Maritime Safety Queensland



Draft for Public Consultation

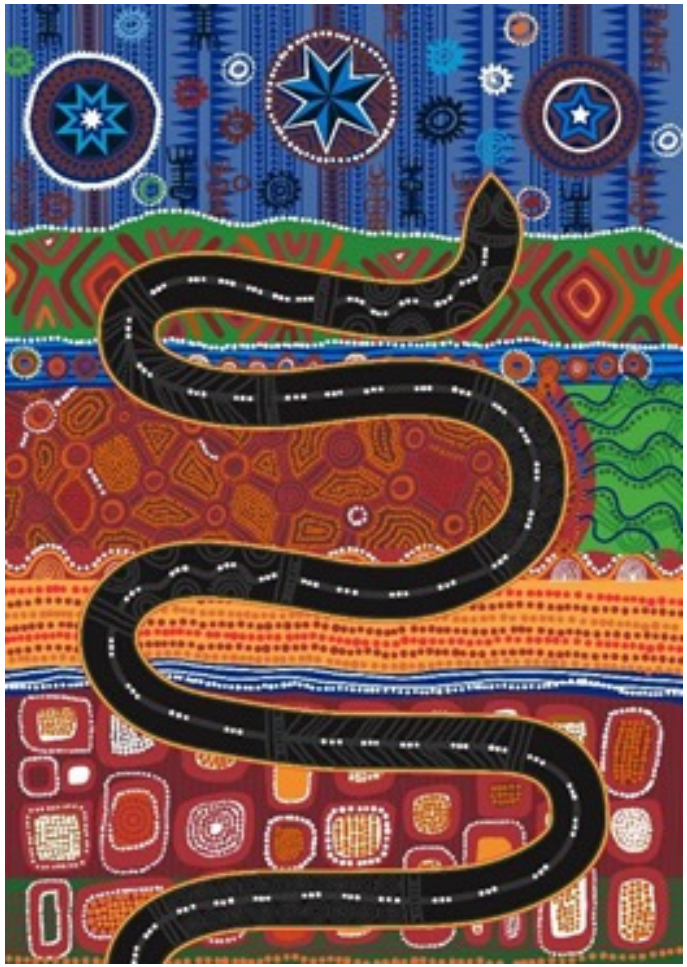
Rosslyn Bay State Boat Harbour
Draft Master Plan

DELIVERING FOR QUEENSLAND

Queensland Government

Acknowledgement of Country

The Department of Transport and Main Roads respectfully acknowledges the Traditional Owners and Custodians of the land and waterways and we pay respect to their Elders past, present and emerging. The Department of Transport and Main Roads recognises those whose ongoing effort to protect and promote Aboriginal and Torres Strait Islander cultures will leave a lasting legacy for future First Nations people.



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This information can also be found on our website:
https://www.tmr.qld.gov.au/projects/rosslyn-bay-harbour-master-plan

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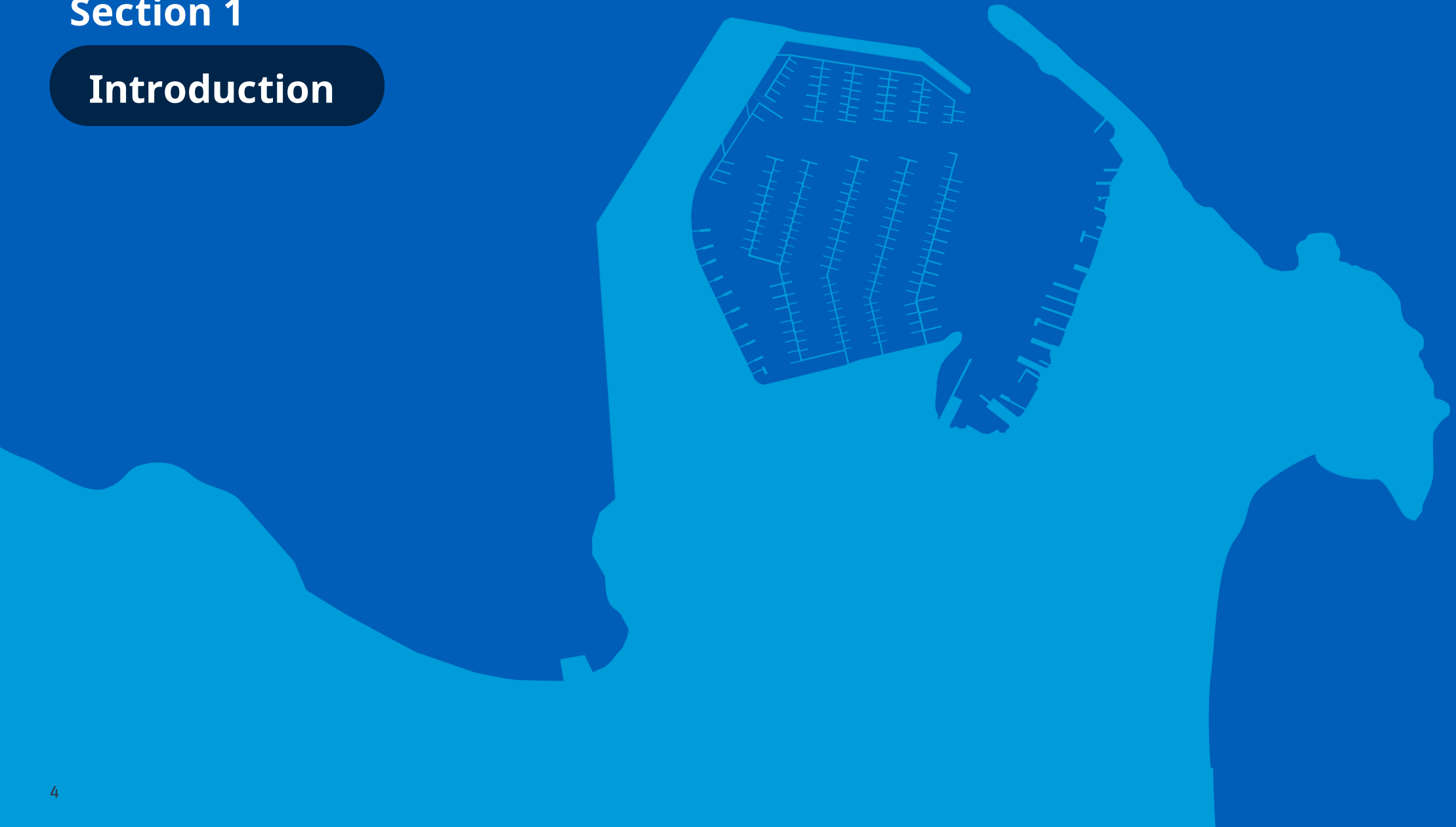
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Section 1

Introduction



Master Plan Snapshot

Rosslyn Bay State Boat Harbour is a critical maritime gateway to the Capricorn Coast, Keppel Islands and Southern Great Barrier Reef and is a thriving, efficient working harbour that supports the maritime industry and recreational boating community. It delivers a gateway to world-class visitor experiences while safeguarding the natural environment and enhancing regional tourism.

Developed through technical analysis and collaboration with technical experts, government, tenants, volunteer groups, and First Nations communities, the master plan provides a strategic guide for the development of the harbour into the future.

The master plan outlines strategies to optimise the harbour's operations, precinct layouts, and infrastructure, including all-tide access for larger vessels, maintenance and servicing facilities, improved performance of the public boat ramp and parking, and enhanced public spaces.

Within the harbour, precinct-based redevelopment will maximise space efficiency and functionality, with new opportunities proposed including the Harbour Growth Precinct and additional parking areas.

Long-term future expansion beyond the existing harbour boundary will be investigated as demand for a diverse range of maritime services, recreational boating infrastructure and tourism across the Capricorn Coast continues to grow.



Key Outcomes

- Revitalised public infrastructure and public realm
- Enhanced tourism experiences
- Support working harbour functions
- Drive investment in existing and future harbour land
- Enhanced arrival experience and wayfinding
- Enabling future expansion opportunities



The Role of Queensland's State Boat Harbours

The Rosslyn Bay State Boat Harbour is one of Queensland's 8 state-owned boat harbours, managed by Maritime Safety Queensland (MSQ). The state-owned and managed boat harbours form a network of important strategic maritime public assets which:

- Provide safe and efficient all-tide deep-water sheltered access for recreational and commercial vessels.
- Support sustainable recreational and commercial boating activities and the broader maritime and tourism sectors.
- Support maritime-related community functions, government services and public recreation.

Department of Transport and Main Roads (TMR) MSQ manages Queensland's state boat harbours to protect and enhance their important strategic maritime function and provision of access to Queensland's waterways. Each harbour plays an important function in its local and regional context, creating a destination that balances sustaining a working harbour and maritime operations, alongside public access and recreation.

Rosslyn Bay State Boat Harbour

The Rosslyn Bay State Boat Harbour (SBH) is the central maritime hub for the local area and broader Capricorn Coast. It is the gateway to the Southern Great Barrier Reef (GBR) and the Keppel Islands, offering public boat ramps, ferry services, cruises and recreational fishing and charters.

Rosslyn Bay SBH is a critical public marine infrastructure asset. Its strategic location, sheltered conditions, and all-tide access make it the most significant boating facility in Central Queensland, with approximately 10,000 registered trailer boats of all sizes using Rosslyn Bay alone. The two public boat ramps are the only facilities in the region between Gladstone and Mackay that provide all-tide, deep-water, sheltered access to the waters of the Southern GBR.

The SBH extends over 18 hectares, including its in-water operational area, and functions as a vital working harbour supporting a range of marine and commercial activities. Its layout and operations are closely integrated with the surrounding coastal environment, which is characterised by high-quality biodiversity and strong ecological and amenity values, reinforcing the harbour's connection to its natural setting.

While the master plan is predominantly focused on the SBH, it will have broader impacts on the whole of the harbour and surrounding areas.



Master Plan Objectives

The master plan sets out a long-term vision aligned with government strategic objectives. It will serve as a strategic, non-statutory decision-making tool to guide development and implement actions over time.

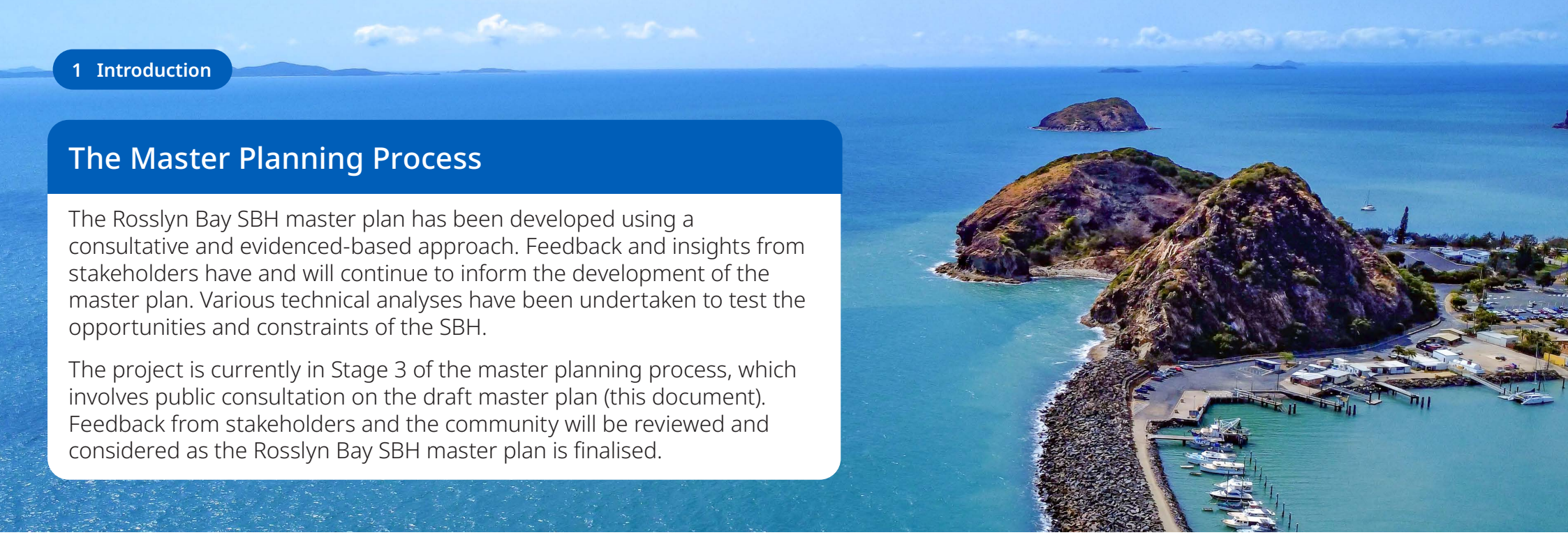
The master plan will provide a clear and coordinated framework for spatial planning, outlining future uses and development opportunities for stakeholders and the community, contributing to meeting regional growth demands and access to tourism destinations in the locality.

The master plan does not approve development, provide detailed design, or confirm infrastructure arrangements and funding. MSQ will continue to work and collaborate with Livingstone Shire Council, industry and stakeholders, the community, relevant state agencies and First Nations people regarding these matters.

The master plan is supported by the ***Rosslyn Bay State Boat Harbour Summary Background Report***, which can be found online at: https://www.tmr.qld.gov.au/projects/rosslyn-bay-harbour-master-plan

Developing a master plan for the Rosslyn Bay SBH has the following objectives:

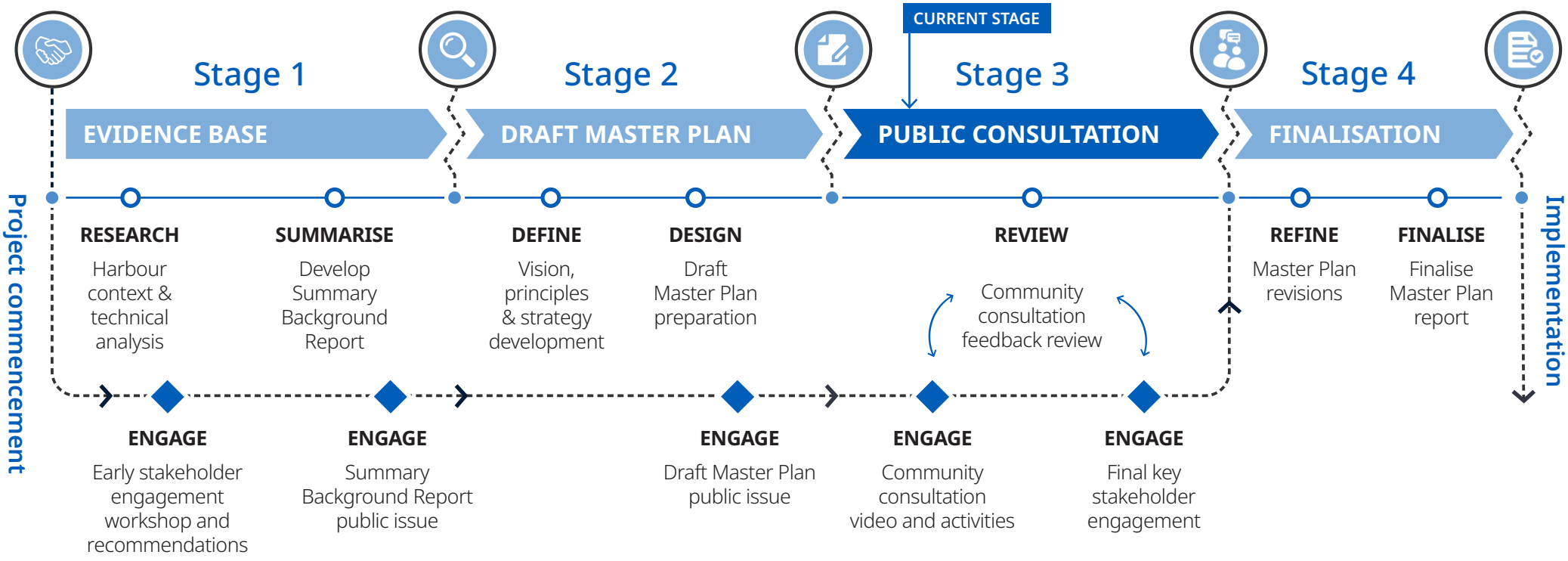
- **Has clear alignment with the government's vision, purpose, and strategic objectives for the boat harbour portfolio.**
- **Provides greater clarity and certainty to stakeholders and the community on the harbour's future direction, guiding decisions and encouraging investment and development, including potential uses and opportunities within the harbour.**
- **Establishes a single, integrated plan to coordinate all aspects of harbour spatial planning and management.**
- **Identifies potential opportunities that align with, or potential constraints to achieving the long-term vision for the harbour.**
- **Is developed through an evidence-based and collaborative planning process, involving technical assessment and significant stakeholder and community engagement.**
- **Provides an implementation framework that supports long-term delivery of the master plan including an action plan.**



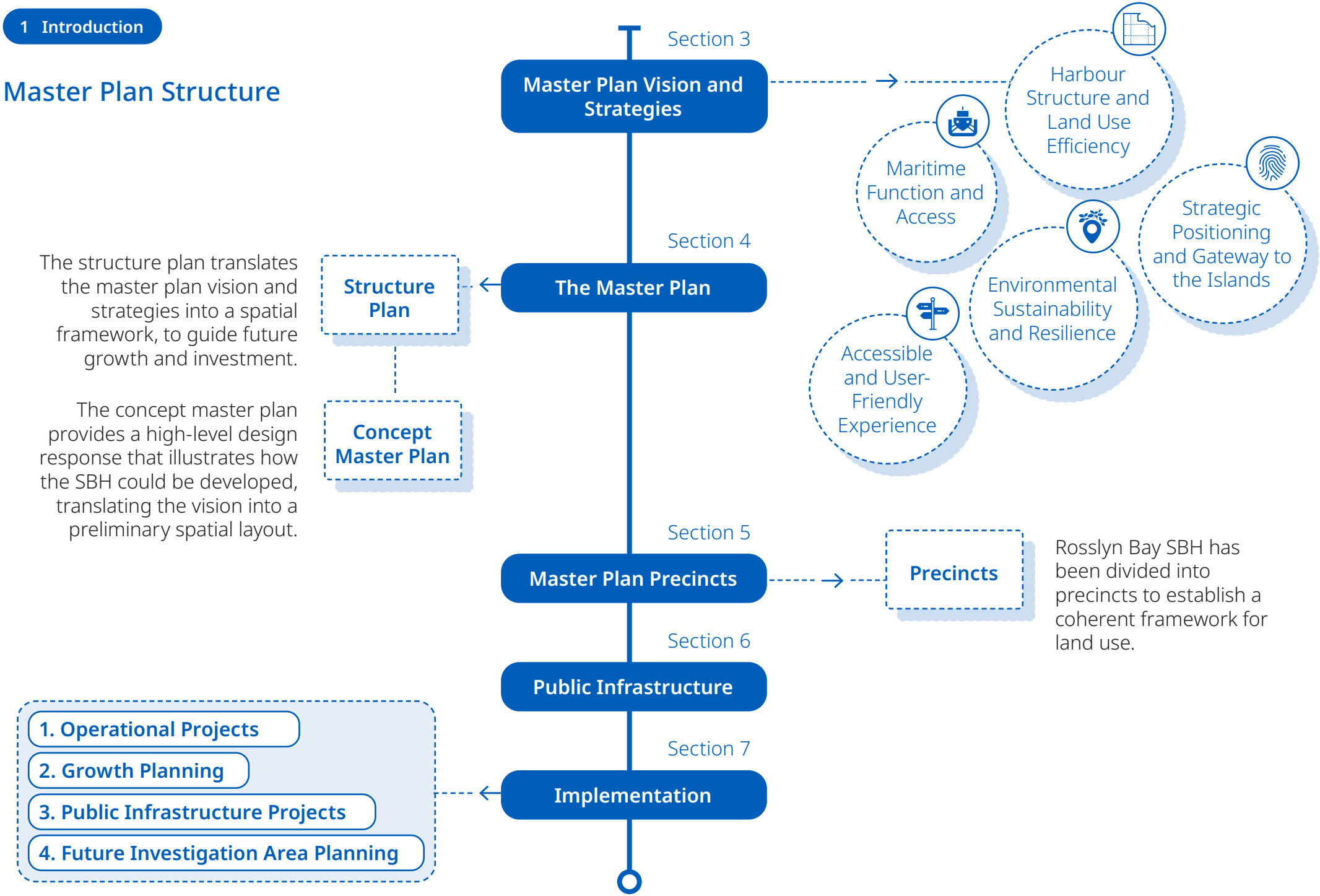
The Master Planning Process

The Rosslyn Bay SBH master plan has been developed using a consultative and evidenced-based approach. Feedback and insights from stakeholders have and will continue to inform the development of the master plan. Various technical analyses have been undertaken to test the opportunities and constraints of the SBH.

The project is currently in Stage 3 of the master planning process, which involves public consultation on the draft master plan (this document). Feedback from stakeholders and the community will be reviewed and considered as the Rosslyn Bay SBH master plan is finalised.



Master Plan Structure



Section 2

Background Investigations



Preliminary Stakeholder Engagement Insights

As part of the early activities within the Rosslyn Bay SBH master plan project, MSQ engaged with relevant internal government representatives and external stakeholders including harbour tenants to better understand the operational requirements, current needs, and future aspirations for the Rosslyn Bay SBH.

Targeted stakeholder engagement was conducted to inform the master plan development, ensuring that the outcomes remain grounded in the needs and priorities of Rosslyn Bay SBH's users - both now and into the future.

Community and stakeholder engagement will continue to inform the development of the master plan. Outcomes and insights from public consultation will be documented in the Engagement Outcomes Report that will accompany the final master plan (Stage 4).

Key themes emerging from the initial targeted stakeholder engagement phase:

1. Coordinated planning with stakeholders to guide harbour development.
2. Balanced development supporting maritime industry and tourism.
3. Address recreational boating and car-trailer unit (CTU) demand.
4. Provide facilities for larger and transient vessels, deep-water berths, maintenance and servicing.
5. Prioritise practical, low-disruption interventions that maintain continuity for existing harbour users.
6. Ensure all short-term actions preserve flexibility for future harbour expansion.
7. Explore alternative trailer boating solutions like dry stacking.
8. Incorporate First Nations participation in design, signage, and cultural storytelling.
9. Environmentally responsible growth.

Technical Findings

The technical findings for the master plan reflect the most comprehensive understanding of Rosslyn Bay SBH to date. They consolidate insights from early engagement, strategic planning and design considerations, specialist advice, and government input, creating a clear picture of the challenges, opportunities, and future development priorities for the SBH.

Together, these elements form the evidence base for the master plan, clarifying what is known, what can be accommodated, and what requires further testing. As the project progresses, community and stakeholder feedback and ongoing technical analysis will continue to shape and refine the plan.

These technical findings are further detailed in a separate supporting document, the ***Rosslyn Bay State Boat Harbour Summary Background Report***, which accompanies this master plan. Found here: https://www.tmr.qld.gov.au/projects/rosslyn-bay-harbour-master-plan

Snapshot

Livingstone Shire projections by 2046

2000+ additional trailable vessels

200+ additional non-trailable vessels

Tourism continues to grow in the region

$347.5 million generated to the local economy (2023-24)

9,000+ international visitors

245,000+ domestic visitors

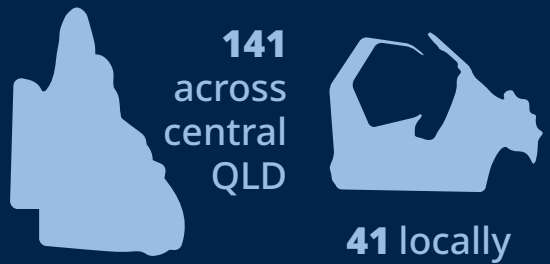
The leading recreational boating harbour in Central Queensland

The Great Keppel Island Concept Master Plan 2024 and infrastructure delivery **will increase visitation** to Great Keppel Island (Woppa)

What we're finding

- MSQ managed infrastructure nearing its end of useful life
- Dredging required every 3-4 years
- Infrastructure and service gaps include deep-draught landing capacity, sewage pump-out and re-provisioning
- To provide formal capacity for larger vessels, widening the entrance channel is required

Additional dry berths required



141 across central QLD

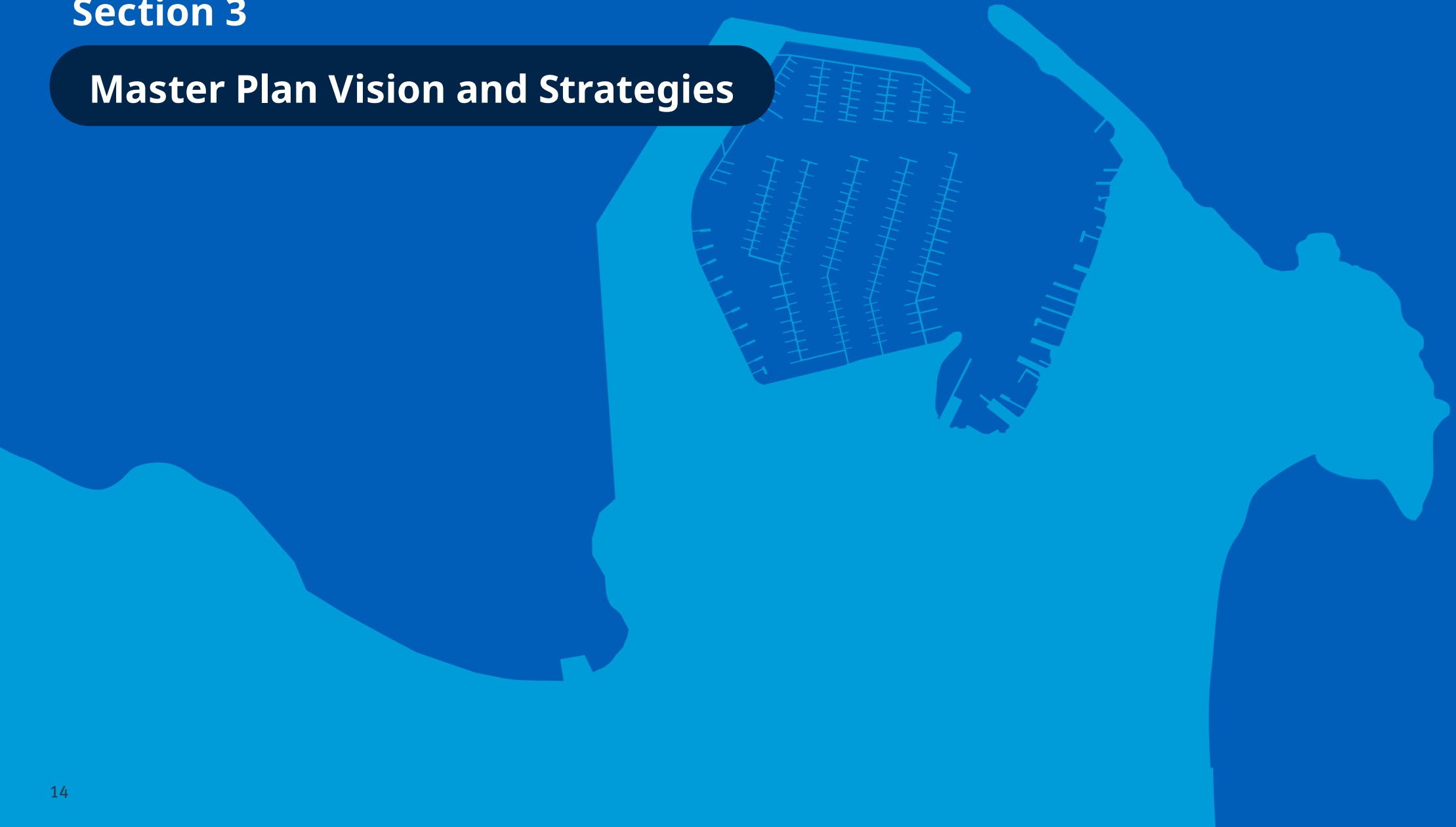
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Key Future Directions

- Integration of tourist operations
- Introduce a deep-draught pontoon
- Increased trailable boating capacity
- Provide dry-stacking or alternative dry storage solutions

Section 3

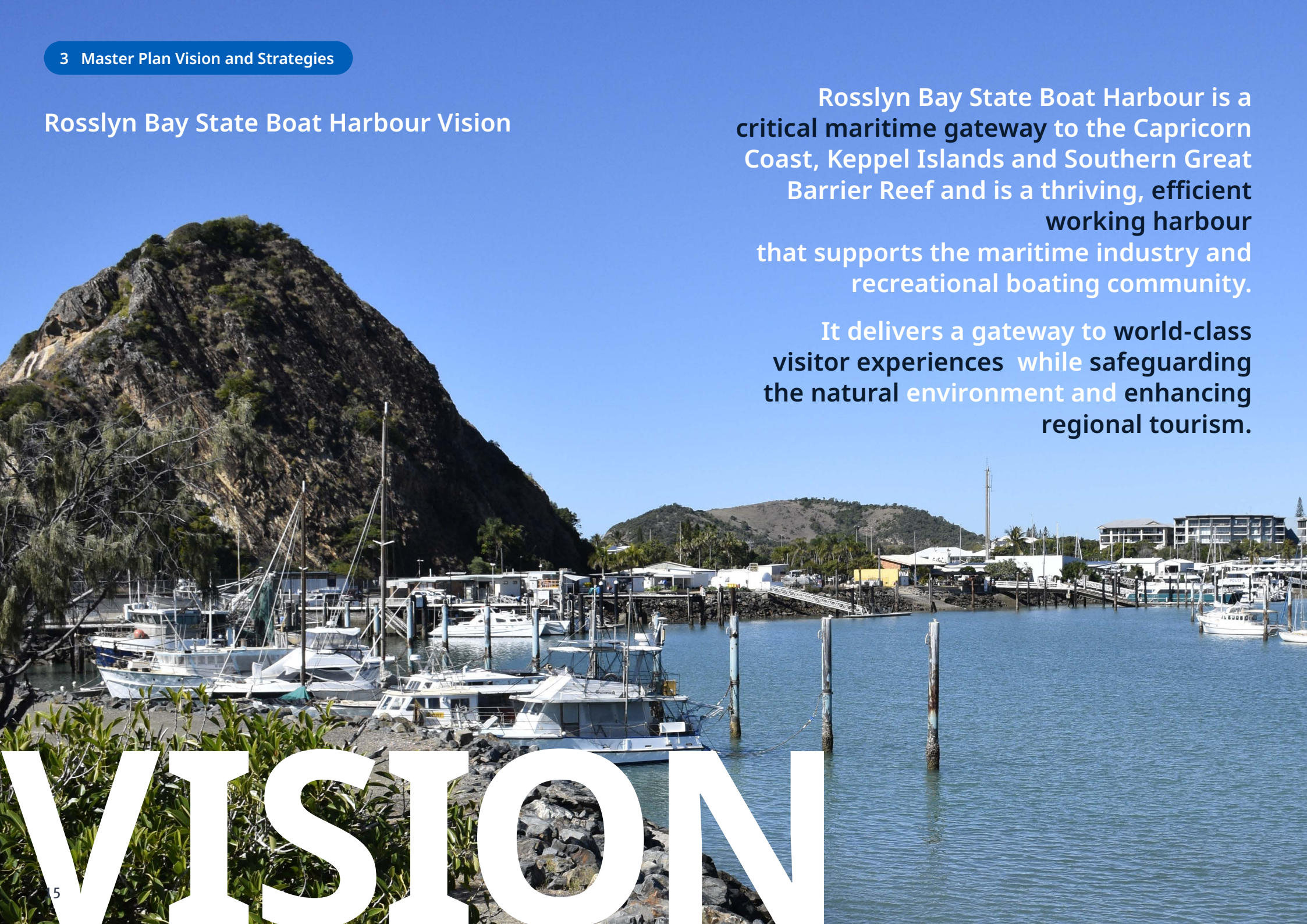
Master Plan Vision and Strategies



Rosslyn Bay State Boat Harbour Vision

Rosslyn Bay State Boat Harbour is a critical maritime gateway to the Capricorn Coast, Keppel Islands and Southern Great Barrier Reef and is a thriving, efficient working harbour that supports the maritime industry and recreational boating community.

It delivers a gateway to world-class visitor experiences while safeguarding the natural environment and enhancing regional tourism.



VISION

Strategy 1:
Maritime Function and Access

Develop Rosslyn Bay SBH as a regionally significant working harbour that supports the Queensland maritime industry, including commercial operations, servicing, logistics and recreational boating.

Master Plan Sub-Strategies

- Maintain and optimise public marine infrastructure including navigation channels, public boat ramps and pontoons.
- Provide reliable, deep-water access and berthing options for diverse vessel types.
- Support public and private investment in maritime tourism infrastructure and maritime servicing facilities.
- Enable safe and efficient harbour operations for commercial and recreational users.
- Facilitate servicing and vessel access to the Keppel Islands and the Southern GBR.
- Integrate resilient and adaptable infrastructure to support long-term maritime use.

Master Plan Responses

1. Prioritise access for larger transient vessels near the harbour entrance, supported by the provision of a publicly accessible deep-draught pontoon.
2. Increase operational wet areas within the harbour to support additional infrastructure.
3. Separate launching, berthing, and queuing areas for recreational and commercial users.
4. Optimise entrance channel to provide all-tide access for larger vessels.
5. Improve opportunities for uses and activities such as chandlery, transport support, storage, fishing, and aquaculture that support maritime industry.
6. Assess the structural condition, performance and remaining design life and plan for renewal of key harbour infrastructure.



Strategy 2:
Harbour Structure and Land Use Efficiency

A harbour with a clear and functional land use structure that supports maritime operations, reduces conflict between uses, and enables long-term growth and adaptability.

Master Plan Sub-Strategies

- Consolidate compatible maritime uses to optimise harbour functionality.
- Structure precincts to separate public access areas from core maritime operations.
- Facilitate efficient use of land side and wet areas to support commercial and recreational boating.
- Ensure land use transitions respect surrounding residential and environmental contexts.
- Support long-term adaptability through flexible precinct planning and infrastructure design.
- Investigate opportunities for harbour expansion.
- Encourage optimisation and renewal of existing harbour uses.



Master Plan Responses

1. Co-locate compatible marine industry and government services to improve efficiency and minimise adverse impacts on surrounding uses.
2. Allocate distinct precincts for recreational users and commercial activities to support safe and efficient operations.
3. Investigate dry-stacking facilities or other dry storage options.
4. Provide designated areas within the harbour for marine servicing, repair, and operational support.
5. Consider harbour expansion and/or land reclamation to accommodate in-demand infrastructure and additional marine industry functions.
6. Review configuration of parking areas and options for multi-storey parking.

Strategy 3:
Strategic Positioning and Gateway to the Islands

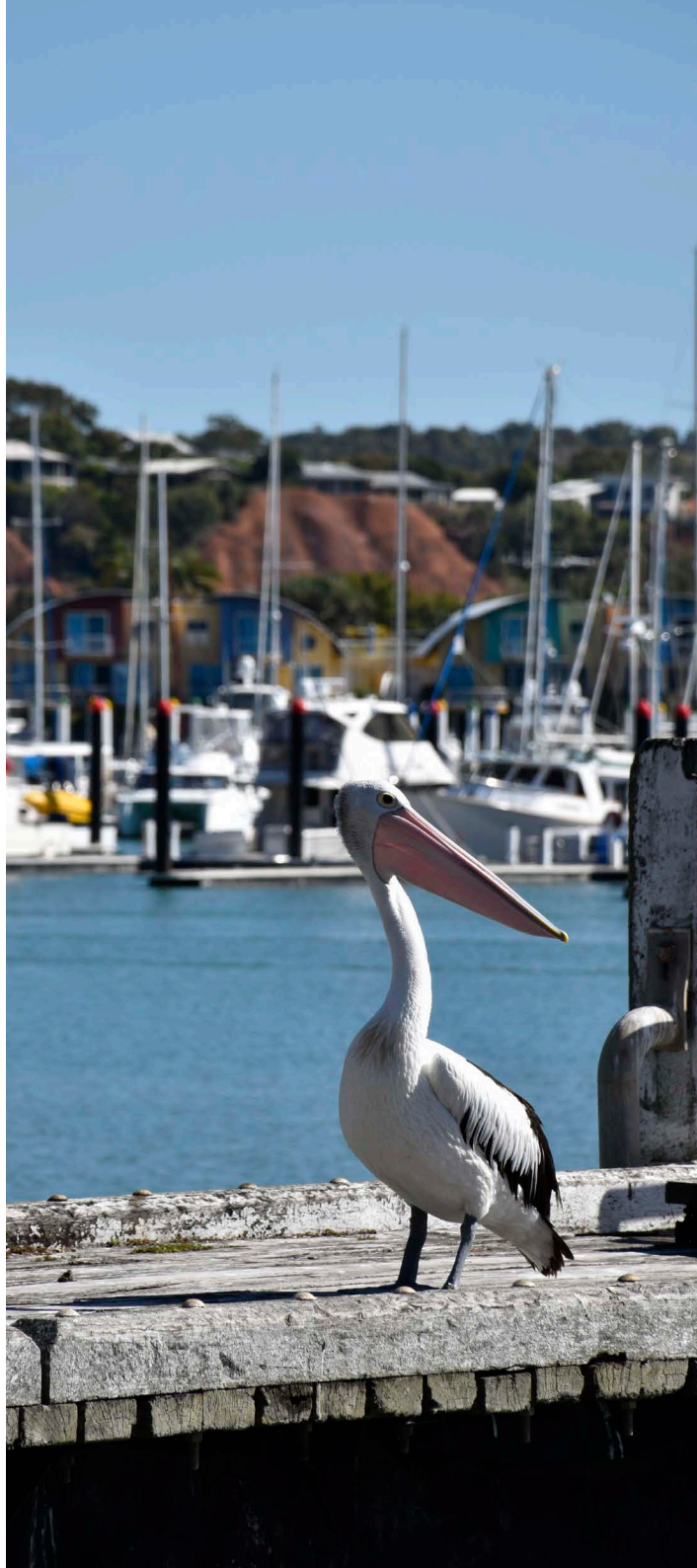
Promote Rosslyn Bay SBH as the gateway to the Capricorn Coast, the Keppel Islands and the World Heritage-listed Southern Great Barrier Reef. Position Rosslyn Bay SBH as a premier maritime, commercial, tourism and recreational destination of choice for accessing Queensland's unique waterways.

Master Plan Sub-Strategies

- Improve tourism infrastructure to support tourism and maritime sector growth.
- Enhance access to the Great Keppel Island (Woppa).
- Elevate the harbour's local and regional identity, strengthening Rosslyn Bay SBH's role as a stopover destination for the wider maritime network.
- Protect and maintain all-tide access for recreational boaties, safeguarding the harbour as the most significant boating facility in Central Queensland.
- Attract diverse tourism, recreation, and commercial operators that enhance the harbour's regional tourism role.

Master Plan Responses

1. Improve infrastructure that supports seasonal and transient vessel demand.
2. Integrate ferry infrastructure with public transport, land side amenities, and coordinated passenger flows.
3. Develop a dedicated integrated Great Keppel Island (Woppa) back-of-house facility for operational barge landings, luggage handling, waste management and construction phase support.
4. Create a consolidated tourist arrival precinct that functions as the primary gateway to the islands and marine-based tourism experiences.
5. Consider an off-site arrival facility with shuttle transfers to the harbour to minimise long-stay and private car parking pressures within the harbour.



Strategy 4:
Accessible and User-Friendly Experience

Develop a highly accessible harbour that establishes an attractive destination, integrating high-quality amenities for users and visitors, where movement is prioritised through legible wayfinding, connected transport, and an engaging public realm.

Master Plan Sub-Strategies

- Provide a clear and functional layout to improve circulation.
- Enhance public amenities for visitors and harbour users.
- Improve transport integration including parking, active transport and regional connectivity.
- Create safe, engaging public spaces and waterfront areas.
- Incorporate First Nations knowledge and cultural storytelling in planning and design.
- Prioritise safe separation between vehicles and active transport users.
- Transform waterfront areas and public realm to improve public access and enhance social and recreation activities.



Master Plan Responses

1. Improve public amenities (food and beverage offerings, chandlery, public toilets and waiting areas).
2. Incorporate meaningful First Nations participation in the design of the public realm.
3. Integrate First Nations perspectives into signage, wayfinding, and storytelling.
4. Establish a harbour identity, reinforced through a unified signage and wayfinding strategy.
5. Develop spaces for recreational activities, including day use areas, amenities, shading and dedicated land side fishing areas.

Strategy 5: **Environmental Sustainability and Resilience**

Shape a resilient harbour that safeguards and restores its natural environment, responds to climate challenges, and enables sustainable use for generations to come.

Master Plan Sub-Strategies

- Integrate climate-resilient design principles into harbour development, infrastructure updates and renewal.
- Collaborate with environmental agencies on coastal process, natural hazards and habitat protection.
- Mitigate direct and indirect impacts on areas of high ecological value including the GBR Marine Park.
- Support nature-based tourism and eco-tourism opportunities.
- Create opportunities for the community to enjoy the natural assets and scenic amenity of Rosslyn Bay.
- Balance environmental considerations with master plan objectives and broader community needs.
- Respond to growth in alternative fuels including electrification of vehicles and vessels in planning and design.

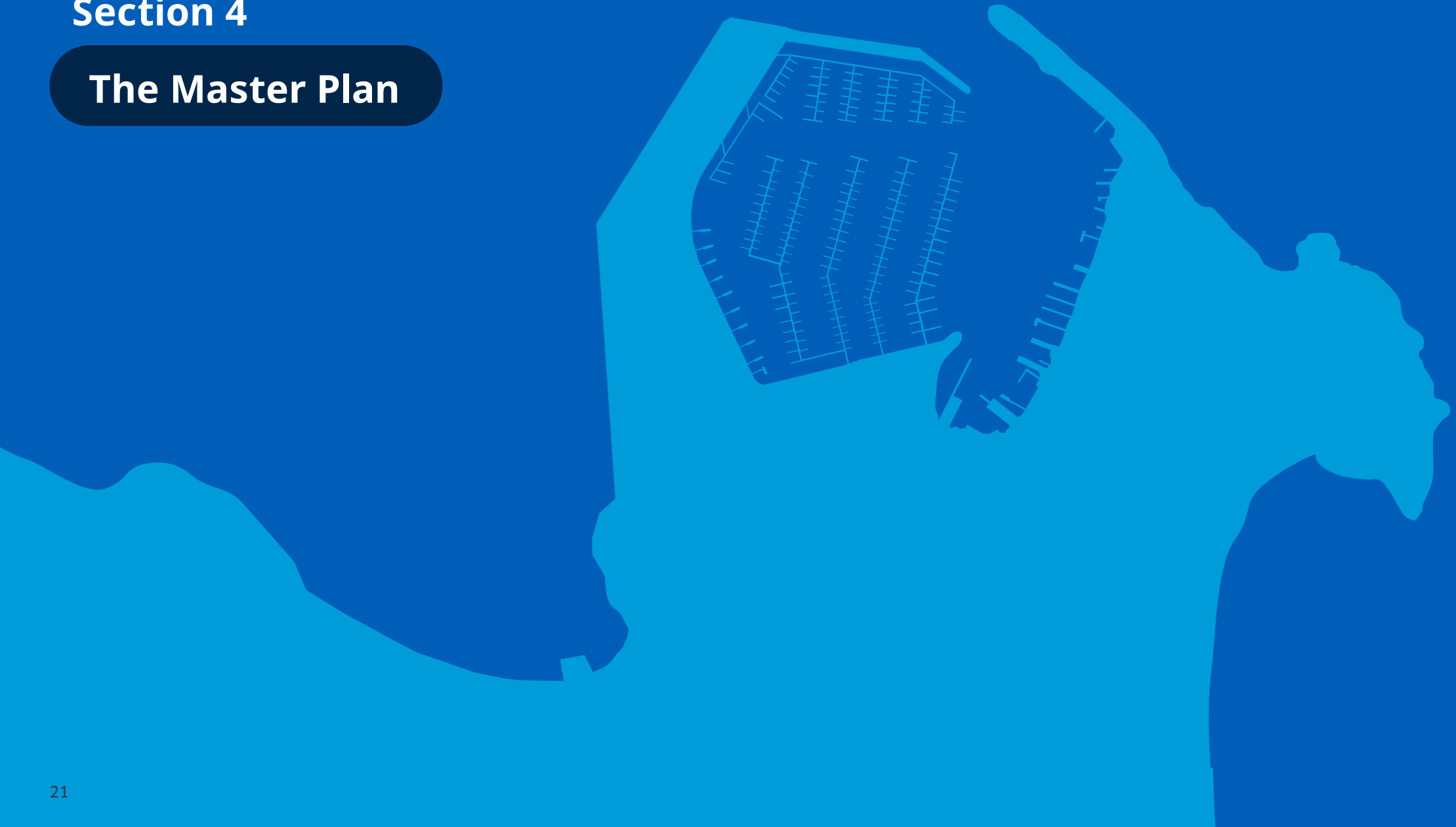
Master Plan Responses

1. Design new structures for long-term resilience, incorporating climate adaptation and durability.
2. Improve active and public transport connections, promoting cycling, walking, and accessible transit use.
3. Apply native, salt-tolerant landscaping to create buffers, filter runoff, and enhance terrestrial habitat.
4. Support environmental stewardship in partnership with First Nations custodians, respecting and caring for Sea Country through culturally informed management practices.
5. Use environmental design to minimise lighting impacts on turtles and seabirds.
6. Implement Water Sensitive Urban Design (WSUD) measures.



Section 4

The Master Plan



Rosslyn Bay SBH Concept Master Plan

The concept master plan provides a high-level design response that illustrates how the SBH could be developed, translating the vision into a preliminary spatial layout.

Rosslyn Bay SBH has a distinctive sense of place, shaped by its boating activity and marine infrastructure. Its harbour identity is supported by its coastal setting and ecological values that offer high visual amenity. Framed by the Double Head volcanic outcrop, the SBH offers panoramic views of the Keppel Islands and surrounding Sea Country. These attributes provide a strong foundation to enhance user experience through coordinated development, place making and public realm design.

The concept master plan provides a design response that protects the essential character and maritime function of the working harbour, while seeking opportunities to deliver high-quality public realm and community benefit to harbour users and visitors.

Legend

- Harbour Precinct
- Rosslyn Bay SBH Boundary
- Future Investigation Area
- Precinct Boundaries
- Breakwater Extension
- Transport Hub
- Bus Stop
- Pontoon/Jetty
- Public Boat Ramp
- Car-Trailer Unit (CTU) Parking
- Car Parking
- Multi-Storey Parking Investigation Area



Precincts

1. Mixed Marine Activities
2. 2A Marine Safety Operations
3. 2B State Agency Marine Operations
4. 3 Tourism Hub and Ferry Terminal
5. 4 Barge Operations and Marine Logistics
6. 5 Commercial Marine Activities and Seafood Market
7. 6 Harbour Growth

Rosslyn Bay SBH Structure Plan

The structure plan translates the master plan vision and strategies into a spatial framework, to guide future growth and investment. It provides a basis for long-term planning and informs subsequent concept master planning, detailed design and development.

The structure plan identifies:

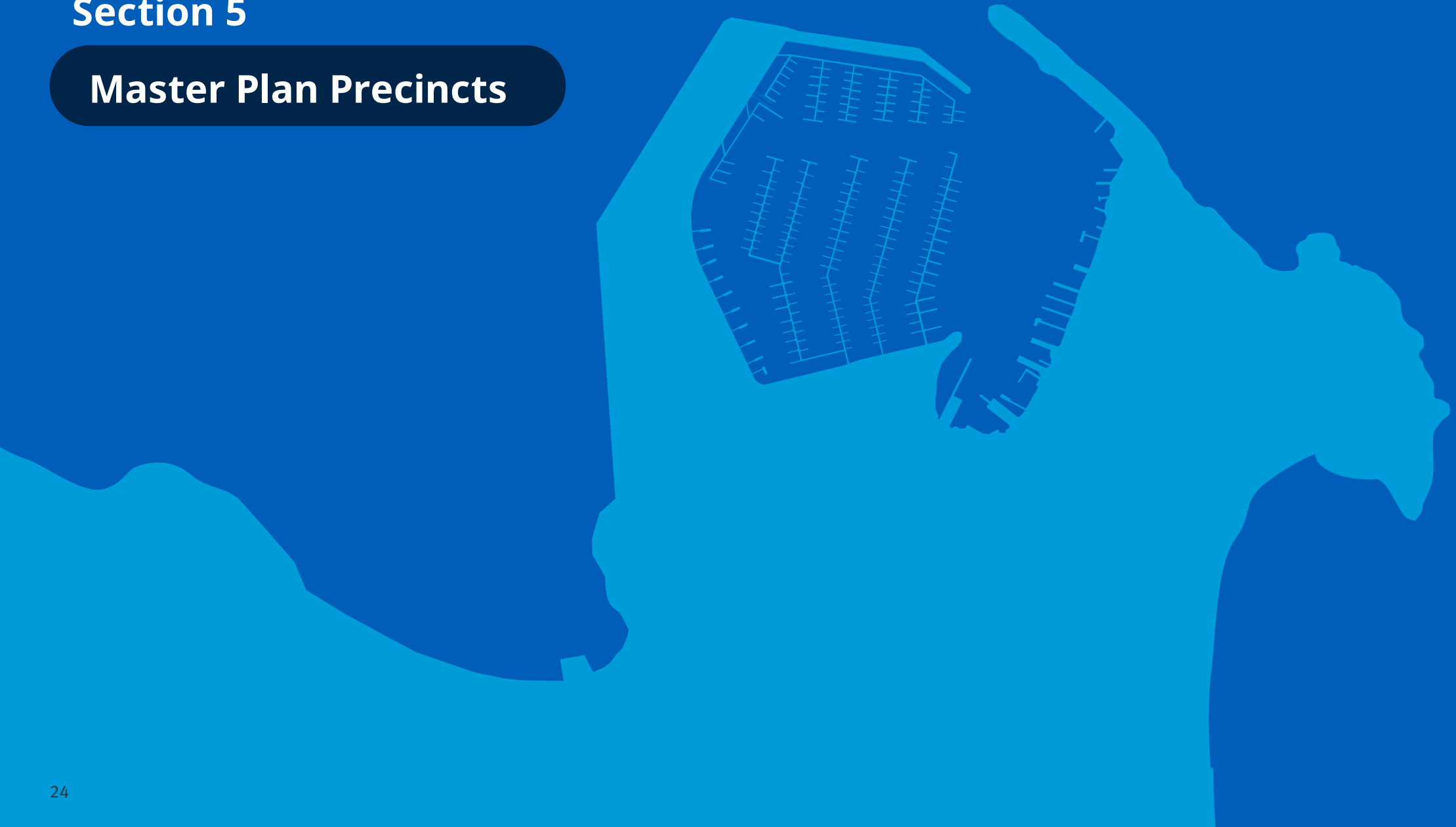
- The preferred arrangement of land use activities (as precincts).
- A structure of dry and wet precincts.
- Recreation and community-accessible areas and facilities.
- Access and road network.

	Land	Wet	Total
Precincts		Hectares (ha)	
1 Mixed Marine Activities	0.81	0.35	1.16
2A Marine Safety Operations	0.10	0.09	0.19
2B State Agency Marine Operations	0.41	0.46	0.87
3 Tourism Hub and Ferry Terminal	0.47	0.64	1.11
4 Barge Operations and Marine Logistics	0.22	0.40	0.62
5 Commercial Marine Activities and Seafood Market	0.21	0.68	0.89
6 Harbour Growth	0.59	0.45	1.04
Public Realm			
Open Space			0.56
Public Boat Ramps, CTU and Car Parking			3.45
Roads and Car Parking			2.1
Water and Breakwater			6.69
Total area within the SBH			**18.68**
External			
Breakwater Expansion			0.99



Section 5

Master Plan Precincts



Precincts

Rosslyn Bay SBH has been divided into precincts to establish a coherent framework for land use. This framework protects core maritime functions, accommodates future growth, diversifies the mix of activities and responds to environmental considerations.

Each precinct has a defined role and function, identifying preferred land uses that build on existing and established activities and operations. The master plan comprises six nominal precincts, each offering dry (land side) and wet area development opportunities.

The SBH has limited space, and as recreational boating activity increases in Queensland, demand for wet and dry operational areas intensifies.

This heightens the need for long-term strategic planning to achieve an appropriate balance of land uses that actively support the long-term sustainability of Rosslyn Bay SBH's maritime industry, while also enhancing the SBH's role as a core tourism and recreation gateway on the Capricorn Coast.

Legend

- 1 Mixed Marine Activities
- 2A Marine Safety Operations
- 2B State Agency Marine Operations
- 3 Tourism Hub and Ferry Terminal
- 4 Barge Operations and Marine Logistics
- 5 Commercial Marine Activities and Seafood Market
- 6 Harbour Growth



Precinct 1:
Mixed Marine Activities

Area:

- Wet area: 0.35 ha
- Land side: 0.81 ha
- Total: 1.16ha

Indicative Land Use Activities:

- Yacht club
- Recreational boat moorings and berths
- Community-based groups
- Bait, tackle and ice supplies
- Toilets, laundrette, showers
- General store
- Travel lift
- Slip yard
- Dock boat yards
- Dry storage
- Mechanical, electrical services, marine engineering workshop
- Boat repair and maintenance
- Sail makers, marine trimmers, boat detailing, upholstery
- Chandlery

Precinct Outcomes

Precinct 1 builds on the established land uses, retaining its valued community-orientated sporting and social functions, while strengthening its role as a comprehensive marine services hub that improves convenience for members and visiting boaters alike.



New infrastructure that supports operations as a club

Building on the strong foundation of existing marine services, future improvements may consolidate and upgrade hardstand and dry storage areas, expand boat yard and travel lift capacity, and modernise service infrastructure to accommodate larger vessels and evolving technology. Upgraded amenities and flexible clubhouse spaces would further strengthen the precinct's role as both a high-performing marine service hub and a vibrant community destination.

Buffered back-of-house visibility

Enhancing the buffer around the boat yard will improve safety, reduce visual and noise impacts, and create a more pleasant environment. Measures may include landscaping, screening, pathways, and seating, providing separation while maintaining accessibility and a welcoming public space.

Expressed entryway and signage

Improving the clubhouse entrance will enhance accessibility, visibility, and user experience. Upgrades may include clearer signage, improved lighting, safer pathways, landscaping, and seating areas. This will create an inviting and functional entry, with improved navigation that encourages community engagement.

Precinct 2A:
Marine Safety Operations

Area:

- Wet area: 0.10 ha
- Land side: 0.09 ha
- Total: 0.19 ha

Indicative Land Use Activities:

- Marine rescue services
- Low impact marine uses
- Low scale commercial activities
- Vessel berthing

Precinct Outcomes

Precinct 2A retains and strengthens marine rescue operations, providing essential facilities such as inspection bays, secure berthing, equipment storage and reliable emergency access to ensure operational readiness. The longer term aspiration is for the precinct to eventually co-locate within Precinct 2B, to create a consolidated marine operations and government precinct.



Flexible marine uses

The precinct leverages its water access, providing a complementary mix of low-impact, small-scale marine or commercial uses that support boating activity and maintain a strong community-facing presence reinforcing the harbour's role as both a critical working marine facility and a welcoming destination.

Maintain uninhibited access consistent with the nature of rescue operations

A visible 'front counter' and public interface reinforces the service's community presence, offering oversight of boat ramp activity, safety advice and on-the-ground support for recreational users.

Precinct 2B: **State Agency Marine Operations**

Area:

- Wet area: 0.46 ha
- Land side: 0.41 ha
- Total: 0.87 ha

Indicative Land Use Activities:

- Government buildings
- Car parking
- Storage and maintenance sheds
- Vessel berthing



Precinct Outcomes

Precinct 2B facilitates the co-location of marine government and regulatory services within a consolidated, purpose-built precinct.

Co-location of marine government services to unlock harbour land

Provide a consolidated precinct, that co-locates the agencies that are currently dispersed across the harbour, including Volunteer Coast Guard, Queensland Police, Maritime Safety Queensland, and Queensland Parks and Wildlife Service. Co-locating agencies will enhance inter-agency collaboration, improve operational efficiency and strengthen emergency response capability.

Consolidated public-facing front counter

A consolidated facility would also provide a clear, single point of public interface, improving legibility and convenience for harbour users. Importantly, co-location would rationalise the current footprint of government facilities, freeing up strategically located land side areas for enhanced marine industry uses, public realm improvements or complementary harbour activities, while maintaining strong functional connections to boat ramp infrastructure and on-water operations.

Precinct 3:
Tourism Hub and Ferry

Area:

- Wet area: 0.64 ha
- Land side: 0.47 ha
- Total: 1.11 ha

Indicative Land Use Activities:

- Commercial moorings and berths
- Ferry, charter, fishing services
- Short-term and day use berths
- Booking offices and information centre
- Event management
- Food and beverage outlets
- Marine education
- Chandlery
- Refuelling



Precinct Outcomes

Precinct 3 integrates the ferry terminal and complementary mix of ancillary uses, including small-scale food and beverage outlets, ticketing and booking offices, boat hire, tour services and convenience retail, to create an animated waterfront edge that serves both visitors and locals. Strategically located adjacent to the transport hub, the precinct provides a seamless transition between land and water.





Purpose built ferry terminal and passenger facility

Functioning as a consolidated and legible tourism gateway, the precinct features a purpose-built ferry terminal and departure facility that optimises land utilisation. By retaining the co-location of multiple operators, the terminal will offer integrated food and beverage outlets, a dedicated ticketing area for ferry bookings, and a centralised tourism information hub, ensuring a convenient, cohesive, and welcoming experience for all passengers.

Enhanced arrival/departure experience

Visitors arriving by bus, ride share or private vehicle are guided through a clear and welcoming arrival sequence, with intuitive wayfinding, sheltered waiting areas and strong visual connections to the harbour and onward island or coastal destinations. Together, these elements position Precinct 3 as the harbour's primary arrival and departure point.

Dedicated commercial berths

The precinct accommodates commercial vessel berths, passenger loading and associated refuelling infrastructure to support ferry services, charter operators and tourism activity.

Precinct 4: **Barge Operations and Marine Logistics**

Area:

- Wet area: 0.22 ha
- Land side: 0.40 ha
- Total: 0.62 ha

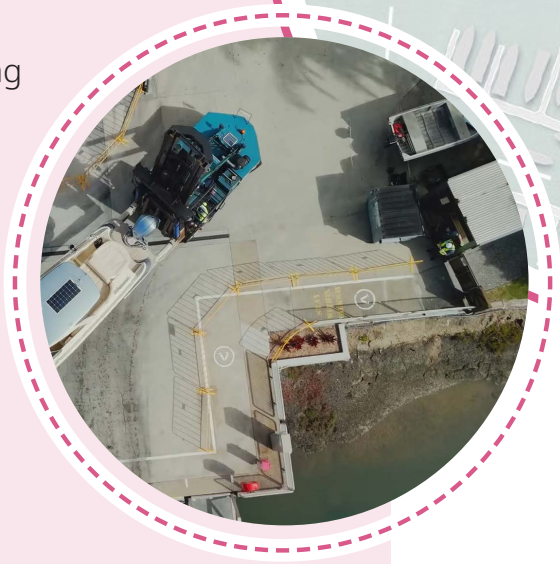
Indicative Land Use Activities:

- Commercial moorings and berths
- Hardstand for set down areas
- Storage sheds
- Cold rooms
- Offices
- Barge landing

Precinct Outcomes

Precinct 4 safeguards the Keppel Islands barge landing as critical regional infrastructure, recognising its essential role in servicing island communities, tourism operations and future development.







Improved operational efficiency

The precinct improves both land side and waterside operations by providing additional space and infrastructure for goods storage, dedicated loading and marshalling areas, and upgraded servicing facilities, helping to streamline freight handling and reduce turnaround times. Clear separation of freight, passenger and public movements enhances safety and operational efficiency.

Capacity for growth

Designed to accommodate growth as Great Keppel Island (Woppa) continues to evolve with the development of the 'Great Keppel Island (Woppa) Concept Master Plan 2024', the precinct provides capacity for scalable operations, ensuring the barge terminal remains resilient, efficient and fit-for-purpose over the long term while minimising impacts on surrounding harbour activities.

Precinct 5: **Commercial Marine Activities and Seafood Market**

Area:

- Wet area: 0.21 ha
- Land side: 0.68 ha
- Total: 0.89 ha

Indicative Land Use Activities:

- Wholesale retail
- Trawler moorings
- Maintenance infrastructure
- Food and beverage outlet
- Marine education
- Cold rooms/storage
- Refuelling

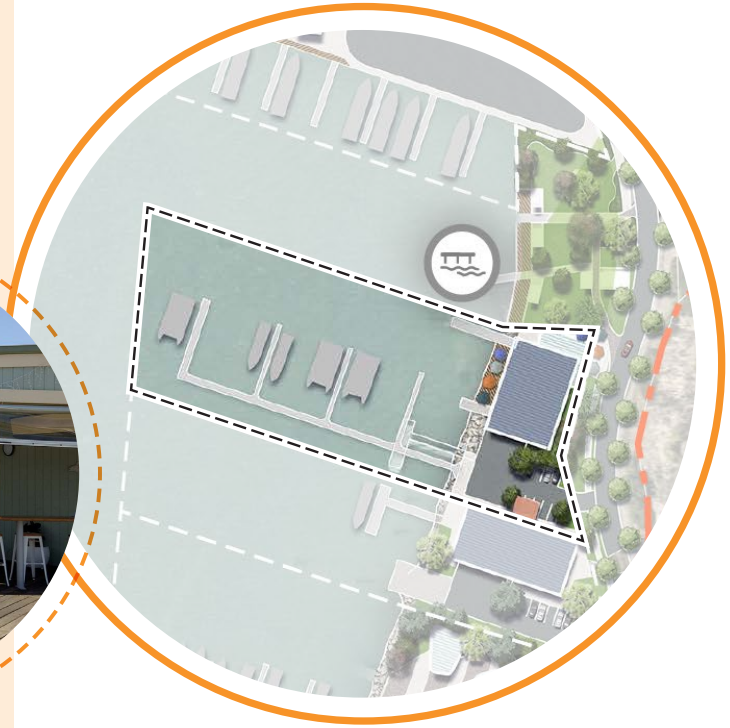


Precinct Outcomes

Precinct 5 reinforces the harbour's commercial fishing character while establishing an authentic trawler-to-table seafood destination that reflects the local industry and character.

Enhanced seafood handling and processing facilities

Upgraded wharf infrastructure, cold storage and loading areas reinforce the precinct's role as a productive commercial fishing hub and aim to improve efficiency and compliance.





Formalised trawler berths and upgraded wharf

The precinct enhances existing seafood handling and maintenance infrastructure while formalising dedicated trawler berths with appropriate draught, mooring infrastructure, and essential services including power, water, and waste facilities to support efficient unloading and faster vessel turnaround.

Revitalised streetscape and market access

Streetscape upgrades, together with active retail uses, revitalise the seafood market frontage, enhancing visibility, safety, and accessibility while creating a more vibrant and connected public interface.

Establishment of a public-facing seafood market

Layered over this working foundation, public-facing seafood outlets introduce a trawler-to-table experience. Small-scale retail, fresh seafood sales and alfresco dining adjacent to an opened-up waterfront and public recreation spaces will allow visitors to enjoy takeaway fish and chips while engaging directly with the harbour's fishing activity.

Precinct 6:
Harbour Growth

Area:

- Wet area: 0.59 ha
- Land side: 0.45 ha
- Total: 1.04 ha

Indicative Land Use Activities:

- Commercial tenancy
- Commercial and recreational vessel berthing
- Minor maintenance facilities
- Charter Services



Precinct Outcomes

Precinct 6 establishes a strategic growth area through the creation of a new opportunity at the northern end of Rosslyn Bay SBH, enabled through potential land reclamation and extension of the breakwater. The precinct represents a long-term, flexible expansion area that balances marine industry growth with new commercial opportunities.

Deep-draught water access

Capitalising on its proximity to the harbour entrance and deep-water access, the precinct provides capacity for larger vessel berthing, deep-draught access and enhanced marine maintenance and servicing activities.

Enhanced marine maintenance and servicing

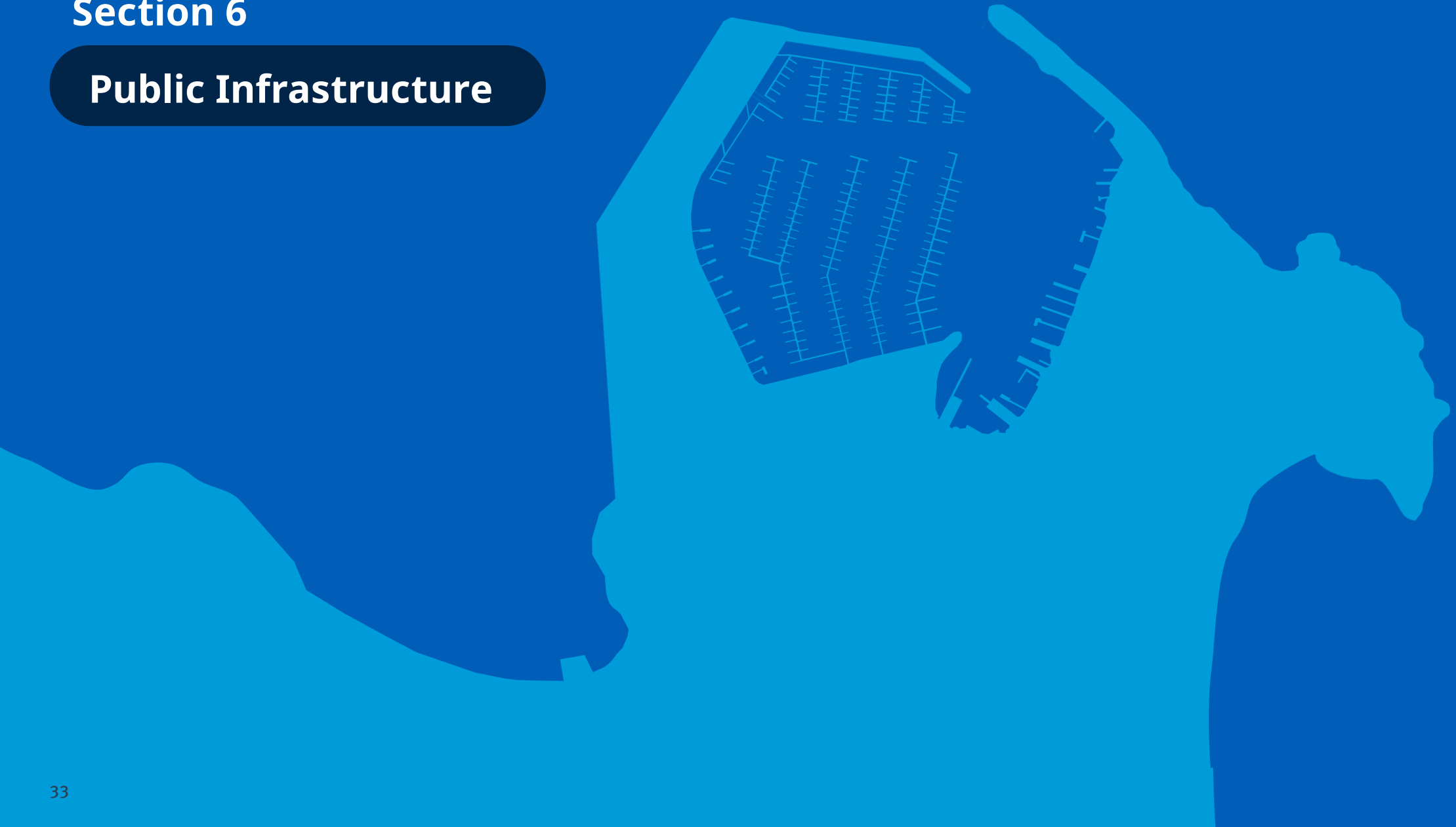
The additional land enables maintenance and servicing for the local and wider maritime network, replacing ageing wharves and infrastructure with modern facilities, strengthening marine capability and long-term resilience.

Mixed marine facilities

The additional land supports downstream marine uses and emerging commercial opportunities that cannot be accommodated within the existing harbour footprint.

Section 6

Public Infrastructure



Public Infrastructure Priorities

The master plan includes multiple projects to enhance the public realm and publicly accessible infrastructure within the SBH, focused on:

- Delivering priority public infrastructure upgrades.
- Improving accessibility and connectivity.
- Enhancing public access, public realm, and open space.
- Strengthening integration with surrounding areas.

Public infrastructure projects proposed across the SBH will be guided by four key priorities. The following page outlines the outcomes associated with each Public Infrastructure Priority.

The four Public Infrastructure Priorities include:

Place Making & Harbour Identity

Place making will play a key role in strengthening the harbour's identity and shaping public spaces so they are functional, vibrant, and reflective of the harbour's character. Delivered in collaboration with First Nations and the broader community, these initiatives use design, public art, and community-focused amenities to strengthen connections, support activity, and reinforce the harbour's unique identity.

Harbour Greening

A harbour-wide approach to landscaping and greening will shape a cohesive, design-led landscape that enhances environmental sustainability while strengthening the harbour's visual and ecological character. Through the integrated use of planting, materials, and water-sensitive design, these initiatives can improve water quality, support habitat, and enrich the overall experience of the harbour. This approach will increase both ecological performance and aesthetic value, creating a more resilient, attractive, and connected public realm.

Wayfinding & Signage

Improving wayfinding and signage across the harbour will be an important focus in future planning and development. A harbour-wide approach should be developed to make navigation easier, enhance safety, and improve the overall visitor experience. A coordinated approach will ensure wayfinding is considered as a whole and applied consistently across all public infrastructure projects, helping create a clear and cohesive harbour identity.

Connectivity & Movement

The master plan defines a clear, harbour-wide movement network that is intuitive, efficient and centred on people, while balancing the needs of a working harbour with its role as a key visitor destination. A simplified road layout, upgraded intersections, and an improved transport hub will enhance safety, accessibility, and ease of movement, while supporting a more walkable, connected waterfront environment.

Public Infrastructure Priorities

The master plan includes the following outcomes to enhance the public realm within the SBH:

Place Making & Harbour Identity

1. New SBH entry statement
2. Expanded fishing access and facilities
3. New waterfront public realm insertions
4. Incorporate meaningful First Nations participation in the design of the public realm
5. Integrated harbour-inspired character elements (i.e. artworks, murals, sculptures)
6. Enhance the back-of-house interfaces of precincts to the public realm

Connectivity & Movement (Refer to plan overleaf)

1. Extended, walkable breakwater promenade
2. Designated pedestrian footpath network
3. Reconfigure John Howes Drive to one-way access to simplify traffic circulation and reduce conflict points
4. Raised, pedestrian-priority main street with paving and landscaping
5. Intersection upgrades to improve safety, legibility and navigation
6. Widened, two-way breakwater access and parking with continuous pedestrian boardwalk
7. Safe and separated pedestrian and cyclist pathway infrastructure

Harbour Greening

1. Landscape improvements to harbour entry
2. Increased tree canopy and shade devices along footpaths, road verges and spaces
3. Prioritise and protect native plant species
4. New shaded and open grass vegetated parks

Wayfinding & Signage

1. New pedestrian connections and improved signage clarity to nearby natural assets
2. Real-time CTU parking digital signage
3. Directions and maps at key decision points
4. Coordinated visual identity of SBH signage

Connectivity & Movement



Legend

- Rosslyn Bay SBH Boundary
- Bus Stop
- CTU Parking
- Car Parking
- Vehicular Circulation
- Service Vehicle Only Road
- Pedestrian/Shared Cyclist Path
- Internal Car Park Circulation
- Car Park Entry/Exits
- Road Direction of Travel
- Connectivity & Movement (Public Infrastructure Priorities)

Public Infrastructure Projects

Areas outside of designated precincts comprise public realm, open space, car parking and publicly accessible boat ramps.

Improving the public realm and publicly accessible infrastructure at Rosslyn Bay SBH is central to shaping a vibrant, inclusive, and functional harbour environment. As the SBH evolves to its full potential, investment in public realm will be necessary to enhance the experience of harbour users and visitors.

The concept master plan delivers a design response focused on public realm enhancements that provide broad community benefit and are tailored to the specific needs and character of different public spaces within the harbour. This approach advances the vision in a cohesive way while delivering meaningful, place-based outcomes for harbour users.

The concept master plan includes multiple public infrastructure projects:

- **A** CTU Parking Upgrades
- **B** Transit Hub and Consolidated Car Park
- **C** Harbour Edge Promenade
- **D** Harbour Outlook
- **E** Harbour Buffer



Public Infrastructure Projects

A CTU Parking Upgrades

Optimising car and CTU parking will be necessary to improve circulation and reduce congestion during peak periods. As the Rosslyn Bay SBH continues to develop, this will be essential to meeting demand while ensuring continued access to the public boat ramps. These improvements will be achieved by using under-utilised areas and reconfiguring existing spaces to maximise capacity.

Car parking upgrades may also include the potential for multi-storey car parks to accommodate growing demand, reduce reliance on surface parking, and free up land for additional public realm and recreational opportunities.

B Transit Hub and Consolidated Car Park

The master plan proposes a new transport hub on part of the existing CTU car park. The project includes a reconfigured parking layout that consolidates vehicle spaces, alongside a covered linear set-down area that integrates dedicated bus and ride share zones with a sheltered pedestrian walkway. Together, these elements will create a clear, safe, and welcoming arrival and departure experience for all passengers.

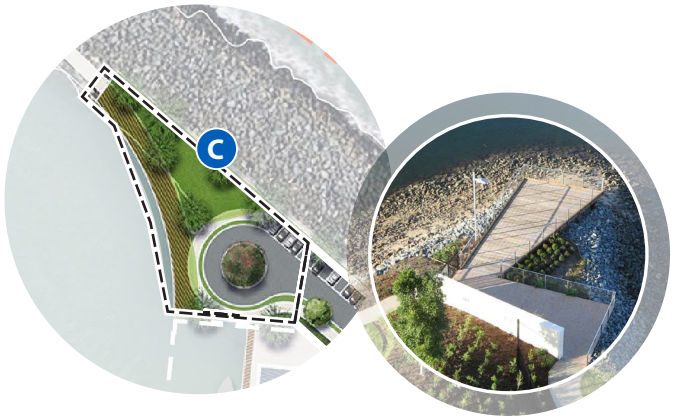
Strategically located opposite the proposed consolidated ferry terminal, the transport hub will enable seamless transfers between airport and ferry services, supporting integrated multi-modal transport and reinforcing the precinct as a cohesive, user-friendly gateway for both residents and visitors.







Public Infrastructure Projects







C Harbour Edge Promenade

The harbour-edge promenade is located on future reclaimed land and an extended breakwater, and will include a waterfront boardwalk, landscaped open spaces, and a new roundabout. This public infrastructure project is intended to be delivered in coordination with the adjacent Harbour Growth Precinct (Precinct 6).

The promenade will improve public access to the waterfront, supporting pedestrian movement and recreational use, while creating a continuous link between the existing SBH and the emerging growth area.

D Harbour Outlook

The harbour outlook re-imagines the north-eastern edge as an open, accessible, and community-focused waterfront destination. With fishing charter operations relocating to the Tourism Hub (Precinct 3) and MSQ offices consolidating in Precinct 2B, the removal of existing buildings creates an opportunity to expand public open space and strengthen physical and visual connections to the water.

Situated adjacent to the Commercial Marine Activities and Seafood Market Precinct (Precinct 5), the proposal establishes a relaxed harbour park. The park will support informal recreation and fishing and will be a place to gather and enjoy fresh local seafood while maintaining a strong connection to the working waterfront.

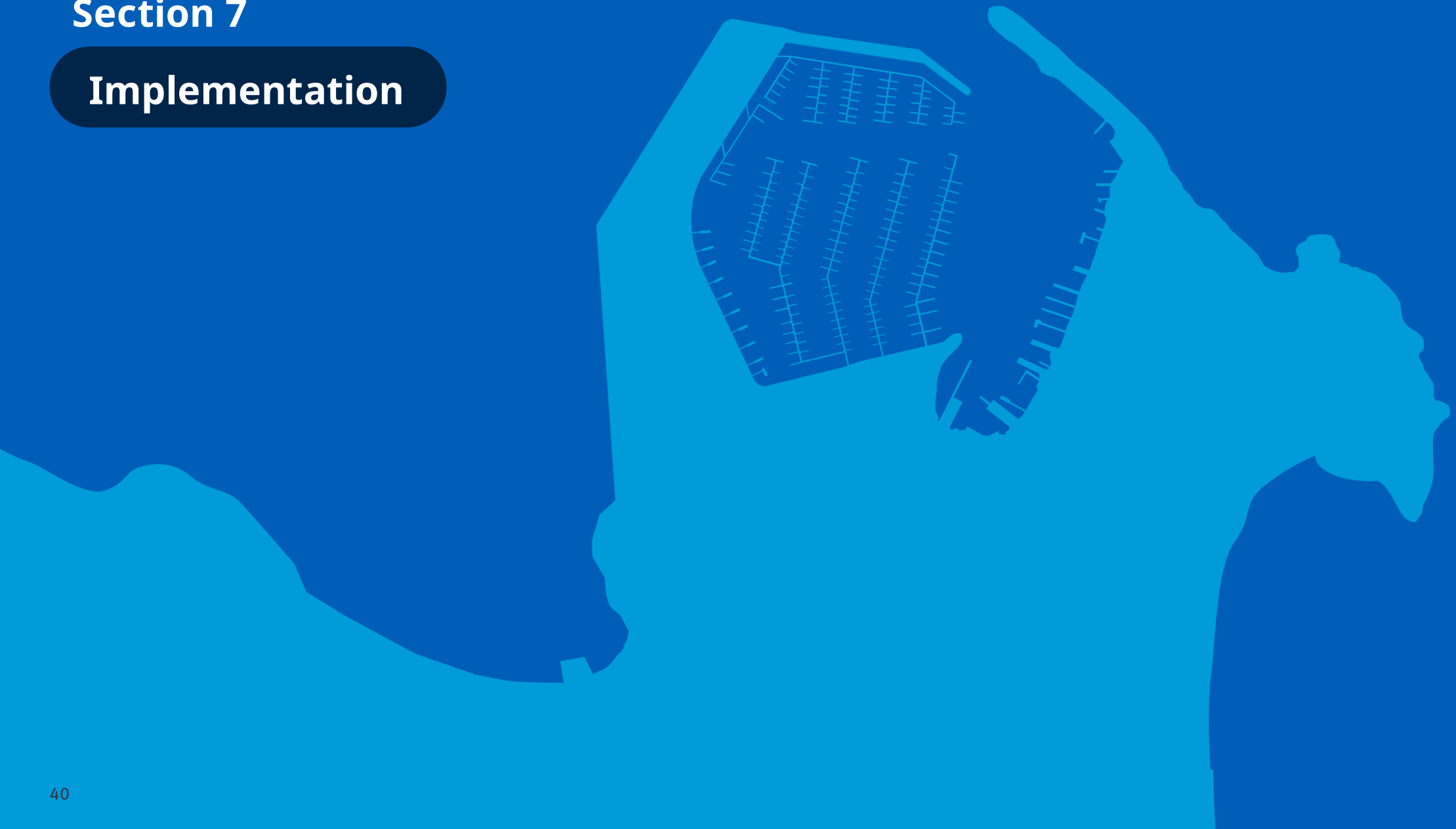
E Harbour Buffer

The buffer park has been reconfigured to improve circulation and enhance the overall user experience while retaining key existing facilities. The established buffer planting will be preserved, with additional tree planting introduced to strengthen screening and provide enhanced visual and acoustic separation from nearby residences.

The toilet block has been retained and repositioned to suit the revised layout, ensuring convenient access to essential amenities for both park visitors and recreational boat users. Existing shelters have also been retained.

Section 7

Implementation



Rosslyn Bay SBH Implementation

The master plan is a strategic, flexible framework to guide decision-making and implementation over time. The transition of Rosslyn Bay SBH will occur through staged improvements to existing infrastructure, alongside new development and business opportunities.

Operating within current legislative frameworks and existing lease arrangements, the master plan will inform future planning, design and development.

Delivery of the master plan will be implemented progressively through coordinated projects, supported by ongoing collaboration with Livingstone Shire Council, harbour stakeholders, First Nations, and the broader community.

The master plan will be implemented through a program of projects and planning activities. These are categorised as:



1. Operational Projects

Operational projects, led by MSQ in collaboration with government stakeholders, support and enable the delivery of broader harbour initiatives.



2. Growth Planning

Initiatives to expand capacity in the SBH and unlock future marine and commercial opportunities.



3. Public Infrastructure Projects

Public realm improvements will provide enhanced community benefit and improve the harbour's accessibility, usability, and overall experience.



4. Future Investigation Area Planning

Long term planning for transformational harbour evolution beyond the life of this master plan.

1. Operational Projects

Precinct Delivery

Future development and investment within the precincts is central to delivering the master plan vision. MSQ will support precinct delivery through:

- Working with existing businesses and operators on their future development plans.
- Increasing wet operational areas within each precinct.
- Supporting delivery of precinct outcomes aligned to the master plan.

Detailed Design

Several key projects are identified that would require detailed design, developed in accordance with the master plan, to further translate the vision into buildable outcomes. These include:

- Design of CTU parking improvements, including improvements to circulation within the existing car parks.
- Design of the proposed transport hub, including upgrades to amenities, public realm and landscaping.

Further Investigations

Additional investigations and studies may be required to inform further planning and design. Proposed investigations are outlined below, with further information in the ***Rosslyn Bay State Boat Harbour Summary Background Report.***

Engagement	• Engagement with First Nations to agree on respectful and accurate reference to Aboriginal heritage in the harbour.
Coastal Resilience Modelling	• Detailed sediment transport and hydrodynamic modelling to inform long-term dredging strategies, optimise dredge and fill operations and mitigate ongoing siltation issues. • Investigate opportunities for beneficial re-use of dredged material, subject to environmental viability and approvals.
Technical Assessment	• Wave attenuation modelling. • Vessel size assessments to inform design alignment, and functionality of proposed breakwater extension and ensure safe operational conditions.
Feasibility Analysis	• Investigate economic and environmental feasibility of harbour reclamation. • Multi-storey car parking feasibility study and option analysis of two identified locations.
Delivery Pathways	• Explore delivery and management options for common user infrastructure within Precinct 3 Tourism Hub and Ferry Terminal. • Seek formal agreement for consolidated government services in Precinct 2B State Agency Marine Operations.
Environment Assessments	• Each project delivered will need to consider required environmental assessments including water quality, hydrodynamic and coastal processes, fauna studies, and impact assessments, including impacts on world heritage values.

2. Growth Planning

The Harbour Growth Precinct (Precinct 6) establishes a strategic growth area and the creation of a new opportunity at the northern end of Rosslyn Bay SBH, enabled through potential land reclamation and breakwater extension.

This new precinct is located in a part of the harbour currently managed by MSQ. It incorporates existing in-water infrastructure, such as pile moorings and jetties, which are used by both commercial and recreational boaters. Much of this infrastructure, including maintenance wharves, is ageing and in need of renewal.

Car parking upgrades will consider the potential for multi-storey car parks to accommodate growing demand, reduce reliance on surface parking, and free up land for additional public realm and recreational opportunities.

The implementation of Precinct 6 will occur over time due to its complexity, which involves feasibility of reclamation, securing funding, completing multiple supporting studies, following sequential project steps, and dependencies on the extension of the breakwater and the widening of the entrance channel.

Further Investigations

- Assess the structural condition, performance and remaining design life of existing breakwaters.
- Undertake wave attenuation modelling to confirm the design, alignment and functionality of any breakwater extensions.
- Consider broader regional planning for boat ramps and trailable boating infrastructure.
- Multi-storey car parking feasibility for two identified locations.



3. Public Infrastructure Projects

Public infrastructure projects will be carefully staged to align with operational requirements, funding availability, infrastructure upgrades and broader harbour redevelopment priorities.

Early-stage projects may focus on high-impact lower-cost improvements such as wayfinding, landscaping, seating, lighting and pedestrian connections that enhance visitor experience. Longer-term public realm upgrades may be dependent on precinct changes and consolidation, infrastructure relocation, breakwater works or further technical investigations.

Projects E and F are contingent on the future development of Precinct 6, including the delivery of land reclamation and breakwater extension works. As a result, the timing and implementation of these projects will be dependent on further detailed investigations.

Implementation of the five projects will consider staging that maintains harbour operations during construction and respond to environmental and coastal constraints.

Public Infrastructure Projects

- **A** CTU Parking Upgrades
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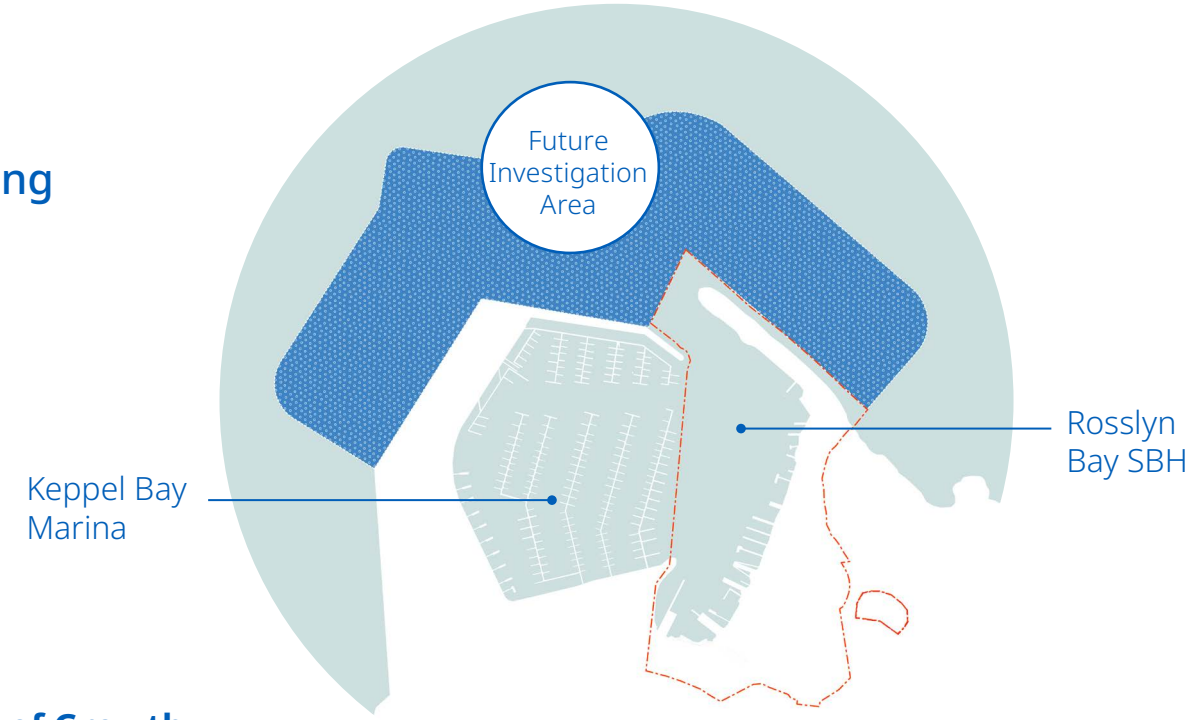


4. Future Investigation Area Planning

The Future Investigation Area has been identified in response to projected demand for a diverse range of maritime services, recreational boating, tourism and recreation opportunities across the Capricorn Coast, including consideration of broader regional planning for boat ramps and trailable boating infrastructure. Space within the SBH is limited, constraining its capacity to accommodate future growth. Over the long term, expansion of the SBH may be necessary to meet forecast demand.

Planning for the Future Investigation Area must navigate complex Federal, State and Local legislation, feasibility investigations, funding and long planning timeframes. A potential expansion could provide opportunities to include:

- Enhanced tourism facilities
- Function facilities
- New marina infrastructure
- Improved public realm and day use areas
- Emerging maritime industries
- Dry stacking facilities
- Marine government services
- Expanded recreational boat launching facilities
- Cruise tendering infrastructure.



Drivers of Growth

Economy

The economic contribution of the SBH is underpinned by the diverse range of commercial businesses including maritime industry, trawling industry, boating and hospitality. Water and land-based recreation and tourism activities also support regional employment and economic exchange at the harbour. Protecting and expanding these core harbour functions will be key to future success and economic performance.

New Infrastructure

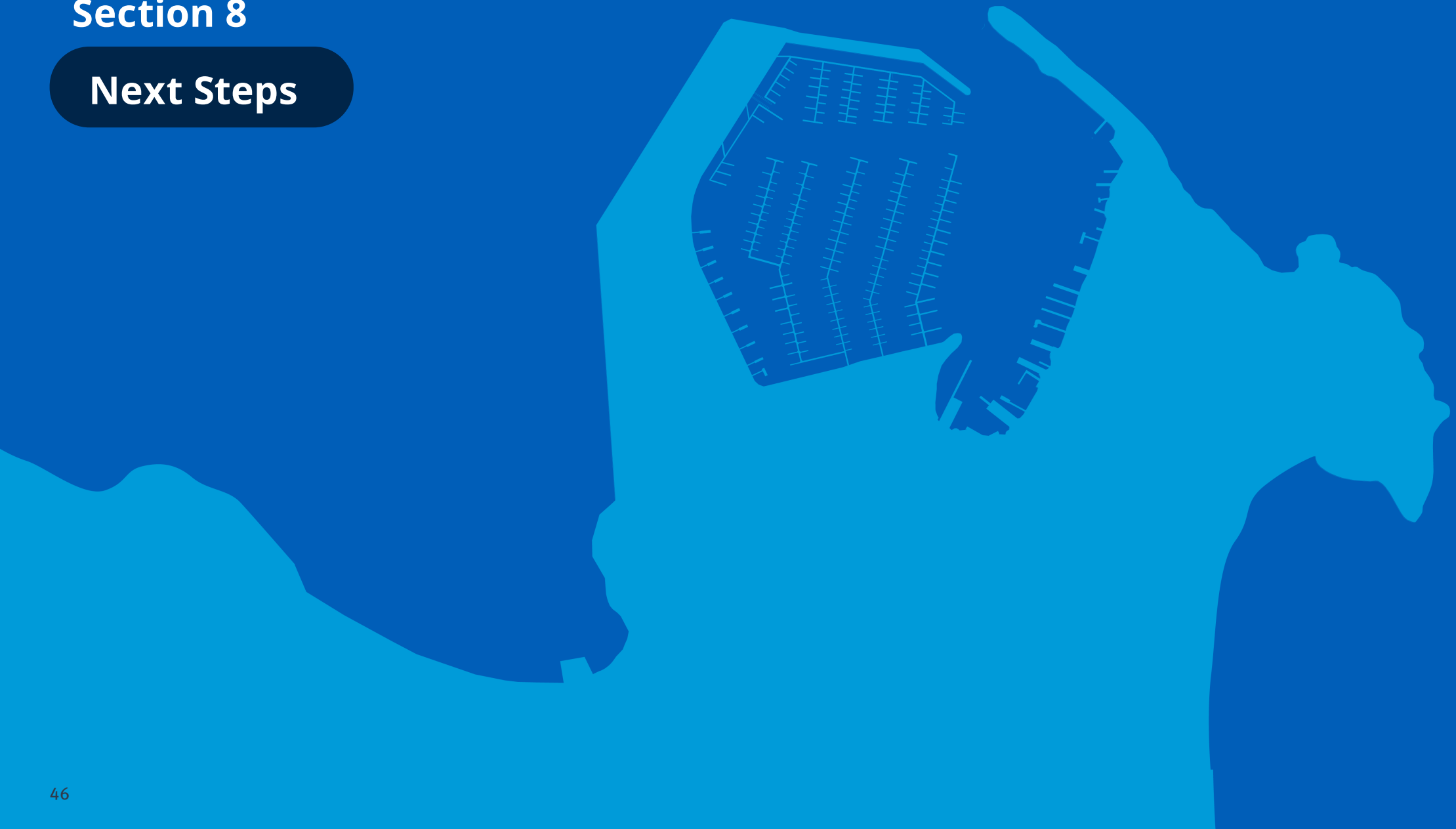
The number of recreational vessels continues to grow in the region, with boating registrations showing sustained growth. This will drive demand for wet and dry berths, public CTU parking and boats and supporting marine services such as vessel maintenance, fuelling and sales. Additionally, tourism activities will grow, including island, cruise and charter tourism operations, which requires expansion of wet and dry infrastructure.

Boating Trends

The largest growth in marina berths in Australia from 2013 to 2021 has been for berths greater than 24 metres, reflecting a growing recreational boating preference for larger vessels. This trend has a direct impact on the scale and design of marina, vessel launching and trailer parking infrastructure and will apply further pressure on available space within the harbour.

Section 8

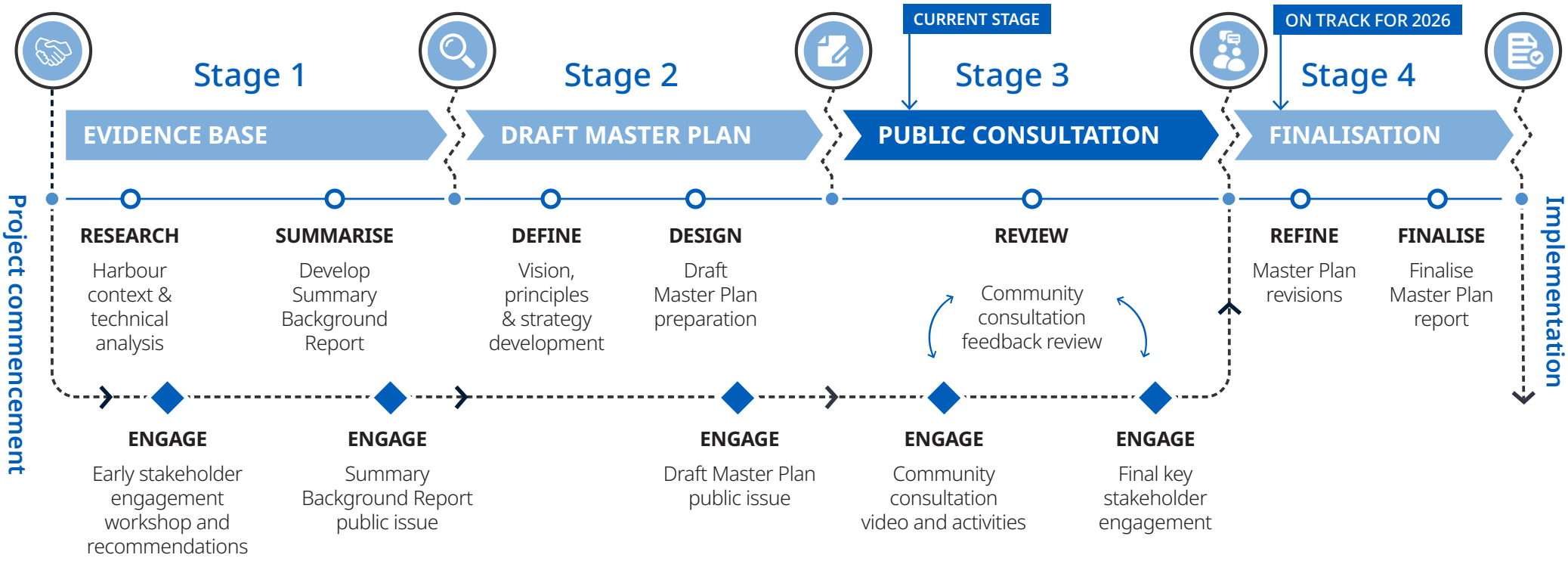
Next Steps



Master Plan Finalisation

MSQ has developed the master plan using an evidence-based approach supported by technical assessments and feedback received from collaborative engagement with harbour tenants, Livingstone Shire Council, state agencies, First Nations people, key stakeholders and the industry. Following public consultation, feedback and insights gained through public consultation activities, will be consolidated and inform the final master plan.

The master plan is expected to be finalised in late 2026. You can follow project updates at: https://www.tmr.qld.gov.au/projects/rosslyn-bay-harbour-master-plan



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