP 2012 was gazetted on 9 March 2012 and has effect as an assessment benchmark under the Planning Act. The LUP 2012 applies to all GPC SPL within the Port of Gladstone and Port Alma. Through the LUP 2012, land use planning and future development at the Port seeks to achieve:

- The sustainable expansion of port areas to accommodate future growth
- The efficient operation of port infrastructure and the timely provision of identified new port infrastructure

- Responsible use of natural and capital resources
- An appropriate balance between economic, environmental and social issues.

Portions of the BUF and WBE reclamation area associated with the southern reclamation area are located within GPC SPL.

3.3.2.6 Gladstone Regional Council Planning Scheme 2015

The Project is located within the GRC LGA. The GRC Planning Scheme sets out GRC's intent for future development over the next 14 years to 2031 for land within the GRC LGA that is within Council's jurisdiction, and seeks to advance the State and regional policies through detailed local responses. The GRC Planning Scheme regulates development across zones to facilitate locating preferred or acceptable land uses.

Whilst no portions of the Project impact areas are within the jurisdiction of the GRC Planning Scheme, it is acknowledged that the scheme does apply to land areas in proximity to the BUF, WB and WBE reclamation areas.

3.3.2.7 Gladstone State Development Area Development Scheme 2015

The GSDA Development Scheme was first gazetted in 2000 and has effect as a statutory instrument under the SDPWO Act. The GSDA Development Scheme regulates land use within the GSDA across various land use designation areas to promote the GSDA as the preferred location for the establishment of industrial development whilst ensuring a coordinated and logical approach to development that supports avoiding or minimising impacts to environmental, cultural heritage and community values.

Whilst no portions of the Project impact areas are within the GSDA, it is acknowledged that the GSDA Development Scheme applies to land areas in proximity to the BUF and the WB and WBE reclamation areas.

3.4 Existing environment

3.4.1 Land tenure

The Project impact areas are located on USL that is owned by the State (represented by the DNRME), with the whole of the WB reclamation area and a portion of the WBE reclamation area (southern area) located on State leasehold land associated with Lot 504 SP245961 and Lot 508 SP239687, respectively (owned by the State and leased to GPC for the purposes of reclamation). Immediate surrounding land areas comprise freehold land owned by GPC (associated with Fisherman's Landing and access to the WB reclamation area). Further, the majority of the BUF is located on USL that is owned by the State (represented by DNRME) with a portion of the BUF located on State leasehold land associated with Lot 504 SP245961 and Lot 508 SP239687.

The relevant property details for the land parcels associated within the BUF, WB and WBE reclamation areas are provided in Table 3.1.

Table 3.1 Property and tenure details for the existing WB, BUF and WBE reclamation area

Lot	Plan	Tenure	Ownership	Relevant Project area
504	SP245961	Leasehold	Owned by the State of Queensland (represented by the DNRME) and leased to GPC	<ul style="list-style-type: none"> ■ WB reclamation area ■ Portion of the BUF
508	SP239687	Leasehold	Owned by the State of Queensland (represented by the DNRME) and leased to GPC	<ul style="list-style-type: none"> ■ WB reclamation area ■ Portion of WBE (southern area) reclamation area ■ Portion of the BUF

Lot	Plan	Tenure	Ownership	Relevant Project area
USL			Owned by the State of Queensland (represented by the DNRME)	<ul style="list-style-type: none"> ■ WBE (northern area) reclamation area ■ Portion of the WBE (southern area) reclamation area ■ Portion of BUF

In addition, temporary Project impact areas associated with the establishment and operation of a construction compound (site office, workshop and carpark) to support the unloading and placement of dredged material will be located on SPL at either Fisherman's Landing (freehold land) or the WB reclamation area (State leasehold land). In the instance that the temporary construction compound is located on the WB reclamation area, GPC will be required to obtain alternative tenure under the Land Act, prior to construction commencing to allow this activity.

Furthermore, to support the dredging works, a temporary Project site office, carpark and workshop may be established on SPL at Port Central (freehold land). The final locations for these temporary facilities are subject to confirmation following completion of the EIS process.

Figure 3.1 illustrates the land tenure for the BUF, WB and WBE reclamation areas, and immediate surrounding areas.

3.4.2 Land tenure approval process

3.4.2.1 Overview

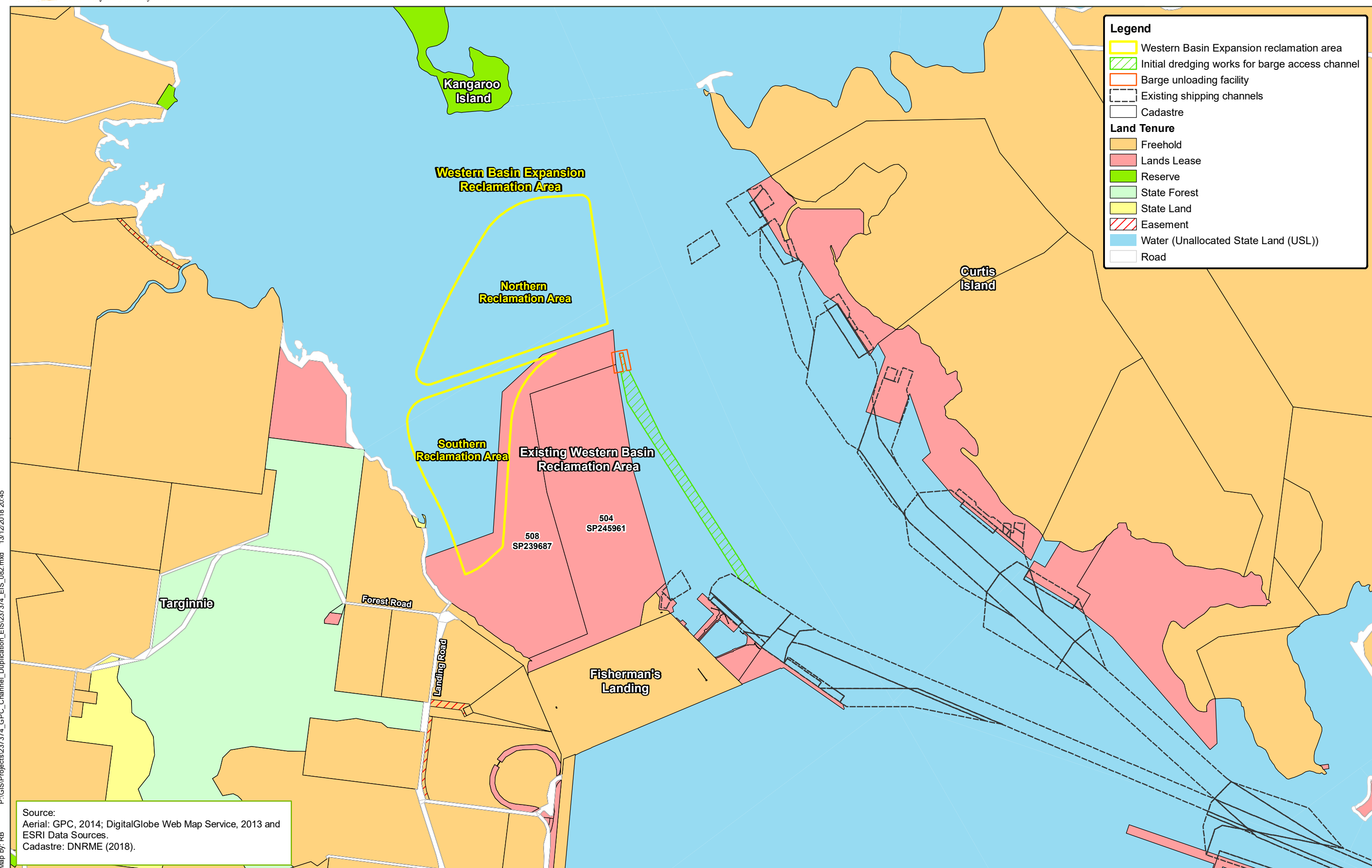
This section details the land tenure approval processes required for each tenure type within the Project impact areas. It should be noted that in the instance of all tenure types, tenure arrangements will be progressed following completion of the Project EIS process. Project activities, including dredging, construction of the WBE reclamation area bund walls, construction of the BUF and dredged material unloading and placement within the WB and WBE reclamation areas will not occur until tenure arrangements are finalised.

3.4.2.2 Unallocated State Land

The areas to be dredged, along with the new navigation aids to be removed, relocated and installed are located wholly on USL within the Port of Gladstone. Where dredging and new navigational aids are proposed on USL by a Port Authority under the provisions of Section 278 of the TIA (i.e. power to undertake dredging and otherwise maintain or improve navigation channels in its port) no formal tenure is required. However, prior to lodging the relevant post-EIS approvals, GPC will be required to obtain owner's consent from the State to lawfully undertake the dredging works.

In addition to the areas to be dredged, the majority of the footprint of the BUF and the WBE reclamation area (all of the northern area and the majority of the southern area) are proposed to be located on land below the high-water mark that is USL owned by the State. In accordance with Section 127 of the Land Act, USL that is raised above the high-water mark as a result of the carrying out of works (i.e. reclamation) remains as USL. However, where the land is reclaimed for SPL purposes by a Port Authority under the TIA, a lease can be granted to the Port Authority by the State. After the granting of a lease, and following the completion of reclamation of the Project area, the Port Authority can then apply for ownership of the land. GPC can initiate the process of converting the lease to freehold land in accordance with the provisions of the Land Act, and apply to extinguish Native Title under the processes identified in the ILUA currently in place between GPC, the PCCC and the State of Queensland (NNTT Number Q12014/026, titled Gladstone, Rockhampton and Bundaberg Ports Project ILUA).

Following the Project EIS process, land tenure for the portions of the BUF and the WBE reclamation area that are currently USL will need to be obtained by GPC prior to lodgement of development applications under the Planning Act.



3.4.2.3 State leasehold land

A portion of the BUF and the WBE reclamation area (associated with the southern area) is proposed to be located on land that is currently State leasehold land (owned by the State and leased by GPC) associated with the existing WB reclamation area.

Under the provisions of the Land Act, the existing WB reclamation area remains under the ownership of the State with two leases issued to GPC for the purposes of reclamation and port-related uses. Any changes required to the tenure arrangements will be progressed by GPC following completion of the Project EIS process and will be finalised prior to the lodgement of development applications associated with the BUF and WBE reclamation area.

3.4.2.4 Freehold land

The temporary Project impact areas associated with the construction compound and site offices will be located on freehold land associated with the Auckland Point site office (associated with the dredging works) and the Fisherman's Landing construction compound option (associated with the WBE reclamation area). In both instances, the land is SPL freehold land owned by GPC.

3.4.3 Existing land uses

3.4.3.1 Overview

Land uses within, adjacent to, and in the immediate vicinity of the Project impact areas are best described by firstly considering the areas to be dredged and the new navigational aids, and secondly, the BUF, WB and WBE reclamation areas. Land uses within each area are further discussed in the sections below and are illustrated on Figure 3.2 and Figure 3.3.

The location of the Project impact areas in relation to environmentally sensitive areas is detailed in Chapter 9 (nature conservation).

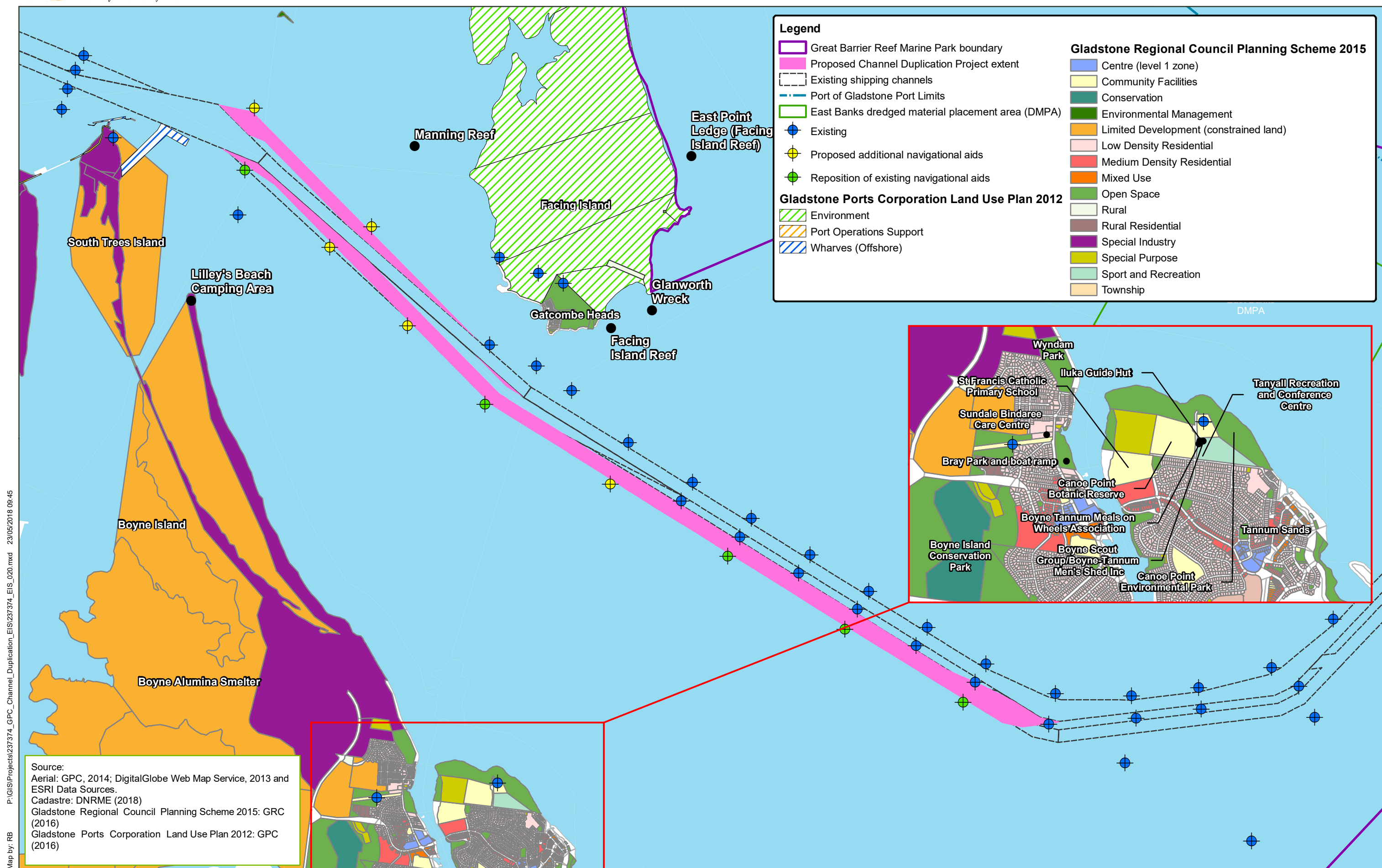
3.4.3.2 Areas to be dredged and new navigational aids

The areas to be dredged and new navigational aids are situated within the Port of Gladstone and include the existing operational Gatcombe and Golding Cutting bypass channels. The area is located wholly within Port limits, within the GBRWHA but outside of the GBRMP boundary, and is predominantly used for commercial and recreational maritime activities, including boating, powered and non-powered watercraft and fishing.

Approximately 5km to the northeast of the channel duplication areas to be dredged is GPC's East Banks DMPA, which has historically been used for the offshore placement of both capital and maintenance dredged material.

Terrestrial areas in proximity to the channel duplication areas to be dredged and the new navigational aids include South Trees and Boyne Island, approximately 600m and 1.8km at the closest point to the west and southwest, respectively, as well as Tannum Sands approximately 5.3km to the south, and Facing Island approximately 800m at the closest point to the northeast.

South Trees, Boyne Island and Tannum Sands on the western side of the channel duplication area to be dredged and the new navigational aids predominantly comprise industrial land uses and undeveloped land, largely associated with the existing QAL operations, port infrastructure, sewage treatment plant and the Boyne Alumina Smelter. Areas of open space and island foreshore are also located in proximity, including a number of parks and reserves for environmental and recreation purposes (e.g. Lilley's Beach Camping Area, Wyndham Park, Boyne Island Conservation Park, Bray Park and Boat Ramp, Canoe Point Botanic Reserve and Canoe Point Environmental Park).



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Map by RB

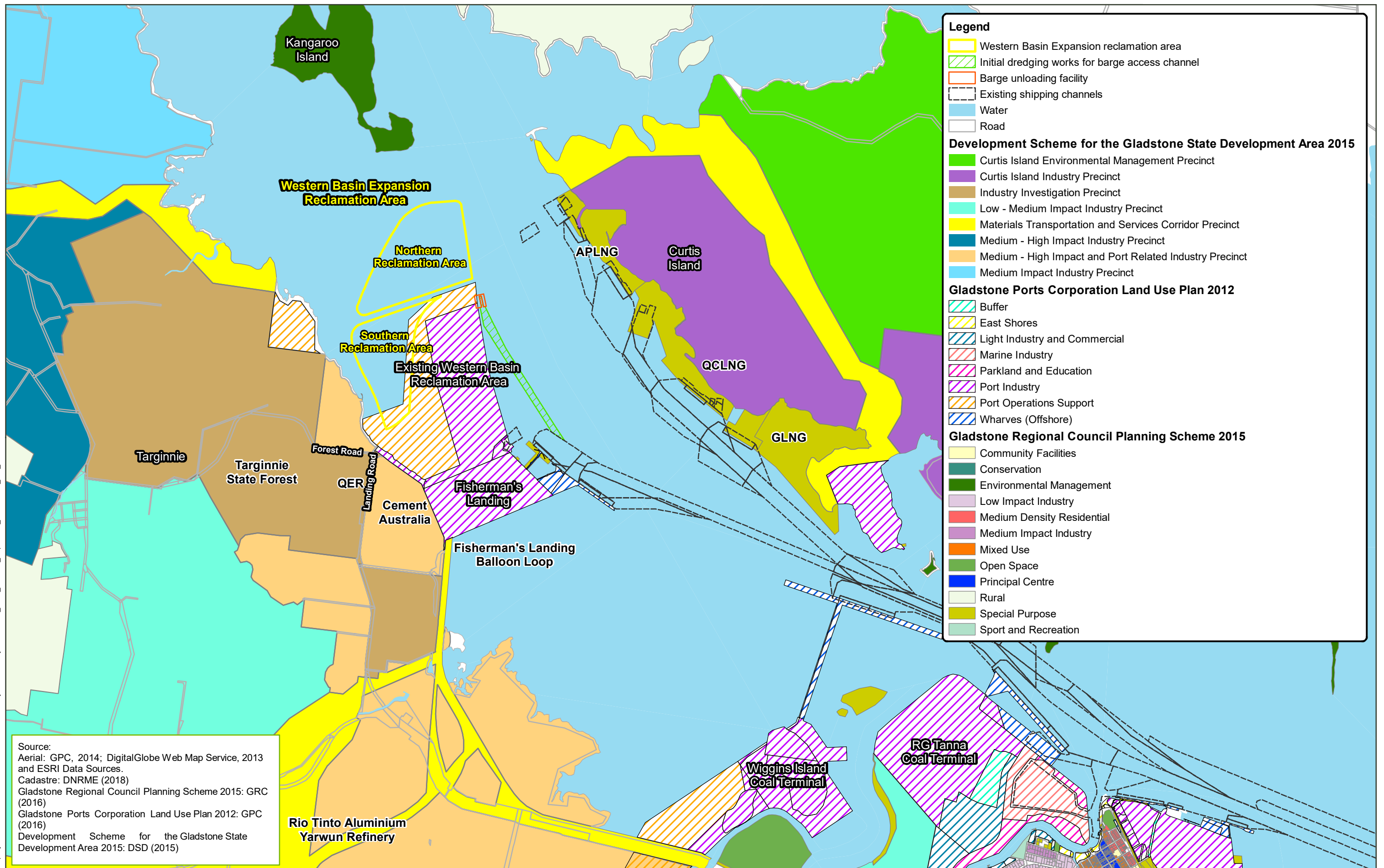


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Gatcombe and Golding Cutting Channel Duplication Project

Figure 3.2: Proposed Channel Duplication Project extent – existing key land uses and zoning



Map by NKM
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Coordinate system: GDA_1994_MGA_Zone_56

Gatcombe and Golding Cutting Channel Duplication Project

Figure 3.3: Western Basin Expansion reclamation area - existing key land uses and zoning

The area also includes the existing residential communities of Boyne Island and Tannum Sands to the south. The nearest sensitive receptors are at a distance of approximately 4.7km from the channel duplication area to be dredged and the closest new navigational aid, and include the Tanyall Recreation and Conference Centre at Canoe Point. Other nearby sensitive receptors include the Iluka Girl Guide Hut, Boyne Scout Group, Boyne-Tannum Men's Shed Inc, and Boyne-Tannum Meals on Wheels Association (Canoe Point Road) and the Sundale Bindaree (Aged) Care Centre (Beacon Avenue).

Facing Island, which is located to the north and northeast of the channel duplication area to be dredged (approximately 800m away) and the new navigational aids (closest being approximately 1.4km away), comprises predominantly open space and conservation land uses, as well as residential uses associated with the township of Gatcombe Heads. Surrounding Facing Island are a number of scuba diving sites (e.g. Manning Reef, Facing Island Reef, East Point Ledge, Glanworth Wreck and other reefs identified in Section 9.10).

The barge access channel is located 500m west of Fisherman's Landing and the existing WB reclamation area, 1.6km east of the Santos LNG Plant on Curtis Island, 600m north of the WICT wharf and 3km south of Kangaroo Island.

3.4.3.3 Barge unloading facility and Western Basin Expansion reclamation area

The majority of the BUF footprint comprises tidal waters identified as USL with a small portion of State leasehold land associated with the existing WB reclamation area. The area includes and adjoins existing GPC SPL associated with the existing WB reclamation area.

The WBE reclamation area comprises tidal waters identified as USL within the northern portion of the Port, and a small portion of State leasehold land associated with the existing WB reclamation area. The WBE reclamation area also includes and adjoins existing GPC SPL to the south (including the existing WB reclamation area and Fisherman's Landing).

The existing WB reclamation area is currently undergoing construction/reclamation. Fisherman's Landing comprises developed and undeveloped port-related industrial land and marine based infrastructure (i.e. wharves and barge ramps).

The main transport routes within the immediate surrounding area include Landing Road, accessed via Gladstone-Mount Larcom Road (State-controlled road), and the North Coast Line which services the Fisherman's Landing Cement Australia Balloon Loop.

The wider surrounding area predominantly comprises industrial land uses to the south and southwest associated with QER operations, Cement Australia, the Rio Tinto Alcan Yarwun Alumina Refinery, Southern Oils Northern Oil Refinery, Cleanaway Yarwun waste oil service, Orica Yarwun chemical facilities and the existing GPC Quarry and Yarwun Commercial Quarry. The balance of the surrounding land includes the Targinnie State Forest, together with rural and agricultural land uses.

Land uses to the north comprise of open space and environmental reserves, including Kangaroo Island, and marine and intertidal land associated with The Narrows as well as three LNG pipelines. Curtis Island is situated to the east and comprises industrial land (LNG operations associated with the APLNG, QCLNG and GLNG plants). Curtis Island also contains a national park, conservation parks, state forests and the environmental management precinct which forms part of the GSDA.

Other key infrastructure within the surrounding area, includes Gladstone Area Water Board (GAWB) raw water pipelines which delivers raw water to QER, Cement Australia and Fisherman's Landing from the Boat Creek raw water reservoir, together with a treated water pipeline from the Boat Creek Pump Station (GAWB 2018).

3.4.4 Future land use intent and development activity

A review of the relevant statutory land use planning instruments has been undertaken to identify the future land use planning intent, and preferred pattern of development within the Project impact areas. The relevant instruments and assessment benchmarks are:

- The State Planning Policy
- Central Queensland Regional Plan 2013
- Master Plan for the priority Port of Gladstone 2018 (non-regulatory)
- Port overlay for the priority Port of Gladstone (pending)
- Gladstone Ports Corporation Land Use Plan 2012.

In addition to these instruments and assessment benchmarks, consideration has also been given to the provisions of the GRC Planning Scheme and the GSDA Development Scheme, with respect to the land use planning context for areas that are adjacent to, and in the immediate vicinity of the WBE reclamation area.

Furthermore, a review of current development activity was also undertaken to identify recent development approval decisions, current proposed development and the status of key major projects.

3.4.4.1 State Planning Policy

The SPP expresses 17 State interests in land use planning and development across the following five key themes:

- Liveable communities and housing
- Economic growth
- Environment and heritage
- Safety and resilience to hazards
- Infrastructure.

A summary of each State interest and its relevance to the Project is provided in Table 3.2.

Table 3.2 State Planning Policy state interests and relevance to the Project

State interest	State interest summary statement	Relevance to Project
Liveable communities and housing		
Housing supply and diversity	Diverse, accessible and well-serviced housing, and land for housing, is provided and supports affordable housing outcomes	This State interest does not relate to land uses associated with the Project
Liveable communities	Liveable, well-designed and serviced communities are delivered to support wellbeing and enhanced quality of life	The Project does not involve land uses relevant to this State interest
Economic growth		
Agriculture	The resources that agricultural depends on are protected to support the long term viability and growth of the agricultural sectors	<p>The Project does not directly involve land uses relevant to this State interest</p> <p>Additionally, the Project is not located on mapped Agricultural land classified as class A and/or B</p> <p>The Project has the potential to result in positive benefit to this State interest by providing improved Port operational and economical efficiencies for potential increases in agricultural industry exports.</p>

State interest	State interest summary statement	Relevance to Project
Development and construction	Employment needs, economic growth, and a strong development and construction sector are supported by facilitating a range of residential, commercial, retail, industrial and mixed-use development opportunities	<p>Aspects of this State interest relevant to the Project are:</p> <ul style="list-style-type: none"> ■ Ensure a sufficient supply of suitable land for development, including industrial development ■ Ensure appropriate infrastructure required to support all land uses is planned and provided for ■ Ensure land uses are consistent with the purpose of the zone ■ Recognising state development areas, which include the GSDA, ensuring that they are supported by complementary land uses and services on surrounding land ■ Public benefit outcomes on state-owned land are achieved by appropriately zoning the land.
Mining and extractive resources	Extractive resources are protected and mineral, coal, petroleum and gas resources are appropriately considered to support the productive use of resources, a strong mining and resource industry, economical supply of construction materials and avoid land use conflicts where possible	<p>This State interest recognises the role of mining and extractive resources, including the need to identify and protect key resource areas (KRAs).</p> <p>The Project is located in proximity to two KRAs, being Yarwun (KRA 20) and Targinnie (KRA 119).</p> <p>The Project direct impact areas are not located within or adjacent to these KRAs.</p> <p>The Project has the potential to support growth in resources industries in the region by providing improved Port operational and economic efficiencies for potential increases in resources exports.</p>
Tourism	Tourism planning and development opportunities that are appropriate and sustainable are supported, and the social, cultural and natural values underpinning tourism developments are protected	The Project does not involve land uses relevant to this State interest, nor is it located in areas identified for existing or future tourism land uses.
Environment and heritage		
Biodiversity	Matters of environmental significance are valued and protected, and the health and resilience of biodiversity is maintained or enhanced to support ecological processes	<p>This State interest is applicable to the Project and seeks to ensure that development is located in areas that avoid significant impacts on MNES, and where adverse impacts to MSES cannot be reasonably avoided, that they are minimised.</p> <p>This State interest also seeks to ensure that development is located in areas that avoid adverse impacts on matters of local environmental significance and where adverse impacts cannot be reasonably avoided, that they are minimised.</p> <p>Finally, this State interest also requires that ecological processes and connectivity is maintained or enhanced by avoiding fragmentation of matters of environmental significance.</p> <p>The Project impact areas are identified as being within mapped areas of national and state environmental significance (MNES and MSES, respectively).</p>

State interest	State interest summary statement	Relevance to Project
Coastal environment	The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and maintaining appropriate public use of and access to, and along, state coastal land	<p>This State interest is applicable to the Project and addresses aspects associated with the protection of the coastal environment and development within the coastal zone, including:</p> <ul style="list-style-type: none"> ■ Protection of coastal process and resources through concentrating future development in existing urban areas, considering the natural state of landforms, wetlands and vegetation in the coastal management district, and maintaining scenic amenity and aesthetic values of important coastal landscapes. ■ Ensuring the reclamation of land under tidal water is avoided other than for the purposes of coastal-dependent development, strategic ports, priority ports in accordance with a statutory LUP, or statutory master plan. ■ Ensuring coastal dependent development in areas adjoining tidal water is facilitated in preference to other types of development, and that opportunities for public use and access to, and along, state coastal land are maintained or enhanced in a way that protects or enhances public safety and coastal resources. <p>The Project impact areas are identified as being located on tidal lands within the CMD of the Port of Gladstone, which is a strategic and priority port.</p>
Cultural heritage	The cultural heritage significance of heritage places of Aboriginal and Torres Strait Islander cultural heritage, is conserved for the benefit of the community and future generations	This State interest is applicable to the Project and seeks to ensure matters of Aboriginal cultural heritage and Torres Strait Islander cultural heritage, and world, national, state and local heritage are appropriately identified, conserved and considered.
Water quality	The environmental values and quality of Queensland waters are protected and enhanced	<p>This State interest is relevant to the Project and seeks to ensure that development facilitates the protection or enhancement of environmental values and the achievement of water quality objectives for Queensland waters. Specifically:</p> <ul style="list-style-type: none"> ■ Development is located, designed, constructed and installed to avoid or minimise adverse impacts on environmental values from receiving environment values of receiving waters.
Safety and resilience to hazards		
Emissions and hazardous activities	Community health and safety, and the natural and built environment, are protected from potential adverse impacts of emissions and hazardous activities. The operation of appropriately established industrial development, major infrastructure, and sport and recreation activities is ensured.	This State interest is relevant to the Project associated with objectives to protect the natural and built environment, and human health from potential adverse impacts of acid sulfate soils, as well as objectives to protect industrial land in the GSDA.
Natural hazards, risk and resilience	The risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards	This State interest is relevant to the Project given the Project impact areas are located within the mapped erosion prone area and storm tide inundation (high) area. This state interest seeks to ensure that risks associated with natural hazards are avoided or mitigated to protect people and property, and enhance the community's resilience.

State interest	State interest summary statement	Relevance to Project
Infrastructure		
Energy and water supply	The timely, safe, affordable and reliable provision and operation of electricity and water supply infrastructure is supported and renewable energy development is enabled	The Project does not involve land uses relevant to this State interest, nor is it located in areas identified for energy or water supply.
Infrastructure integration	The benefits of past and ongoing investment in infrastructure and facilities are maximised through integrated land use planning	<p>This State interest seeks to ensure that development achieves a high level of integration with infrastructure planning, that it optimises the location of future infrastructure and that development occurs in areas currently serviced by infrastructure or are located in a logical and orderly location, form and sequence to enable the cost-effective delivery of state and local infrastructure.</p> <p>This State interest is relevant to the Project given the Project will result in the creating of land for future Port development.</p> <p>The Project contributes to Port optimisation and is consistent with the purpose of the marine infrastructure precinct under the Master plan for the priority Port of Gladstone.</p>
Transport infrastructure	The safe and efficient movement of people and goods is enabled, and land use patterns that encourage sustainable transport are supported	The Project contributes to the efficient movement of goods through the Port in support of sustainable Port growth.
Strategic airports and aviation facilities	The operation of strategic airports, and aviation facilities is protected, and the growth and development of Queensland's aviation industry is supported	This State interest is relevant to the Project to the extent that it is located within a mapped wildlife hazard buffer zone. This state interest seeks to ensure that land uses within the buffer zone do not attract wildlife or increase wildlife hazards.
Strategic ports	The operation of strategic ports and priority ports is protected and their growth and development is supported	<p>This State interest recognises Queensland ports as a major component of both the natural and state supply chain, and defence system. This State interest seeks to ensure that development does not impact on the safety and efficient operation of strategic ports and recognises the need for a strategic and coordinated approach to managing port-related development in and adjacent to the GBRWHA for the State's four priority ports through master plans and port overlays.</p> <p>This State interest is relevant to the Project given the Port of Gladstone is one of the four priority Ports.</p>

3.4.4.2 Central Queensland Regional Plan 2013

The purpose of the CQRP is to identify the State's interests in land use planning for the Central Queensland region, which include:

- Regional outcomes for the region
- Regional policies for achieving the regional outcomes
- The State's intent for the future spatial structure of the region
- The priority outcomes for infrastructure in the region
- Other state interests relevant to land use planning in the region.

Regional outcomes and policies

The CQRP sets regional outcomes to align and advance the achievement of the State's interests in relation to supporting viability and growth of the agriculture sector, maximising productive use of key mining resources and providing for liveable communities. These include:

- Ensuring agriculture and resources industries within the Central Queensland region continue to grow with certainty and investor confidence
- Ensuring the growth potential of towns within the Central Queensland region are enabled.

Infrastructure

The CQRP recognises that an efficient transport and freight network, consisting of roads, rail, ports and aviation is critical to the productivity of the region's resources sector and population growth. With a total throughput of 119.4Mtpa in the 2017/18 financial year, the Port of Gladstone is Queensland's largest multi-commodity port. The CQRP identifies the Port as being an integral link in the region's transport network, particularly for its role in facilitating international export trade.

Priority outcomes sought for the Central Queensland region's transport network include:

- Improving transport networks, including those affected by growing and changing demands related to the surrounding coal basins
- Improving reliability and condition of transport networks
- Better approaches to modelling and identification of future transport issues.

In addition to port infrastructure being recognised as providing an opportunity to directly boost economic growth, particularly through the expansion of coal export capacity, opportunities for improvements to road and rail networks in the region are also identified, which in turn places demand pressures on port infrastructure and efficiency as improvements are made to the efficiency of existing supply chain networks and as new supply chain networks are realised.

3.4.4.3 Master Plan for the priority Port of Gladstone 2018

The Master Plan for the priority Port of Gladstone 2018 is the first master plan prepared under the Ports Act. Whilst the Master Plan is a statutory requirement under the Ports Act, it is not a planning instrument that regulates development under the Planning Act. However, it outlines the strategic vision, objectives and desired outcomes for the port and the land and marine areas vital for its sustainable development to 2050. The Master Plan:

- Identifies the boundary of the master planned area
- Identifies master planned area precincts to guide future development to be regulated through the port overlay
- Outlines the strategic vision, objectives and desired outcomes for the Port and the land and marine areas vital for its future development
- Takes into consideration state interests (as defined under the Ports Act) associated with the Port, including the need to manage port-related development
- Includes an EMF which identifies and maps environmental values and states the objectives and measures to avoid, mitigate and/or offset impacts from port operations and development.

In the absence of an approved port overlay, this chapter considers the Project against the land use precincts and intents as documented in the Master Plan for the priority Port of Gladstone 2018.

Strategic vision

The Master Plan includes a strategic vision for the future of the master planned area. The strategic vision relates to a long term planning horizon to 2050 and states:

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 OUV of the GBRWHA, and any potential impacts on environmental values, community wellbeing and cultural heritage within and surrounding the master planned area.

Objectives and desired outcomes

The Master Plan identifies a suite of objectives and desired outcomes to clarify and contribute to achieving the strategic vision for all of the master planned area. The objectives to achieve the strategic vision and their alignment with state interests are summarised in Table 3.3. The desired outcomes to achieve the strategic vision and their alignment with the state interests are summarised in Table 3.4.

Table 3.3 Master Plan for the priority Port of Gladstone 2018 – objectives to achieve the strategic vision

State interest	Objectives
Management of port-related development	Sustainable growth – enable the ongoing sustainable growth of trade through the priority Port of Gladstone
	Efficient land use – continue to use and develop land and marine infrastructure efficiently where practicable
	Efficient operations – maintaining and enhancing the efficient and effective operation of the Port
	Locational integration – continuous optimisation of the nature and location of port operations to minimise off-site impacts and to improve integration with surrounding land uses
	Safe navigation – maintain and enhance the safe operation of the port's navigable waterways and shipping
	Operational security – 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	Economic prosperity – facilitate the economic growth of the Gladstone region and Queensland
Environment	Protecting the GBRWHA – avoid, mitigate and/or offset impacts from development on the OUV of the GBRWHA
	Environmental values – 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
Infrastructure	Supply chain efficiency – 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
	Industrial opportunities – promote opportunities for the growth of logistics, freight and complementary land uses in strategic locations
	Efficient logistics – 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
Community	Community wellbeing – support wellbeing for the community in the Gladstone region
	Safety and security – provide for the safety and security of people and property
	Community access – provide for community use of, and access to, public space

Table 3.4 Master Plan for the priority Port of Gladstone 2018 – desired outcomes to achieve the strategic vision

State interest	Desired outcome
Management of port-related development	Provision of development areas – 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
	Port optimisation – port infrastructure is optimised, depending on the economic, environmental and social context, prior to any expansion or development where practicable
	Capital dredging – capital dredging is undertaken where necessary to support the ongoing and growth of the priority Port of Gladstone and provide for safe navigation
	Maintenance dredging – maintenance dredging is undertaken to ensure efficient and safe navigation of waterways undertaken in accordance with the Long Term Maintenance DMP and guidelines developed under the Maintenance Dredging Strategy
Economic	Industrial opportunity – provide for major industries of regional, state, national and global significance
	Regional prosperity – provide economic benefit and employment opportunities for the Gladstone region
	Extractive resources – recognise the economic value of extractive resources, state-owned quarry material under the <i>Forestry Act 1959</i> and minerals
	Forests – recognise the economic, recreational and environmental values of native forests, including state forests
Environment	Beneficial reuse – material generated from capital dredging is beneficially reused or placed on land where it is environmentally safe to do so
	Environmental management – avoid, mitigate and/or offset legislation and policies are recognised and appropriately addressed
	Scenic amenity – avoid and/or mitigate impact from development on the scenic amenity of land and marine areas
Infrastructure	Supply chain infrastructure – provide for adequate supply chain infrastructure, including connections between land and marine areas
	Responsive infrastructure – ports 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
	Infrastructure optimisation – use of supply chain infrastructure is optimised prior to any expansion or development where practicable, depending on the economic, environmental and social context
	Avoid encroachment – encroachment from incompatible uses on infrastructure corridors and nodes is avoided
Community	Built environment – adverse impacts from port-related development and sensitive land uses are appropriately avoided and/or mitigated
	Community accessibility – provide appropriate public access to the waterfront and harbour where practicable and have regard to existing and future port operational needs and safety/security considerations
	Cultural heritage – impacts on cultural heritage values are minimised, in accordance with the cultural heritage duty of care under section 23(1) of the <i>Aboriginal Cultural Heritage Act 2003</i> – this may include, but is not limited to, listed cultural heritage sites

Dredging

The Master Plan recognises that capital dredging is an essential part of port development and is required to create new, or expand existing navigation channels, berth pockets and swing basins and to the continuing economic development of the Port of Gladstone. The Master Plan recognises that the Ports Act allows major capital dredging for a port in the GBRWHA where inside a priority port area and mandates the beneficial reuse of capital dredged material within a restricted area. A restricted area is an area that is within the GBRWHA but outside the Commonwealth marine park. The Master Plan recognises that areas for the beneficial reuse of capital dredged material within the priority Port of Gladstone master planned area are likely to be required within the timeframe of the master plan.

Master planned area precincts

The Project is located within the 'Marine infrastructure precinct' and 'Port, industry and commerce precinct' of the master planned area (refer Figure 3.4). The land use intent for each precinct as described in the Master Plan and to be regulated through the port overlay is detailed below.

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.

This precinct includes existing navigation channels, swing basins, berth pockets and the existing East Banks DMPA. It also 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.

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.

Land within this precinct includes land within the GSDA, the GRC local government area as well as some existing and future SPL.

Development within this precinct includes industries which are of regional, state, national and global economic significance, and supply chain infrastructure that supports the operation of the port and industry.

This precinct also includes 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.

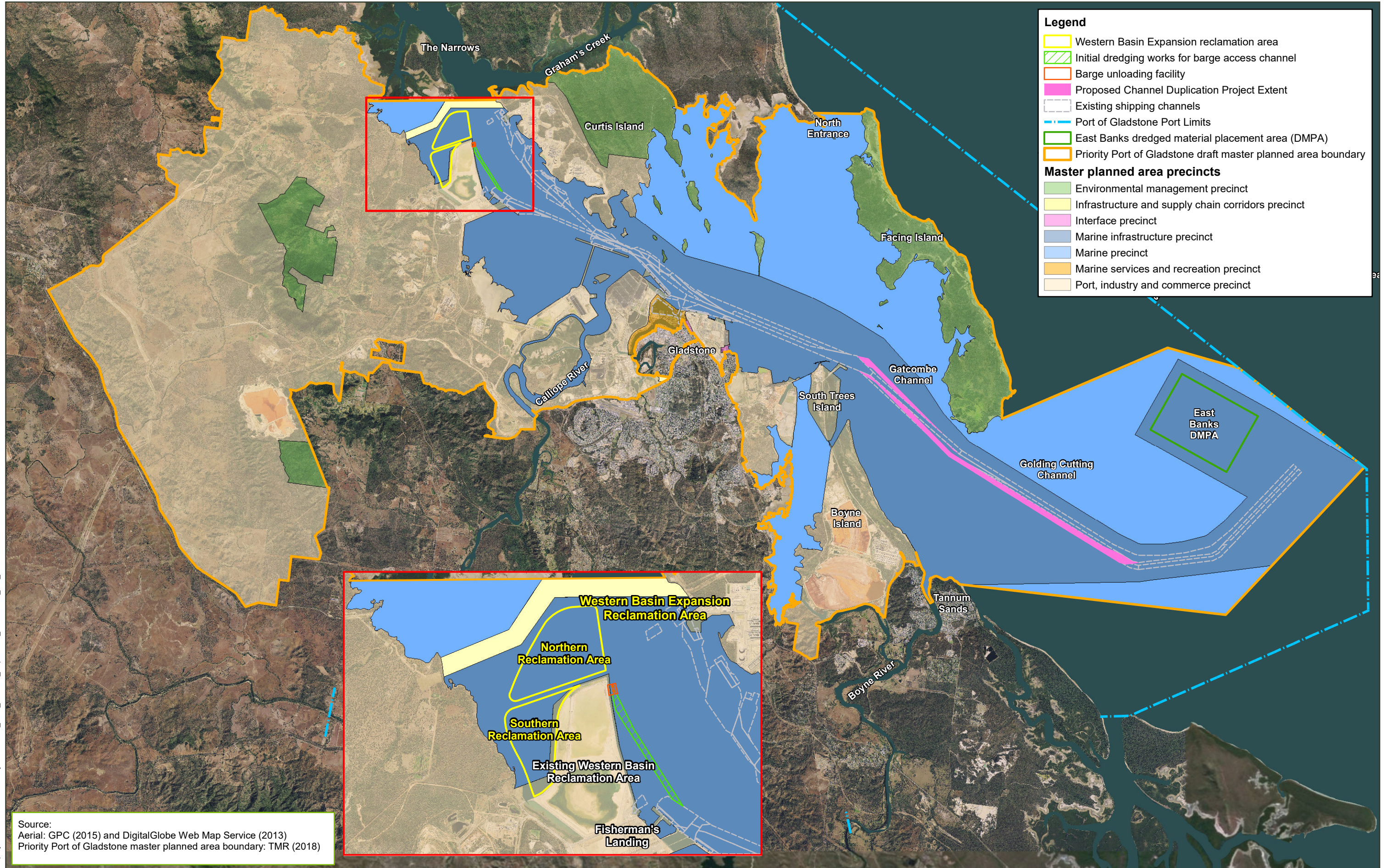
The Project is also located near the Infrastructure and supply chain corridor precinct, Environmental management precinct and the Marine precinct.

Preliminary draft port overlay

The port overlay is the regulatory instrument that implements the Master Plan over the master planned area under the Ports Act to ensure that the strategic vision, objectives, desired outcomes, state interests and priority management measures (PMMs) are achieved.

To date, a PDPO has been prepared for information purposes which was used to support public consultation on the draft master plan (released in 2017). A draft port overlay is yet to be formally notified in accordance with the Ports Act. Under the Ports Act, the port overlay prescribes:

- How the PMMs in the master plan are to be achieved, including the entity or entities responsible
- Matters which regulate development in the master planned area by stating aspects of development that may not take place or including measures to reduce the risk of environmental harm, or serious adverse natural, cultural, economic or social impacts in the master planned area



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Map by: RB



0 1,900 3,800 Metres

Date: 17/01/2019 Version: 8 Job No: 237374
Coordinate system: GDA_1994_MGA_Zone_56

Gatcombe and Golding Cutting Channel Duplication Project

Figure 3.4: Priority Port of Gladstone master planned area precincts

- Matters an assessment manager under the Planning Act must consider in assessing a development application for development in the master planned area
- Matters which a local government or port authority must consider when making or amending a local planning instrument or land use plan.

The port overlay prescribes the requirement for the chief executive officer of the GRC to consider the port overlay when making or amending the GRC Planning Scheme and the requirement for the chief executive officer of GPC to consider the port overlay when making or amending the LUP 2012.

Where there is an inconsistency in the land use intent or development assessment provisions prescribed within the port overlay and the GRC Planning Scheme or Port LUP 2012, the port overlay prevails to the extent of any inconsistency. A port overlay cannot regulate development that is assessed under the GSDA development scheme.

In seeking to implement the master plan, the PDPO proposes assessment benchmarks which set the future land use intent of each precinct and guide development assessment. These assessment benchmarks include the purpose and outcomes of each master planned area precinct, together with management codes and supporting mapping.

3.4.4.4 Gladstone Ports Corporation Land Use Plan 2012

The LUP 2012 sets out a strategic framework for the management and assessment of development on SPL through identifying land use precincts, appropriate land uses and defining the outcomes sought. The LUP 2012:

- Provides a broad vision for the land use planning of SPL. The vision seeks to ensure that GPC's ports 'operate effectively, efficiently and on a commercial basis for the continuing benefit of the Central Queensland community, port users and the State of Queensland'.
- Establishes a strategic framework which sets the policy direction for the LUP 2012 and the basis for ensuring appropriate development occurs on SPL for the life of the LUP. The strategic framework consists of three key themes, addressed through strategic outcomes.

Identifies land use localities and land use precincts which set out the current and future land use intent, and specific outcomes of SPL.

Strategic outcomes

The key strategic outcomes from the LUP 2012 that address the future land use intent for port development as relevant to the Project are:

- Economic development:
 - *Land use planning outcomes can respond to or accommodate changes in user demands, regional factors and global market trends*
 - *Land that is strategic to the future operations and development of the port will be retained*
 - *Land is identified and will be available for future expansion and development to meet the port's long term and strategic needs*
 - *Land is developed in a logical sequence with all essential infrastructure*
- Community wellbeing:
 - *Adverse amenity impacts on adjoining areas from port operations and development are minimised and where possible continuously improved or avoided through management techniques, increased development requirements for newly established operations, improved on-site practices, and land use planning*
 - *Land use planning of port lands has regard to land uses and land use planning on surrounding land*

- Natural environment:
 - *Future expansion and development of the port's facilities will address environmental and ecological considerations including air, land, water, noise and odour quality requirements, impacts on fauna and flora, including remnant vegetation and significant habitats, when assessing options or alternatives*
 - *Open space and environmental buffers are provided between port facilities and vulnerable ecological features.*

Land use localities and precincts

The whole of the WB reclamation area, along with a portion of the BUF and WBE reclamation area are partly located within the 'Port Operations Support Precinct' of the 'Fisherman's Landing Locality'. Furthermore, a portion of the BUF is also partly located within the 'Port Industry Precinct' of the 'Fisherman's Landing Locality'. Under the provisions of the LUP 2012, the Fisherman's Landing Locality is recognised as a future growth area of the Port, owing to its close proximity to the GSDA, whilst maintaining separation from Gladstone City. The locality intent recognises that future port development at Fisherman's Landing will require reclamation. The intent of the Port Operations Support Precinct includes:

- *Areas that may be required or are intended for the deposition, storage, dewatering, treatment and/or potential removal of dredged material plus hardstand and laydown areas; and*
- *Areas that may also represent sites for future industrial development subject to relevant and necessary environmental, planning and other feasibility studies (including the Fisherman's Landing locality).*

The intent of the Port Industry Precinct includes:

- *Accommodate land based port operations/activities primarily related to the storage, transfer, and loading and unloading of bulk commodities*
- *Activities including those that require or benefit from a waterfront location or proximity to waterfront and/or offshore loading facilities, wharves*
- *Activities that bring benefit from minimising the supply chain*
- *Goods transfer and associated ancillary uses*
- *Intermodal transfer, logistics and storage development.*

3.4.4.5 Gladstone Regional Council Planning Scheme 2015

The GRC Planning Scheme provides a consolidated planning instrument for all land under GRC's jurisdiction within the Gladstone region.

Strategic intent

The GRC Planning Scheme recognises Gladstone's long history as a major industrial powerhouse of the Queensland economy and emerging role as a global energy hub, built on the area's natural and man-made assets, including a safe deep water harbour. Whilst the region has historically experienced unprecedented levels of economic activity associated with new industry and port development, the GRC Planning Scheme sets a strategic intent to ensure balance is achieved in ensuring local benefits from global growth by:

- *Recognising that parts of the region play a pivotal and important role in global economics relating to industrial development, major port facilities and investment which ensures the continued economic prosperity of the State and nation, and ensure this role benefits the region*
- *Achieving a balanced region through a settlement pattern, infrastructure network and development framework that responds to industrial growth surges whilst ensuring good planning outcomes for the region and its communities.*

Strategic outcomes

The GRC Planning Scheme sets strategic outcomes across six key themes as part of the overall strategic framework. Key outcomes relevant to the Project include:

- *Major industries of State and global importance locate in Gladstone mainly in the GSDA and the Gladstone Strategic Port Land*
- *Industrial development occurs in a range of small and large lots that reflect site area requirements for a range of industrial activities. It must also be well serviced, connected to major transport links, transport routes and other key infrastructure and avoids adverse impacts on sensitive uses.*
- *An adequate supply of industrial land in industrial places is available across the region within designated industrial places*
- *Development ensures waterfront areas, including coastal and riverine locations, are publicly accessible except where required for port-related purposes or where sensitive ecological values occur.*

Zoning and development intent

Whilst the Project impact areas are not located on land that is under the jurisdiction of GRC through the GRC Planning Scheme, it is acknowledged that the GRC Planning Scheme identifies areas of SPL as being within the 'Special Purpose Zone'. Given SPL is not within the jurisdiction of GRC, the future land use intent for these areas has been discussed in Section 3.4.4.5.

Further, the GRC Planning Scheme identifies portions of land in adjoining areas as being within the 'Special Purpose Zone' (associated with SPL at Fisherman's Landing), the 'Special Industry Zone' (associated with the GSDA), the 'Rural Zone' and the 'Environmental Management Zone'. Given that the land use intent prescribed by the GSDA Development Scheme overrides the land use provisions of the GRC Planning Scheme, the future land use intent for the 'Special Industry Zone' is discussed in the section below.

The purpose of the 'Rural Zone' is to ensure large lots contain rural and landscape character, and provide for a range of rural uses such as cropping, intensive horticulture, intensive animal industries, grazing and other primary production activities.

The purpose of the 'Environmental Management Zone' is to limit the scale of development in areas of environmental and visual amenity significance such as on Gladstone harbour islands and provide for small scale dwellings houses on lots and limited other low impact tourism and environmental-related activities.

3.4.4.6 Gladstone State Development Area Development Scheme 2015

The GSDA Development Scheme was first gazetted in 2000 and has effect as a statutory instrument under the SDPWO Act, regulating land use within the GSDA across various land use designation areas.

Whilst no portions of the Project impact areas are within the GSDA, it is acknowledged that there are areas adjacent to, and near the Project impact areas that are within the GSDA, namely the 'Medium-High Impact and Port Related Industry Precinct', 'Industry Investigation Precinct', 'Materials Transportation and Services Corridor' and the 'Curtis Island Industry Precinct'. Table 3.5 summarises the preferred land use development intent for each of these precincts.

Table 3.5 Preferred development intent within the Gladstone State Development Area

Precinct	Development intent
Medium-High Impact and Port Related Industry Precinct	<ul style="list-style-type: none"> Provide for the establishment of medium and high impact industry uses that are difficult to locate within conventional industrial estates outside the GSDA and require separation from sensitive receptors Uses have links to the Port, requiring or benefitting from proximity to port-related infrastructure and services
Industry Investigation Precinct	<ul style="list-style-type: none"> Seeks to recognise and protect land for future industrial development, linear infrastructure and associated corridors Supports the undertaking of short term resource activities, and other development where it is for the suitable expansion of existing activities and does not compromise the future use of the precinct
Materials Transportation and Services Corridor Precinct	<ul style="list-style-type: none"> Provide for an efficient and effective route for linear infrastructure between the GSDA and Port of Gladstone, including for pipelines (e.g. gas transmission, water, sewage and slurry), conveyors, rail lines and roads.
Curtis Island Industry Precinct	<ul style="list-style-type: none"> Accommodate high impact industrial development and special industrial development that requires large areas of land and separation from sensitive receptors. May include linear infrastructure. Development must be compatible with, and not adversely affect or constrain existing or future LNG processing operations

3.4.4.7 Future development

An assessment of planned future development activity has been undertaken which has included undertaking a review of the Office of Coordinator-General's 'current and completed EIS projects' records, together with GRC's Planning Development Online records to identify any recently granted development approvals or lodged applications for development of note to the Project, as well as a desktop investigation of the status of a number of major projects within the region. A summary of activity is provided in Table 3.6.

No recent development activity (pending applications or recent approvals) have been recorded on GRC's Planning Development Online for land within the Project impact areas, or within the immediate surrounding area (that is substantial in nature).

Table 3.6 Development activity in the Gladstone region

Project name and Proponent	Locality	Description	Development stage	Relationship to Channel Duplication Project
Aldoga Livestock Handling and Processing Facility Asia Pacific Agri-Corp (Projects) Pty Ltd	Aldoga within the GSDA at Euroa	Construction and operation of a livestock handling and processing facility, including an abattoir; beef and hide processing plants; packing, freezing and storage rooms; ancillary feedlot, stockyard and service areas; and administrative buildings	EPBC Act Referral decision notice that proposed action is not a controlled action received in April 2017 Coordinator General approval issued in September 2018 Operations planned to commence in 2021	The facility may utilise the Port of Gladstone to export products. The Project will improve the existing Port commercial vessel movement efficiency and improve the safe passage of vessels within the Port.

Project name and Proponent	Locality	Description	Development stage	Relationship to Channel Duplication Project
Australia Pacific LNG Project Australia Pacific LNG	Surat Basin and Curtis Island	Development of CSG resources in the Surat Basin, pipeline and LNG facility on Curtis Island. The LNG facility will consist of up to four LNG trains producing up to 18Mtpa of LNG, together with a 450km underground pipeline (Surat Basin to Curtis Island).	Two of four trains operational from 2015 First LNG shipment occurred in January 2016	The Project will improve the existing Port commercial vessel movement efficiency and improve the safe passage of vessels within the Port. Additional LNG vessels associated with future LNG trains will also benefit from the Project.
Gladstone Liquefied Natural Gas Project Santos GLNG	Gladstone and Surat Basin, Curtis Island	Development of coal seam gas resources around Roma, Emerald, Injune and Taroom, 435km gas transmission pipeline and LNG facility on Curtis Island with a capacity of up to 10Mtpa utilising three trains.	First of three trains operational from 2015 with second from 2016 First LNG shipment occurred in October 2015	The Project will improve the existing Port commercial vessel movement efficiency and improve the safe passage of vessels within the Port. Additional LNG vessels associated with future LNG trains will also benefit from the Project.
Queensland Curtis LNG Project Queensland Gas Company Ltd (QGC)	Surat Basin, Curtis Island	Expansion of QGC's existing CSG operations in the Surat Basin together with construction of a 730km network of gas pipelines and LNG facility. LNG facility will consist of up to three trains with a total capacity of up to 12Mtpa	First of three trains operational from 2014 with second from 2015 First LNG shipment occurred in January 2015	The Project will improve the existing Port commercial vessel movement efficiency and improve the safe passage of vessels within the Port. Additional LNG vessels associated with future LNG trains will also benefit from the Project.
Queensland Energy Resources (QER) – Gladstone New Fuels Development Project QER Ltd	Landing Road, Yarwun	Development of an oil shale mining and processing operation within a Mining Lease, located on the Stuart Oil Shale Deposit near Yarwun Stage 1 demonstration plant producing 37-40 barrels of synthetic crude oil not operational and under a care and maintenance regime Stage 2 involves development of a small scale commercial facility producing 8,000 barrels per day Stage 2 was determined to be a 'controlled action' for which assessment under the EPBC Act will be required.	Stage 1 under a care and maintenance regime Stage 2 design in progress and subject to regulatory approval. EIS yet to be submitted for Stage 2.	The Project will improve the existing Port commercial vessel movement efficiency and improve the safe passage of vessels within the Port. If the final output products are exported via vessels the Gladstone New Fuels Development Project will also benefit from the Project.

Project name and Proponent	Locality	Description	Development stage	Relationship to Channel Duplication Project
Western Basin Dredging and Disposal Project GPC	Port of Gladstone	Dredging and disposal of 42.3Mm ³ of material from the Port of Gladstone associated with deepening and widening of existing channels and swing basins, creation of new channels, swing basins and berth pockets, and the reclaiming of land north of Fisherman's Landing	Stages 1A and 1B approved and Stage 1A completed in 2013 Stages 2 to 4 to be phased in accordance with a Long Term Sediment Disposal Plan to be approved by the Commonwealth Minister of the Environment.	WBE reclamation area has the potential to include the WBDDP Stages 1B and 2 to 4 dredged material The WBE reclamation area has been identified as part of this EIS as the preferred reclamation area for other Port capital dredging programs, including the WBDDP Stages 1B and 2 to 4 dredged material
Wiggins Island Coal Terminal Wiggins Island Coal Export Terminal Pty Ltd	Golding Point	Following the achievement of mechanical completion on 30 April 2015, the WICT has commenced ramp up commissioning work for Stage 1 of the new greenfield coal terminal. With a maximum throughput of 27Mtpa, WICT Stage 1 consists of rail receipt, overland conveyor, stockyard, offshore jetty and berth wharf. The ultimate WICT Project includes infrastructure to support up to 84Mtpa throughput capacity.	Stage 1 construction complete and operational	The Project will improve the existing Port commercial vessel movement efficiency and improve the safe passage of vessels within the Port. Additional vessels associated with future stages of the WICT will also benefit from the Project.
Clinton Vessel Interaction Project GPC	Port of Gladstone	Widening of the Clinton Channel by approximately 100m to alleviate the interaction forces between vessels passing vessels berthed at RGTCT Approximately 800,000 cubic metres (m ³) is required to be dredged, with placement in the existing WB reclamation area	An EPBC Act Referral was lodged in July 2017 and decision was issued in September 2017 that the project is to be assessed by preliminary documentation. EPBC Act preliminary documentation was lodged with DoEE in September/October 2018 GPC has also lodged applications for the relevant approvals to the State Government Project works will not commence until Commonwealth and State Government approvals are received	No relationship to the Project However, the Clinton Vessel Interaction Project will improve the existing Port commercial vessel movement efficiency and improve the safe passage of vessels within the Port and within the vicinity of the Clinton Channel within the Port

Other Gladstone major projects that were investigated but which are not considered to have a significant relationship with the Project include:

- Aldoga Renewable Energy Project
- Arrow Bowen Pipeline
- Gladstone Energy and Ammonia Project
- Gladstone-Fitzroy Water Pipeline
- Gladstone Offline Water Storage Facility
- Moura Link-Aldoga Rail Yard Project
- Pacificus Tourism Project (formerly Hummock Hill Island Development)
- Rodd's Bay Solar Farm
- Toolooa PDA
- Yarwun Alumina Refinery – Residue Management Area Expansion.

Gladstone major projects that were investigated but are assumed to have been retracted are:

- Arrow LNG Plant
- Gladstone Steel Plant.

3.5 Potential impacts

The Project has the potential to impact upon a range of tenure and land use aspects associated with each Project activity. These are summarised in Table 3.7 and where relevant, are discussed and assessed in further detail in the relevant EIS environmental aspect chapter identified.

Table 3.7 Potential land use and tenure impacts

Project activity	Potential impacts	
	Tenure	Land use
Constructing the reclamation bund walls, the BUF and the unloading and placement of dredged material Decommissioning of the eastern side of the barge dock wall within the BUF	<ul style="list-style-type: none"> Reduction in the total area of USL under water within the Port of Gladstone as a result of new tenure (State leasehold land) being created over the land being reclaimed Native Title to be addressed by GPC as part of the leases and associated freeholding process. Native Title to be assessed by DNRME as part of the lease process to change the tenure for the portion of the WBE reclamation area and BUF that is USL and not within the existing lease area associated with Lot 508 SP239687 and as part of the lease process to change the tenure for the portion of the BUF that is USL and not within the existing lease area associated with Lot 504 on SP235939. 	<ul style="list-style-type: none"> Temporary increases in land based traffic between the Targinnie/Yarwun quarry area and the WBE reclamation area during construction of the outer bund wall and BUF, along with decommissioning of the eastern side of the barge dock wall within the BUF (refer Chapter 15) (Section 15.4) Temporary increases in noise and vibration during construction of the outer bund wall and BUF, along with decommissioning of the eastern side of the barge dock wall within the BUF (refer Chapter 13 (Section 13)) Permanent loss of approximately 278ha of intertidal and marine waters in the GBRWHA due to the BUF and reclamation works, which includes areas of environmental value (refer Chapter 9 (nature conservation)) A permanent increase and expansion on the total area of land currently available for port-related industrial development within the Port of Gladstone as a result of the reclamation works, consistent with the beneficial reuse requirements under the Ports Act and Master Plan No adverse impacts to existing immediately adjoining land uses given these predominantly consist of port-related industrial land, marine infrastructure and rural uses with no residences in the immediate area No adverse impacts to existing infrastructure or current known potential future infrastructure in proximity to the reclamation works Temporary visual impacts associated with construction activity for the bund wall and BUF with moderate to low impacts associated with the permanent feature of the bund wall and the BUF in the Port landscape (refer Chapter 4 (Section 4.6)).
Dredging activities	<ul style="list-style-type: none"> No potential impacts to tenure are anticipated with this aspect of the Project 	<ul style="list-style-type: none"> Temporary visual amenity impacts for existing residences and other sensitive receptors within close proximity to the channel duplication area to be dredged (refer Chapter 4) Temporary impact on port-related marine traffic (refer Chapter 15 (Section 15.6)) Temporary impact on recreational boating and related marine activity (refer Chapter 18 (Section 18.8.8)) Noise and vibration impacts for existing residences and sensitive receptors within close proximity to the channel duplication area to be dredged (refer Chapter 13 (Section 13.6.1)).
Removal, relocation and installation of new navigational aids	<ul style="list-style-type: none"> No potential impacts to tenure are anticipated associated with this aspect of the Project 	<ul style="list-style-type: none"> Negligible visual amenity impacts due to small scale of works and no existing residences and other sensitive receptors within close proximity to navigational aids (refer Chapter 4 (Section 4.6)) Temporary impact on port-related marine traffic (refer Chapter 15 (Section 15.6)) Temporary impact on recreational boating and related marine activity (refer Chapter 18 (Section 18.8.8)) Noise and vibration impacts for existing residences and sensitive receptors within close proximity to the channel duplication area to be dredged (refer Chapter 13 (Section 13.6.1)).

Project activity	Potential impacts	
	Tenure	Land use
Establishment and operation of the new duplicated shipping channel	<ul style="list-style-type: none"> No potential impacts to tenure are anticipated with this aspect of the Project 	<ul style="list-style-type: none"> Improvement in the existing and future vessel movement efficiency, and a reduction in the likelihood of vessel incident risk It is important to note that while the Project will facilitate an improvement in the existing and future vessel movement efficiency, and a reduction in the likelihood of vessel incident risk, the duplication of the Gatcombe and Golding Cutting Channels will not have any direct influence on increasing commercial vessel movement numbers within the Port. Reduction in the separation distance between shipping activities and sensitive receptors in proximity to the duplicated shipping channel No substantial change to amenity, noise and vibration impacts for existing residences and sensitive receptors within close proximity to the duplicated channel (refer Chapter 4 (visual amenity) and 13 (noise and vibration)) No substantial impact on recreational boating and related marine activity (refer Chapter 18 (Section 18.8.8))
Operational management of the reclamation area	<ul style="list-style-type: none"> Potential future change in tenure from leasehold to freehold land if GPC as the relevant Port Authority apply for ownership of the reclaimed land Potential future requirement for GPC to address Native Title in accordance with the existing ILUA associated with applying for ownership of the reclaimed land Potential for future leases over portions of the land associated with port industry development 	<ul style="list-style-type: none"> An increase in available land for future development within the Fisherman's Landing locality and the Port of Gladstone as a whole consistent with the beneficial reuse requirements of the Ports Act A likely future increase in industrial and port-related development, and marine infrastructure associated with new industries locating to the area, or existing industries expanding, resulting in an intensification of development within the Port of Gladstone No adverse impacts to the existing land uses or the future land use intent of areas (including SPL and the GSDA) adjacent to or in the vicinity of the Project impact areas
Maintenance dredging	<ul style="list-style-type: none"> No potential impacts to tenure are anticipated with this aspect of the Project 	<ul style="list-style-type: none"> Potential land use impacts to be addressed as part of the GPC Port-wide maintenance dredging environmental assessment and approvals

3.6 Mitigation measures

3.6.1 Tenure

The following mitigation measures will be implemented to minimise the potential Project tenure impacts:

- The BUF and WBE reclamation area includes land that is USL as well as State leasehold land within Lot 504 on SP245961 and Lot 508 on SP239687, respectively. Native Title will be required to be addressed as part of any future process to have the tenure of the USL within the BUF and WBE reclamation area converted from USL to leasehold in accordance with the provisions of the Land Act. GPC will need to have regard to the existing ILUA should GPC seek freehold title over the land.

- GPC will be required to comply with existing lease conditions associated with Lot 508 on SP239687 (associated with the placement of dredged material within the WB reclamation area and the portion of the WBE reclamation area (southern area)), together with any future lease conditions issued by the State for the WBE reclamation area. Existing lease conditions for Lot 508 on SP239687 will continue to apply once the land has been reclaimed for SPL purposes until such time as it is amended or surrendered, and a new lease is granted from the State or the tenure is converted to freehold land
- GPC will be required to have tenure granted over the WBE reclamation area to support the land being gazetted as SPL under TIA.

3.6.2 Land use

The mitigation measures to be implemented to minimise the potential Project land use impacts are provided in the relevant environmental aspect chapter included:

- Visual amenity (refer Chapter 4)
- Air quality and greenhouse gas assessment (refer Chapter 12)
- Noise and vibration (refer Chapter 13)
- Social impact assessment (refer Chapter 18)
- Dredging EMP (refer Appendix Q1)
- Project EMP (refer Appendix Q2).

3.7 Compliance impact assessment

3.7.1 Methodology

To assess and appropriately manage the potential land use and tenure impacts as a result of the Project, a compliance impact assessment process has been implemented (refer Figure 3.5). The compliance impact assessment focuses on assessing the extent of compliance with the land use planning instruments relevant to the Project impact areas and Project activities.

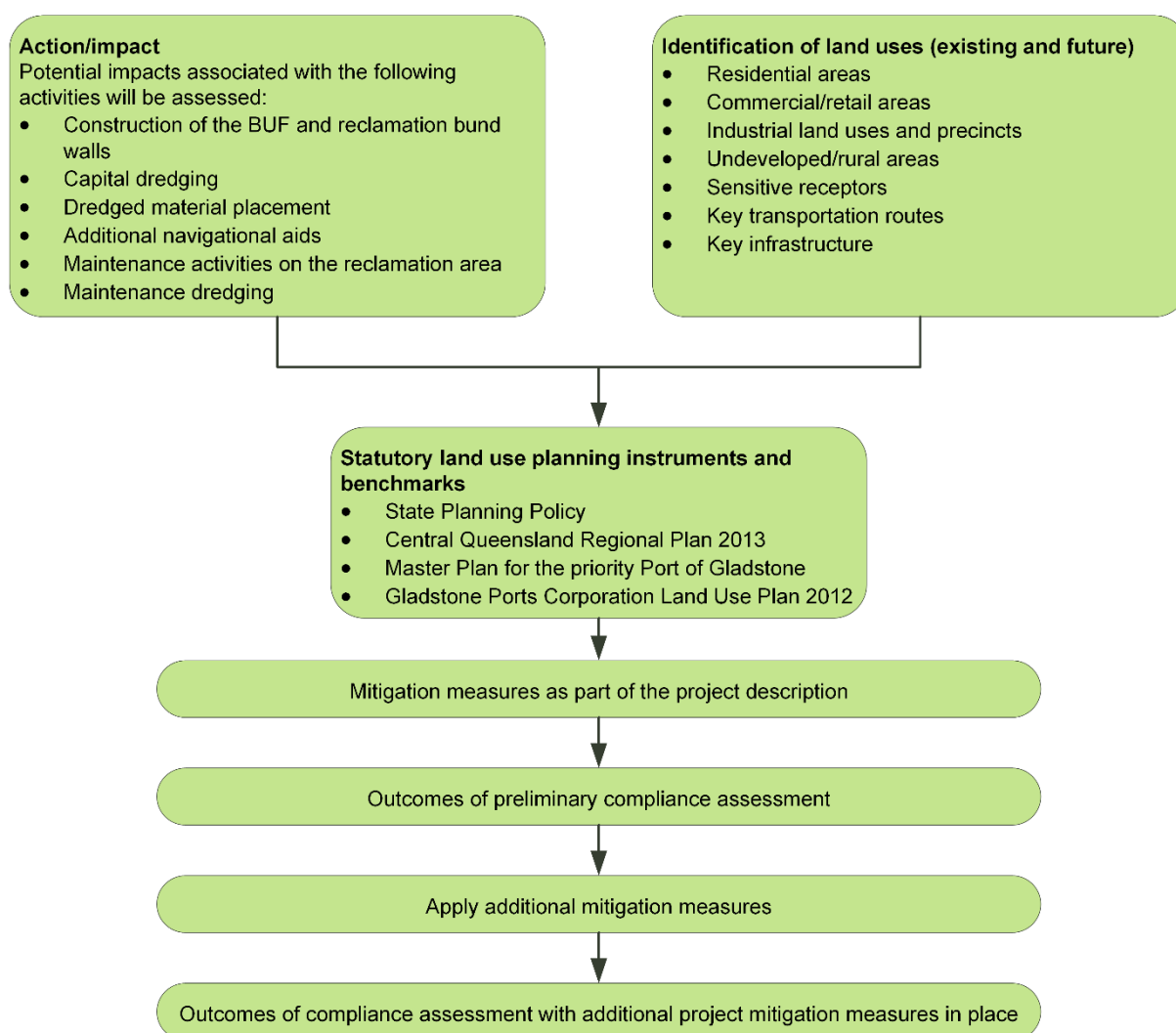


Figure 3.5 Land use compliance impact assessment methodology

3.7.2 State Planning Policy

Table 3.2 provided a summary of each State interest and its relevance to the Project. As part of the compliance impact assessment, Table 3.8 details an assessment of the Project's compliance with each relevant State interest. Where these State interests relate to environmental aspects considered in other sections of this EIS, reference has been made to the relevant chapter for further detail.

Table 3.8 Projects compliance with the relevant State Planning Policy

State interest	Project compliance
Economic growth	
Development and construction	<p>The Project is considered to be consistent with the intent of this State interest given it:</p> <ul style="list-style-type: none"> ■ Supports the future supply of additional land suitable for port and industrial development that compliments adjoining port and industrial land, including the SPL and GSDA ■ Is consistent with the intent of the Fisherman's Landing Locality, Port Operations Support Precinct and Port Industry Precinct of the LUP 2012 ■ Is consistent with the intent of the Marine infrastructure precinct and Port, industry and commerce precinct of the Master plan for the priority Port of Gladstone 2018

State interest	Project compliance
Environment and heritage	
Biodiversity	<p>Consistent with the provisions of the biodiversity State interest, the Project has considered and assessed potential impacts and risks to biodiversity, including MNES, MSES and matters of local environmental significance (MLES).</p> <p>Consideration, assessment and management of these impacts is detailed in Chapter 9 (nature conservation).</p>
Coastal environment	<p>Consistent with the provisions of the coastal environment State interest, the Project involves the reclamation of land under tidal water for the purpose of supporting the priority Port of Gladstone.</p> <p>As the relevant statutory instrument for the priority Port of Gladstone, the Master Plan for the priority Port of Gladstone 2018 identifies dredging and reclamation works as being consistent with the intent of both the marine infrastructure precinct and port, industry and commerce precinct in which the Project impact areas are located.</p> <p>In addition, consistent with the requirements of this State interest to support the protection of the coastal environment, the Project has considered and assessed potential impacts to the coastal environment and coastal processes in Chapter 7 (coastal processes and hydrodynamics).</p>
Cultural heritage	<p>Consistent with the requirements of this State interest, the Project has considered and assessed potential impacts to cultural heritage, including international, national, state and local heritage, Aboriginal and Torres Strait Islander cultural heritage.</p> <p>Consideration, assessment and management of cultural heritage is detailed in Chapter 16 (Aboriginal cultural heritage) and Chapter 17 (non-Aboriginal cultural heritage).</p>
Water quality	<p>Consistent with the requirements of this State interest, the Project has considered and assessed potential impacts to water quality.</p> <p>Consideration, assessment and management of water quality is detailed in Chapter 8 (water quality).</p>
Safety and resilience to hazards	
Emissions and hazardous activities	<p>Consistent with the requirements of this State interest, the Project has considered and assessed potential impacts and risks associated with emissions and hazardous activities.</p> <p>Consideration, assessment and management of emissions and hazardous activities is detailed in Chapter 20 (hazard and risk).</p>
Natural hazards, risk and resilience	<p>Consistent with the requirements of this State interest, the Project has considered and assessed potential impacts and risks associated with natural hazards, risk and resilience.</p> <p>Consideration, assessment and management of natural hazards is detailed in Chapter 5 (topography, geology and soils) and Chapter 20 (hazard and risk).</p>
Infrastructure	
Infrastructure integration	<p>The Project supports the expansion of existing port infrastructure associated with the duplication of the existing channel, and the beneficial reuse of dredged material to create land suitable for future port development.</p>
Strategic airports and aviation facilities	<p>This State interest has been identified as relevant to the Project given the Project impact areas associated with the WBE reclamation area are located within a mapped wildlife hazard buffer zone.</p> <p>However given the Project is not considered likely to involve development and associated activities that attract wildlife or increase wildlife hazards, no impacts to wildlife hazards are considered likely, and therefore the Project is considered to be consistent with this State interest.</p>

State interest	Project compliance
Strategic ports	<p>The Project is located within the Port of Gladstone which is identified as one of the State's four priority ports. The Project activities involve duplicating the existing Gatcombe and Golding Cutting shipping channels, the installation of new navigation aids and the beneficial reuse of dredged material to create land suitable for future port development. The Project is considered to be consistent with the intent of the SPP in supporting the growth and development of the priority Port of Gladstone.</p> <p>As one of the relevant statutory instruments for the priority Port of Gladstone, the Master Plan for the priority Port of Gladstone 2018 identifies dredging and reclamation works as being consistent with the intent of both the marine infrastructure precinct and port, industry and commerce precinct in which the Project impact areas are located.</p>

3.7.3 Central Queensland Regional Plan 2013

The Project is considered to be consistent with the intent of the CQRP given that it supports the future growth and development of the Port of Gladstone, which is recognised as an integral aspect of the regional transport network and supply chain.

The Project responds to both existing operational constraints within the Port of Gladstone and to existing and predicted estimated future growth in Port tonnage throughput and vessel numbers. Given the Port's key role in handling the export of mineral resources from Central Queensland, products from local industries, and the import of raw material from national and international sources, the continued development and expansion of the Port of Gladstone is critical to supporting economic growth in the region and the State.

3.7.4 Master Plan for the priority Port of Gladstone 2018

Whilst the Master Plan is a statutory requirement under the Ports Act, it is not a planning instrument that regulates development under the Planning Act. Although a PDPO was released in 2017, a formal draft port overlay is yet to be released for public consultation in accordance with the Ports Act. Whilst timing of the formal draft port overlay and approved port overlay are yet to be confirmed, it is currently anticipated that the Project EIS will be released for public consultation prior to the port overlay being finalised, but in effect prior to dredging commencing (subject to securing of the necessary Project approvals), likely triggering assessment against the port overlay at that time. In the absence of an approved port overlay, this section reviews the Project against the land use precincts and intents as documented in the Master Plan for the priority Port of Gladstone 2018.

As identified in Section 3.4.4.3, the Project impact areas are within the Port, industry and commerce precinct and Marine infrastructure precinct of the priority Port of Gladstone master planned area.

The Project is considered to be consistent with the strategic vision, objectives and desired outcomes given it will facilitate the economic growth of the Gladstone region and the State through enabling the ongoing sustainable growth trade through the Port.

The Project is considered to be consistent with the intent of the both the Marine infrastructure and Port, industry and commerce precincts given the duplication of the shipping channels and the installation of new navigational aids provides critical improvements to Port and shipping access, and that both precincts support the beneficial reuse of dredged material in suitable areas.

The Project is also considered to be consistent with the State interests (as defined under the Ports Act) which are addressed in the Master Plan and the EMF objectives identified to guide the sustainable implementation of the Master Plan.

3.7.5 Gladstone Ports Corporation Land Use Plan 2012

As identified in Section 3.4.4.4, the Project impact areas are adjacent to and within the Fisherman's Landing Locality - Port Operations Support Precinct and Port Industry Precinct under the LUP 2012.

The Project is considered to be consistent with the intent of the Fisherman's Landing Locality, given the area is identified as a future growth area for the Port, ideally located to cater for future industries of the GSDA and where additional reclamation would be required.

Table 3.9 provides an assessment of the Project's compliance with the intent of the Port Industry Precinct and Port Operations Support Precinct, together with the built form, infrastructure outcomes and environmental and community outcomes of the Fisherman's Landing Locality.

Table 3.9 Project compliance with the Fisherman's Landing precinct intent and locality outcomes

Fisherman's Landing Locality outcomes	Project compliance
Port Industry precinct intent	
<ul style="list-style-type: none"> Accommodates land based port operations/activities primarily related to the storage, transfer, and loading and unloading of bulk commodities Activities including those that require or benefit from a waterfront location or proximity to waterfront and/or offshore loading facilities, wharfs Development activities that bring benefit from minimising the supply chain (i.e. distance separating land based functions and offshore operations) Goods transfer and associated ancillary uses (offices/administrative functions, parking, manoeuvring) 	<ul style="list-style-type: none"> The Project involves the placement of dredged material and the construction of a portion of the BUF within the Port Industry Precinct The Project is considered to contribute to the future growth and development of waterfront based port operations/activities, given the final lands for the WB and WBE reclamation areas will be adjacent to identified future berth pockets and shipping channels The eastern side of the barge dock wall within the BUF will form the wharf line for a future shipping berth for the WB port land when it is no longer required for unloading dredged material from Port dredging campaigns, supporting future activities within the Port Industry Precinct that require or benefit from a waterfront location
Port Operations Support precinct intent	
<ul style="list-style-type: none"> The precinct includes port roads or resources corridors/conveyances and other access areas not otherwise included in any other precinct It also includes areas that are required or intended for the deposition, storage, dewatering, treatment and/or potential removal of dredged material These areas may also represent sites for future industrial development subject to relevant and necessary environmental and planning approvals and other feasibility studies There is long term potential at Fisherman's Landing Northern Expansion for future industry development because this area is well separated from other incompatible land uses Lot 92 DS654 is otherwise land locked by non-strategic Port land but is nevertheless an important land holding for GPC as it provides land for handling and laydown areas. 	<ul style="list-style-type: none"> The Project is not considered likely to impact on the Port Operations Support precinct port roads or resources corridors/conveyances The Project involves the placement of dredged material and the construction of a portion of the BUF within the Port Operations Support precinct The Project is considered to contribute to the future growth and development of this area where future port-related development can occur The Project is not considered likely to impact on the potential future development at Fisherman's Landing Northern Expansion but will complement and enhance the potential for future port development The Project does not impact on Lot 92 DS654.

Fisherman's Landing Locality outcomes	Project compliance
Built form	
<ul style="list-style-type: none"> Land resources are utilised efficiently and developed in a coordinated manner The building height is compatible with and reflects the character of the surrounding areas Safe storage of on site materials Scale, character and building form is consistent with the requirement of the use and the locality. 	<ul style="list-style-type: none"> The Project impact areas are proposed to be located adjacent to the existing WB reclamation area, supporting a coordinated approach to the beneficial reuse of dredged material Built form outcomes associated with building height, safe storage of onsite materials, and the scale, character and building form are not considered to be applicable at the EIS phase of the Project, but will be required to be considered as part of post-EIS approval processes.
Infrastructure	
<ul style="list-style-type: none"> Provision of infrastructure to accommodate expansion Water sensitive urban design is incorporated into all parts of the infrastructure delivery to minimise external impacts (waste water, runoff, etc) Existing infrastructure is utilised efficiently and extensions are provided in a cost effective manner. 	<ul style="list-style-type: none"> The Project impact area associated with the WBE reclamation area has been located to support the efficient extension of existing adjoining infrastructure associated with the existing WB reclamation area, Fisherman's Landing and supporting road networks.
Environmental and community outcomes	
<ul style="list-style-type: none"> Potential impacts from potential and actual acid sulfate soils are managed Maintain acceptable standards for noise, dust and other emissions to air, land and water Clearing of natural vegetation is limited. 	<ul style="list-style-type: none"> Potential environmental impacts associated with the Project have been considered for the various environmental aspects in this EIS, and will be managed in accordance with the mitigation measures identified and implemented through the Project EMP and Dredging EMP Potential project impacts associated with ASS will be appropriately managed.

3.8 Summary

The Project impact areas are located predominantly on USL associated with the areas to be dredged, the new navigational aids, and (the majority of) the BUF and WBE reclamation area. The whole of the existing WB reclamation area, along with a portion of the BUF and WBE reclamation area associated with the southern reclamation area is located on State leasehold land.

The Project will be subject to land tenure approval processes to establish tenure over those portions of USL that will be raised above the high-water mark as a result of constructing the BUF and undertaking the reclamation works, which will include the need for GPC to obtain a lease over the reclaimed land prior to applying for ownership of the land in freehold.

Potential impacts to tenure will be limited to the need to undertake the required land tenure approvals processes as well as the consideration of Native Title matters under the existing ILUA.

Future land use within the Port of Gladstone requires assessment against provisions across a number of land use planning jurisdictions, which often overlap. The Project impact areas are therefore subject to assessment under multiple state planning instruments and assessment benchmarks. These include the SPP, CQRP and the LUP 2012. The Project has also been assessed against the land use precincts and intents contained within the Master Plan for the priority Port of Gladstone 2018 which will become regulatory land use requirements upon approval of the port overlay.

Identification of the future land use intent for the Project impact areas as articulated within each of these land use planning instruments and assessment benchmarks, together with the completion of a compliance impact assessment has concluded that the Project is considered to be consistent with the interests of the State, as well as the land use intent of the region, locality and impact sites. However, to ensure consistency is achieved, the Project must consider a range of environmental, social and cultural aspects, and outcomes that are related to land use and that are sought through the relevant land use planning instruments. In this regard, appropriate consideration, assessment and management of other environmental aspects including (but not limited to) biodiversity and ecological processes, noise and vibration, visual amenity, natural hazards and risks has been detailed in the relevant discipline chapters of this EIS.