



Brisbane Port
LAND USE PLAN
Statement of Proposal
Amendments 2026/27

June 2026



PORT of BRISBANE
Here for the future

CONTENTS





CONTENTS

1.0	Introduction	4
1.1	Purpose	5
1.2	About the Brisbane Port Land Use Plan	6
1.3	Why the Brisbane Port Land Use Plan is being amended	10
1.4	What is a Statement of Proposals?	11
1.5	Statutory requirements for the review process	11

2.0	Context for the Port of Brisbane	13
2.1	Port of Brisbane Master Plan 2023-2053	17
2.2	International and National Context	18
2.3	State and Regional Context	19
2.4	Local Context	20

3.0	Key changes proposed for the Land Use Plan	21
3.1	Overview of changes	22

4.0	Core Matters	25
4.1	What are the core matters?	26
4.2	Integration with relevant regional and local planning instruments / policies	26
4.3	Land use and development	30
4.4	Core port infrastructure	31
4.5	Valuable features	38

5.0	Consultation	41
5.1	Process	42
5.2	Making a submission	43
5.3	Next Steps	43

FIGURES

APPENDICES

FIGURE 1 – EXISTING BRISBANE CORE PORT LAND
FIGURE 2 - BRISBANE PORT LUP PRECINCT PLAN
FIGURE 3 - LAND USE PLAN REVIEW PROCESS
FIGURE 4 - CONTEXT MAP
FIGURE 5 – PROPOSED CHANGES TO LUP PRECINCTS

APPENDIX A – SUMMARY OF LUP PRECINCTS
APPENDIX B – NEW CORE PORT LAND
APPENDIX C – SUMMARY OF CITY PLAN 2014 OVERLAYS
APPENDIX D – PROPOSED STRATEGIC INVESTIGATION AREAS
APPENDIX E – CHANNEL ENHANCEMENT OVERVIEW
APPENDIX F – SUBMISSION TEMPLATE



INTRODUCTION

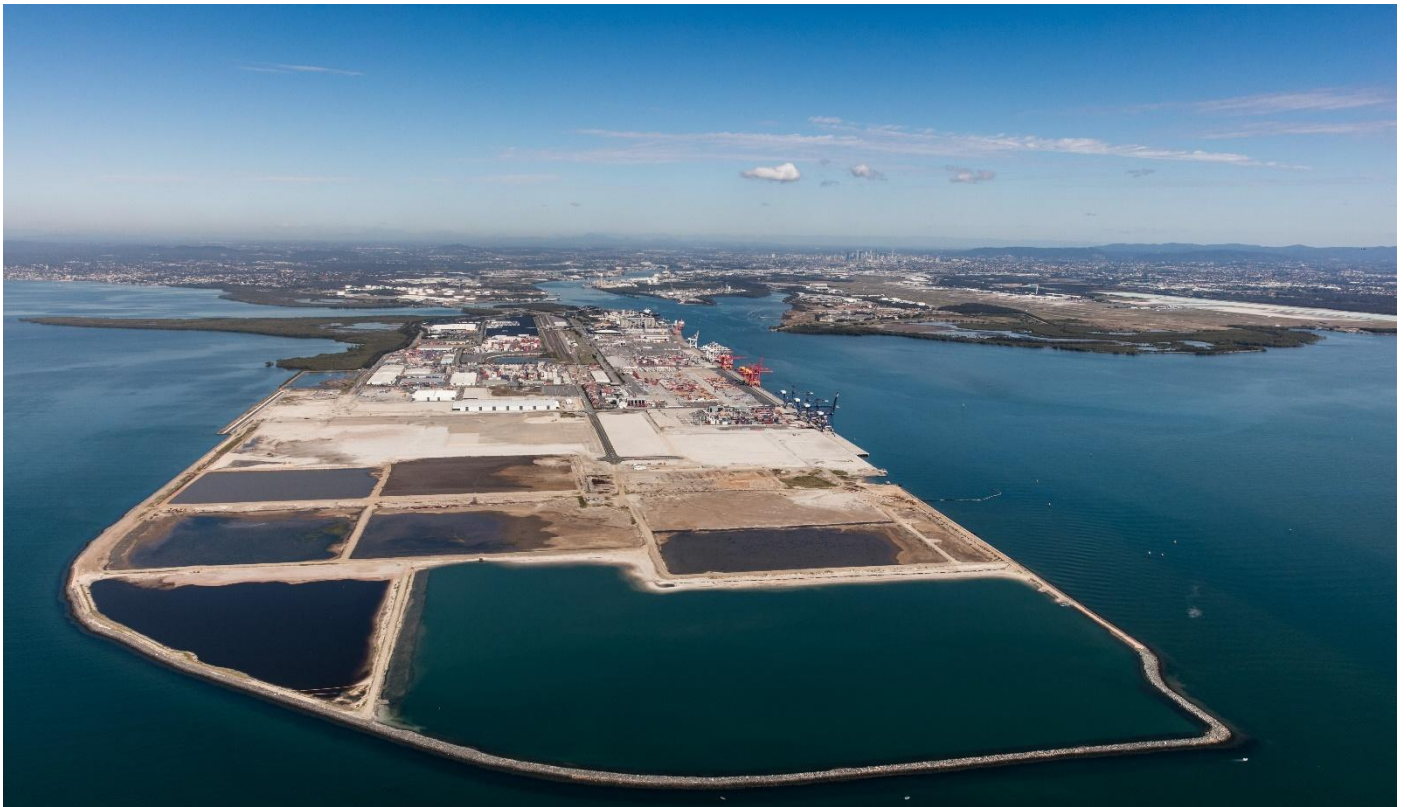
INTRODUCTION

1.1 PURPOSE

The Port of Brisbane Pty Ltd (PBPL) is proposing an amendment to the [Brisbane Port Land Use Plan 2020 \(LUP\)](#) – the key land use planning document for the management / development of Brisbane Core Port Land (BCPL).

Under the *Transport Infrastructure Act 1994* (TIA), PBPL is required to prepare a Statement of Proposals (SOP) when making or amending the LUP. The purpose of this SOP document is to:

1. Explain the policy context and driver for changes to the LUP;
2. Identify the scope of proposed amendments;
3. Identify how 'Core Matters' are to be addressed in the proposed amendments; and
4. Outline the consultation process, available information and how stakeholders can make a submission regarding the proposed LUP changes.



1

1.2 ABOUT THE BRISBANE PORT LAND USE PLAN

The Port of Brisbane is one of Australia's busiest multi-cargo ports and is Queensland's largest container port. The Port has a large and diverse property portfolio with approximately 1870 ha of land holdings adjoining the northern and southern, downstream reaches of the Brisbane River.

Figure 1 conceptually shows the land currently identified within the LUP as BCPL.

PBPL administers development and the on-going management of BCPL via the statutory parameters of the LUP inclusive of its Priority Infrastructure Interface Plan (PIIP). The LUP is also supported by PBPL's non-statutory [Technical Standards 2025](#), PortBris Vision 2060, and the Port of Brisbane Master Plan 2023-2053.

While Brisbane City Council (BCC) has no administrative or direct development assessment function over BCPL, the LUP, and the documents above, seek to correlate with and complement BCC's policies and the requirements of the Brisbane City Plan 2014.

PBPL's (non-statutory) Technical Standards 2025 outline preferred outcomes and design detail supporting the Codes and detailed requirements of the LUP. The PIIP supports the:

- delivery of services associated with port operations,
- management of infrastructure responsibilities,
- forward planning of infrastructure networks via demand analysis and assumptions, and
- consideration of infrastructure requirements associated with land use framework enabled through the LUP.

The PIIP also considers how the infrastructure within the port interfaces with the 'external' infrastructure networks that are owned or controlled by state government and local governments and private entities (i.e. entities including the Department of Transport and Main Roads (DTMR) / Maritime Safety Queensland (MSQ), BCC, Urban Utilities (UU), SEQ Water, Queensland Rail, Energex).

The Technical Standards 2025 are not addressed in this SOP. As such, this document deals solely with proposed updates and amendments to the LUP.

The LUP is a key document setting the vision for the future development and use of existing, and possible, future BCPL and provides the assessment framework for port development activity. As PBPL is both a port developer and land use manager, the LUP needs to clearly articulate future aspirations while providing a sufficiently clear, transparent development control framework.

The current land use plan:

- has effect over all land identified as 'BCPL'
- includes a 20-year Strategic Plan which outlines key land uses, trade projections, and future infrastructure requirements
- separates port land into specific development precincts and outlines the key development intent for each
- provides several codes which specify the development requirements for each type of development
- includes a Contributions Schedule and PIIP which specifies infrastructure charges that apply (where relevant)
- includes plans/figures/drawings within the Appendices to specifically communicate the development vision for BCPL.
- was developed with community input and oversight from the State Government and Brisbane City Council

FIGURE 1 - EXISTING BRISBANE CORE PORT LAND



The structure of the plan is like that of a local government planning scheme (e.g. BCC's Brisbane City Plan 2014), in that it:

- divides land into zones (called precincts),
- identifies the types of development supported and not supported in each precinct,
- identifies an assessment process for new development,
- establishes a detailed set of requirements (Codes) which development must meet to be considered consistent with a particular precinct, and,
- provides PBPL with a review mechanism in the form of a detailed development assessment process.

Like a planning scheme, the LUP also addresses the importance of establishing the long-term strategic development aspirations of the Port over a 20-year period including PBPL's PortBris Vision 2060 desires to promote 'seamless connectivity, optimise clean energy use and accommodate design for future generations.

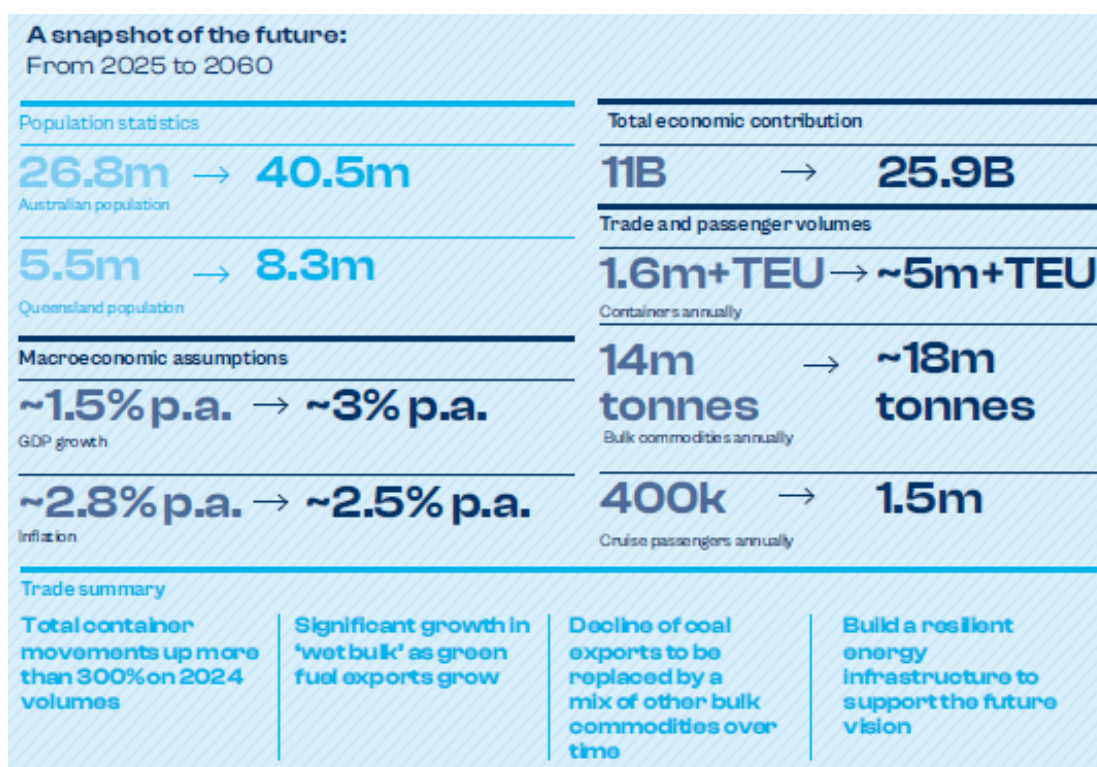
The LUP's Strategic Plan identifies medium and long-term development aspirations, environmental preservation / improvement, areas for additional 'Strategic Investigation' and identifies future land necessary to deliver on the changing operational and growth aspirations of the Port – the latter of which are, in part, characterized below.

The infrastructure delivery program set out in the PIP also considers how BCPL interfaces with surrounding areas within BCC's jurisdiction.

By contrast, one of the key differences between the LUP and a local government planning scheme is that PBPL can (and is required under the TIA) to specify land uses that are 'prohibited development.'

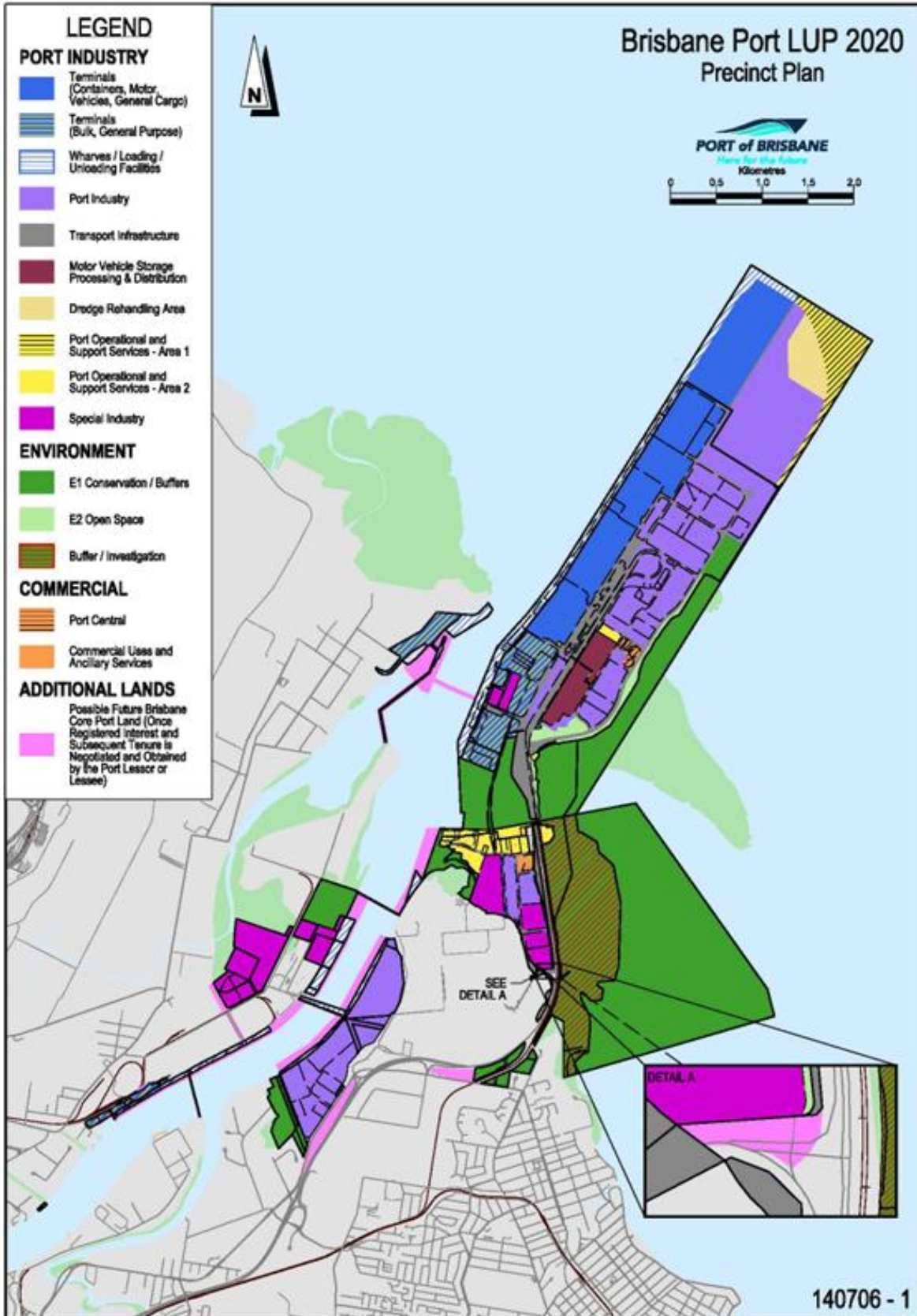
The reason for this is PBPL needs to ensure that the operation of the port is not prejudiced by incompatible development (e.g., residential development, large scale shopping centres, or sports stadia) which would limit / compromise the use and development of port related industries and infrastructure.

The 15 precincts in the existing LUP are broadly summarised in **Appendix A**. The precincts of the LUP, in the context of BCPL, are illustrated in **Figure 2** overleaf.



PortBris Vision 2060 – Growth Assumptions / Aspirations

FIGURE 2 - BRISBANE PORT LUP PRECINCT PLAN 2020



1.3 WHY THE BRISBANE PORT LAND USE PLAN IS BEING AMENDED

PBPL's present LUP has been in place since approximately 2020 (with previous versions having been prepared in 2010, 2013 and 2015). Since the port's privatisation in 2010, several LUP updates have been made to reflect PBPL's changing business, strategic direction, and the acquisition of new land. These changes have been relatively modest and pursued on an 'as needed' basis.

The primary drivers for the amendments now proposed are not dissimilar and can be summarised as:

1. **Simplification:** Proactively addressing opportunities for a more streamlined, user-friendly document and removing unnecessary information.
2. **Removing unnecessary legacy detail:** for example, removing references to development aspirations that have now been realised.
3. **Being current:** Reflecting current planning legislation and processes.
4. **Addressing change:** Addressing organisation and industry changes that have occurred since the last amendment which affects future land, trade-driven growth, and the pursuit of business sustainability.
5. **Looking to the future:** Implementing and cross-referencing outcomes identified in the *Port of Brisbane Master Plan 2023-2053* and *PBPL's PortBris Vision 2060* project.

The proposed LUP amendments do not seek to make significant changes to policy, but rather aim to update, refresh, and make the document more consistent, clear, and relevant to the Port's strategic directions.

PBPL is concurrently reviewing the PIIP. Updates to the PIIP will therefore be incorporated as part of the LUP amendments, as per the requirements of the TIA.

The PIIP review:

- will ensure the broader / surrounding networks of road, water, sewer and stormwater infrastructure, electricity and telecommunications services continue to be integrated with the future requirements of the port and its 'internal' infrastructure networks.
- has involved meetings between January and February 2026 with key agency/government groups, including the DTMR, Queensland Rail, BCC, UU, SEQ Water, Energy Queensland / Energex, Maritime Services Queensland (Harbour Master), Telstra, and Brisbane Airport Corporation.

PBPL will develop key outcomes from these discussions, with the objective of compiling a draft PIIP by September / October 2026. The final PIIP will align with and (in summary) be included in the revised of the Brisbane Port Land Use Plan 2027 (LUP). It is hoped that this process will be completed by mid-2027.

1.4 WHAT IS A STATEMENT OF PROPOSALS?

The Statement of Proposals (SOP) is a consultation tool that identifies the matters that will be addressed in the LUP amendments. It also provides the opportunity for stakeholders to gain an understanding of the key issues facing the port, and to make a meaningful contribution towards determining how the amended LUP will respond to these issues. The SOP must:

- identify the key matters PBPL anticipates the amendments to the LUP will address; and
- state how PBPL intends to address each relevant aspect of the proposed amendments in preparing the revised LUP.

This SOP document therefore includes:

- an explanation of the LUP review context and process, and how stakeholders can be involved; and
- the identification of core matters and key issues, and a description of proposals for addressing same.

The SOP sets out an approach to proposed amendments, identifies sections where amendments are necessary and then details the land use planning and policy options proposed for the amendments to the LUP.

1.5 STATUTORY REQUIREMENTS FOR THE REVIEW PROCESS

Section 283Y of the *Transport Infrastructure Act 1994* (TIA) outlines that PBPL must have a land use plan for Core Port Land. Section 283U of the Act further requires the LUP to be reviewed at least every 10 years. To date, PBPL has undertaken major LUP amendments three times (2013, 2015 and 2020). The amendments proposed as part of this Statement of Proposals represents the latest updates to the LUP.

Section 283Y of the TIA establishes that there are two forms of amendments – minor and major. Subsection (1) and (2)(b) identify that a statement of proposal must be prepared for a major amendment of the LUP (i.e., minor amendments are excluded).

The extent of changes proposed as part of this process are not considered minor as the amendments seek to make more than just minor corrections.

The changes proposed to the LUP as part of this amendment package are discussed further in section 3.0.

Part 3c, Division 3, Subdivision 3 of the TIA identifies the process for a ‘major’ amendment of the LUP, namely:

1. Prepare a Statement of Proposal identifying the matters the amendment will address and how the operator intends to address each of the core matters. Provide a copy of the Statement of Proposal to Brisbane City Council and the Queensland Planning and Transport Ministers;
2. Undertake stakeholder / public consultation on the Statement of Proposal for at least 20 business days in accordance with the consultation requirements / actions outlined in section 283ZBC of the TIA;
3. Prepare a draft amendment of the LUP and provide a copy to BCC and the State Planning and Transport Ministers;

4. Undertake subsequent stakeholder / public consultation on the draft amendment of the LUP for at least 40 business days in accordance with the consultation requirements / actions outlined in section 283ZBC;
5. The State Planning and Transport Ministers must consider all properly made submissions and consider whether any or no state interests would be adversely affected by the draft plan.
6. The State Planning and Transport Ministers may return a draft copy of the plan for amendments and provide directions to the port operator;
7. The State Planning and Transport Ministers may then jointly approve the Plan if they are satisfied the draft plan meets the criteria set out in section 283ZE(1) of the TIA;
8. The Port must then publish a copy of the amended LUP as approved on its website.

This document addresses each of the major amendment requirements in proceeding sections.

Figure 3 illustrates the process for the LUP review, including work that has occurred to date or is yet to occur.

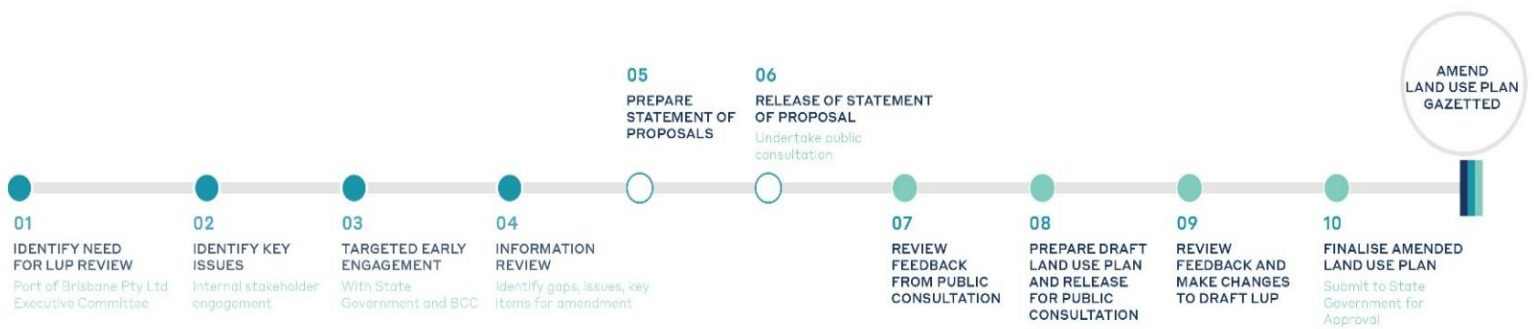


FIGURE 3 - LAND USE PLAN REVIEW PROCESS



CONTEXT FOR THE
PORT OF BRISBANE



CONTEXT

FOR THE PORT OF BRISBANE

The Port of Brisbane is located approximately 24km from the Brisbane CBD, at the entrance to the Brisbane River and on the edge of Moreton Bay. This location provides the Port with the strategic advantage of separating and buffering core port land from residential and other urban areas. The Port features world class cargo handling capabilities and warehousing facilities and provides an interface between rail, road, and sea transport. The Port has property in the suburbs of Port of Brisbane, Lytton, Pinkenba, Bulwer Island and Colmslie with over 8.2km of quay line.

Figure 4 (overleaf) provides a context map showing the Port of Brisbane and BCPL in relation to key infrastructure, trade/industry area, transport routes, and economic centres.

It is PBPL’s intent to continue to sustainably grow the port in accordance with the Port’s vision and goals.

OUR VISION:
To be Australia’s premier port and logistics hub. Here for the future.

OUR PURPOSE:
To provide the infrastructure to grow trade sustainably; driving prosperity for all.

OUR VALUES:

Our values	SAFETY	INNOVATION	TEAMWORK	INTEGRITY	ACCOUNTABILITY
	We care for each other	We look for new solutions	We value collaboration	We do the right thing	Empowerment with responsibility

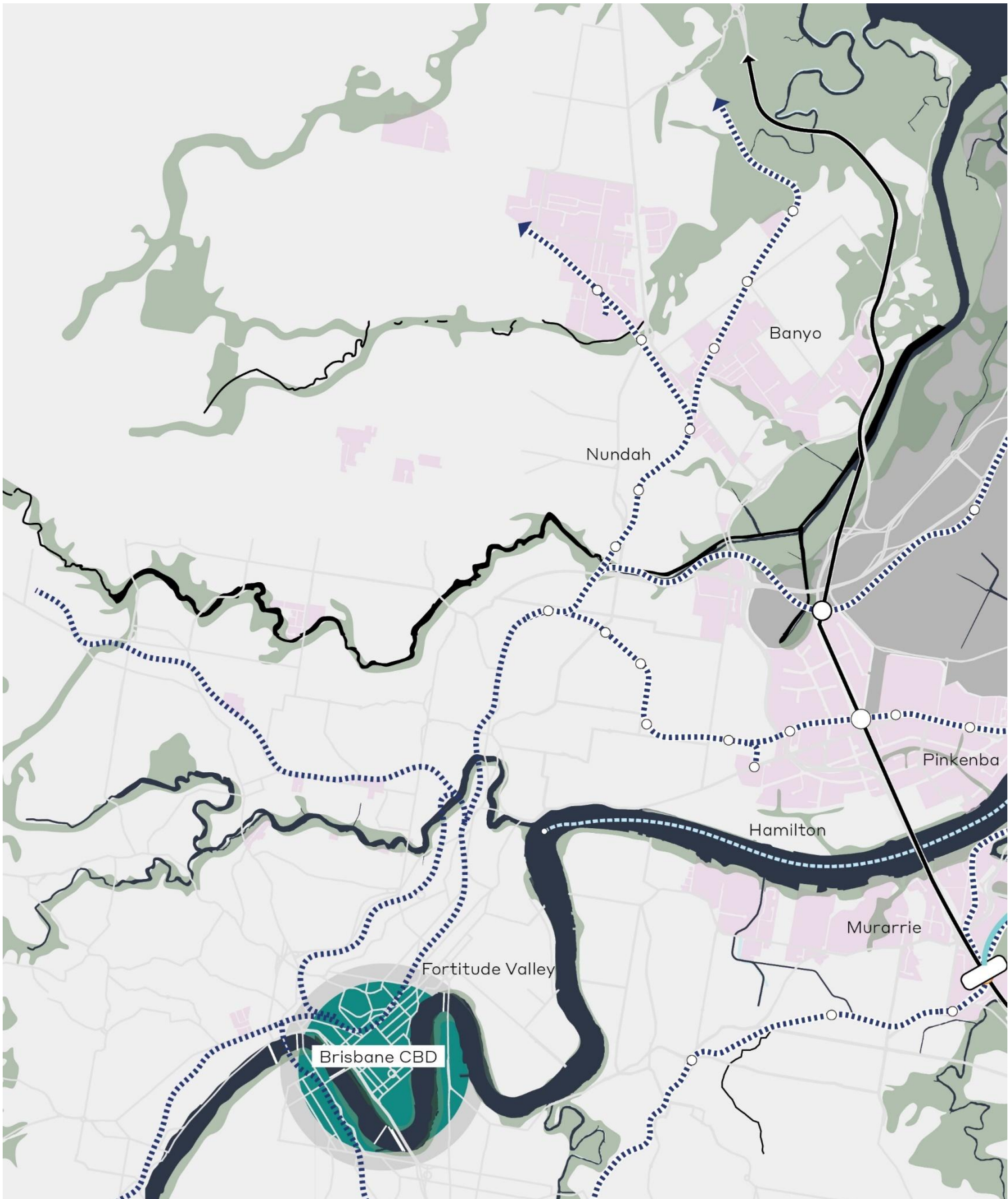
A sustainable business — our 2030 Sustainability Program
Our 2030 Sustainability Program is framed by four pillars, each underpinned by focus areas to ensure we deliver on our 2030 goals.

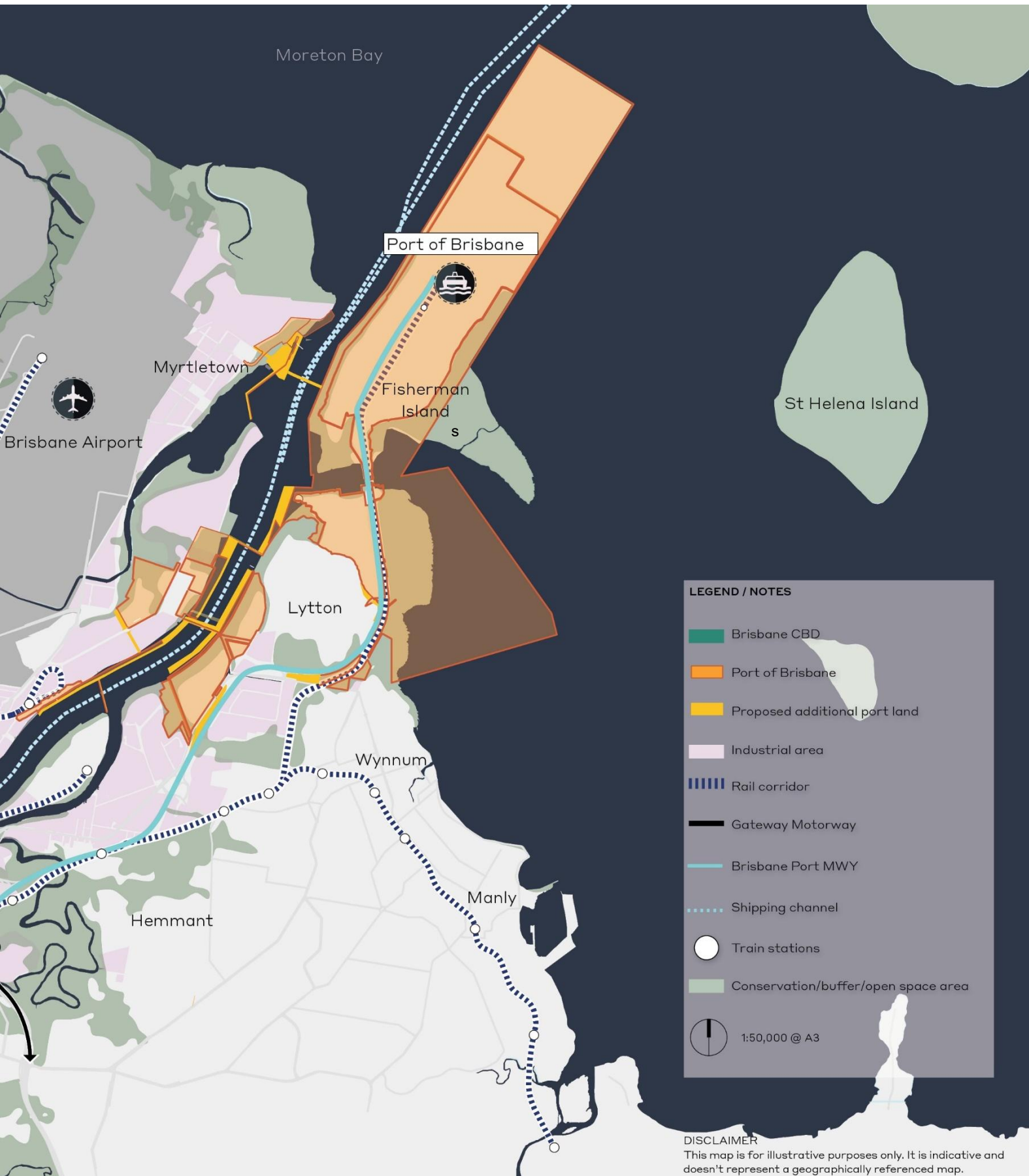
Pillars and their 2030 goals	PEOPLE	PROSPERITY	PLANET	PARTNERSHIPS
	Create an engaged, diverse and responsive culture	Deliver efficient and sustainable economic growth	Achieve positive net environmental benefit	Enable responsible growth
Focus Areas each with a 2030 goal and annual targets to keep our progress on track	<ul style="list-style-type: none"> Safety Health and wellbeing Culture Personal development Robust governance 	<ul style="list-style-type: none"> Port development Supply chain enablement Asset management Sustainable procurement Digital transformation 	<ul style="list-style-type: none"> Air quality Energy efficiency Climate change resilience Resource management Water quality Biodiversity 	<ul style="list-style-type: none"> Customer partnerships Community partnerships Research and industry partnerships Engagement and education

These aspirations continue to be reflected in the LUP’s strategic themes of:

- o **promoting economic development** as a key driver for the regional, state, and national economy via development that facilitates increased trade and financial returns.
- o providing **essential facilities and infrastructure** that is purpose built (and in some cases industry specific) and generates commercial returns as a means of meeting the needs of port industries and our customers.
- o recognising the values of our **natural environment** and resources as a basis for maintaining biodiversity and ecological processes with respect to port development and operations
- o protecting and strengthening the **community and character** of the port by fostering constructive relationships with our stakeholders

FIGURE 4 – CONTEXT MAP





2.1 PORT OF BRISBANE MASTER PLAN 2023-2053

In 2023 PBPL completed and endorsed the Port of Brisbane Master Plan 2023-2053, which is a non-statutory requirement of PBPL's 99-year lease with the State Government and is required to be updated every five years. The Master Plan is intended to guide the Port's land use planning and vision to be *"Australia's premier port and logistics hub. Here for the future."*

The Master Plan:

- details expected trade growth and presents the strategies proposed by the Port to meet this growth and support the region.
- seeks to broadly define the ongoing future development of the Port of Brisbane, how the needs of port users will be addressed and how development will be managed.
- provides high level directions for the LUP and the various amendments that are proposed. These include:



Bi-annual review of the Port of Brisbane Land use Plan and, where necessary, the pursuit of amendments in accordance with TIA requirements.



Implement the PBPL Sustainability Strategy and Stakeholder Engagement



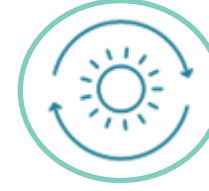
Review and refine PBPL's Technical Standards and seek amendments to the LUP as deemed necessary.



Maintain constructive relationships with government entities involved in the future growth of the port and infrastructure interface.



Develop additional storage areas for project cargo near the terminal and the BMT, as well as spare berth capacity to handle projected increases in the trade, by reviewing permitted use flexibilities of other wharves.



Research and implement renewable energy technology throughout the port.



Finalise LUP amendments to include environmental buffers, refined precinct 'zoning' and wharf/transport/pipeline corridor areas as Brisbane Core Port Land and seek tenure.



Incorporate working with nature philosophies in all major developments to ensure that the environmental benefits of project construction are maximised through smart planning and design.



Monitor, update, and apply sustainable development principles accommodating for improvements and innovation in environmental management and construction technologies.

The Master Plan will influence the Strategic Plan of the LUP as it sets a land use planning vision for the growth and operation of the port.

2.2 INTERNATIONAL AND NATIONAL CONTEXT

The Port of Brisbane is one of Australia's largest and most diverse ports and serves Australia's east coast communities. The Port is recognised as a strategic asset of national importance providing critical links to world markets. Annually, it moves almost 35 million tonnes of product (equating to \$73.5 billion in trade for the FY25), including ~95% of Queensland's containers (1.62M TEU) and ~90% of motor vehicles imports, 50% of the state's agricultural exports and almost all the state containerised beef exports. Overall, the Port handles more than 50% of Queensland's international trade, making it an important asset and feature of our local and international economy. Additionally, the Brisbane International Cruise Terminal (BICT) annually accommodates >150 vessel calls which significantly bolster tourism in Brisbane and Queensland more broadly.

Certain aspects of Port operations are regulated by a broad suite of Commonwealth laws including customs, environmental and cultural heritage protection, biosecurity, maritime transport and security, hazardous wastes, and rail safety.

In addition to this legislation, PBPL must also respond to various Federal policies and strategies to drive *the development of efficient, sustainable and safe ports and related freight logistics that together balance the needs of a growing Australian community and economy, with the quality-of-life aspirations of the Australian people* (NPS p.17 2011).

There are several international and commonwealth regulations affecting the management of the Port, including (but not limited to):

- Ramsar Convention on Wetlands of International Importance
- Japan-Australia Migratory Bird Agreement (JAMBA) and China-Australia Migratory Bird Agreement (CAMBA)
- Maritime Organisation's (IMO) conventions for the protection of marine pollution
- Commonwealth regulations for:
 - Matters of National Environmental Significance (MNES), Environmental assessment and approval processes, the listing, protection and management of heritage places, compliance with State environmental and planning legislation and the better delivery of national environmental programs:
 - *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)*
 - *Environmental Protection (Sea Dumping) Act 1981*
 - *National Environment Protection Council Act 1994*
 - *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*
 - combatting modern slavery (via the *Modern Slavery Act 2018*)

These regulations have consequences for the operation of the port and in turn have a bearing on land use planning and the preparation of an amendment to the LUP for the Port of Brisbane.

2.3 STATE AND REGIONAL CONTEXT

The *State Planning Policy 2017* identifies the Port as a *Strategic Port* and seeks to ensure development does not impact on the operation of the ports as recognition of the significant contribution the Port plays in the growth of the State's economy.

ShapingSEQ 2023 identifies the port as an important piece of major enabling infrastructure to drive significant growth within the adjoining Australia TradeCoast Regional Economic Clusters. The Australia TradeCoast is one of SEQ's most significant existing industrial agglomerations and features high levels of specialisation in the manufacturing, mining, transport, logistics and tourism sectors.

The *State Infrastructure Strategy 2022-2042* (SIS) outlines the Queensland Government's strategic direction for planning and prioritising the investment and the delivery of infrastructure that supports growth, enables economic development, and creates jobs. The port is also considering options for the future expansion of the Brisbane International Cruise Terminal noting the SIS's previous identification of this facility's potential to deliver significant economic benefits to the region.

In addition to Commonwealth policies, the Port is subject to various pieces of State legislation, including but not limited to:

- *Building Act 1975*,
- *Native Title (Queensland) Act 1993*
- *Transport Infrastructure Act 1994*
- *Transport Operations (Marine Safety) Act 1994*
- *Environmental Protection Act 1994*
- *Fisheries Act 1994*
- *Land Act 1994*
- *Coastal Protection and Management Act 1995*
- *Planning Act 2016*
- *Planning Regulation 2017*
- *Work Health and Safety Act 2011*
- *Sustainable Ports Development Act 2015*

These laws and policies influence the planning, development, and operation of Queensland's ports.



2.4 LOCAL CONTEXT

Local setting

At a local level, the port is located within a recognised industrial hub, with most of the land neighbouring the port within Industry or Conservation Zones under BCC's *City Plan 2014*. There is a substantial amount of supporting industrial uses/operators located close to the Port, including the Ampol Refinery and BP Fuel Terminal, and the Luggage Point wastewater treatment facilities, the Lytton Industrial Estate, marine based industries in Hemmant, industrial estates in the Australia TradeCoast, Brisbane Airport and various industrial / bulk terminal uses along both sides of the Pinkenba reach of the Brisbane River.

The Port's immediate neighbours include the Brisbane bayside suburbs of Wynnum, Manly, Lindum and Hemmant on the southside of the Brisbane River, and Pinkenba on the northside. The influence of port activities also extends:

- within the Port Limits of Moreton Bay and the Brisbane River where maritime shipping is accommodated;
- throughout Brisbane along the road and rail freight transport routes that service the port; and
- the port's hinterland areas throughout Queensland and northern New South Wales, which produce most agricultural goods exported through the Port of Brisbane.

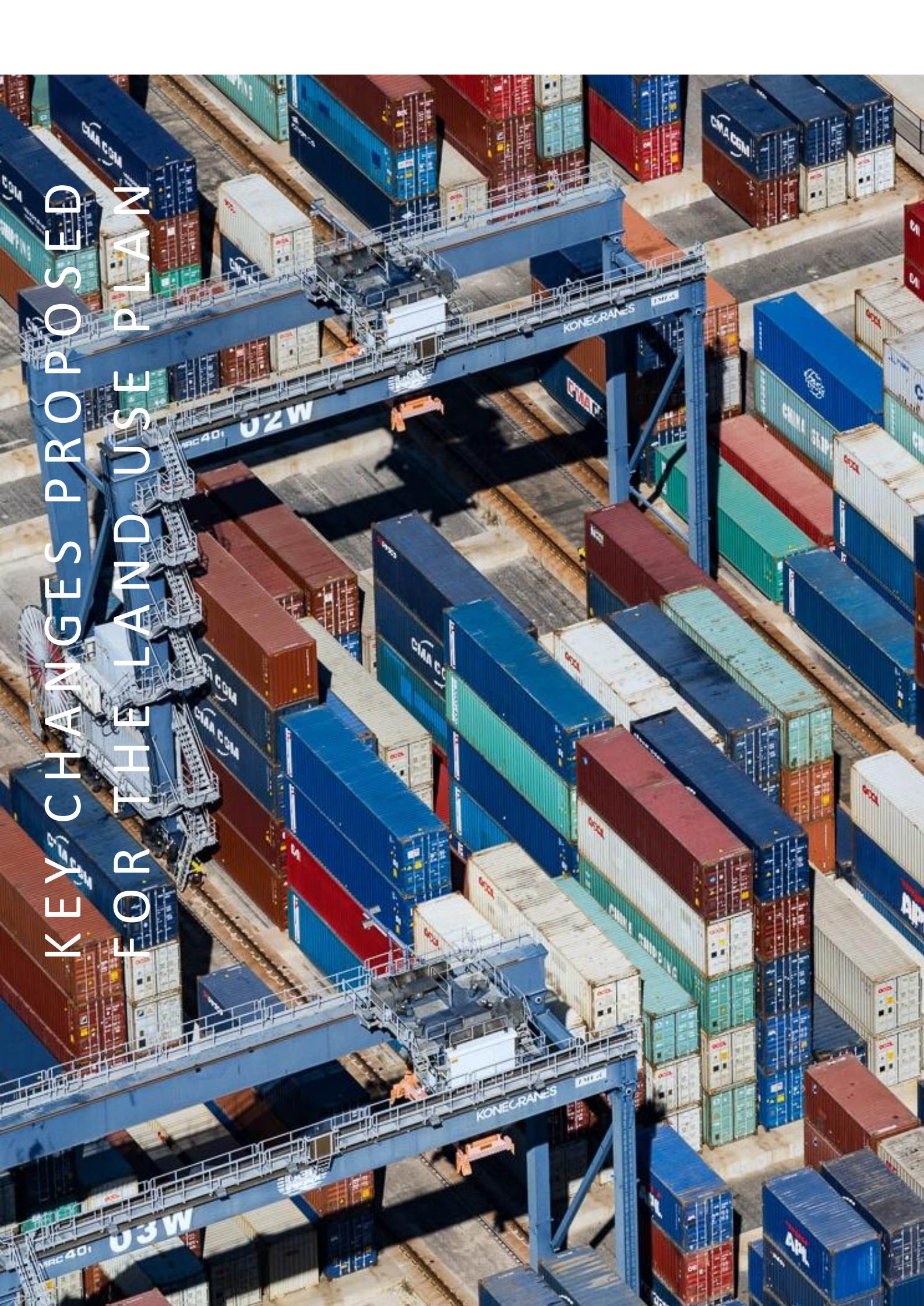
Policy framework

The Port adjoins the Moreton Bay Marine Park that extends from Caloundra to the Gold Coast. Much of the marine and plant life found in the marine park is protected under State and/or Commonwealth legislation and international conservation treaties. PBPL maintains more than 635 ha of 'green space' including 150 hectares of remnant mangroves and salt marsh at the mouth of the river, a purpose built 10ha migratory shorebird roost and bushland corridors that provide important ecological habitat.

These precincts also acting as a physical buffer between the port and sensitive land uses.

Since the Brisbane Port Land Use Plan 2020 was gazetted, there have been several changes to legislation and policies at both a state and local level (particularly in relation to planning), which highlights the importance and need for this review to be undertaken.

Section 4.0 summarises the changes to key state policies which have occurred since the LUP was last amended in 2020.



KEY CHANGES PROPOSED
FOR THE LAND USE PLAN

KEY CHANGES PROPOSED FOR THE PORT OF BRISBANE LAND USE PLAN

3.1 OVERVIEW OF CHANGES



It is PBPL's intent to amend the existing LUP in accordance with the requirements of the TIA to:

1. satisfy all legislative requirements of the TIA and reflect matters of state interest set out under the State Planning Policy 2017 and the regional planning foundations of *Shaping SEQ 2023*;
2. more accurately reflect the business, development and sustainable growth focus of the port as reflected in the *Port of Brisbane Masterplan 2023-2053* and *PBPL's PortBris Vision 2060*;
3. address ongoing operational issues resulting from some aspects of the LUP; and
4. assist practical day to day implementation of the plan.

More specifically, the amendments to the LUP will:

- Retain the general structure and intent of the existing LUP;
- Update the LUP to be consistent with the *Port of Brisbane Master Plan 2023-2053*;
- Improve the 'look and feel' of the document – including updates to the appearance and formatting of the document to make it more consistent with the style or more recent PBPL corporate documents;
- Update the strategic elements in the 'up-front' strategic sections of the LUP (including a revision of Trade Projections);
- Remove or update sections of the LUP which are no longer relevant or out of date (including a review of specific aspects of the LUP's precinct zoning);
- Improve general usability;
- Update the LUP to be consistent with relevant statutory requirements (e.g. State Planning Policy 2017, *Planning Act 2016*, *Planning Regulations 2017*);
- Update the LUP to capture all Brisbane Core Port Land, including areas that have been divested and/or procured since the current LUP was finalised in 2020. Refer to **Appendix B** for further detail;
- Include a review of existing and inclusion of new SIAs to reflect investigations being undertaken at / planned Port Expansion area at Fisherman Islands, areas of conservation value adjoining the Whyte Island boat ramp and future needs for transport infrastructure and services provision at the port.

The changes proposed to the LUP are summarised in **Table 2** below and the way in which these proposed changes sit within the current LUP's relationship to matters required by the TIA (being the defined 'core matters') is discussed in section 4.0.

TABLE 2 - SUMMARY OF CHANGES PROPOSED TO EACH PART OF THE LAND USE PLAN

SECTION	CHANGES PROPOSED
PART 1 - INTRODUCTION	<ul style="list-style-type: none"> • Amendments to update and/or remove commentary and information that is out of date or no longer relevant • Update content relating to SPP changes since 2020. • Update references to <i>Planning Act 2016</i> and remove reference to <i>Sustainable Planning Act 2009</i>. Update relevant provisions and processes that the planning act delivers. • Remove South East Queensland Regional Plan 2009-2031 (section 1.5.2) and replace with <i>Shaping SEQ 2023</i> section, including commentary on provisions specific to core port land. • Update other legislative references and requirements which are now superseded. • Update section 1.5.3 to reduce words and replace with visual aids (mapping) and update Brisbane City Plan 2014 references as required • New explanatory sections and graphics to make the document more user friendly and guidance to first time or irregular users. • Update BCPL area with additional lots as shown in Appendix B. • Update commentary re new or emerging infrastructure servicing the port.
PART 2 – STRATEGIC PLAN	<ul style="list-style-type: none"> • Amendments to remove commentary and information that is out of date. • Review Strategic Framework and reword to reflect changes to the Port of Brisbane Master Plan 2023-2053. • Changes to Part 2.3.6: Strategic Investigation Areas including the rationalisation / replacement of existing SIA's with the following: <ul style="list-style-type: none"> ○ SIA #1 – recognition of the area identified in parallel (yet more exhaustive) Environmental Impact Statement (EIS) investigations regarding the future placement of dredged material adjoining Fisherman Islands (NB: this area is subject to a separate and far more detailed EIS investigation and would require additional State and Commonwealth approvals to proceed. Accordingly, this SIA has been included to recognise the evolving status of this parallel work). ○ SIA #2 – will focus on the options for future wharf and terminal development on Fisherman Islands downstream of the existing BCT facility. ○ SIA #3 – will address the future potential for Buffer / Investigation Areas in the mix of port land use preferences (including an examination of industrial and ecological matters / opportunities). ○ SIA #4- will focus on the potential augmentation / improvement of the recently developed Brisbane International Cruise facility. See Appendix D. • Update section 2.4 – Trade Forecasts to reflect more recent detail in the Port of Brisbane Master Plan 2023-2053, remove unnecessary information not specifically relevant to strategic policy relating to development control and relocate section to form part of the Introduction. • Amend Section 2.5 to reflect evolving port access strategies and the infrastructure-related detail provided in the PIIP. • Updates to section 2.5.3 to reflect the current status of the Future Port Expansion Areas (FPE) actions and activities including applicable commentary pertaining to PBPL's proposed Channel Enhancement Project (which is currently undergoing an EIS process under relevant State and Commonwealth legislation prior to decision-making – see Appendix E).

SECTION OF THE LAND USE PLAN	CHANGES PROPOSED
<p>PART 3 – PRECINCT PLANNING</p>	<ul style="list-style-type: none"> • Update Precinct Intents, assessment levels and identify new assessment provisions for uses including truck marshalling facilities, on-site fuel storage, energy infrastructure, wash bay facilities, port related tourism facilities / infrastructure, tourism offices and retail and recreational amenities. • Provisions and policy consideration of the location and regulation of major hazard / dangerous goods storage facilities (including EV’s and battery energy storage systems) and encroachment of inconsistent uses. • Updates to policy and overall outcomes to address changes in technology and supporting PBPL’s desire to facilitate emerging trends in building design, transport and supply chain connectivity, renewable energy, IT, and communications. • Develop policy relating to the role and purpose of ancillary uses within appropriate precincts • Address cruise ship related development, maritime education, boat building, temporary/casual uses, renewable energy, and battery storage infrastructure. • Incorporating new provisions to effectively regulate development on BCPL. • Amendments to the Tables of Assessment to refresh and make the tables easier to use / interpret / understand what parts of the LUP are applicable to the assessment of an application (including any changes to Precinct types and their Purpose / Overall Outcomes Sought). • Additions of new uses and corresponding assessment levels and relevant assessment provisions.
<p>PART 4 - CODES</p>	<ul style="list-style-type: none"> • Making the codes more user friendly / clear • Refresh the codes to ensure legislative compliance and amend where necessary to include aspects of the <i>PBPL Technical Standards 2025</i> and recent changes in State / Local Government Policy; • Embed additional <i>PBPL Technical Standards 2025</i> detail to provide more ‘weight’ to these provisions and make them more enforceable (e.g. landscaping, sustainable development, engineering, signage standards) where appropriate • Refine existing provisions which may not be enforceable • Reduce repetition through the Performance Outcome / Acceptable Outcome provisions – seek to condense code provisions where possible • Develop new assessment provisions for uses including truck marshalling facilities, on-site fuel storage, energy infrastructure (including EV charging and Battery Energy Storage Systems), wash bay facilities, vertical cargo storage facilities, port related tourism facilities / infrastructure, tourism offices and retail and recreational amenities • Introduce additional sustainable design elements in Port Development Codes.
<p>PART 6 – PRIORITY INFRASTRUCTURE INTERFACE PLAN</p>	<p>Revising the PIIP in the LUP to ensure PBPL’s trade-derived, strategic infrastructure planning dovetails with the future provision of truck infrastructure provided by:</p> <ul style="list-style-type: none"> • BCC – roads (local), stormwater, and community infrastructure • UU – water and sewer • Energex – electricity • DTMR / MSQ – State roads and maritime infrastructure • QR - rail • Telstra – telecommunications <p>Key elements of this review will include:</p> <ul style="list-style-type: none"> • accommodating increased energy and water demand for more processing-oriented industries • updating commentary re now completed infrastructure projects (e.g. the upgrading of Port Drive) and emerging infrastructure priorities (e.g. freight rail connectivity to the port, BICT augmentation)

PART 7 - APPENDICES

- Update schedule 1 – Brisbane Core Port Land to capture all BCPL, including areas that have been divested and/or procured since the current LUP was finalised in 2020
- Update definitions and references to superseded legislation
- Introduce new land use definitions that were not anticipated or considered previously (see above changes to Part 3 of the LUP)
- Update and refresh mapping

CORE MATTERS



4.1 WHAT ARE THE CORE MATTERS?

Section 283I of the TIA identifies the following aspects as Core Matters for the Brisbane Port Land Use Plan to address:

- integration with relevant regional and local planning instruments / policies
- land use and development
- core port infrastructure
- valuable features.

The sections below identify each of the core matters as they relate to Brisbane Port Core Land and how PBPL will address and consider these in the amended land use plan.

4.2 INTEGRATION WITH RELEVANT REGIONAL AND LOCAL PLANNING INSTRUMENTS / POLICIES

BRISBANE CITY PLAN 2014

While BCPL is located within Brisbane city, BCPL is not administered under BCC's *City Plan 2014*, rather by its own Land Use Plan which addresses all development, environmental and infrastructure matters. Nevertheless, City Plan 2014 recognises the Port and acknowledges the important contribution it makes to the City and region's economy. BCC's *City Plan 2014*:

- Recognises the Port as a major industrial use that has significant input into the regional economy and opens access to international markets. This includes supporting these areas as key economic nodes that complement the broader network of major economic activity in Brisbane;
- Promotes and protects major industries and uses aligned to the operation of the port immediately surrounding port land through a combination of General Industry, Special Industry and Special Purposes (SP3-5) zoning. While the plan does not envisage these areas to physically expand beyond their current limits, it does support their intensification and significant contribution to the port economy;
- Protects key transport routes and infrastructure that supports the operation of the Port as part of the broader Australia Trade Coast precinct;
- Limits any intensification of nearby sensitive uses and prevention of incompatible use (or uses that would dilute the industry function of the area) through complementary industrial zoning, the Industrial Amenity overlay and buffers created through environmental areas, while also providing outcomes in the Strategic Framework that actively discourage these types of uses near to the port; and



- Protects and enhances key freight routes and infrastructure corridors that link to port land through the Strategic Framework and relevant Road hierarchy, regional infrastructure corridors and substations and Critical Infrastructure and movement network overlays. Policy also encourages upgrades to support increasing need and changes in industry operations;
- identifies the Port within the Special Purposes (SP6) – Port zone/precinct and identifies outcomes that support the Port’s continued operation and growth. This includes all activities associated with shipping, passenger and goods provisions and other ancillary purposes that service the needs of workers, passengers, and visitors to the Port. The provisions also seek to ensure that activities do not impact on the environment and coastal processes. All these outcomes align with the provisions of the LUP.
- Establishes buffers between Port land and port activities through open space and conservation land zonings. The policy seeks to preserve these areas either for active or passive recreation or in their natural state and the extent of potential development that can occur in these locations is limited to things like small-scale club houses, playing fields, walking trails, toilets and other low-key development that does not promote either high intensity use or significant volumes of users occurring on the site for consistent, long periods of time. These outcomes effectively allow land within the zone to function as a buffer to the Port.

BCC’s *City Plan 2014* overlays relevant to land surrounding the Port also align with outcomes provided in the LUP. Those key overlays, and their relevance to Port land and LUP outcomes are provided in **Appendix C** and briefly summarised below:

- **Airport Environs Overlay** – establishes height limitations and restricts uses that could impact on aircraft operation;
- **Biodiversity Areas Overlay** – prevents development in environmentally sensitive areas, protects sensitive areas, identifies specific investigation areas where PBPL are undertaking scientific studies;
- **Coastal Hazard and Flooding Overlays** – precinct planning supports compatible uses in affected areas and prohibits incompatible uses in sensitive areas, protects coastal processes and coastal resources, maintains and enhances the scenic amenity of important natural coastal landscapes, requires a fit for purpose natural hazards study that demonstrates an acceptable or tolerable risk;
- **Potential and actual acid sulfate soils** – avoid disturbance of acid sulfate soils, avoid environmental harm where disturbance of PASS cannot be avoided;
- **Waterways corridor overlay** – Located within Conservation/Buffer, Buffer/Investigation or Open Space precincts which actively discourage development, protect and manage values, maintain waterway functioning and health, avoid adverse impacts on ecological values, identify and protect habitats;
- **Wetlands Overlay** - located within Conservation/Buffer, Buffer/Investigation or Open Space precincts which actively discourage development, avoid adverse impacts on ecological values, protect and manage values, identify and protect habitats.

It is intended that the new LUP will demonstrate the consistency between with such *City Plan 2014* provisions while also reflecting the relevant state interests of the State Planning Policy (SPP) in force at the time each plan was made.

Those changes proposed as part of the LUP amendments include:

- additional land parcels under Port control will be contained in existing precincts of the LUP;
- the policy will not be significantly altered, beyond that required to align to the latest version of the SPP; and
- adding additional parcels for environmental investigation.

The resulting changes will not create any inconsistency with existing City Plan 2014 policy, nor will any of the proposed zoning of new land parcels create interface issues given they are effectively an extension of the adjoining land's precinct designation.

STATE PLANNING POLICY

The State Planning Policy (SPP) sets the State government's policy for various state interests. The outcomes of the SPP are to be incorporated into all forward planning documents (including the LUP). The 2020 version of the LUP adequately reflected these interests at that time, and this amendment process will simply update any aspects of the SPP that have changed since this time. This will include:

State Planning Policy Updates

Biodiversity – stronger avoidance impact minimisation requirements

- Avoid impacts on matters of state and national significance
- Where adverse impacts on matters of state and local environmental significance cannot be avoided, they are minimised
- Enhance ecological processes and connectivity

Coastal Environment – updates re access and management

- Amend wording to maintain public use of and access 'to and along state coastal land,' rather than the 'coast'
- Landforms, wetlands, and native vegetation is to be conserved in the coastal management district
- Marine infrastructure to avoid adverse impacts on coastal resources and processes

Water Quality

- Development enhances environmental values and the achievement of water quality objectives for Queensland waters
- Land zoned for urban purposes also avoids high ecological value aquatic ecosystems
- Construction phase design objectives to align with *Environmental Protection Act 1994* requirements
- Off-site stormwater solutions achieve an equivalent or improved water quality outcome post construction in line with the relevant stormwater management design objectives
- Development additionally avoids the release and mobilisation of nutrients and sediment

Natural hazards, risk, and resilience

- Include climate change considerations viz. flooding, sea-level rise, storm tide, and coastal erosion
- Essential community infrastructure and minor redevelopment of an existing permanent building or structure as being allowable development that cannot be feasibly located elsewhere in an erosion prone area within the coastal management district

Infrastructure Integration

- Reflect new state interest requirements including state transport networks, freight corridors and infrastructure for utilities and energy.

Strategic Airports and Aviation Facilities

- Allow intrusion into operational airspace where it is approved in accordance with the relevant federal legislation

Renewable Energy and Battery Storage

- Addressing, where relevant, new (2025) requirements re battery and energy storage



SHAPING SEQ2023

Since gazettal of the current LUP, the State government has released a new Regional Plan. The new plan, ShapingSEQ 2023, identifies the Port and surrounding land as part of the Australia TradeCoast Regional Economic Cluster.

The aspects of ShapingSEQ considered relevant to the LUP are identified below:

- Supporting a high-performing outward focused economy by protecting and enhancing major national and international gateways for SEQ and business-to-business including the Port of Brisbane, its airports, high-speed digital technology transactions that drive and the strategic road, freight, and passenger transport systems;
- Promoting the development of economic enabling infrastructure (including road and rail corridors) and considering new and changing technology and the Port's adaptation and facilitation of this;
- Consideration of the Port's role in facilitating 'Recycling Enterprise Precincts;'
- Fostering high levels of economic activity and employment in export-oriented and high-value sectors to strengthen the region's economic relationships and supporting the port's development as a primary trade gateway, connecting SEQ to the Asia-Pacific economy and beyond.
- Promoting the improved movement of goods and people throughout and beyond the region (including the development of dedicated freight rail infrastructure). Policies include:
 - supporting increased capacity to manage freight through the Port of Brisbane and increased economic activity in the region (including the development of dedicated / segregated rail freight connections to/from the port).
 - enhancing growth and intensification of the Australia TradeCoast Regional Economic Cluster (among others);
 - invest in enabling infrastructure that support the port, intermodal terminals, public transport, active transport links, freight linkages, road networks, and data and energy;
 - prioritising efficient and reliable freight movement on key corridors to increase the efficiency of the movement of goods and minimise conflicts with other transport modes and land uses.
- Harnessing the economic advantages in key export-oriented industries including knowledge, education, and creative industries; food production and agribusiness; energy; tourism and events; and high-value manufacturing;
- Ensuring land and use capacity to support emerging key trade-related industries;
- Reinforcing the role of the Port, its land use and freight networks to support SEQ's position as Australia's eastern global gateway to Asia and beyond;
- Updates to reflect the PIIP and its promotion of increased infrastructure capacity. Also ensure policy of protecting major infrastructure connections (roads, rail, pipelines etc);
- Protection, maintain and enhance the value and connectivity of regional biodiversity corridors;

Each matter will be considered in further detail and as required, integrated into outcomes in the Strategic Plan, Mapping and Precinct Planning sections of the LUP.

4.3 LAND USE AND DEVELOPMENT

The amended LUP will continue to address matters including:

- the location of, and the relationships between, the land uses in the area
- the current effects of land use in the area
- the effects of any proposed development of the land
- the accessibility to and within the area.

Providing waterfront and land side infrastructure optimising the safe and efficient storage, transport and related logistics for goods moving into and out of the region is integral to PBPL's primary role of growing trade. This requires land uses supporting primary and ancillary port-related and support activities. The current 2020 version of the LUP does this through the arrangement of precincts and land use tables. The land use arrangement is not intended to vastly change from the current LUP.

Managing the land use mix and interface issues is addressed through the determination of land use precincts and the development provisions (codes) used for assessing development proposals at the port. The existing precincts, assessment tables and strategic outcomes in the Strategic Plan will remain generally unchanged (except as previously scoped), and as such will continue to effectively regulate land use and its potential impacts on BCPL.

Careful designation of land use precincts on BCPL has already delivered desirable outcomes such as clustering compatible and complementary uses, achieving highly efficient use of available land resources, delivering safe and efficient supply chain / transport logistics, reducing risk, and protecting sensitive receiving environments from adverse impacts.

The Port of Brisbane has been strategically created to incorporate specialised precincts that efficiently service the requirements of different commodities and port-related development. This approach enables the integration of related and complementary activities and operational efficiencies. The Port's existing precincts are in several different land holdings within the Port of Brisbane including Port Bris and Port Central (Fisherman Island), Port Gate (Whyte Island), Port West (Lytton), and Port North (including Pinkenba and Bulwer Island). PBPL also holds some non-strategic port land at Colmslie and other port related activities occur at Hamilton continue.

The high-level outcomes and detailed development requirements delivered through the LUP's precinct and development guidelines will remain unchanged or will be updated to align with the latest version of the SPP and ShapingSEQ 2023 (regional plan). Those additional land parcels with a registered Port interest will be classified as previously flagged under the port's existing precinct framework. Other updates to the LUP are simply to improve workability and reflect the latest terminology in relevant legislation.





4.4 CORE PORT INFRASTRUCTURE

PORT INFRASTRUCTURE STRATEGIES

Container throughput is forecast to grow from 1.6 million to ~3.76 million Twenty-Foot Equivalent Units (TEU's) per year by 2053 (*PBPL Master Plan, 2023-2053*). The container terminals at the Port of Brisbane have significant inbuilt capacity, meaning PBPL does not need to invest in new terminal expansion to accommodate projected TEU growth over the medium to longer term. Instead, PBPL are exploring options to support greater terminal productivity via the deployment of innovative technology, mechanisation, connectivity and improved road, rail, and sea transport efficiencies.

The Port currently has quay line capacity of eight, 300-metre-long dedicated container berths, comprising approximately 2460 metres of quay line. With expected growth and high productivity (i.e. up to 2,000 TEUs per quay line metre), it is estimated existing capacity would not be reached until beyond 2040. The container wharves are integrated with the terminal operations immediately adjacent to the wharves. As additional berth and terminals are required, the land immediately behind the wharves will be preserved to ensure future integration.

The Port's dry-bulk facilities, predominantly at Fisherman Islands and Pinkenba, have flexible operational arrangements, with some fully dedicated to a particular user, and others sharing wharf facilities with other bulk and non-bulk trades. All wharves owned by PBPL currently have multi-user and common-user capabilities to maximise utilisation, affordability and reduce duplication of infrastructure. It is PBPL's intent that these precincts will remain a focus for the consolidation of dry-bulk trade streams.

The 30-year growth forecast for motor vehicles is 1.0% by 2053 to >351,000 vehicles p.a. (accounting for the cessation of motor vehicle manufacturing in Australia (*PBPL Master Plan, 2018*)). The location of pre-delivery and inspection (PDI) facilities and storage on Fisherman Island and Port West allows imported vehicles to be transported from the vessel to the PDI facilities with minimal incurred trucking costs, which significantly benefits the car industry and consumers. The Port of Brisbane accommodates motor vehicles ships that are stevedored primarily at the AAT facility on Fisherman Islands. PBPL's future trade and property strategies for motor vehicles will also accommodate for the growth in electric vehicles

The general cargo trade in Brisbane comprises the importation of steel, project cargoes, machinery, and equipment as well as a small volume of exported general cargo.

The general cargo trade is expected to experience only marginal growth for some time. The factors driving this growth include major infrastructure projects, commercial construction and housing projects in SEQ. Fisherman Island has dedicated motor vehicle and general cargo facilities that are near the single rail head at the Brisbane Multi-Modal Terminal (namely the AAT Wharves and the General-Purpose Wharf). In addition, there are significant storage areas for these cargoes, creating valuable offerings to the general cargo, project cargo, and motor vehicle industries.



As is the case for containers, key considerations for PBPL in growing the general cargo and motor vehicle trades include increasing wharf/terminal capacity, quayline productivity and berth utilisation, reducing ship dwell time and strategic projects.

The Brisbane Multi-Modal Terminal (BMT) is an intermodal terminal providing an interface between rail/road and the container terminal operations at the Port of Brisbane. It is operated as a requirement of the Port Lease and is only used as a multimodal terminal for the movement of cargo into and out of the port by rail and for providing short-term storage for cargo moving through the BMT.

Cargo generated from SEQ is generally not presently transported by rail due to higher costs and lower efficiencies primarily born of the rail freight network sharing track infrastructure with suburban passenger trains. In the longer term, the lack of land for additional intermodal activities, combined with increased road congestion may drive the movement of more containers onto rail. To cater for increased cargo volumes travelling to the Port on rail, PBPL has been a strong advocate for the preservation of a dedicated freight rail corridor from Acacia Ridge to the Port, and ultimately the construction of a Dedicated Freight Rail Corridor (DFRC) that links to the proposed Brisbane to Melbourne Inland Rail network.

Following the 2020 opening of the purpose-built Brisbane International Cruise Terminal (BICT) on a 14.22ha dry and 6.43Ha wet area at Luggage Point, PBPL has facilitated considerable growth in the cruise tourism market. With more than 150 cruise calls being hosted annually, the BICT is approaching its operational capacity in its present single wharf formation. Accordingly, PBPL is keen to explore how additional infrastructure augmentation might accommodate additional capacity at this facility.

The port will continue to grow to meet regional demands, population growth, development/infrastructure projects and provide core port infrastructure. Land availability and sustainability continue to be drivers of port functional efficiency and the port's competitiveness and desirability as an industrial hub. The LUP is a facilitator of this.

OVERVIEW OF INFRASTRUCTURE AND PRECINCTS

Schedule 5B, part 2 of the *Transport Infrastructure Act 1994* identifies that for the Port of Brisbane, the following are core port infrastructure:

- berths;
- bulk loading and unloading facilities;
- communications or telecommunications facilities;
- conveyors and pipelines;
- customs, immigration, and quarantine facilities, including facilities for under bond storage and housing of animals;
- defence facilities;
- emergency service facilities, including, for example, a base for water police;
- facilities for handling dredged material;
- freight warehouse or depot;

4



- monitoring facilities, including, for example a facility to monitor weather or tides;
- port terminal facilities;
- roads, driveways, flyovers and
- other accesses;
- security facilities;
- ship building facilities and dry docks;
- signage, other than advertising billboards;
- storage yards;
- transport and equipment depot;
- transport infrastructure;
- utilities for water supply, sewerage, drainage, waste storage and collection, electricity supply, and transmission;
- vehicle parking facilities;
- weighbridges;
- wharves and associated structures, including hydraulic structures, structures used for shipping purposes and wharf protection devices;
- ancillary offices for infrastructure mentioned in paragraphs (a) to (v).

The substantial and continuing investment in port infrastructure over recent decades means that the port is continually upgrading and improving port facilities. This expansion and maintenance in both facilities and infrastructure are envisaged to continue and be facilitated under the amended LUP.

It is, however, unlikely that the extent of changes will materially affect the high order outcomes of the LUP and instead are focussed on updates and general usability improvements. Although the Regional Plan, State Planning Policy and Act have all changed, much of their content will not significantly impact on policy and development outcomes as the LUP considers these issues already. Although the development assessment processes have changed under the *Planning Act 2016*, the Port has determined that the current assessment approach adopted by the port is working well and there is no intention to change this soon.

The approach to regulating development through specific precincts will also remain unchanged, though there will be some additions to precincts to reflect land acquisitions and disposals undertaken by PBPL in recent years.

A summary of these changes is included in **Table 3** below. Changes to code provisions, at a general level, have also been summarised in section 3 (Table 2) of this report.

TABLE 3 - PRECINCT CHANGES

PRECINCT	PURPOSE	PROPOSED CHANGE
Possible Future Brisbane Core Port Land	Additional 'wet' and 'dry' areas (identified in the LUP as 'Possible Future BCPL') which are not currently subject to a registered interest held by the port lessor or port manager but have been identified as having strategic interest/future importance to the port	<ul style="list-style-type: none"> Subject to detail Environmental Impact Statements and State / Commonwealth approvals, additional tenure may be pursued (following a registering of interest) in an additional area for dredged material placement / port expansion. Please refer to the conceptual footprint identified in Figure 5 Reference 1.
Wharves/Loading/Unloading	The purpose of the precinct is to accommodate development and infrastructure which contributes to the safe and efficient berthing of various vessels and the loading / unloading of goods.	<ul style="list-style-type: none"> No change to existing Wharves / Loading / Unloading Precinct locations however these facilities may accommodate a broader range of maritime uses including ship building facilities and dry docks as Accepted Development.
Terminals (containers, motor vehicles, general cargo)	The purpose of this precinct is to accommodate activities and development that are related or ancillary to the direct operations of the container, motor vehicle, and general cargo berths.	<ul style="list-style-type: none"> Existing Terminal (containers, motor vehicles, general cargo) facilities to remain. However, the future development of: <ul style="list-style-type: none"> terminal facilities downstream of the BCT contain terminal will accommodate terminals of all types see Figure 5 Reference 2). terminal facilities will accommodate a broader range of maritime uses including ship building facilities and dry docks.
Terminals (Bulk, General Purpose)	The purpose of this precinct is to accommodate activities and development that are related or ancillary to the operations of bulk and general cargo terminals.	<ul style="list-style-type: none"> Existing Terminal (Bulk and General Purpose) facilities to remain. However, the future development of: <ul style="list-style-type: none"> terminal facilities downstream of the BCT contain terminal will accommodate terminals of all types (see Figure 5 Reference 2). terminal facilities will accommodate a broader range of maritime uses including ship building facilities and dry docks
Port Industry	The purpose of this precinct is to accommodate port activities and development that support and facilitate trading activities.	<ul style="list-style-type: none"> No change to existing Port Industry areas but this precinct 'zoning' will be expanded to include: <ul style="list-style-type: none"> the now redundant Motor Vehicle Storage, Processing & Distribution; Dredge Rehandling Area and Port Operational Support Services – Area 1 Precincts; and the yet undeveloped portion of the Commercial Uses and Ancillary Services Precinct at Port Gate (see Figure 5 Reference Numbers 3-5)
Special Industry	The purpose of this precinct is to accommodate large scale industrial activities which may involve processing activities or the storage and distribution of dangerous goods.	<ul style="list-style-type: none"> No change to existing Special Industry precinct areas other than the inclusion of the ~4,165m² area adjoining Tanker Street previously identified as Possible Future Brisbane Core Port Land and the driveway corridor between Osprey and Port Drives (see Figure 5 References 7 and 8).
Transport Infrastructure	The purpose of the precinct is to accommodate existing and planned transport corridors and intermodal nodes.	<ul style="list-style-type: none"> No significant change to existing Transport Infrastructure Precincts subject to the minor widening of corridors and the removal of the driveway corridor between Osprey and Port Drives (shown in Figure 5 Reference 6 and 8)

4

PRECINCT	PURPOSE	PROPOSED CHANGE
Port Operational and Support Services (Areas 1 and 2)	<p>Area 1: The purpose of the precinct is to identify an area which may be subject to future port operational development (subject to rigorous assessment of potential impacts on the environment and coastal processes).</p> <p>Area 2: The purpose of the precinct is to accommodate activities and development that provide critical support to the operation of the port, marine and construction industries.</p>	<ul style="list-style-type: none"> Area one to be removed and replaced with Port Industry – see Figure 5 Reference 3). No change to Area 2
Port Central	The purpose of the precinct is to provide for a mix of commercial, industrial, retail, and recreational uses and activities which provide localised / convenience services.	<ul style="list-style-type: none"> No change
Open Space	The purpose of this precinct is to promote visual amenity and provide additional buffering of linear infrastructure elements (e.g. roads and stormwater) on Brisbane core port land.	<ul style="list-style-type: none"> No change.
Commercial Uses and Ancillary Services	The purpose of this precinct is to accommodate localised services and retail activities complementary to port activities. The activities undertaken in this precinct will not adversely affect the primacy of the centre’s hierarchy in Brisbane City Council’s local government area and their catchments do not extend beyond the boundary of the Port of Brisbane.	<ul style="list-style-type: none"> The presently undeveloped section of this precinct at Port Gate is to be changed to Port Industry (see Figure 5 Reference 5).
Conservation / Buffer	The purpose of the precinct is to protect areas which have significant environmental values, such as wetlands, mangroves, mudflats, important remnant vegetation, riparian corridors, and other coastal habitats. These areas also present significant port buffering advantages to nearby sensitive land uses.	<ul style="list-style-type: none"> No Change
Buffer / Investigation Precinct	The purpose of this precinct is to provide port buffers and areas which may be subject to future port operational development (subject to rigorous assessment of potential impacts on the environment and coastal processes).	<ul style="list-style-type: none"> No change (whilst noting the future potential for this precinct to accommodate environmental rehabilitation initiatives).

PRECINCT	PURPOSE	PROPOSED CHANGE
Dredge Rehandling Area	The purpose of the precinct is to identify an area on Brisbane core port land which may be subject to permanent use for dredged material placement, handling, and disposal infrastructure.	<ul style="list-style-type: none"> • PBPL are proposing to remove this precinct in accordance with its ongoing and government-approved reclamation of the existing FPE area. The permanent establishment of a dredged material handling area has been determined to not be needed or viable in the longer-term.
Motor Vehicle Storage, Processing and Distribution	The present purpose of the precinct is to accommodate activities and development associated with vehicle processing, short-term storage, and distribution to markets.	<ul style="list-style-type: none"> • PBPL are proposing to remove this precinct and incorporate lands presently 'zoned' as Motor Vehicle Storage, Processing and Distribution within the Port Industry Precinct. This change is being pursued to increase land use flexibility, with the former precinct's purpose adequately accommodating motor vehicle storage, processing, and handling (see Figure 5 Reference 4).

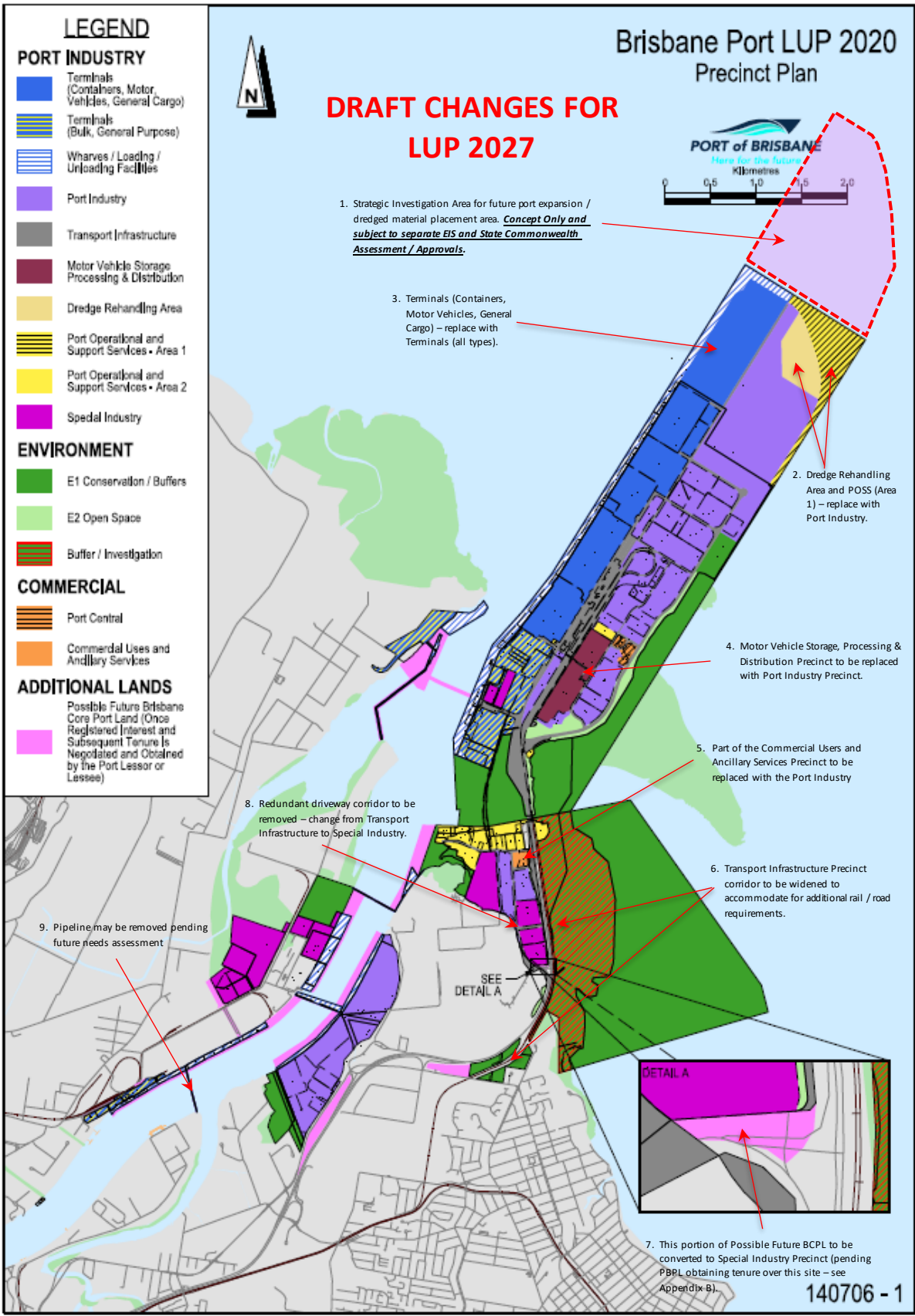
Several other, land use types not presently anticipated in the LUP Table of Assessment will also be considered in the context of the above-mentioned precincts.

Whilst land use precincts describe suitable locations for development of port facilities, the LUP will also continue to include "Strategic Investigation areas" that identify specific areas / issues which are intended to be investigated during the life of this LUP. These investigations are envisaged to influence the content of future or amended land use plans. Changes to strategic investigation areas include:

- SIA #1 – recognition of the area identified in parallel (yet more exhaustive) EIS investigations regarding the future placement of dredged material adjoining Fisherman Islands (NB: this area is subject to a separate and far more detailed EIS investigation and would require additional State and Commonwealth approvals to proceed. Accordingly, this SIA has been included to recognise the evolving status of this parallel work).
- SIA #2 – will focus on the options for future wharf and terminal development on Fisherman Islands downstream of the existing BCT facility.
- SIA #3 – will address the future potential for Buffer / Investigation Areas in the mix of port land use preferences (including an examination of industrial and ecological matters / opportunities).
- SIA #4- will focus on the potential augmentation / improvement of the recently developed Brisbane International Cruise facility.

A map of these locations is provided at **Appendix D**.

FIGURE 5 – PROPOSED CHANGES TO LUP PRECINCTS



4.5 VALUABLE FEATURES

Schedule 6 of the *Transport Infrastructure Act 1994* identifies that valuable features include each of the following, whether terrestrial or aquatic:

- resources or areas of ecological significance, including, for example, habitats, wildlife corridors, buffer zones, places supporting biological diversity or resilience, and features contributing to the quality of air, water (including catchments or recharge areas) and soil;
- areas contributing significantly to amenity, including, for example, areas of high scenic value, physical features that form significant visual backdrops or that frame or define places or localities, and attractive built environments;
- areas or places of cultural heritage significance, including, for example, areas or places of indigenous cultural significance, or aesthetic, architectural, historical, scientific, social, or technological significance, to the present generation or past or future generations;
- resources or areas of economic value, including, for example, extractive deposits, fishery resources, forestry resources, water resources, sources of renewable and non-renewable energy and good quality agricultural land.

Each of these aspects have been discussed in further detail below.

Ecological Significance

Environmental features at / adjoining the port include those related to the Brisbane River and the adjoining Moreton Bay Marine Park.

Moreton Bay extends from Caloundra to the Gold Coast, and provides numerous ecological, cultural, recreational, and economic resource opportunities for Queensland. To ensure the significant environmental features of Moreton Bay are conserved, and to manage competing uses, the bay environs are protected under the Moreton Bay Marine Park, which was declared in 1993. The bay, which is recognised internationally under the Ramsar Convention for its valuable wetland ecosystems, offers many important estuarine and marine habitats for species such as migratory shorebirds, dugong, turtles, and commercial bait, fish, and crab species.

The beaches, sandbanks and mudflats in Moreton Bay provide habitat for more than 50,000 migratory shorebirds that visit annually to feed on the abundant food sources in the bay, prior to breeding. The sandbanks and mudflats also support commercial bloodworm gathering, while Moreton Bay estuaries and mangrove forests fulfil an important nursery function for fish and crab species. The bay also supports vast seagrass meadows that are a key food source for resident dugong and turtle populations.

The estuarine-tidal section of the Brisbane River flows through the coastal floodplain that is occupied by a sprawling urban landscape that covers 52% of the lower river catchment. Given the high levels of use of the riverine environs, impacts upon riparian habitat have been associated with recreational and commercial boating activity causing riverbank destabilisation and water pollution, while stormwater and industrial discharges have resulted in elevated turbidity and nutrient concentrations. While the general ecosystem health of the lower Brisbane River estuary is currently described as poor, the environmental features and ecological functions provided by the riparian and estuarine environment are considerable, should be maintained, and enhanced.





The port area at the mouth of the Brisbane River sustains or neighbours several significant environmental features, including:

- extensive intertidal flats, which provide a feeding habitat for resident and migratory shorebirds
- over 150 hectares of mangroves at the river mouth, which provide a feeding habitat for a variety of fish and crustaceans
- seagrass areas, which provide food for dugongs and turtles and are among the largest in the western Moreton Bay region
- the (purpose built) 12-hectare shorebird roost as a haven for resting and feeding shorebirds.

Upriver estates on port land holdings also exhibit valuable environmental features, including:

- riparian zones adjoining allotments along the river and tributaries at Port West, Pinkenba, and Colmslie
- bushland corridors providing buffers and links to riparian zones.

Development on Core Port Land must seek to prevent / minimise impacts on the vital hydrological and ecological characteristics of riparian and marine habitats, and the vegetated buffers and corridors in the vicinity of the port. The provisions within the LUP will continue to play a significant role in supporting PBPL's intention to operate the most environmentally responsible port in Australia, based on a commitment to best-practice environmental management.

Changes to the LUP related to ecology are summarised 4.2.1 and 4.2.2.

Scenic Amenity

The vegetated land that fringes operational port areas enhances scenic and neighbourhood amenity attributes, by extending buffers between port activities and adjoining sensitive receiving environments. The eastern shores of Fisherman Island and Port Gate consist of a vegetated buffer and areas of remnant vegetation of high ecological value, which provides a visual break and improved scenic amenity from nearby residential neighbourhoods such as Wynnum North.

No additions or changes to existing scenic amenity requirements in the LUP are proposed.

Cultural Heritage

As most existing and proposed areas of BCPL at the Port of Brisbane are established by land reclamation, there is little likelihood that many sites with cultural heritage significance exist on reclaimed port land. However, other areas of upriver BCPL may warrant the consideration of historical, architectural, or indigenous cultural heritage issues. Close liaison with cultural heritage agencies and indigenous groups with interests in the port area is ongoing and will continue to foster relationships to address issues affecting port development.

No additions or changes to existing cultural heritage requirements in the LUP are proposed.

Resources of Economic Value

In addition to the ecological values of the port areas within Moreton Bay and Brisbane River, the wetlands, mangroves, and seagrass meadows are also a key resource of economic value, by providing fish nurseries and sheltered habitats that sustain the commercial fishing operations occurring in the area, including bait worm digging, beam trawling, and net fishing.

Channels within the port limits also provide a valuable resource, where dredged material removed to facilitate safe vessel navigation / berthing has value as a material for land reclamation activities at Fisherman Island, as well as other industrial areas throughout the Australia TradeCoast. Port expansion over the next ~25 years will require large volumes of sand and river silts for land creation to facilitate this development.

PBPL will obtain this material from the maintenance dredging or river silts and bay sands from declared shipping channels, berth pockets, and swing basins.

The port itself, and its substantial investment in infrastructure over the past 45+ years, is also a key economic resource for Brisbane, SEQ, Queensland and the nation generally. The port has experienced significant growth over the past decade because of increased port and supply chain efficiencies, targeted capital investment, and the strategic development of port-related industries. Collectively, such factors enable the port to annually facilitate ~\$75 billion in trade as a major driver of economic activity and jobs creation.

The outcomes identified in the LUP already promote the sustainable development and management of the Port as a major economic resource. It also addresses interface and infrastructure matters with the adjoining industry areas (identified as Brisbane's Major Industry Area and economic driver for the region). It is not proposed to change the current outcomes, beyond those identified in section 4.2.2 above.



CONSULTATION



CONSULTATION

5.1 PROCESS

PBPL has developed a stakeholder engagement program to facilitate the consultation elements of the LUP review.

As required by the TIA, consultation for the LUP review process must include public exhibition of the SOP and draft LUP documents. The public release of this SOP signifies the commencement of the 20-business-day exhibition period for the document, during which interested stakeholders and the wider port community members can review the SOP document and provide input into the LUP review process by making a written submission.

During the SOP exhibition, a range of community consultation activities have been programmed to allow stakeholders to access further information about the SOP and the broader LUP review process. These activities include –

- project review group workshops;
- targeted stakeholder meetings and briefing sessions (including updates for PBPL’s Community Consultative Committee, briefings for peak industry bodies, and various community forums);
- newspaper advertisements;
- web-based information;
- talk-to-a-planner sessions scheduled for 23 June and 8 and 15 July 2026 from 9am-11am; and
- briefings to State and Local Government agencies.

Details on the upcoming consultation activities are listed on the PBPL website (see details below) and/or may be discussed with PBPL’s Planning Advisor, Ms Haleen Singh on ☎0436 663 174.

5.2

MAKING A SUBMISSION

The SOP exhibition commences on 22 June 2026 and finishes on 17 July 2026. Throughout this period, stakeholders are invited to make a submission to the PBPL regarding any matters presented within the SOP document. For a submission to be accepted by the PBPL as “properly made,” submissions should:

- be in writing;
- be signed by each person who is making the submission/s (or where an electronic submission, the submitter authentication box has been checked);
- detail any comments or feedback regarding the SOP; and
- be received by COB on the 17 July 2026.

Submissions may be lodged with the Port of Brisbane Pty Ltd via:

Post:

Land Use Plan 2027 Project Team
Port of Brisbane Pty Ltd
Locked Bag 1818
Port of Brisbane QLD 4178

Delivery:

Land Use Plan 2020 Project Team
Port of Brisbane Pty Ltd
3 Port Central Ave
Port of Brisbane QLD 4178

Electronic Submission:

Complete the Submission Form on the project webpage on the PBPL website:
www.portbris.com.au/LUP-2020
Or
Email us lup@portbris.com.au

Note: Please refer to **Appendix F** for a submission form template to assist stakeholders when making a written submission.

When developing the draft amended LUP, PBPL will have due regard to issues raised by stakeholders in submissions about the SOP. To demonstrate that stakeholder concerns have been appropriately and adequately considered, a submissions' reporting process will be undertaken. The *SOP Submissions Report* will summarise submissions and describe PBPL's comment, recommendations and decisions regarding the issues raised in the submissions. The PBPL's response to issues raised in submissions is dependent on whether the issue is within the scope of land use plan. The *SOP Submissions Report* will be made publicly available prior to the commencement of the drafting of the final LUP amendments.

5.3 NEXT STEPS

Following the receipt and review of all submissions on the SOP, PBPL will prepare a draft version of the amended LUP.

Upon completion, this document will also be made publicly available for a review period of 40 business days in accordance with the requirements of TIA. Submissions on the draft LUP may also be made via the same process outlined above.

Accordingly, all submissions will be considered by PBPL and the Ministers for the Departments of State Development, Infrastructure and Planning (DSDIP) and Transport and Main Roads (DTMR).



APPENDIX A – EXISTING LUP PRECINCT PLANNING

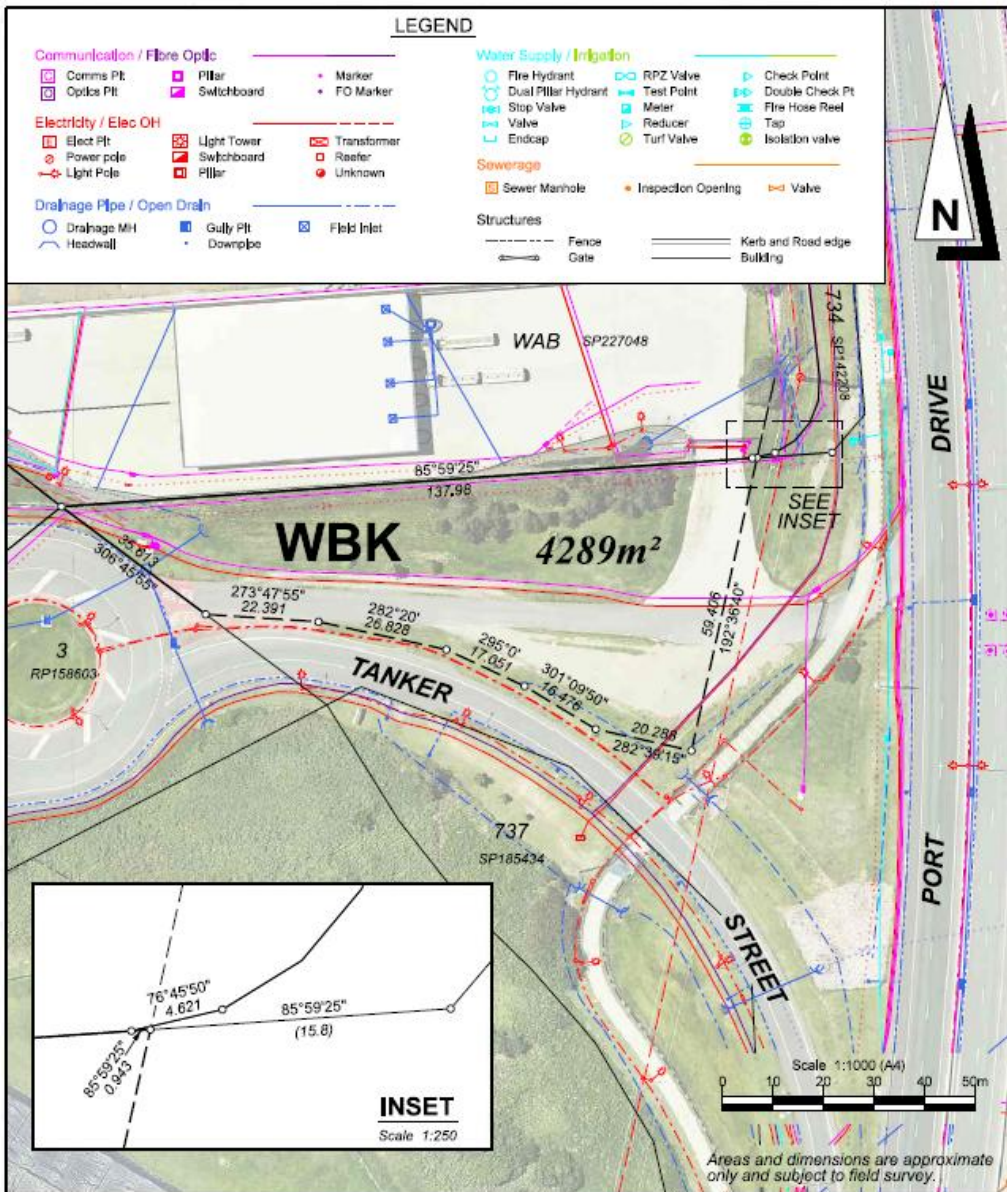
Refer to Part 3 of the existing LUP pp. 58-77: [2020-land-use-plan](#) for complete commentary on the existing port precincts (summarised below):

PRECINCT	PURPOSE	TYPES OF LAND USES / DEVELOPMENT ENVISAGED
Terminals (containers, motor vehicles, general cargo) precinct	To accommodate activities and development that are directly related or ancillary to the direct operations of the container, motor vehicle and general cargo berths.	Activity and development that service the wharves / loading / unloading precinct- primarily container, motor vehicle and general cargoes and associated / ancillary offices, workshops, fuel storage and warehouses. Uses envisaged include: marine terminals, associated offices, freight warehouses or depots, storage and processing facilities (motor vehicles), associated infrastructure and conveyance systems.
Terminals (bulk, general purpose) precinct	To accommodate activities and development that are directly related or ancillary to the operations of bulk and general cargo terminals.	Uses that service wharves / loading / unloading precinct – primary bulk and general cargo commodities and cruise shipping and associated / ancillary offices, workshops, fuel storage and warehouses. Uses envisaged in this precinct include: marine terminals, associates offices and control facilities, bulk loading and unloading facilities, storage facilities, freight warehouses or depots, associated infrastructure and conveyance systems.
Wharves / loading / unloading precinct	To accommodate development and infrastructure which contributes to the safe and efficient berthing of various vessels and the loading / unloading of goods.	Supports activity, development and associated infrastructure that facilitate the movement of goods between wet and dry areas. The precinct is predominantly located over water areas alongside terminals and/or Brisbane core port land. Accommodates berth pockets, marine wharves with associated infrastructure, conveyance systems, marine/terminal cranes, pumps and conveyors.
Port industry precinct	To accommodate port activities and development that support and facilitate trading activities.	Provides for activities that directly support the primary role and function of the port – e.g. large-scale warehousing, container parks, manufacturing (for export or where reliant upon the import of goods), hardstand areas, pack and unpack facilities, storage and distribution activities, transport terminals and the storage, repair, cleaning, maintenance and transfer of containers. Non-industrial uses may only be located in the precinct where they are ancillary to the primary operation of the site or directly support the needs

Transport infrastructure precinct	To accommodate existing and planned transport corridors and intermodal nodes.	Intended to support transport infrastructure that contributes to improving port efficiency, shortening the supply chain, increasing trade capacity or providing logistical benefits. The precinct accommodates uses such as truck queuing and parking, hardstand areas, roads, rail links and infrastructure and other access ways through port owned land, intermodal terminals.
Motor vehicle storage, processing and distribution precinct	To accommodate activities and development associated with vehicle processing, short-term storage and distribution to markets.	The precinct supports car import and processing activities, but no long-term vehicle storage. The precinct supports car import and processing activities, but no long-term vehicle storage. The precinct accommodates uses such as motor vehicle storage, processing and distribution activities, minor vehicle repair facilities, vehicle warehousing / covered storage areas, associated infrastructure and transfer systems / infrastructure (ramps, fly overs and gate houses). Non-industrial uses may only be located in the precinct where they are ancillary to the primary operation of the site or directly support the needs of employees (e.g. take away food outlets).
Dredging re-handling area	To identify an area on the Brisbane core port land which may be subject to permanent use for dredged material placements, handling and disposal infrastructure	This precinct is reserved as an area that may accommodate future dredged material placement and handling.
Port operational and support services (area 1) precinct	To identify an area which may be subject to future port operational development (subject to rigorous assessment of potential impacts on the environment and coastal processes).	This precinct may be investigated for specific uses to support sustainable port operations. Future uses may include: - additional / emergency dredged material placements areas. - dredge / tug / barge / military bases. - conservation and/or parkland/recreation areas. - research activities.
Port operational and support services (area 2) precinct	To accommodate activities and development that provide critical support to the operation of the port, marine and construction industries.	This precinct accommodates a variety of port-supportive functions including but not limited to general warehousing, tug, ferry and small craft marine activities, service stations, vessel storage and launching facilities, emergency services facilities, marine engineering / construction / surveying services, temporary storage areas and small-scale retailing that supports the port and marine activities.
Special industry precinct	To accommodate large-scale industrial activities which may involve processing activities or the storage and distribution of dangerous goods.	The precinct supports risk-assessed / port-related development that is associated with manufacturing, bulk storage and distribution, assembly and processing plants – i.e. processing facilities, large dangerous goods facilities, major hazard facilities and manufacturing facilities. Non-industrial uses may only be located in the precinct where they are ancillary to the primary operation of the site or directly support the needs of employees (e.g. take away food outlets).
Conservation / buffers Precinct	To protect areas which have significant environmental values and present significant port buffering advantages to nearby sensitive uses.	The precinct may support minor activities, but any development within the precinct must not adversely impact on ecological features and processes. The precinct may accommodate a restricted range of uses including bird watching infrastructure, associated parking areas, fauna enhancement infrastructure and research activities.
Open space precinct	To promote visual amenity and provide additional buffering of linear infrastructure elements (e.g. roads and stormwater) on Brisbane Core Port Land.	The precinct will accommodate a restricted range of uses including, buffering linear development elements, dedicated walkways and infrastructure to support safe access, recreation for the port community and essential management of the port.
Buffer / investigation precinct	Provide port buffers and areas which may be subject to future port operational development (subject to a rigorous assessment of potential impacts on the environment and coastal processes).	This precinct supports minor activities that do not adversely impact on ecological features and processes or create potential health and safety risks to the community and nearby sensitive uses. Where areas remain primarily as buffer, uses that do not adversely affect underlying values are facilitated where a need exists and the use does not adversely affect the values of the area of port operations (e.g. bird watching facilities, outdoor recreation, fauna enhancement strategies).

APPENDIX B

NEW BRISBANE CORE PORT LAND (CONCEPT ONLY)



<p>PORT OF BRISBANE PTY LTD</p> <p>FOR DISCUSSION PURPOSES</p> <p>PROPOSED LEASE WBK OVER EXISTING ROAD</p> <p>2 TANKER STREET, PORT OF BRISBANE</p> <p>Locality: Whyte Island / Port of Brisbane Approved By: J. Burnell 8/04/26</p>		<p>PORT of BRISBANE</p> <p>Here for the future</p>	
<p>Port of Brisbane Pty Ltd and its related entities (PBPL) shall not be liable for any loss or damage of any nature whatsoever due to any inaccuracies or errors, which may result from use of data supplied by others or prepared by PBPL. The data provided by PBPL is provided "as is" without warranty of any kind. PBPL does not guarantee or warrant the correctness, completeness, currentness, merchantability or fitness for a particular purpose of such data. Aerial © Aeromatrix Ltd 2025</p>		<p>PORT OF BRISBANE NEW PORT OFFICE PORT CENTRAL AVE PORT OF BRISBANE QUEENSLAND 4176</p>	<p>© PORT OF BRISBANE PTY LTD 2025</p> <p>Ph: 07 3258 4888 Fax: 07 3258 4704</p>
<p>DRAWN BY S. Crump 8/04/06</p>		<p>PLAN NUMBER 150287</p>	<p>REV -</p>



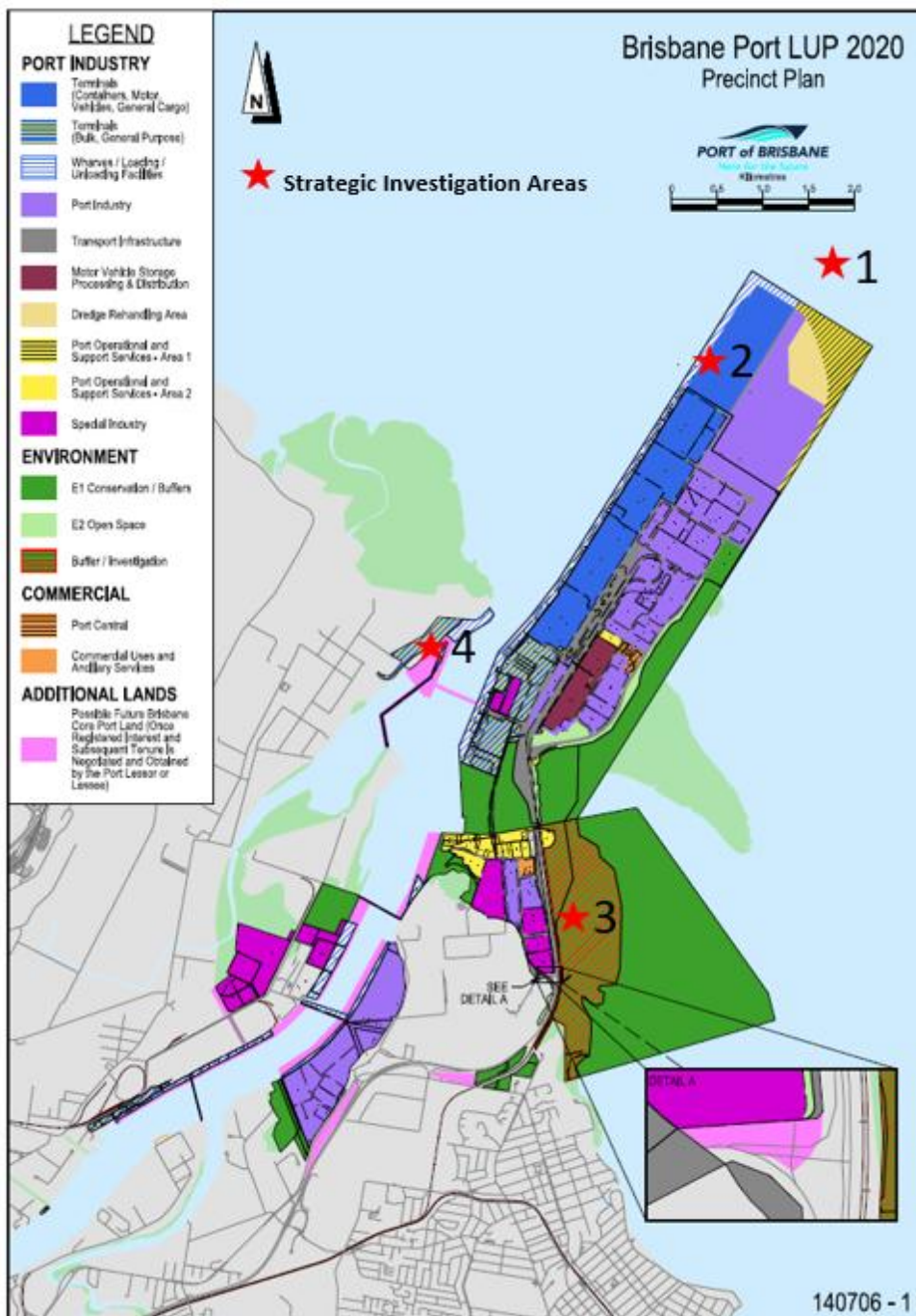
APPENDIX C – SUMMARY OF CITY PLAN 2014 OVERLAYS (KEY OUTCOMES) AND ALIGNMENT WITH LUP OUTCOMES

BCC OVERLAY	KEY OUTCOMES	ALIGNMENT WITH LUP OUTCOMES / DEVELOPMENT CODES
Airport Environs	<ul style="list-style-type: none"> - Height limitations via OLS; - Limitation of uses that could impact on the safe operation of aircraft; - ANEF noise forecasts and limitations to sensitive uses. 	<ul style="list-style-type: none"> o Height limitations corresponding with precincts; o Restriction of particular uses that could impact on aircraft operation, according to zone and proximity to take-off and landing paths; o Restriction of sensitive uses in all port land; o Restrictions / design controls on port lighting and the emission velocities from any stack or chimney.
Biodiversity areas	<ul style="list-style-type: none"> - Protection and enhancement of biodiversity areas and connecting corridors; - Avoid and mitigate impacts on biodiversity values, features and ecological processes; - Environmental offsets where avoid and mitigate is not possible. 	<ul style="list-style-type: none"> o Prevention of development in environmentally sensitive areas; o Protection of sensitive areas through the Conservation/Buffers precinct, Open Space precinct and Buffer/investigation precinct; o Specific investigation areas, which PBPL is undertaking specific scientific studies and monitoring of flora and fauna species; o Identification of relevant biodiversity features and policy of protection through LUP Strategic Themes o Enforcement of relevant standards under relevant legislation (e.g. the Environmental Protection Act 1994, Fisheries Act 1994, Coastal Protection and Management Act 1995 and the Environmental Protection Biodiversity Conservation Act 1999 (Commonwealth)); o Requirement for PBPL-approved Construction and Operational Environmental Management Plans; o Use of Port Prohibited development classifications to protect sensitive areas; o Mapping that will identify long-term preservation areas. o Managing risks re invasive species (e.g. Fire Ants)

Coastal hazard and flooding	<ul style="list-style-type: none"> - Minimise exposure to unacceptable risk; - Location, siting, design and construction of development to consider the existing and forecasted risk; - Efficient evacuation; - Protection of people and minimisation of impact to building and property; - Avoid areas of impact, or mitigate where reasonable. 	<ul style="list-style-type: none"> o Precinct planning supports compatible uses in affected areas and prohibits incompatible uses in sensitive areas; o protection of coastal processes and coastal resources; o maintaining or enhancing the scenic amenity of important natural coastal landscapes; o consolidation of development through infill and redevelopment; o facilitating only coastal-dependent uses associated with the Port (which, in itself, is identified as a coastal dependent use); o requiring a fit for purpose natural hazards study that demonstrates an acceptable or tolerable risk; o enforcement of relevant legislation (as noted above); o avoiding coastal impacts or where this is not possible, demonstrating mitigation and/or management.
Potential and actual acid sulfate soils (PASS)	<ul style="list-style-type: none"> - Avoid disturbance of acid sulfate soils - Treatment and ongoing management of exposed acid sulfate soils 	<ul style="list-style-type: none"> o Avoid disturbance of acid sulfate soils; o Where avoidance is not possible, manage to avoid environmental harm via PBPL's PASS Management Plan requirements
Waterway corridors	<ul style="list-style-type: none"> - Maintains and enhances waterway health - Protects flood storage and water conveyance - Protection of processes and biodiversity values 	<ul style="list-style-type: none"> o Located within Conservation/Buffer, Buffer/Investigation or Open Space precincts which actively discourage development; o Uses classified as Port Prohibited prevent development inconsistent with values of above precincts; o Protect and manage values; o Maintain waterway functioning and health; o Adverse impacts on ecological values avoided; o Identify and protect habitats; o enforcement of relevant legislation (as noted above).
Wetlands	<ul style="list-style-type: none"> - Protects hydrological and ecological functions - Avoids adverse impacts - Where cannot be avoided, maintain connectivity to broader corridors 	<ul style="list-style-type: none"> o Located within Conservation/Buffer, Buffer/Investigation or Open Space precincts which actively discourage development; o Port Prohibited uses inconsistent with values of above precincts; o Adverse impacts on ecological values avoided; o Protect and manage values; o Adverse impacts on ecological values avoided; o Identify and protect habitats; o enforcement of relevant legislation (as noted above).



APPENDIX D - REVISED STRATEGIC INVESTIGATION AREAS (DRAFT)



APPENDIX E – Channel Enhancement Project

Overview

The proposed Port of Brisbane [Channel Enhancement Project](#) ('CEP') will involve capital dredging works to enable increasingly larger and deeper draught container vessels and bulk cargo ships to safely and efficiently transit through Moreton Bay under a wide range of conditions. In addition to the deepening and widening of existing navigational channels, some minor re-alignments and bend radius increases are also proposed to reduce risk whilst entering and leaving the Port as well as extension of the East Knoll Bypass Channel.

On the 12 September 2024 the CEP was gazetted as a 'Coordinated Project' under the Queensland State Development and Public Works Organisation Act 1971 (SPDWO Act) by the Coordinator General; therefore, the Project will undergo an Environmental Impact Statement (EIS) process pursuant to Section 26(1)(a) of the SDPWO Act.

The Project is also subject to an EIS and approval process under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) with controlling provisions for several matters of National Environmental Significance.

The Final Terms of Reference (TOR) were issued for the EIS on 10 September 2025 and can be downloaded here: <https://www.coordinatorgeneral.qld.gov.au/projects/find-a-project/current-coordinated-projects/port-of-brisbane-channel-enhancement-project>

The Study Area for the EIS is shown overleaf. Capital dredging associated with the Project is proposed to be undertaken incrementally over a period of up to 25 years and will involve widening and deepening of the Northwest Channel, the East Knoll Bypass Channel and the Outer Bar and Bay Crossing Channel segments.

Several options for management of dredge material are presently being investigated as part of the EIS process, including 100% beneficial re-use of high-quality sands. Options to reclaim land from tidal water and offshore placement are being investigated for dredge material (muds, clays and silts) that cannot be beneficially re-used.

The preferred proposal for management of dredge material is to create the Fisherman Islands Expansion Dredge Material Placement Area (DMPA) as shown overleaf. This would involve the construction of a new reclamation area, seaward of the existing Future Port Expansion Area (FPE). The new reclamation area would conceptually be used for the controlled placement and management of dredge material generated over the life of the CEP. The exact shape and dimensions of the new reclamation area will be determined as part of the EIS process within the identified investigation area shown overleaf.

The Draft EIS is proposed to be submitted for initial Governmental review in mid-2027. Public notification of the Draft EIS will occur following acceptance of the Draft. The assessment and approval process for the EIS will occur throughout 2028 and potentially into 2029.

While the potential development DMPA is shown in this Statement of Proposals and is flagged for inclusion in the draft LUP 2027, ***the CEP (inclusive of the DMPA) will be the subject of far more detailed EIS analysis and require the assessment and approval of both State and Commonwealth Governments.***

EIS Study Area including DMPA Investigation Areas



- Legend**
- PBPL Existing and Proposed Channel
 - Port Limits (Maritime Safety)
 - ▨ DMPA Investigation Areas
 - ▬ Dredging Footprint
 - Study Area

Title
Channel Enhancement Project (CEP) – Study Area

BMT endeavours to ensure that the information provided in this map is correct at the time of publication. BMT does not warrant, guarantee or make representations regarding the currency and accuracy of information contained in this map.



Drawing
Rev.
E



APPENDIX F – SOP SUBMISSION TEMPLATE

Hardcopy submission form template

As a member of the wider port community, your input is welcomed as part of the stakeholder consultation process for the amendment of the Brisbane Port Land Use Plan. You are encouraged to submit any feedback you may have regarding the SOP document. The PBPL will accept your written submission via post, fax, and delivery or electronically via the website. Fields marked with an asterisk are mandatory for submitter authentication.

To the Chief Executive Officer of the Port of Brisbane Pty Ltd –

*Name: _____
*Address: _____ *Suburb: _____
State: _____ *Post Code: _____
Phone: _____ Mobile: _____

*Grounds of submission and the facts and circumstances in support of those grounds:

*I am the above-mentioned person and I approve of the information in this submission form being sent to the Port of Brisbane Pty Ltd.

*Signed: _____

Post to: Brisbane Port Land Use Plan Amendments
Port of Brisbane Pty Ltd
Locked Bag 1818
Port of Brisbane QLD 4178

Or deliver to: Brisbane Port Land Use Plan Amendments
Port of Brisbane Pty Ltd
3 Port Central Avenue
Port of Brisbane QLD 4178

Or email to: lup@portbris.com.au

Note: Please go to <https://www.portbris.com.au/Property/Land-Use-Planning/> for details on lodging an electronic submission form.