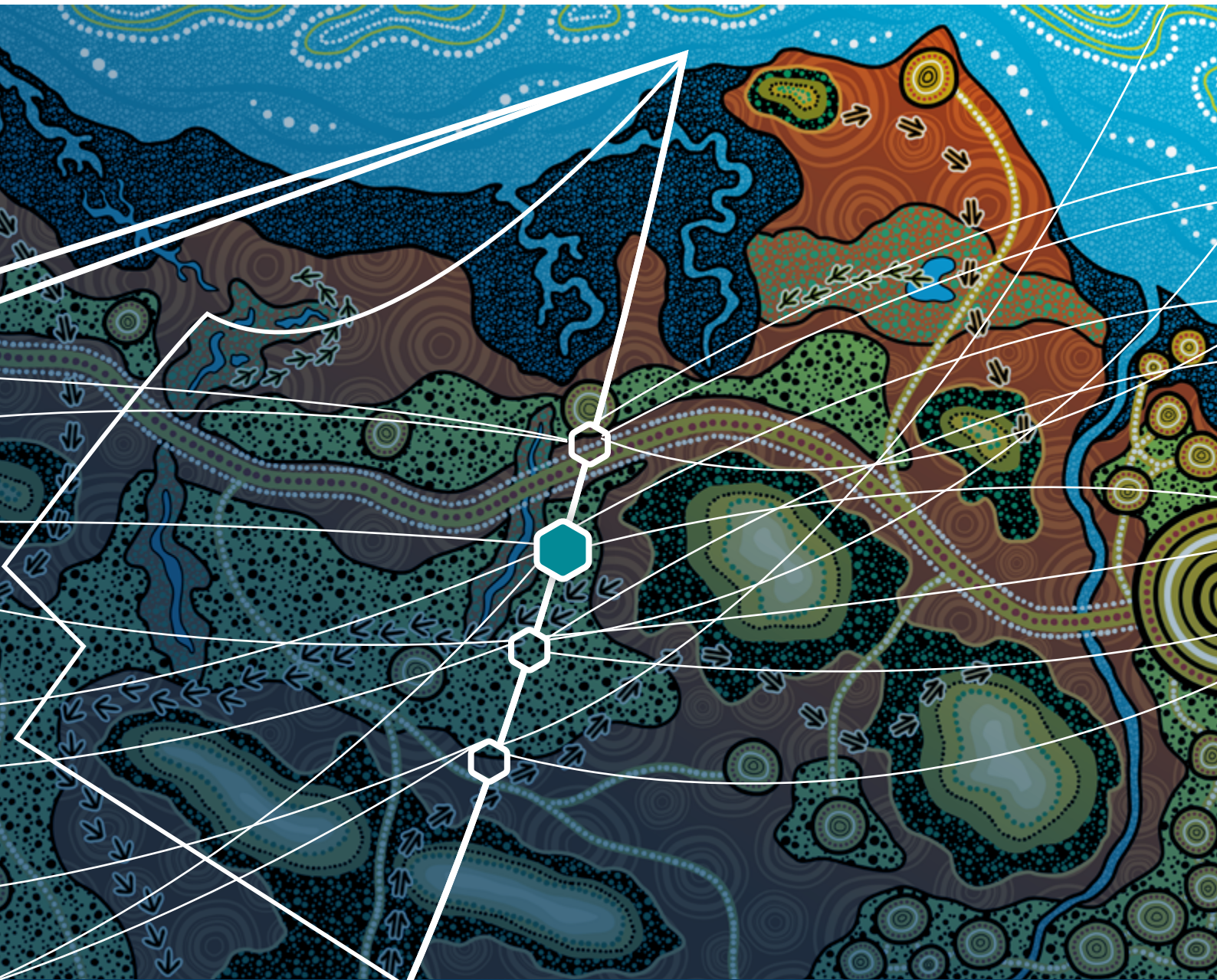


Priority port master planning

# Draft port overlay

## Priority Port of Abbot Point

Queensland | Australia | 2022



## Acknowledgement of Country

The Department of Transport and Main Roads (TMR) acknowledges the Traditional Owners and Custodians of this land and waterways. We pay respect to their ancestors and Elders past, present and emerging.

We also acknowledge all other Aboriginal and Torres Strait Islander people who call our regions home. TMR is committed to reconciliation among all Australians.

Master planning recognises, embraces and celebrates the Aboriginal and Torres Strait Islander peoples continued rights and responsibilities as the first peoples of Queensland, including traditional ownership and connection to land and waters.

Recognising the *Queensland Government Statement of Commitment*, master planning supports a reframed relationship between Aboriginal and Torres Strait Islander Queenslanders and the Queensland Government.

TMR has worked with the Kybura Munda Yalga Aboriginal Corporation, ensuring their knowledge, experiences and connection to the country were considered in preparing the port master planning documents.

The Queensland Government is committed to working with the the Juru people to ensure their knowledge and connection to Juru country continues to inform master planning for the priority Port of Abbot Point.

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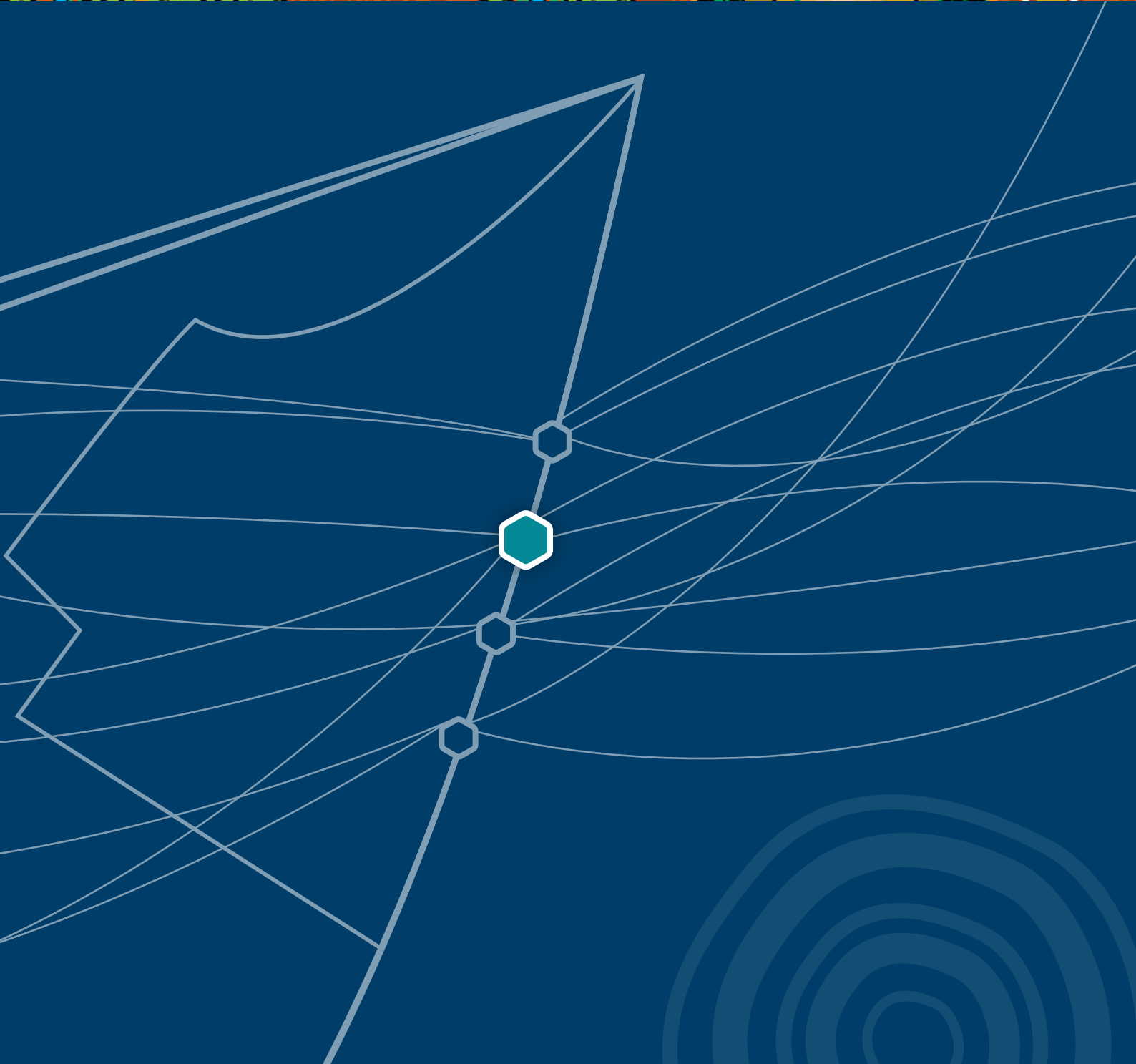
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# Section 1

## Introduction and context



# 1. Introduction and context

## 1.1 Background

The *Sustainable Ports Development Act 2015* (Ports Act) provides for master plans to be implemented by port overlays, which operate alongside existing planning requirements to guide future development and achieve the long-term strategic vision of the master plan.

The draft port overlay for the priority Port of Abbot Point (port overlay) has been prepared in accordance with the Ports Act. The Ports Act requires that a port overlay is made as soon as practicable after a master plan takes effect and implements the master plan.

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

The port overlay minimises duplication of requirements by operating in conjunction with existing instruments and approval processes, only adding requirements where they are needed to achieve master plan outcomes. It does not replace or remove any existing processes or instruments and does not modify decision-making entities for existing planning and other regulatory processes.

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



Coastline looking towards the North Queensland Export Terminal. Source: Gary Cranitch Copyright Queensland Museum

Figure 1 — How port overlays work

## Port overlays implement master plans through existing planning frameworks



### Plan-making

Plan-making involves preparing long term plans to guide future development.

Port overlays include requirements about master plan outcomes, which must be considered when plans are made.

### Preparation and adoption

Port overlay content:

- ▶ must be considered
- ▶ prevails to the extent of any inconsistency
- ▶ applies in addition to existing requirements
- ▶ if not integrated into plans, remains in effect.

Plans are consistent with port overlay requirements.

Note: For information on State Development Areas or Priority Development Areas, refer to the *Sustainable Ports Development Act 2015*



Material offloading facility under construction at the Port of Abbot Point. Source: NQBP

## 1.2 Components of the draft port overlay

**Section 1: Introduction and context** describes the port overlay and how it is implemented.

**Section 2: Purpose and application** outlines the purpose of the port overlay and where and how it applies.

**Section 3: Strategic direction** identifies the strategic intent for the port overlay to implement the master plan.

**Section 4: Environmental Management Framework (EMF)** states the measures and objectives required for managing the potential impacts on environmental values identified in the master plan.

**Section 5: Plan making** prescribes the requirements to be considered by:

- Whitsunday Regional Council (WRC) when making or amending local planning instruments
- North Queensland Bulk Ports Corporation Limited (NQBP) when making or amending the Port of Abbot Point Land Use Plan
- The Coordinator-General (CG) when making or amending the Abbot Point State Development Area (APSDA) Development Scheme.

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

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

The requirements of the port overlay apply in addition to existing plan-making requirements and prevail over planning instruments under the *Planning Act 2016* (Planning Act) or land use plan under the *Transport Infrastructure Act 1994* (Transport Infrastructure Act) to the extent of any inconsistency. The port overlay does not affect the operation of Schedule 6 and Schedule 7 of the *Planning Regulation 2017* (Planning Regulation).

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

In plan making, a decision maker may give weight to the strategic vision, objectives and desired outcomes for the master planned area.

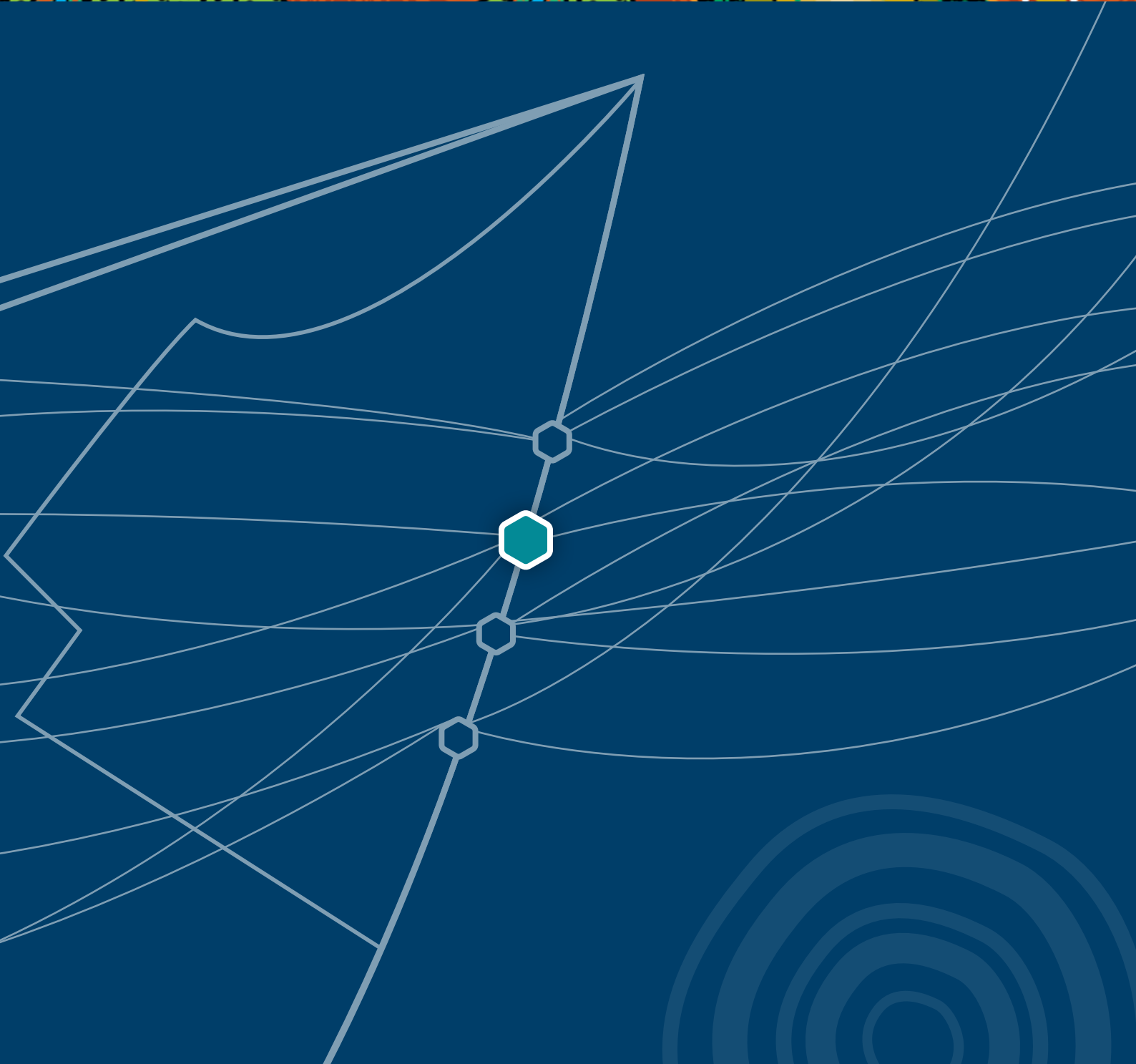
## 1.4 How to use the port overlay in development assessment

Reference to the port overlay is not required for development assessment. That is, the port overlay, for the Planning Act, does not categorise development, prescribe categories of assessment or assessment benchmarks, or state any matters to which an assessment manager must have regard.



# Section 2

## Purpose and application



## 2. Purpose and application

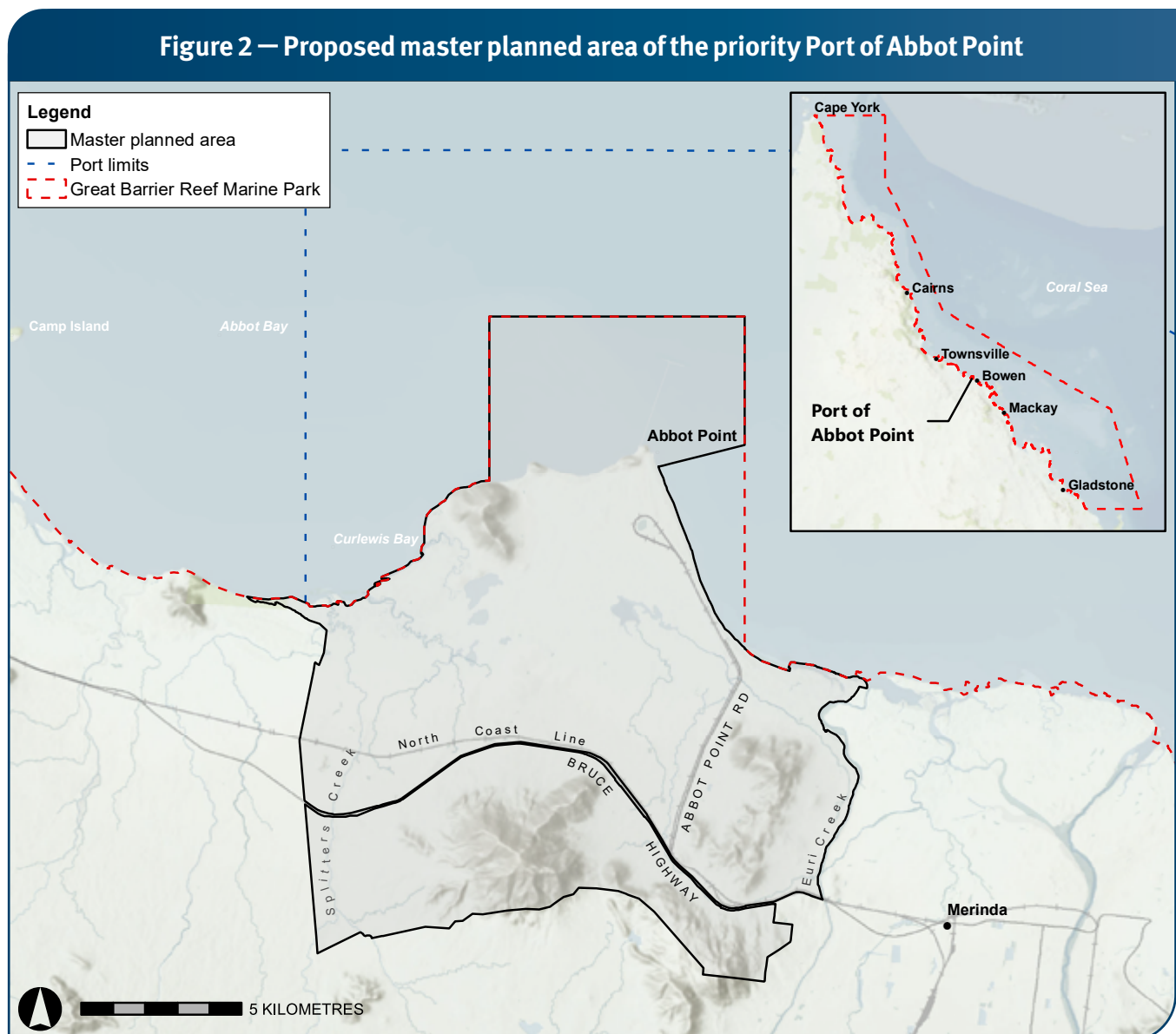
### 2.1 Purpose

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

While the port overlay applies to the entire proposed master planned area (master planned area), the EMF in **Section 4** states how the priority management measure (PMM) from the master plan will be achieved. Additional requirements are only provided in **Section 5** where needed to implement the master plan.

### 2.2 Application

The port overlay applies to all the master planned area identified in the draft master plan for the priority Port of Abbot Point (master plan) and is shown in **Figure 2** and **Appendix A**.

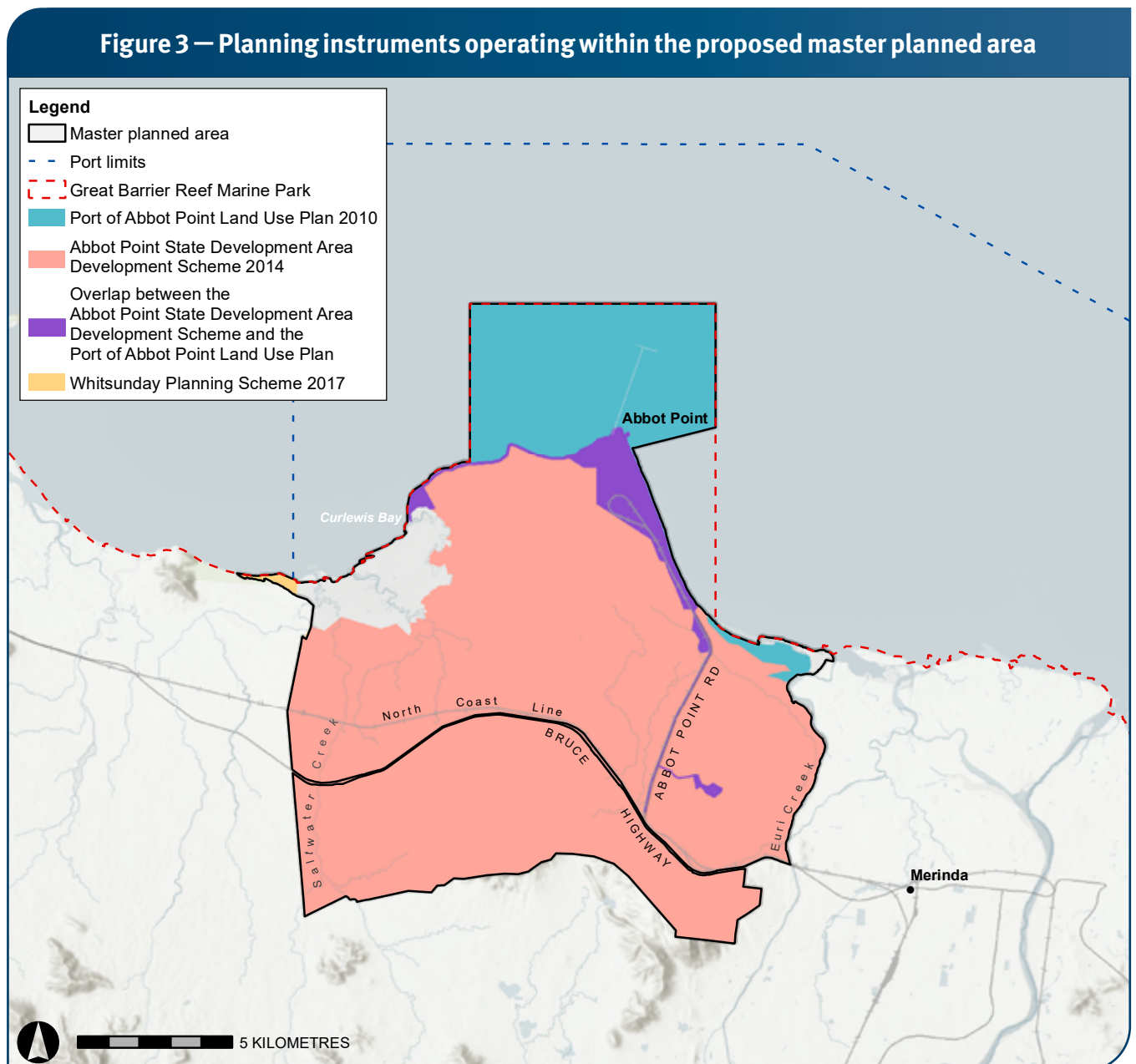


The port overlay establishes requirements for the following regulatory instruments:

- for the Planning Act:
  - ▶ matters WRC must consider in making or amending the WRC Planning Scheme or other local planning instruments.
- for the Transport Infrastructure Act:
  - ▶ matters NQBP must consider in making or amending the Port of Abbot Point Land Use Plan.
- for the *State Development and Public Works Organisation Act 1971* (SDPWO Act)
  - ▶ matters the CG must consider when making or amending the APSDA Development Scheme.

In the port overlay, any reference to a document, instrument or policy means the version that is current at the date of making or amending an instrument within the master planned area.

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

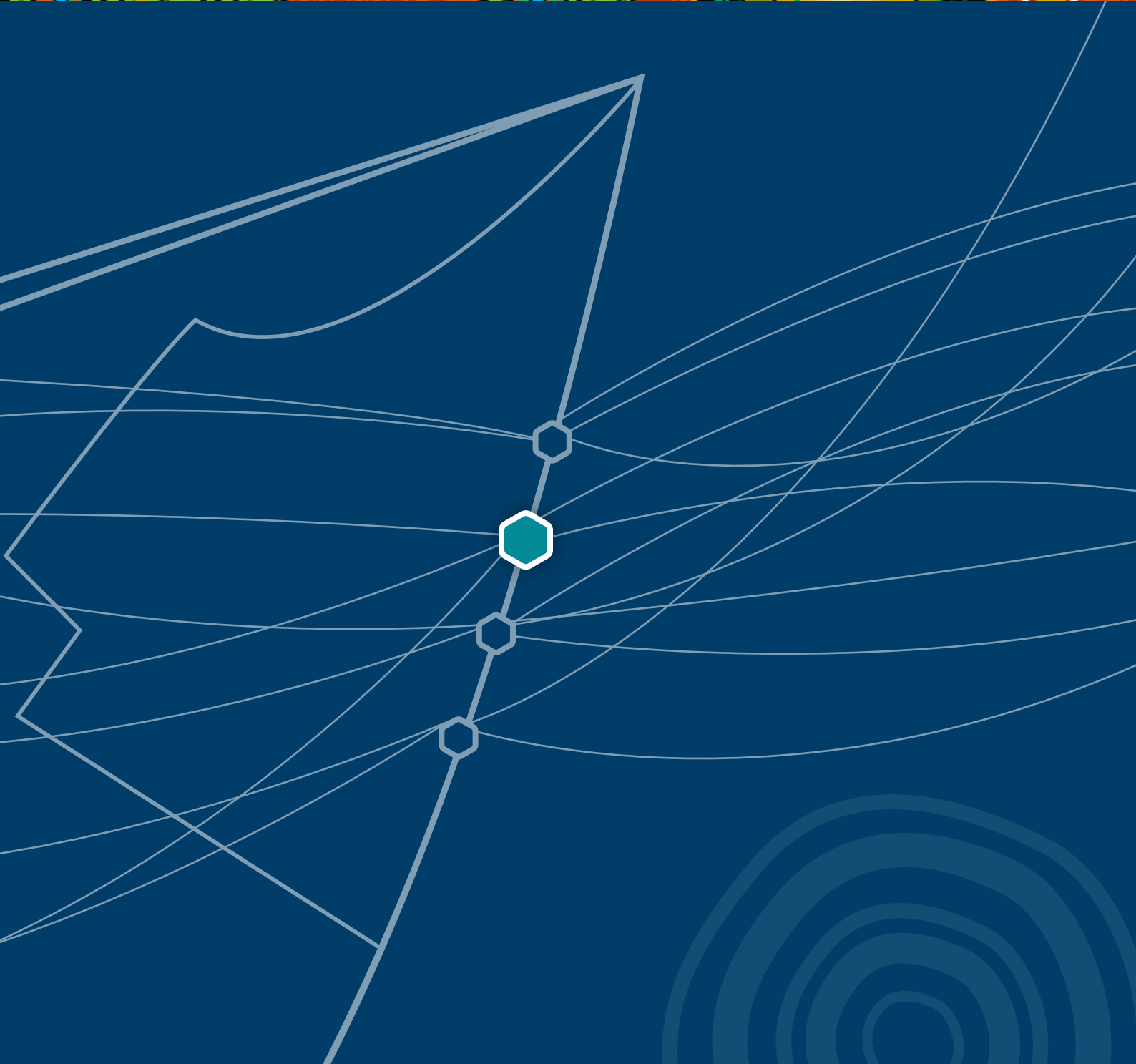


**Table 1 – Relationship of the port overlay to other legislation and regulatory instruments**

Legislation	Regulatory instrument within the master planned area	Relationship to the Port Overlay	Action for Development Assessment	Action for Plan-Making
<b>Planning Act</b>	Local planning instruments including the WRC Planning Scheme	The planning scheme and the port overlay apply. The port overlay prevails to the extent of any inconsistency	Not applicable	WRC must consider the content of the port overlay when making or amending local planning instruments under the Planning Act
<b>Planning Act</b>	Port of Abbot Point Land Use Plan	The land use plan and the port overlay apply. The port overlay prevails to the extent of any inconsistency	Not applicable	Not applicable
<b>Transport Infrastructure Act</b>	Port of Abbot Point Land Use Plan	The port overlay prevails to the extent of any inconsistency	Not applicable	NQBP must consider the content of the port overlay when making or amending the land use plan under the Transport Infrastructure Act
<b>SDPWO Act</b>	APSDA Development Scheme	The CG must consider but is not bound by a requirement under the port overlay	The port overlay does not regulate development that the APSDA Development Scheme regulates	<p>The CG must consider whether the APSDA Development Scheme is inconsistent with the port overlay</p> <p>Where there is an inconsistency, the CG must decide whether to amend the APSDA Development Scheme to remove the inconsistency</p> <p>The CG must consider the content of the port overlay when making or amending the APSDA Development Scheme</p>

# Section 3

## Strategic direction



## 3. Strategic direction

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

### 3.1 Strategic vision

The strategic vision identified in the master plan is the long-term outlook for sustainable port development at the priority Port of Abbot Point:

*'The priority Port of Abbot Point will be a critical gateway for significant industries and emerging trade opportunities driving the long-term growth of Queensland. Sustainable port development will manage the diverse environment, rich cultural and social values contributing to the protection of the Outstanding Universal Value of the Great Barrier Reef World Heritage Area and the Caley Valley Wetlands.'*

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

### 3.2 Environmental Management Framework

The EMF in the master plan describes the interaction of development with environmental values with a focus on the local expression of the Outstanding Universal Value (OUV) of the Great Barrier Reef World Heritage Area (GBRWHA) and Matters of National Environmental Significance and Matters of State Environmental Significance.

The EMF contains objectives that apply to specific precincts and includes a PMM to manage impacts from development on environmental values. The EMF objectives combine with the precinct purpose and outcomes to provide direction to achieve the strategic vision for the master plan.

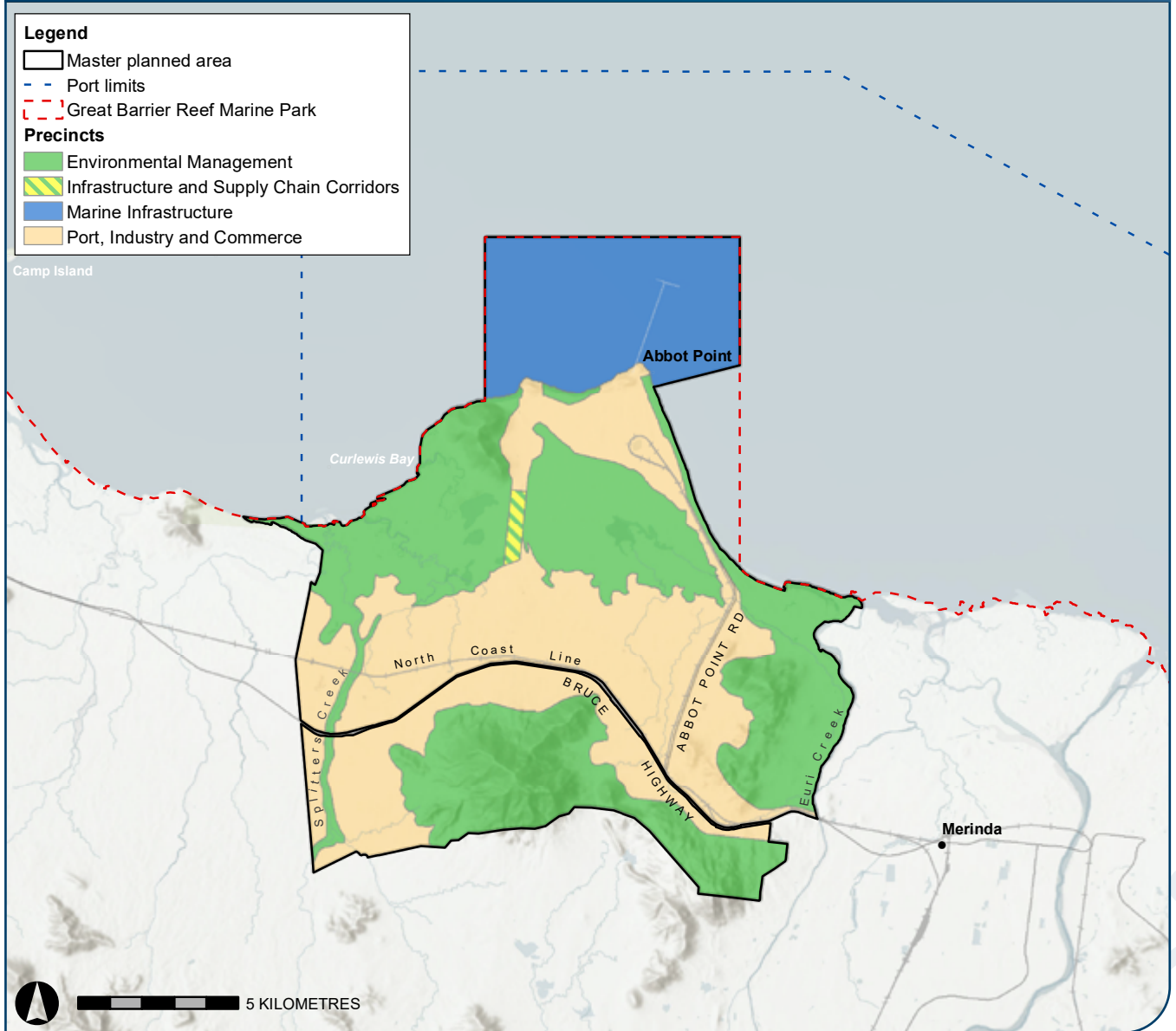
### 3.3 Precincts

Within the master planned area, the purpose and outcomes of the precincts identified in the master plan indicate the long-term intent for development in specific locations and areas where environmental considerations are predominant. The spatial extent of each precinct is identified in **Figure 4** with the purpose, outcomes and EMF objectives provided in **Appendix C**.



Caley Valley Wetlands. Source: Gary Cranitch Copyright Queensland Museum

Figure 4 – Proposed master planned area precincts

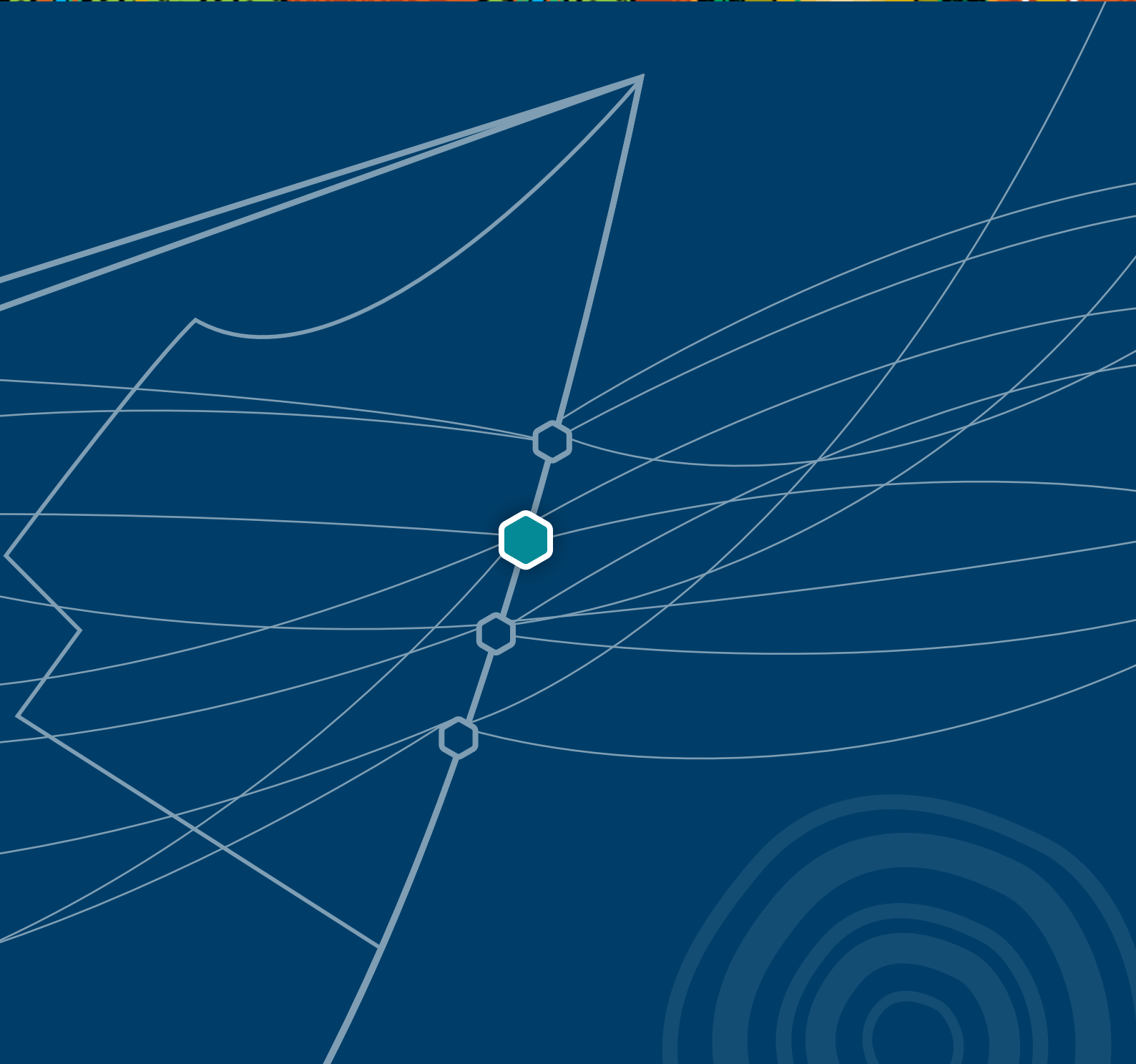






# Section 4

## Environmental Management Framework



## 4. Environmental Management Framework

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

The EMF objectives and PMM are given effect through the provisions in **Section 5**.

### 4.1 Priority management measures

Due to the comprehensive nature of federal and state requirements, approvals and operational environmental management measures that apply to port-related development within the master planned area, a single PMM is identified (**Table 2**). This is designed to ensure the Caley Valley Wetlands are protected and support long-term sustainable development of the Port of Abbot Point.

Table 2 – Priority management measure for the priority Port of Abbot Point	
Priority management measure	Master planned area precinct
<b>Protect and enhance the Caley Valley Wetlands</b> Prepare and implement a coordinated management strategy which integrates economic, environmental and cultural values to protect and enhance the environmental values of the Caley Valley Wetlands.	Environmental management
	Infrastructure and supply chain corridors
	Marine infrastructure
	Port industry and commerce

The entities responsible for the PMM are the authorities responsible for decision making under each of the following regulatory instruments:

- NQBP for the Port of Abbot Point Land Use Plan
- The CG for the APSDA Development Scheme.

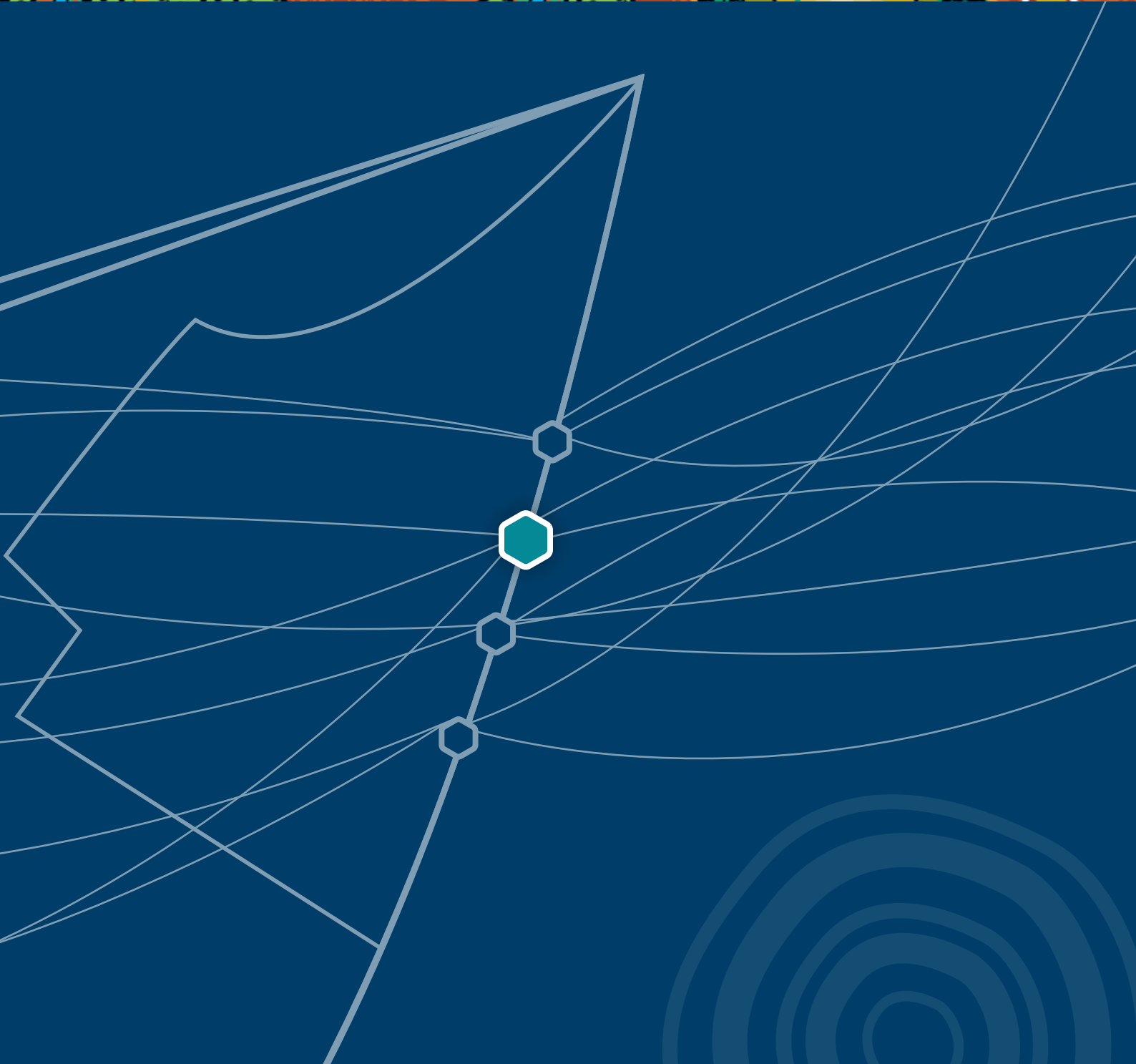
**Appendix F** provides details of how the PMM is to be achieved.

### 4.2 Environmental Management Framework objectives

The EMF objectives for each precinct provides for the management of potential impacts from development on environmental values within the master planned area (**Appendix C**).

# Section 5

## Plan-making



# 5. Plan-making

## 5.1 Purpose

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

- Section 21(2)(a)(i) for the WRC Planning Scheme or other local planning instruments
- Section 21(2)(b) for the Port of Abbot Point Land Use Plan
- Section 32 for the APSDA Development Scheme.

This section also identifies how port overlay requirements may be integrated into the new or amended instruments.

## 5.2 Whitsunday Regional Council

When making or amending the WRC Planning Scheme or other local planning instruments under the Planning Act, WRC must consider the:

- strategic vision in **Section 3.1**
- objectives and desired outcomes for the master planned area (**Appendix B**)
- PMM identified in **Section 4.1**
- purpose, outcomes and EMF objectives of the precincts identified in the master plan (**Appendix C**)
- potential impacts from development on environmental values identified in the master plan (**Appendix D**)
- local attributes of the OUV of the GBRWHA identified in the master plan (**Appendix E**).

These plan-making requirements provide further matters to be considered in addition to the requirements under the *State Planning Policy*. The state interest policies for strategic ports continues to apply within and surrounding the master planned area when making or amending the WRC Planning Scheme or other local planning instruments under the Planning Act.



Bulk vessels at the Port of Abbot Point. Source: TMR

## 5.3 Port of Abbot Point Land Use Plan

When making or amending a land use plan under the Transport Infrastructure Act, NQBP must consider the:

- strategic vision in **Section 3.1**
- objectives and desired outcomes for the master planned area (**Appendix B**)
- PMM identified in **Section 4.1**
- purpose, outcomes and EMF objectives of the precincts identified in the master plan (**Appendix C**)
- potential impacts from development on environmental values identified in the master plan (**Appendix D**)
- local attributes of the OUV of the GBRWHA identified in the master plan (**Appendix E**).

## 5.4 Abbot Point State Development Area Development Scheme

As soon as practicable after the port overlay takes effect, or when making or amending the APSDA Development Scheme under the SDPWO Act, the CG must consider the:

- strategic vision in **Section 3.1**
- objectives and desired outcomes for the master planned area (**Appendix B**)
- PMM identified in **Section 4.1**
- purpose, outcomes and EMF objectives of the precincts identified in the master plan (**Appendix C**)
- potential impacts from development on environmental values identified in the master plan (**Appendix D**)
- local attributes of the OUV of the GBRWHA identified in the master plan (**Appendix E**).

## 5.5 Implementing master plan outcomes

The plan-making process provides the opportunity to plan at a local scale. In considering the port overlay in plan making, entities preparing instruments may give weight to the strategic vision, objectives and desired outcomes of the master plan to balance economic, environmental and community outcomes to achieve the intent of the master plan.

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

If the regulatory extent of an instrument is amended, the port overlay requirements relevant to the change must be considered.

If an instrument identified in **Section 5** is consistent with and adequately integrates the port overlay, a statement (integration statement) may be included in the instrument that states:

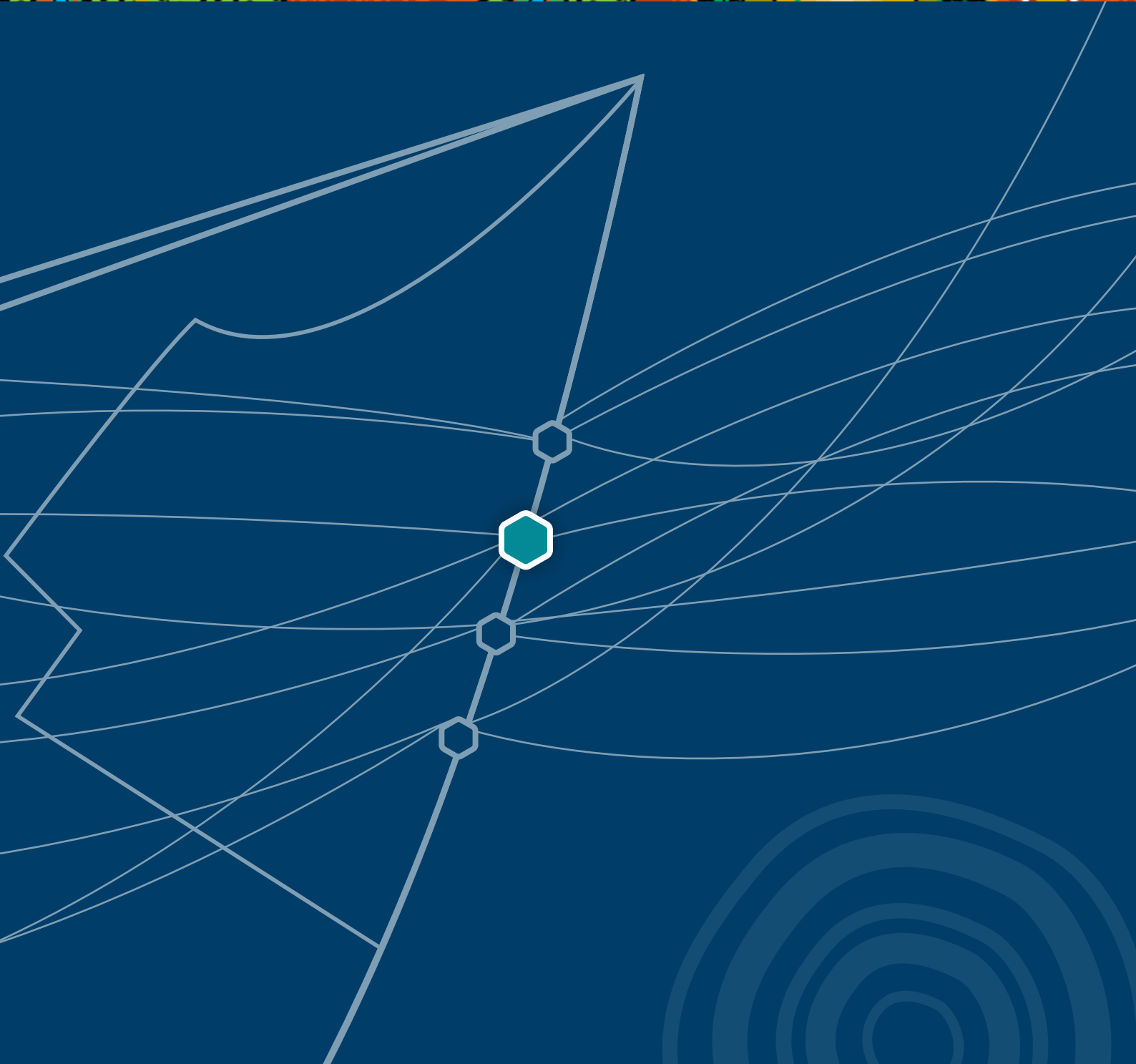
- the name and date of the port overlay that has been adequately integrated in the instrument
- that all or part of the port overlay has been adequately integrated in the instrument
- if the port overlay has only been integrated in part, a description of the parts of the port overlay that have been adequately integrated in the instrument.

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



Coal stockpiles at the Port of Abbot Point. Source: NQBP

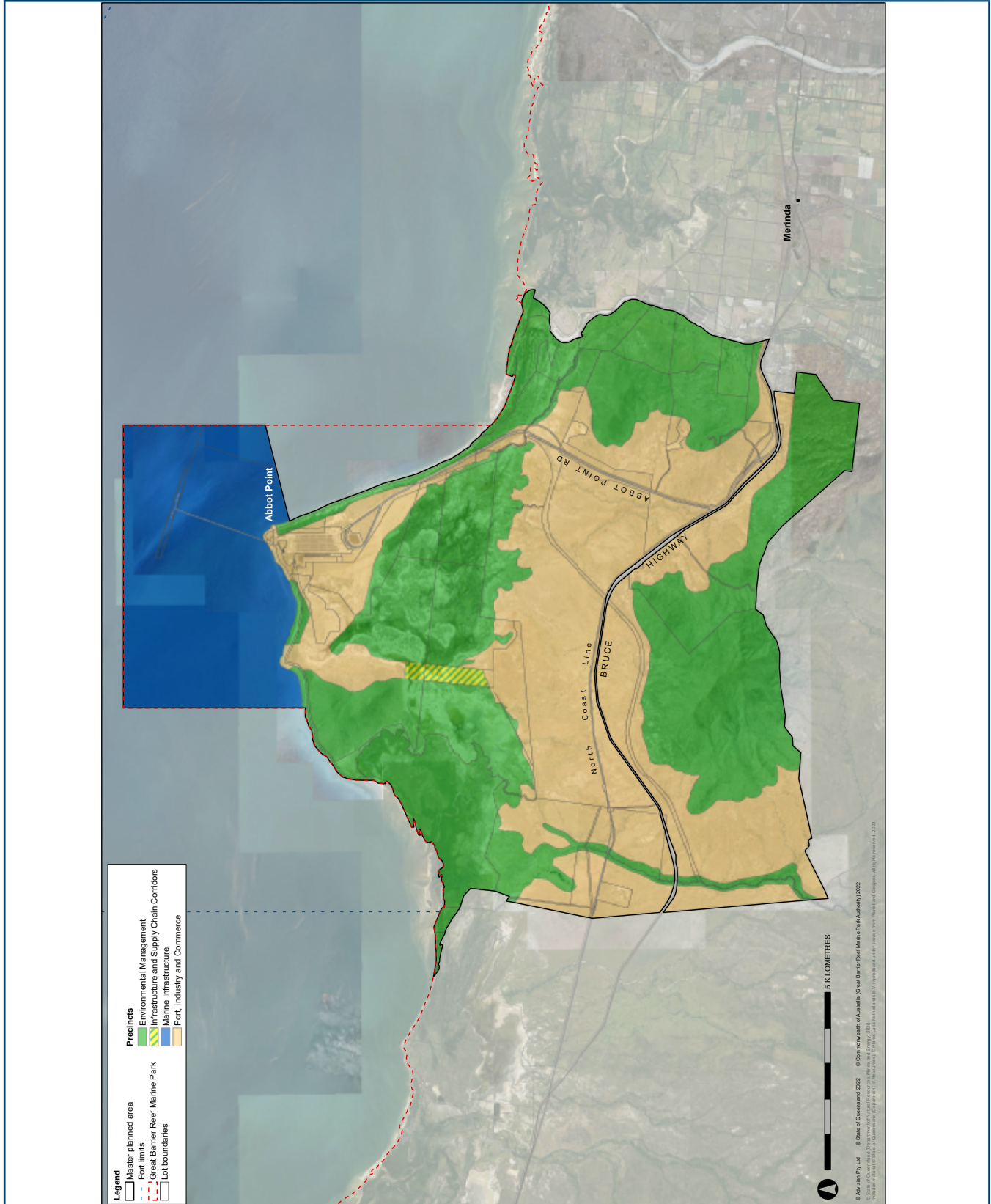
# Appendices



# Appendix A – Mapping

## Regulatory map for the priority Port of Abbot Point

Figure 5 – Regulatory map for the master planned area for the priority Port of Abbot Point





# Appendix B – Objectives and desired outcomes of the master planned area

## Objectives

The objectives for the master planned area identify how the strategic vision will be achieved and alignment with state interests. Objectives may align with more than one state interest.

State interest	Objectives
Management of port-related development	<b>Sustainable development</b> – enable ongoing sustainable trade growth through the priority Port of Abbot Point
	<b>Efficient land use</b> – use, adapt and develop land and marine infrastructure efficiently to minimise impacts on surrounding areas
	<b>Port optimisation</b> – maintain and enhance the effective and efficient operation of the port
Economic	<b>Economic prosperity</b> – facilitate economic growth and enable regional economic development
	<b>Sustainable trade</b> – ensure the port is positioned to support emerging industry and trade diversification
Environment	<b>Protecting the GBRWHA</b> – port-related development contributes to the protection of the OUV of the GBRWHA and the Caley Valley Wetlands
	<b>Environmental values</b> – avoid, mitigate and offset impacts from development on environmental values within and surrounding the master planned area
Infrastructure	<b>Supply chain efficiency</b> – safeguard land required for supply chain infrastructure to maximise the effective operation of the port
	<b>Infrastructure utilisation</b> – locate port-related development to support efficient operation of supply chain infrastructure
	<b>Industrial opportunities</b> – coordinate port and supply chain infrastructure to support emerging industries
Community	<b>Community safety</b> – provide for the safety and security of people, shipping, and property
	<b>Connection to country</b> – recognise the ongoing cultural and spiritual connection the Juru people have with Land and Sea Country and advance knowledge, culture and tradition <sup>1</sup>

1. The master plan supports working with Traditional Owners to advance Aboriginal and Torres Strait Islander interests in land use planning to value, protect and promote Aboriginal and Torres Strait Islander knowledge, culture and tradition.

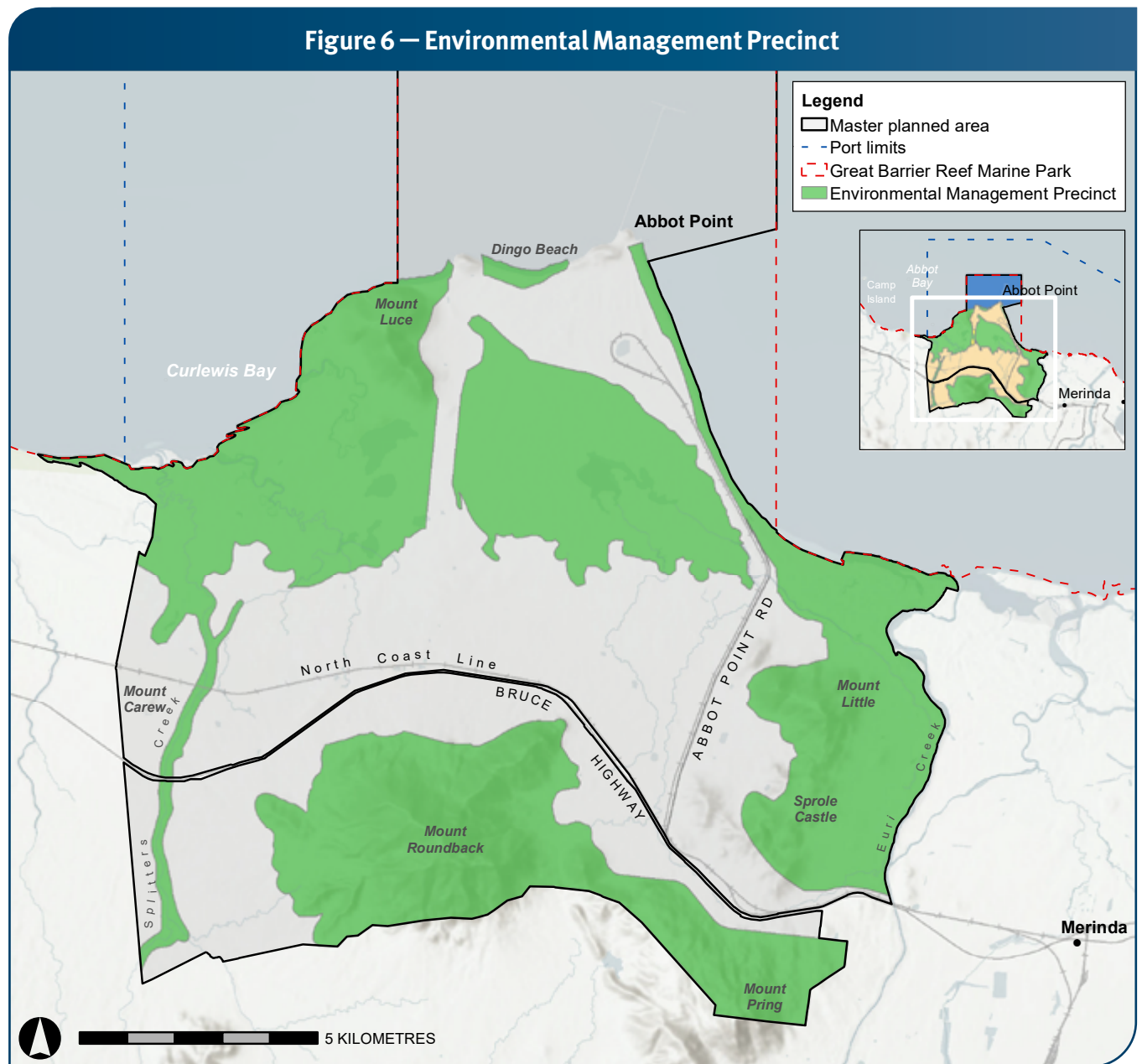
## Desired outcomes

The desired outcomes for the master planned area will contribute to achieving the strategic vision. Outcomes may align with more than one state interest.

State interest	Desired outcomes
Management of port-related development	<b>Port optimisation</b> – land and marine areas are optimised for port operations and associated industries
	<b>Capital dredging</b> – capital dredging is undertaken, where necessary, to support the safe and efficient growth of the priority Port of Abbot Point
	<b>Maintenance dredging</b> – maintenance dredging is undertaken to ensure safe and efficient navigation of waterways in accordance with relevant legislative requirements
Economic	<b>Industrial powerhouse</b> – port development and related industries of state and national significance are encouraged
	<b>Employment opportunities</b> – sustainable development and trade diversification create regional job opportunities
	<b>Extractive resources</b> – the strategic value of extractive resources and other minerals is recognised
	<b>Emerging industry</b> – the establishment and growth of emerging industries is enabled
Environment	<b>Beneficial re-use</b> – material generated from capital dredging is beneficially re-used
	<b>Sustainable port development</b> – environmental values and ecological processes are protected, including the Caley Valley Wetlands and values that contribute to the OUV of the GBRWHA
	<b>Leading environmental practice</b> – existing federal and state legislation, planning processes and policies are addressed to achieve leading practice in a Great Barrier Reef context
Infrastructure	<b>Supply chain infrastructure</b> – critical supply chain corridors and infrastructure are protected including connections between port operations and areas of industrial development
	<b>Common user infrastructure</b> – infrastructure is planned and provided to support changing technologies, facilitate use by multiple proponents and promote port utilisation
	<b>Optimised infrastructure</b> – the capacity of port and supply chain infrastructure is optimised
Community	<b>Health and safety</b> – industrial activities including hazardous chemical facilities are designed, located and managed to minimise risks to human health and safety and the built environment
	<b>Cultural significance</b> – development and activities are managed to afford protection to cultural heritage and connections with Land and Sea Country

# Appendix C – Precincts

## Environmental Management Precinct



## Purpose

The purpose of the Environmental Management Precinct is to preserve areas of environmental and cultural significance.

## Description

The precinct comprises areas of environmental or cultural significance to be protected from potential adverse impacts. Significant areas include habitat for endangered or vulnerable species, landforms, coastal dunes, marine plants and other values that contribute to the local expression of the OUV of the GBRWHA, including the Caley Valley Wetlands and areas of significance to the Juru people.

## Outcomes

- The health and resilience of biodiversity is maintained or enhanced.
- Cultural values, ecological processes and habitat connectivity are protected.
- The water quality of wetland areas, such as the Caley Valley Wetlands and associated hydrological processes, ecosystem functions and species richness are protected.
- Potential adverse impacts on marine and intertidal areas, especially light and water quality impacts, are minimised.
- Essential infrastructure to service adjoining industry may only be located in this precinct if other Environmental Management Precinct outcomes are achieved.

## EMF objectives

Development avoids, mitigates and/or offsets potential impacts (direct, indirect and cumulative) on environmental values within and surrounding the precinct with particular regard to:

- freshwater and estuarine water quality and hydrological processes that support aquatic ecosystems
- marine plants including mangroves, saltmarsh, seagrass, macroalgae
- coastal processes
- marine reptiles, marine mammals and migratory marine species
- terrestrial vegetation communities and regional ecosystems
- listed threatened and migratory species and associated habitat
- threatened ecological communities under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act)
- surface water and groundwater resources, including water quality that supports aquatic ecosystems and hydrological processes
- turtle nesting areas
- wetlands of High Ecological Significance.

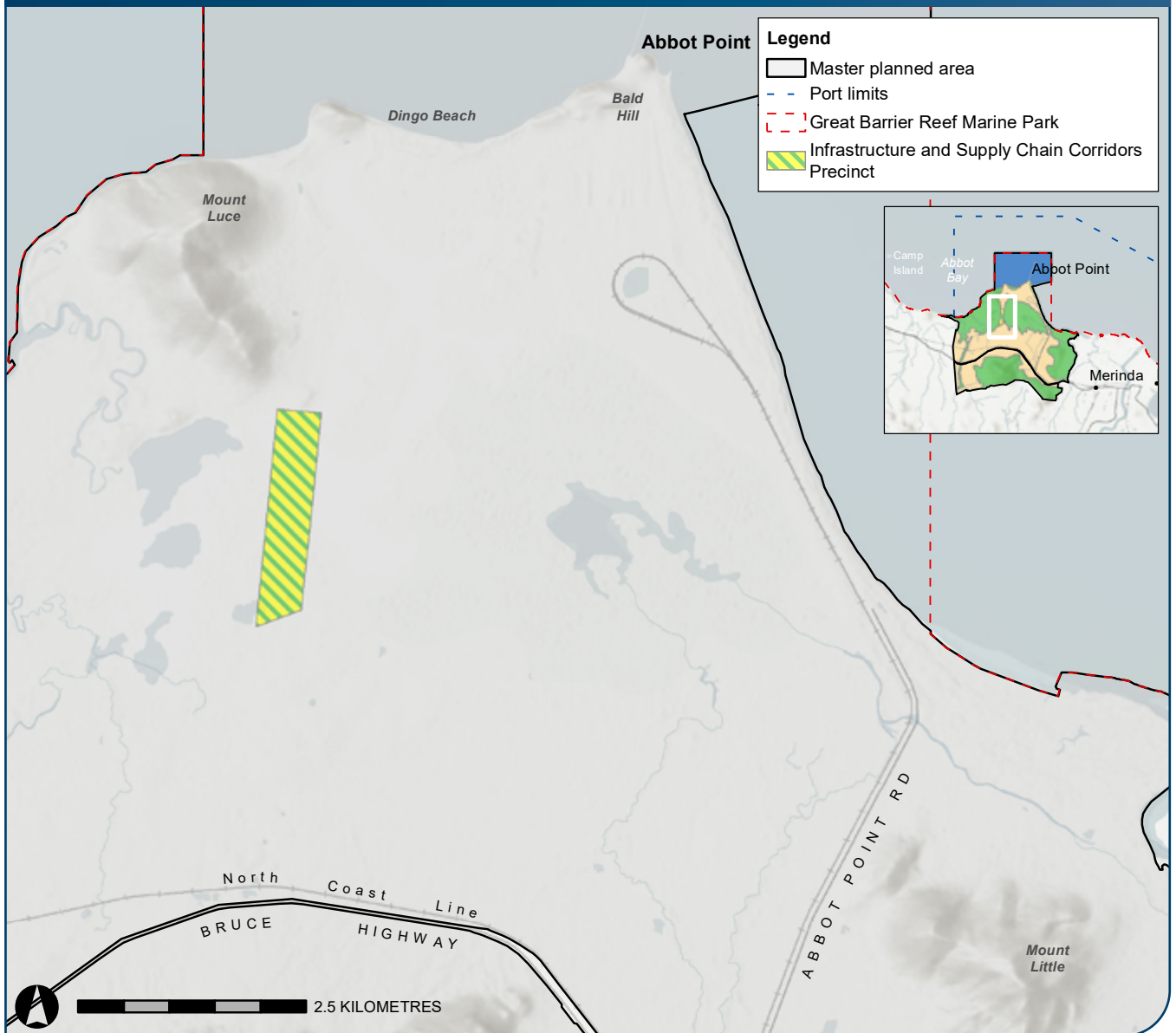
Development protects areas of cultural significance for the Juru people to maintain the ongoing connection to Land and Sea Country.

Development protects and enhances ecological processes of the Caley Valley Wetlands including:

- biological integrity and hydrological processes of the wetland system
- mangroves, saltmarsh and other marine plant communities
- conservation of habitat and connectivity for threatened and migratory species under the EPBC Act and *Nature Conservation Act 1992* (NC Act).

# Infrastructure and Supply Chain Corridors Precinct

Figure 7 — Infrastructure and Supply Chain Corridors Precinct



## Purpose

The purpose of the Infrastructure and Supply Chain Corridors Precinct is to safeguard land for infrastructure that supports the sustainable development of the port, providing a connection between parcels of land in the Port, Industry and Commerce Precinct.

## Description

The precinct provides a new multi-user infrastructure corridor to accommodate transport, pipelines, telecommunications, powerlines, conveyors and other required infrastructure. The precinct facilitates the development and efficient operation of the port and enables new industrial and trade development opportunities.

## Outcomes

- Corridors are safeguarded to support the safe and efficient operation of the port and port-related industrial uses.
- The safe and efficient operation and management of supply chain infrastructure is maintained or enhanced.
- Environmental and cultural values are protected from adverse impacts of development.
- The water quality of wetland areas, such as the Caley Valley Wetlands, and associated hydrological processes are protected.
- Multi-user infrastructure is facilitated where practical.

## EMF objectives

Development avoids, mitigates and/or offsets potential impacts (direct, indirect and cumulative) on environmental values within and surrounding the precinct with particular regard to:

- freshwater and estuarine water quality and hydrological processes that support aquatic ecosystems
- marine plants
- terrestrial vegetation communities and regional ecosystems
- listed threatened and migratory species and associated habitat
- surface water and groundwater resources, including water quality that supports aquatic ecosystems and hydrological processes
- wetlands of High Ecological Significance.

Development protects areas of cultural significance for the Juru people to maintain the ongoing connection to Land and Sea Country.

Development protects and enhances ecological processes of the Caley Valley Wetlands including:

- biological integrity and hydrological processes of the wetland system
- mangroves, saltmarsh and other marine plant communities
- conservation of habitat and connectivity for threatened and migratory species under the EPBC Act and NC Act.

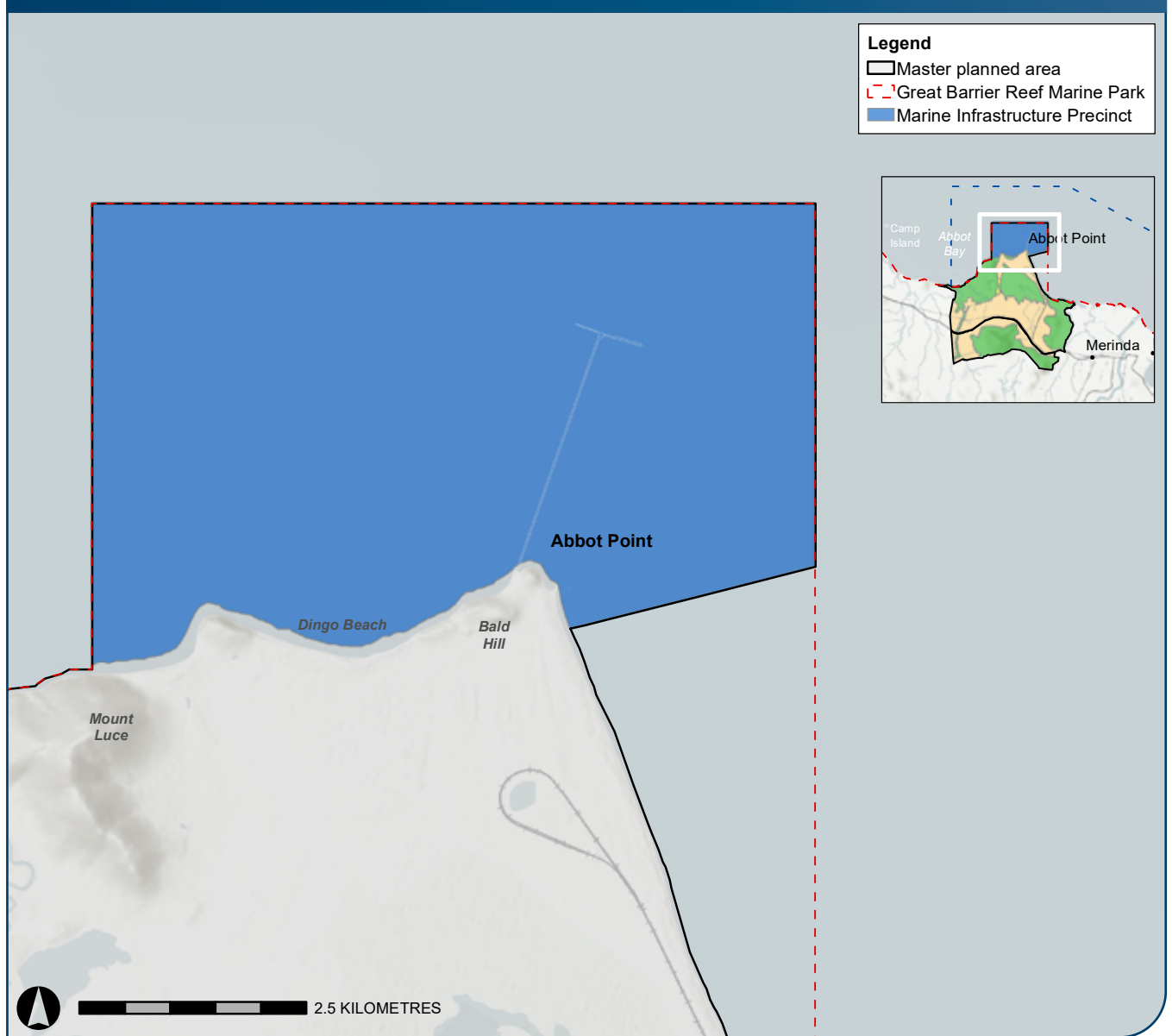
Infrastructure is located, designed and operated to minimise potential impacts on groundwater and catchment hydrology.

Adaptive management controls are applied to respond to sea level rise and associated changes to coastal processes.

Monitoring and reporting provide a transparent framework with public access to information on ecosystem health and resilience.

# Marine Infrastructure Precinct

Figure 8 — Marine Infrastructure Precinct



## Purpose

The purpose of the Marine Infrastructure Precinct is to make provision for marine-based port infrastructure.

## Description

This precinct accommodates existing and future port facilities including offshore jetty structures, breakwaters, swing basins, berth pockets and onloading and offloading facilities.

Development to establish new infrastructure and increase the port's capacity may require capital dredging and/or reclamation within this precinct.

## Outcomes

- Marine-based infrastructure is designed and operated to optimise its effectiveness and efficiency.
- Sensitive marine areas are protected from the adverse impacts of development.
- Adverse impacts on marine life, especially light and water quality impacts, are minimised.
- The safe navigation and operation of port waterways are maintained or enhanced by capital or maintenance dredging (and associated works).
- Material from capital dredging must only be placed within the precinct if beneficially re-used.

## EMF objectives

Development avoids, mitigates and/or offsets potential impacts (direct, indirect and cumulative) on environmental values within and surrounding the precinct with particular regard to:

- estuarine water quality and hydrological processes that support aquatic ecosystems
- marine plants including mangroves, saltmarsh, seagrass and macroalgae
- coastal processes
- coral reefs including near-shore and mid-shelf reefs
- marine reptiles, marine mammals and migratory marine species
- turtle nesting areas.

Development protects areas of cultural significance for the Juru people to maintain the ongoing connection to Land and Sea Country.

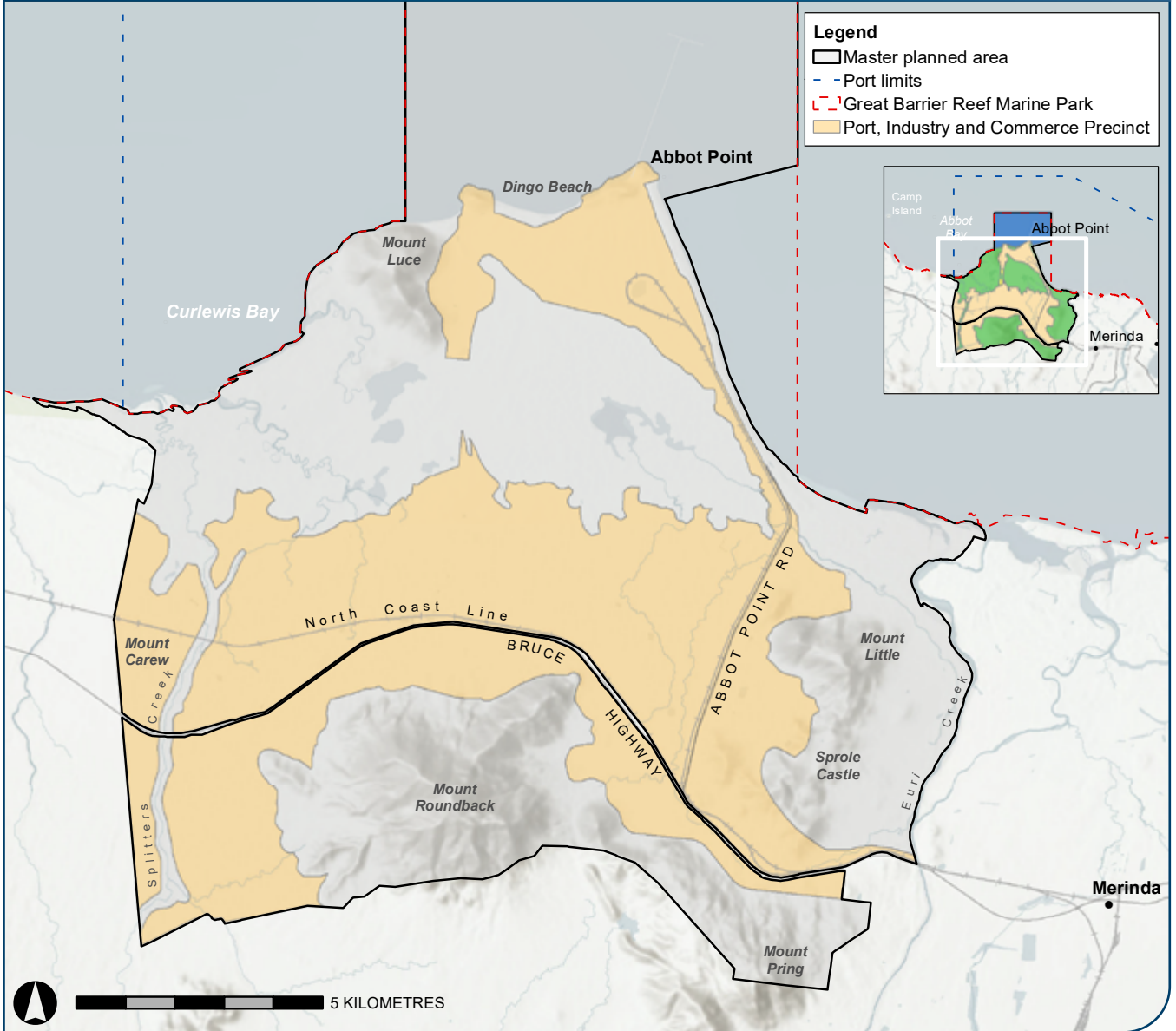
Marine infrastructure is established to balance maritime access, industrial activities and adverse impacts on the local expression of the OUV of the GBRWHA and other environmental values.

Development increases the understanding of the presence and contribution of attributes associated with the local expression of the OUV of the GBRWHA through data and information collection.



# Port, Industry and Commerce Precinct

Figure 9 — Port, Industry and Commerce Precinct



## Purpose

The purpose of the Port, Industry and Commerce precinct is to accommodate port operations, industry, port-related commercial activities, and other supporting or related development.

## Description

This is the primary industrial and commercial hub supporting growth opportunities for industrial uses and port-related development.

This precinct provides for large-scale port and industrial development, including terminal operations, emerging industries, buffer zones, associated supply chain infrastructure and corridors. This precinct benefits from its proximity to existing and proposed transport and other infrastructure.

## Outcomes

- Ongoing access to and from cargo handling areas is maintained.
- Supply chain and infrastructure corridors are appropriately located, designed and constructed to support sustainable development and optimisation of the port.
- Similar industrial and commercial activities are co-located where this would achieve land, infrastructure and supply chain efficiencies.
- The safe and efficient operation of current and future planned road and rail networks is protected, and potential corridors preserved.
- Long-term efficient utilisation of the port and industrial land is prioritised to maximise trade opportunities.
- Appropriate buffer zones/separation distances around industrial installations are provided.

## EMF objectives

Development avoids, mitigates and/or offsets impacts (direct, indirect and cumulative) on environmental values within and surrounding the precinct with regard to:

- marine and estuarine water quality and hydrological processes that support aquatic ecosystems
- marine plants
- threatened ecological communities
- terrestrial vegetation communities and regional ecosystems
- listed threatened and migratory species and associated habitat
- surface water and groundwater resources, including water quality that supports aquatic ecosystems and hydrological processes
- turtle nesting areas
- wetlands of High Ecological Significance.

Development minimises impacts to connectivity between areas of the Environmental Management Precinct to the greatest extent possible.

Development protects and enhances ecological processes of the Caley Valley Wetlands including:

- biological integrity and hydrological processes of the wetland system
- mangroves, saltmarsh and other marine plant communities
- conservation of habitat and connectivity for threatened and migratory species under the EPBC Act and NC Act.

Development protects areas of cultural significance for the Juru people to maintain the ongoing connection to Land and Sea Country.

Development increases the understanding of the presence and contribution of attributes associated with the local expression of the OUV of the GBRWHA through data and information collection.

# Appendix D – Potential impacts on environmental values

## Indigenous cultural heritage

Loss and/or degradation of Indigenous cultural heritage sites due to port-related development and increased access to these sites

## Marine and estuarine water quality

Increased sedimentation and turbidity from maintenance and/or capital dredging

Elevated levels of sediment, nutrient and contaminants from stormwater runoff and from other construction and operational activities

Disturbance of acid sulfate soils during construction and operational activities

## Coastal processes

Changes to coastal processes such as currents, waves and sediment transport due to development of port-related infrastructure

## Marine plants

Loss and/or reduced quality of marine plant habitat including mangroves, saltmarsh, macroalgae and seagrass communities due to direct clearing and/or removal and the introduction of pests and seed species

Changes to coastal processes resulting in erosion and accretion of sediment leading to loss of marine plants and/or reduction of habitat quality

Impacts to marine plants and/or reduction of habitat quality due to stormwater runoff, air emissions and discharges

## Coral reefs

Loss of coral reefs and coral habitat through development of port-related infrastructure

Changes to coastal processes, including altered sediment transport impacting coral reefs, habitat and/or reduction of habitat quality

Loss of coral reefs, habitat and/or reduction of habitat quality due to stormwater runoff, air emissions and discharges

## Fisheries resources and declared fish habitat areas

Loss of fish and fish habitat and/or reduction of habitat quality through development of port-related infrastructure, including vessel strike or entrapment, altered flow paths and water availability

Changes to coastal processes and/or surface water resources, including altered sediment transport leading to loss of fish, fish habitat and/or reduction of habitat quality and connectivity

Stormwater runoff, emissions and discharges from port-related development causing a loss of fish habitat and/or decline in fish habitat quality

Elevated levels of noise, vibration and lighting from port-related development resulting in fish species and fish habitat loss from port-related development

## Marine reptiles, marine mammals and marine migratory species

Loss of individuals and habitat through development of port-related infrastructure including mortality or injury due to vessel strike or entrapment

Changes to coastal processes, including altered sediment transport resulting in a loss of habitat and/or decline of habitat quality

Stormwater runoff, air, noise, vibration, and light emissions and discharges from port-related development causing a loss of habitat and/or decline in habitat quality

### **Terrestrial vegetation communities and ecosystems**

Loss of individuals and habitat through clearing of terrestrial vegetation communities and ecosystems

Stormwater runoff, air emissions and discharges resulting in a loss of habitat and/or decline of habitat quality

Modification to surface water and groundwater resources from construction and operational activities causing a loss of habitat and/or reduced habitat quality

Increased weeds and pests from port-related development causing a loss of habitat and/or reduction of habitat quality

### **Listed threatened and migratory species**

Loss of threatened and migratory species and their habitat due to clearing of terrestrial vegetation communities and ecosystems for port-related development

Stormwater runoff, air emissions and discharges from port-related development causing a decline in quality of habitat and/or loss of species

Modification to surface water and groundwater resources from construction and operational activities causing a loss of habitat and/or reduction of habitat quality

Injury or mortality of listed threatened and migratory species due to port-related activities such as through vessel strike

Elevated levels of air, noise, vibration and lighting emissions from port-related development resulting in reduced habitat quality

Increased weeds and pests from port-related development causing a loss of habitat and/or reduced habitat quality

### **Surface water resources**

Elevated levels of sediment, nutrient and contaminants from stormwater runoff and from other construction and operational activities

Disturbance of acid sulfate soils during construction and operational activities

Modification to surface water resources, including altered flow paths and water availability due to construction and operational activities such as earthworks

### **Groundwater**

Altered groundwater resource availability and quality along with surface water resource connectivity due to construction and operational activities

### **Wetlands, including Caley Valley wetlands**

Clearing and/or loss of wetland habitat due to the development of port-related infrastructure

Stormwater runoff, emissions and discharges causing a decline in quality and/or loss of wetland habitat from port-related development

Loss of wetland habitat and/or a decline in quality due to surface water and groundwater resource modification from operational and construction activities

Elevated levels of air, noise, vibration and light emissions impacting wetland habitat quality and migratory species

Increased weeds and pests causing a decline in quality and/or loss of wetland habitat due to port-related development

**Social values associated with amenity**

Increased road traffic and associated road safety management issues due to construction and operational activities

Elevated levels of air, noise, vibration, light emissions and altered visual amenity of port land and surrounding areas due to construction and operational activities

**Social values associated with industrial safety**

Industrial incident from port-related development causing harm and/or health impacts to the workforce

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

Category	Local attribute	Relevant Outstanding Universal Value criteria and contribution classifications				Summary of the key environmental values
		vii	viii	ix	x	
Corals	Coral reefs (400 species of corals in 60 genera)				Min	<p>Coral reefs exist within the Abbot Point region and consist of near-shore and mid-shelf reefs. Reef communities comprising hard and soft corals exist at Camp Reef, Middle Island Reef, Holbourne Island, Stone Reef, North Head Reef and Thomas Reef. Coral diversity at Camp Island and Holbourne Island is dominated by fast growing species including <i>Acropora</i> and <i>Montipora</i>.</p> <p>The inshore reefs of the region are relatively small and limited in extent compared to other inshore reefs. They have relatively low diversity and low cover.</p> <p>Inshore reefs have persisted over time, despite the climatic fluctuations driven mainly by cyclonic disturbances. As these reefs are relatively isolated from other systems, they tend to be regenerative.</p> <p>The size and density of inshore reefs are not the result of mass spawning events more commonly associated with mid shelf and outer reefs. Local spawning is important for the ongoing presence of inshore reefs, but it is not the result of the mass spawning phenomenon important for reef persistence across the wider GBRWHA.</p>
	Coral reef ecosystem		Min			
	Inshore fringing reefs, mid-shelf reefs, and exposed outer reefs		Min			
	Hard and soft corals	Min				
	Coral reefs, sand banks and coral cays			Min		
	Coral spawning	Min				
Mangroves	Diversity of mangroves				Mod	<p>The Caley Valley Wetland contains approximately 673 hectares of mangrove forests in the western estuarine zone where mangroves are associated with three tidal channels flowing in Curlewis Bay and Saltwater Creek.</p> <p>To the south, mangroves are associated with the tidal channels of Euri Creek and Menilden Creek.</p> <p>Milky mangrove (<i>Excoecaria agallocha</i>) is the dominant mangrove species in the Saltwater Creek area, while the Red mangrove (<i>Rhizophora stylosa</i>) and Yellow mangrove (<i>Ceriops tagal</i>) dominate in the western estuarine zone of Caley Valley Wetlands</p> <p>There are small areas of mangroves present on Cape Upstart Island, North Head Island and Stone Island.</p>
	Vast mangrove forests	Mod				

Category	Local attribute	Relevant Outstanding Universal Value criteria and contribution classifications				Summary of the key environmental values
		vii	viii	ix	x	
Seagrass and macroalgae	Beds of <i>Halimeda</i> algae			Min		Three species of <i>Halimeda</i> have been recorded within areas of low mud content substrate.
	Diversity of seagrass				Min	The algae coverage at inshore fringing reefs in the study area fluctuates seasonally. Camp Island monitoring sites were dominated by <i>Sargassum</i> and Holbourne Island was dominated by <i>Padina</i> .  Seagrass and macroalgae occurs in the inshore and offshore areas, the cover of which fluctuates seasonally. Seagrass presence is typical of other inshore areas throughout the region.
Marine turtles	Marine turtles				Min	Species of marine turtle include: Loggerhead turtle, Green turtle, Leatherback turtle, Hawksbill turtle, Olive-ridley turtle and Flatback turtle.
	Green turtle breeding	Min			Min	
	Nesting turtles	Min				There are low levels of nesting by Green turtles within port limits, with foraging and breeding areas at Edgecumbe Bay. Small populations reside inside and adjacent to the mouths of Saltwater Creek and Euri Creek.  While all breeding is important the contribution to population recruitment compared to other breeding areas is low.
Marine mammals	Migrating whales	Min				Humpback whale adults and calves have been recorded within the coastal waters of Abbot Point, potentially using the area for resting on their southern migration from calving grounds. No aggregations areas are known to exist near the port.
	Species of whales				Min	
	Dugong				Min	
	Species of dolphins				Min	This area is of low conservation importance for Dugongs. Dugongs may forage in the seagrass beds as they move between the Dugong Protection Areas to the north at Upstart Bay (44 kilometres north-west of Abbot Point) and Dugong Sanctuary at Edgecumbe Bay (35 kilometres south-east of Abbot Point).  The Indo-Pacific Humpback dolphin and the Australian Snubfin dolphin have been recorded during surveys of the Abbot Point marine area. The Abbot Point area provides suitable habitat for these species which prefer shallow (<20 metres deep) coastal waters. In addition, the creek mouths and seagrass beds provide suitable preferred habitat for the Snubfin dolphin.

Category	Local attribute	Relevant Outstanding Universal Value criteria and contribution classifications				Summary of the key environmental values
		vii	viii	ix	x	
Landscapes and Seascapes	Green vegetated islands	Min				<p>There are six islands present within or adjacent to the study site. Holbourne Island vegetation includes over 90 species of plants and four regional ecosystems including <i>Pisonia grandis</i>, <i>Xanthorrhoea latifolia</i> subsp. <i>latifolia</i> shrubland and <i>Timonius timon</i> shrubland. <i>Pandanus</i> and coastal she oaks are present as a small aggregate on a fore dune on the southern headland.</p> <p>The other islands with a lesser coverage and diversity of vegetation and include Camp Island, Gloucester Island, Stone Island, Middle Island and North Head Island.</p>
	Vegetation of the cays and continental islands			Min		
	Vegetated mountains	Min				
	Unique and varied seascapes and landscapes		Min			<p>A variety of seascapes and landscapes exist in the study area and surrounds including Mount Roundback, Mount Little, Mount Luce, wetlands, mangroves, sand beaches, mudflats, open water, coastal islands and coral reefs.</p>
	Significant diversity of reef and island morphologies that reflects ongoing geomorphic, oceanographic and environmental processes			Min		
	Superlative natural beauty	Mod				<p>Large aggregations of shorebirds, seabirds and migratory birds at the Caley Valley Wetlands.</p> <p>Ocean and island vistas.</p>
Species diversity	Over 4000 species of molluscs and over 1500 species of fish, plus a great diversity of sponges, anemones, marine worms, crustaceans			Min		<p>Marine fish are present in Fish Habitat Areas adjacent to the project site and the seagrass and reef habitats within the project site.</p> <p>There are a small number of mid-shelf and inshore reefs within the study area and surrounds which support reef fish communities.</p>
	Thousands of species of reef fish	Min				<p>Low density benthic macroinvertebrates populations in deepwater areas at Abbot Point. Diversity is high and typical of deepwater communities found elsewhere in the region.</p> <p>Reef communities in the area are not extensive or unique. Associated reef fish communities reflect the limited reef communities. It has been estimated that there are approximately 132 species of reef fish from 51 families in this region.</p>



Category	Local attribute	Relevant Outstanding Universal Value criteria and contribution classifications				Summary of the key environmental values
		vii	viii	ix	x	
	Diversity supporting marine and terrestrial species (global conservation significance)				Sig	<p>The Caley Valley Wetland is a nationally important wetland which provide habitat for large numbers of seabirds and shorebirds, including threatened and migratory species. It supports a significant population of waterbirds with over 40,000 birds and 154 bird species recorded. This wetland, while not in the GBRWHA, provides connectivity between the wetland and the World Heritage Area.</p> <p>Holbourne Island also provides bird nesting habitat.</p> <p>Species present include the Red knot, Curlew sandpiper, Great knot, Great sand plover, Lesser sand plover, Bar-tailed godwit, Australian painted snipe, Red-necked Stint, Sharp-tailed sandpiper, Latham's snipe and Great egret caspian tern.</p>
	Plant species and endemism (species being unique to a defined geographic location)				Min	<p>One Threatened Ecological Community, the Semi-evergreen vine thickets of the Brigalow Belt (North and South) and Nandewar Bioregions are recorded. Listed flora species include <i>Ristida granitica</i>, <i>Dicanthium setosum</i>, <i>Eucalyptus raveretiana</i>, <i>Omphalea celata</i> and <i>Ozothamnus eriocephalus</i>.</p>
	Important role of birds, such as the pied imperial pigeon, in processes such as seed dispersal and plant colonisation			Min		<p>The seed dispersal role played by birds is important in terrestrial environments and particularly to help maintain biological and genetic diversity between vegetated islands and the mainland. The Imperial pigeon for instance migrates daily as flocks from the islands to the mainland rainforests to eat fruit, returning to the islands at dusk. These environments are limited and sparse in the Abbot Point area and as such the ecological role of birds in spreading seeds is minor.</p>
	Breeding colonies of seabirds and marine turtles	Sig				<p>Nineteen listed bird species (EPBC Act) are known to or likely to occur in the study area. Seven species had habitat or roosting areas within the study area including the Red knot, Curlew sandpiper, Great knot, Great sand plover, Lesser sand plover, Bar-tailed godwit and Australian painted snipe.</p>
	242 species of birds				Sig	
	22 seabird species breeding				Sig	<p>The Caley Valley Wetlands is an important habitat for listed birds and overall species diversity. It has a significant number of shorebirds and suitable migratory shorebird habitat. Six migratory bird species have large populations in the wetland including the Red-necked stint, Sharp-tailed sandpiper, Latham's snipe, Great egret caspian tern and the endangered Australian painted snipe.</p>
<b>Coastal processes</b>	Cross-shelf, longshore and vertical connectivity			Min		<p>Offshore areas form part of the larger longshore connections within the Great Barrier Reef lagoon.</p>

# Appendix F – Priority management measure

## Priority port master planning

Master planning for priority ports is mandated under the Ports Act and is listed as a support program in the *Reef 2050 Long-Term Sustainability Plan*.

Priority port master planning provides a strategic and coordinated approach to managing port-related development and considers issues such as marine and land-based impacts, and port and supply chain infrastructure optimisation. Master planning ensures that the OUV of the GBRWHA is an intrinsic consideration in managing port-related development.

Master planning provides for strategic direction on the sustainable development of the priority Port of Abbot Point and balances this with the long-term protection of environmental values, including the Caley Valley Wetlands

## Draft master plan for the priority Port of Abbot Point

The master plan recognises Abbot Point is strategically important to the region's economic prosperity, and sustainable development will involve balancing environmental, cultural values, and economic imperatives. The master plan applies to the master planned area, which encompasses land and marine areas needed for efficient development and operation of Abbot Point. The strategic vision from the master plan for the priority Port of Abbot Point is underpinned by state interests:

*'The priority Port of Abbot Point will be a critical gateway for significant industries and emerging trade opportunities driving the long-term growth of Queensland. Sustainable port development will manage the diverse environment, rich cultural and social values contributing to the protection of the Outstanding Universal Value of the Great Barrier Reef World Heritage Area and the Caley Valley Wetlands.'*

The master plan includes an EMF that describes the interaction of port-related development with environmental values, focused on the local expression of OUV of the GBRWHA. In summary, the EMF:

- identifies and maps environmental values in the master planned area and surrounding areas, including the Caley Valley Wetlands and other values that contribute to the OUV of the GBRWHA
- identifies any impacts development in the master planned area may have on the environmental values
- states objectives, and measures (PMMs), for managing the impacts.

The EMF includes a PMM for the Caley Valley Wetlands, which states:

*'Prepare and implement a coordinated management strategy which integrates economic, environmental and cultural values to protect and enhance the Caley Valley Wetlands.'*

The master plan is implemented for the master planned area through the port overlay, a regulatory instrument under the Ports Act. The port overlay describes how the PMM is to be implemented, as part of the broader regulatory framework. This appendix of the port overlay provides information on the purpose and requirements for the PMM, and the entities responsible for its implementation.

**Figure 10** describes how the PMM relates to the master plan and port overlay.

**Figure 10 — Priority Port of Abbot Point Caley Valley Wetlands Coordinated Management Strategy**

### Master plan

The master plan’s Environmental Management Framework identifies the priority management measure to manage potential impacts – priority Port of Abbot Point Caley Valley Wetlands Coordinated Management Strategy.

### Port overlay

The port overlay is the regulatory instrument that gives effect to the priority Port of Abbot Point Caley Valley Wetlands Coordinated Management Strategy as a priority management measure. It outlines the purpose, requirements, responsibilities and implementation.

### Priority management measure

#### Priority Port of Abbot Point Caley Valley Wetlands Coordinated Management Strategy objectives:



Support long-term sustainable development by outlining how the wetlands can be protected



Facilitate future sustainable development and provide certainty to industry



Promote coordination across landholders, jurisdictions, and proponents in the master planned area



Outline an evidence-based adaptive management program

# Coordinated Management Strategy

## Purpose

The Caley Valley Wetlands Coordinated Management Strategy (CMS) is proposed as a PMM to support long-term sustainable development of the master planned area. It outlines how the wetlands can be protected while also facilitating future development and providing certainty to industry.

The purpose of the CMS is to use a whole-of-system, values-based framework to:

- identify and understand the cultural and environmental importance of the wetlands
- identify how the wetland system functions and supports values, processes and services of the system
- describe potential future pressures, including direct, indirect and cumulative impacts from activities across the master planned area, and establish clear guidelines on how impacts on the wetlands can be managed
- inform infrastructure corridor and industrial development in the master planned area
- outline specific objectives, targets and management measures to protect and enhance the wetlands, and manage potential direct, indirect and cumulative impacts
- establish monitoring and maintenance requirements to inform adaptive management
- provide a transparent approach to management and stakeholder engagement
- support evidence-based decision making and assessment processes
- integrate the principles of ecologically sustainable development into planning, management and decision-making processes for the wetlands.

Coordination is a central concept of the strategy and should be considered across landholders, jurisdictions and proponents in the master planned area. The strategy will be an evolving and active process, incorporating new projects and scientific findings as they arise. The strategy will also be informed by feedback from key stakeholders.

This PMM will operate with existing regulatory requirements for individual projects. Proponents must still undertake all relevant assessments and obtain all statutory approvals.

## Approach

The CMS supports a consistent, adaptive management approach on how the wetlands can be protected and enhanced during the process of establishing and operating infrastructure and industrial development in the master planned area.

### Environmental and cultural values

The CMS will utilise existing monitoring data and environmental studies, and additional data where required, to:

- identify and understand the characteristics that support the health and integrity of the wetlands, including:
  - values (for example, flora, fauna, soil, water)
  - ecological processes (for example, hydrology of all water zones, geological processes, coastal processes)
  - ecosystem services (for example, erosion control, regulation of water conditions, biological control of pests and weeds, spiritual and social interaction/connection)
- identify the broader landscape (catchment) and the values, processes and services provided by this system
- identify how the Caley Valley Wetlands interact with this broader catchment, including connections to the GBRWHA
- identify the stakeholders and beneficiaries of the values, processes and services
- recognise the ongoing cultural and spiritual connection of the Juru people with the wetlands
- outline potential direct, indirect and cumulative impacts on environmental and cultural values
- establish conservation objectives and targets to protect and enhance the values and ecological processes aligned with federal and state legislation
- establish baseline data for the wetlands.

The assessment of values should include supporting mapping where available and appropriate.

### Management measures

The CMS will define management measures to be delivered during project development and operational phases including:

- infrastructure location, design and approval conditions to manage development activities
- studies and engagement on options to protect and enhance the wetlands
- adaptive land management controls and rehabilitation activities to enhance the long-term ecological condition of the wetlands

- ongoing monitoring requirements, including access to consolidated environmental monitoring data across multiple entities to inform adaptive management, promote transparency and improve understanding and ongoing management of the wetlands
- potential strategic offsetting opportunities to support the health and integrity of the wetlands.

These measures will apply to activities in the master planned area that have a direct, indirect or cumulative impact on the wetlands. These measures support the long-term protection of the Caley Valley Wetlands.

## Implementation

The port overlay supports existing planning and development decision-making processes in the master planned area. The CMS, as part of the port overlay, seeks to build upon existing processes and engagement to facilitate sustainable development opportunities that reflect the strategic vision of the master plan.

NQBP, CG and Economic Development Queensland are primary landholders within the master planned area and have a role in management of land and marine areas, in partnership with project proponents and the Juru people.

The Ports Act provides for implementation of the CMS through assessment and planning processes under the Transport Infrastructure Act and SDPWO Act.

As part of the plan-making process, decision makers will need to integrate the PMM into instruments to ensure the master plan is implemented in a way that balances, environmental, cultural and economic outcomes.

## Entities responsible for the PMM

The entities responsible for the PMM are the authorities responsible for decision making under each of the following regulatory instruments:

- NQBP for the Port of Abbot Point Land Use Plan in accordance with Sections 21 and 27 of the Ports Act
- the CG for the APSDA Development Scheme in accordance with Section 32 of the Ports Act.

While there is no statutory effect for other entities outside of assessment and planning processes under the Transport Infrastructure Act and SDPWO Act, the CMS should be considered by:

- landholders within and surrounding the wetlands to ensure a coordinated approach to management (for example, the Minister for State Development, Infrastructure, Local Government and Planning)
- government agencies reviewing environmental impact statements or development applications to integrate CMS requirements into impact management processes
- proponents preparing project assessment documentation relevant to the master planned area.

## Stakeholders and governance

The CMS should also address the following matters:

- roles and responsibilities
- governance structure to ensure appropriate oversight and independent technical advisory roles
- processes for coordination of stakeholders
- implementation of objectives, measures and monitoring
- reporting and adaptive management, including regular review of monitoring data and outcomes
- funding arrangements
- stakeholder consultation, including those associated with prospective development.

## Review

Including the CMS as a PMM in the master plan and port overlay provides for a statutory review of implementation effectiveness at least every 10 years as required by the Ports Act.

Additional, more frequent reviews of the CMS may be required for:

- adaptive monitoring, reporting and management to determine whether the management measures are effective, and if conservation objectives/targets are achieved
- governance arrangements to ensure appropriate oversight, membership and funding
- revising the CMS to align with strategic policy directions.

# Appendix G – Dictionary

Term	Definition
<b>adjoin (or adjoining)</b>	development that is directly adjacent (for example, shares a common boundary)
<b>development</b>	as defined in the Planning Act
<b>environmental value</b>	as defined in the <i>Environmental Protection Act 1994</i>
<b>local attributes of the OUV of the GBRWHA</b>	see the master plan for the priority Port of Abbot Point
<b>local planning instrument</b>	as defined in the Planning Act
<b>master plan</b>	has the same meaning as in the Ports Act, however for this port overlay means see the master plan for the priority Port of Abbot Point
<b>master planned area</b>	has the same meaning as in the Ports Act, however for this port overlay means all of the area shown in <b>Appendix A</b>
<b>OUV</b>	as defined in the <i>United Nations Educational, Scientific and Cultural Organisation Operational Guidelines</i> for the Implementation of the World Heritage Convention means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community.
<b>port optimisation</b>	the act of making a port system, design or decision as effective or functional as possible. This may include making efficient use of strategic port land, berths and/or land-based facilities, ability to control berthing allocations and scheduling, minimising capital-intensive marine-based infrastructure, minimising the distance between land-based facilities and berths and/or minimising capital or maintenance dredging.
<b>port overlay</b>	has the same meaning as in the Ports Act
<b>precincts</b>	zones of development for specific areas within the proposed master planned area (see <b>Appendix C</b> )
<b>priority management measures</b>	has the same meaning as in the Ports Act
<b>priority port</b>	has the same meaning as in the Ports Act
<b>supply chain infrastructure</b>	infrastructure, services and utilities identified as critical to supporting the future functioning of priority Port of Abbot Point and its associated trade and economic growth for the region.  Note: this may include, road, rail, marine, port and other infrastructure that service the priority Port of Abbot Point and associated industrial development.

## Appendix H – Abbreviation and acronyms

Acronym / Abbreviation	Definition
APSDA	Abbot Point State Development Area
CG	Coordinator-General
CMS	Coordinated Management Strategy
EMF	Environmental Management Framework
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
GBRWHA	Great Barrier Reef World Heritage Area
NC Act	<i>Nature Conservation Act 1992</i>
NQBP	North Queensland Bulk Ports Corporation Limited
OUV	Outstanding Universal Value
Planning Act	<i>Planning Act 2016</i>
Planning Regulation	<i>Planning Regulation 2017</i>
PMM	Priority Management Measure
Ports Act	<i>Sustainable Ports Development Act 2015</i>
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i>
Transport Infrastructure Act	<i>Transport Infrastructure Act 1994</i>
TMR	Department of Transport and Main Roads
WRC	Whitsunday Regional Council



## About this artwork

The Artwork depicts the Country and the Sea that surround the Abbot Point and Bowen region - with the Great Barrier Reef, the Ocean and some of the landmarks of this area are clearly visible.

It shows how we have grown, making connections to country through roads. The artwork also shows how the birds and animals of this area, are still roaming this land. Although we have grown, it is important to maintain living together with the wildlife in this region.

Artist: Robert Paul Designs