

Urangan State Boat Harbour
Summary Background Report

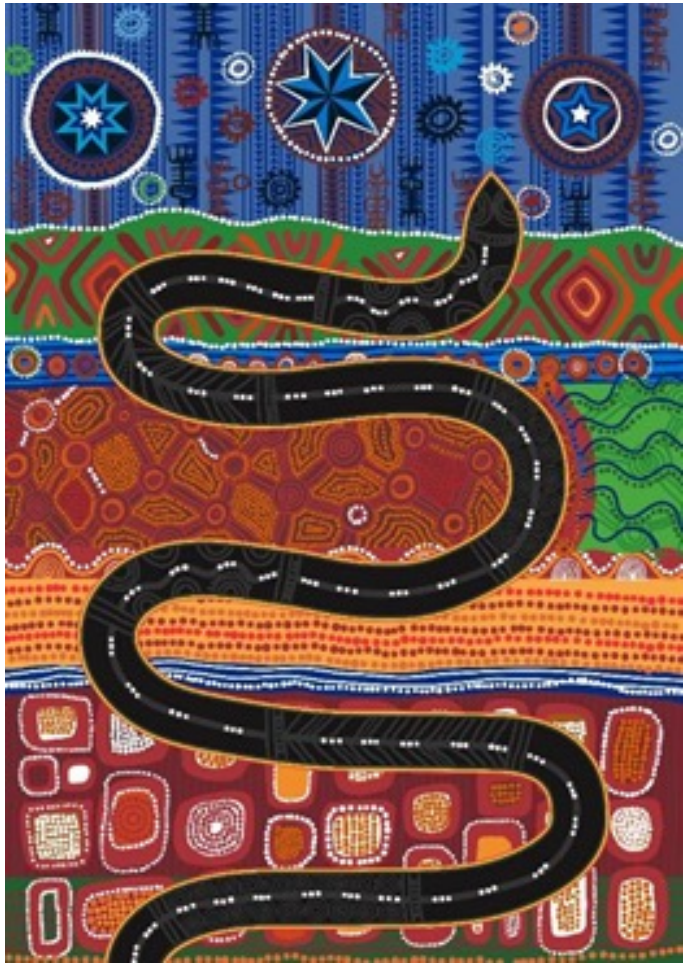
Maritime Safety Queensland

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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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Contents

Section 1 Introduction 4

Section 2 Marine Infrastructure and Operations 7

Section 3 Economics, Supply Chain and Tourism 13

Section 4 Land and Marine Environmental Values 16

Section 5 Transport and Movement Network 19

Section 6 Planning and Urban Design 24

Section 7 Native Title and Cultural Heritage 29

Section 8 Stakeholder Engagement 31



Section 1

Introduction



Introduction

The purpose of this project is to develop a Master Plan for the Urangan State Boat Harbour through collaboration with Maritime Safety Queensland government agencies, technical specialists and stakeholders, which will establish a long term vision aligned with government objectives. The Urangan State Boat Harbour Master Plan (master plan) will provide a clear and coordinated framework for spatial planning, outlining future uses and development opportunities for stakeholders and the community, planning for and supporting regional growth demands, boat ramps and access to tourism destinations in the locality.



Report purpose

The master plan has been developed using an evidence-based process, involving significant supporting technical assessments. The purpose of this report is to summarise design analysis, detailed technical assessments, preliminary consultation findings, and initial opportunities and constraints analysis undertaken as part of the master planning process. The findings in this background report have, and will continue to, inform the development of the master plan for the Urangan State Boat Harbour.

Relevant and detailed assessments and analysis have been undertaken to inform the development of the master plan, including:

- Marine Infrastructure and Operations
- Economics, Supply Chain and Tourism
- Land and Marine Environmental Values
- Transport and Movement Network
- Planning and Urban Design,
- Native Title and Cultural Heritage, and
- Stakeholder Engagement

Urangan State Boat Harbour is one of Queensland's 8 state-owned and managed boat harbours. 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.

Introduction

Urangan State Boat Harbour

The Urangan State Boat Harbour is located in Urangan, a coastal suburb of the city Hervey Bay in the Fraser Coast region. Urangan State Boat Harbour is located at the eastern end of the Hervey Bay coastal strip, approximately 40 km southeast of Maryborough. The Urangan State Boat Harbour serves a broad catchment of recreational marine vehicle users throughout the Queensland Central Coast and South East Queensland (SEQ) Coast.

The Urangan State Boat Harbour includes 4 public boat ramps, co-located at the south-western end of the State Boat Harbour, providing all-tide, all-weather, ocean access. The Urangan State Boat Harbour's strategic location and well-developed infrastructure contribute to its long-term viability and importance within the state's coastal network.

The Urangan State Boat Harbour is an important maritime facility and plays a vital role in supporting the region's recreational, commercial, and tourism-based marine activities, and is a key gateway to the surrounding waters and islands including K'gari (Fraser) Island, the Great Sandy Marine Park and K'gari World Heritage Area.

The Urangan State Boat Harbour plays a significant role in the local community, featuring marinas, restaurants, shops and a broad range of recreational activities including fishing and diving tours, catamaran cruises and scuba diving. Accommodation and local amenities are provided in proximity to the State Boat Harbour. In developing the master plan, consideration has been given to the adjoining and surrounding areas to ensure the State Boat Harbour's broader role is recognised and integrated into holistic planning outcomes.

Urangan State Boat Harbour sits on Butchulla Country, with the Butchulla People and their clan groups recognised as the Traditional Owners of the land and surrounding Sea Country. The Butchulla people develop and implement important Land and Sea Country management initiatives that include managing cultural sites, monitoring plants and animals, surveying biodiversity and engaging with visitors to the area.

Figure 1: Urangan State Boat Harbour and surrounds



Section 2

Marine Infrastructure and Operations



Marine Infrastructure and Operations

Moffatt & Nichol were engaged to provide specialist input into coastal engineering, navigation, and infrastructure planning for the development of the Urangan State Boat Harbour master plan.

This included detailed review of marina layout and design and operational requirements, including dredging, vessel design, harbour utilisation and entrance channel and internal fairways.

A condition assessment of public maritime infrastructure within in the Urangan State Boat Harbour was also undertaken to determine expected design life and any potential hazards. The condition assessment was undertaken on public infrastructure and not maritime infrastructure within leased areas.

Key findings

Marine Infrastructure

- The '*Queensland Recreational Boating Facilities Demand Forecasting Study 2022*' (BMT, 2022) evaluated the current and future demand for publicly accessible recreational boating facilities within the Fraser Coast Local Government Area (LGA) over the next 20 years.
- The study identified existing recreation boating facilities owned and managed by several organisations within the Fraser Coast LGA (refer to Table 1). The study identified Urangan State Boat Harbour as the most popular recreational boating facility in the Fraser Coast LGA.

Table 1: Recreational boating facilities within the Fraser Coast LGA

Infrastructure owner	Boat ramps		Landings	
	Facilities	Lanes	Pontoons	Jetties
Fraser Coast Regional Council	7	8	1	0
Maritime Safety Queensland	17	34	2	0

Property and Leasing

- The Urangan State Boat Harbour is owned and operated by the Queensland Government through Maritime Safety Queensland with areas of the harbour leased to various operators and businesses.
- Maritime Safety Queensland owns and maintains the public boating infrastructure (i.e. boat ramps, floating walkways, pontoons and breakwaters) and is responsible for maintaining the entrance and internal public navigation channels to those facilities.
- Lessees of seabed within the State Boat Harbour are responsible for marina infrastructure and maintenance dredging within their leased areas.
- There is a mix of operators within the harbour including seafood processors, marina operators, tourism service providers, a licensed boat club, government agencies and a volunteer marine rescue organisation.
- Permitted uses include marina berthing and minor vessel maintenance, seafood processing, storage and retail, slipway and hardstand operations, fuel services, tourism, recreational and sporting activities and marine rescue operations.

Marine Infrastructure and Operations

Key Findings

Marine Infrastructure

- Maritime infrastructure within Urangan State Boat Harbour includes:
  - Public boat ramps and a barge ramp
  - State-managed pontoons/ jetties
  - Dry storage – hardstand
  - Wet storage including 3 commercial marinas and trawler facility
  - Boat maintenance facilities
  - Travel lift and boat maintenance facility (Murphys).

Condition Assessment

- A condition assessment was undertaken on public infrastructure at Urangan State Boat Harbour.
- Degradation of the armour was observed in the breakwater and revetements for both the northern breakwater and southern breakwater. Structural resilience and design life considerations should be central to any future planning and design of the State Boat Harbour. Geotechnical instability was also noted at the internal revetments north of the Hervey Bay Boat Club.
- Deterioration of the timber decking and various elements of the commercial trawler facility were identified.

Figure 2: Urangan State Boat Harbour Marine Infrastructure



Marine Infrastructure and Operations

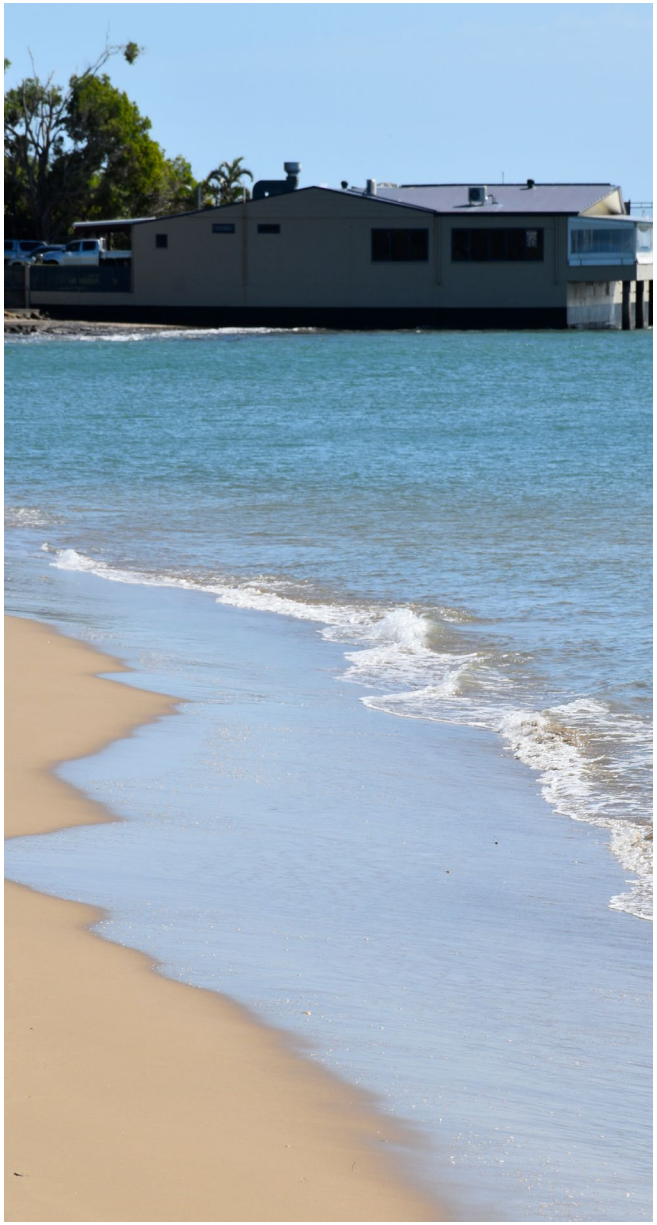
Key Findings

Utilisation and Demand

- Serving both recreational and commercial users, the Urangan State Boat Harbour is the most heavily utilised recreational boating facility in the Fraser Coast region. A summary of recreational and commercial use is provided below:
- Recreational Use:
  - Around 28% of recreational vessel launches in the Fraser Coast LGA occur at Urangan.
  - Existing car-trailer unit (CTU) parking is regularly at capacity, limiting the facility's ability to accommodate peak demand.
  - Strong demand for floating walkways and dry embarkation facilities, greater all-tide launching access, and improved amenities.
- Commercial Use:
  - Includes charter and tourism services to K'gari, marine tourism, passenger transport, commercial fishing and seafood processing, and vessel maintenance facilities.
  - Insufficient public deep-draught landing capacity, for commercial vessels. This can result in operational constraints, particularly during peak periods when commercial and recreational users compete for access to shared facilities.
  - Seasonal congestion, especially during peak tourism periods.

Environmental and Coastal Constraints

- Urangan State Boat Harbour is influenced by several environmental factors including:
  - Wave Climate: Moderated by the breakwater and swells are significantly reduced due to the sheltered nature of the State Boat Harbour, which is protected by geographic features including K'gari.
  - Sedimentation: Influenced by tides and sediments carried from the Mary River. The breakwaters interrupt this movement, causing sand to accumulate on the northern side of the State Boat Harbour (~ +1.22 metres per year).
  - Climate Change: Sea level rise projections (0.8 m by 2100) and increased cyclone intensity necessitate resilient infrastructure design.
  - Environmental Significance: Urangan State Boat Harbour is within Great Sandy Strait, with the State Boat Harbour being adjacent the Sandy Straight RAMSAR site. Urangan State Boat Harbour forms a gateway to K'gari a World Heritage Area of international significance.



Marine Infrastructure and Operations

Key Findings

Dredging

- Maritime Safety Queensland is responsible for maintaining the entrance and internal public navigation channels to the public boating infrastructure (i.e. boat ramps, floating walkways, pontoons, jetties and breakwaters) through maintenance dredging. Dredging of the wet lease areas is undertaken by the lessees.
- An Environmental Authority is held by Maritime Safety Queensland for the dredging. In between maintenance dredging campaigns, Maritime Safety Queensland undertakes bed levelling to remove any high points in the channel.
- Maintenance dredging of Urangan State Boat Harbour is undertaken every 8-10 years. Between dredging events, Maritime Safety Queensland monitor the entrance channel, which experiences sand shoaling. Sand shoaling is managed via bed levelling as required between dredging campaigns.
- The most recent dredging campaign was completed in December 2024. The next round of maintenance dredging is not planned until 2032 or later.
- The Urangan State Boat Harbour experiences siltation due to a combination of natural and anthropogenic factors:
  - Located roughly 16km north of the river mouth, Urangan State Boat Harbour is influenced by fine particles, which are transported into the coastal zone during flood events.
  - Urangan State Boat Harbour is subject to tidal currents that transport sediment, in conjunction with limited natural flushing due to the semi-enclosed nature of the State Boat Harbour which restricts tidal exchange, allowing sediments to settle and accumulate more readily.
  - The master plan must consider long-term sediment dynamics to minimise recurring maintenance dredging and environmental impacts.

Layout and Design

- The overall marina layout consists of a combination of entrance channels, internal fairways, and berth structures. The design of Urangan State Boat Harbour was assessed against the Australian Standard 3962-2020 Marina Design which was prepared to ensure navigational safety, operational efficiency, and resilience of marina and boat harbours.
- The entrance channel is currently suitable for vessels approximately 40m LOA.
- There is opportunity to locally increase depth of select berth pockets to 2.5m LAT, to ensure all tide berthing for powerboats and catamarans up to 26m LOA.

Harbour Infrastructure and Service Gaps

- Degradation mechanisms observed onsite across the northern breakwater and southern breakwater include hydraulic instability, degradation of armour and armour quality and slope instability.
- Insufficient public deep-draught landing capacity, particularly for coastal passaging vessels.
- Seasonal congestion, especially during peak tourism periods.

Marine Infrastructure and Operations

Key Findings

Harbour Activities

- The State Boat Harbour supports a range of commercial and recreational marine activities.
- Several whale watching tours operate out of Urangan State Boat Harbour. The Boat Club has their own whale watching tour, Spirit of Hervey Bay operates from the Whale Bay Marina and there are several whale watching tours operating out of the Great Sandy Strait Marina (including Whalesong Cruises, Blue Dolphin Marine Tours, Freedom Whale Watch, Tasman Venture and Pacific Whale Foundation Eco-Adventures Australia).
- Other marine tourism activities offered within Urangan State Boat Harbour include boat charters (both bareboat and skippered), cruises (in particular sunset cruises), K'gari Island tours, fishing charters and diving (including diving with whales).
- Onshore activities include two seafood wholesalers/retailers, Murphy Ship Lifts (ship lift, boat maintenance etc.), boat storage, boat broker, Queensland Police Service (QPS), fuel station, Marine Rescue Queensland (MRQ) and Maritime Safety Queensland.
- The Boat Club (including restaurants, gaming room, Marloo twin cinema, function rooms) and Whale Bay Marina (including café, restaurant, laundromat, tourist information centre, laundromat etc).
- Industrial activities such as food processing and boat maintenance support the marine industry and other low-impact industrial activities.
- Supporting infrastructure includes dedicated boat, trailer, and car parking for convenient access by commercial and recreational users.
- Adjacent to the Urangan State Boat Harbour, there is the BreakFree Great Sandy Straits Hervey Bay, Department of Primary Industries (DPI) office, Harbour View Caravan Park and Great Sandy Straits Marina Urangan Hervey Bay accommodation.

Figure 3: Harbour Activities



Section 3

Economics, Supply Chain and Tourism



Economics, Supply Chain and Tourism

The economics and tourism assessment, prepared by Bull & Bear Economics is part of a suite of background reports to inform the development of the master plan.

It examines detailed economic and supply chain analysis for the State Boat Harbour and any related areas, including evaluation of the existing function and contribution of the State Boat Harbour from an economic and marine perspective; analysis of inter-relationships between the State Boat Harbour and surrounding industry and supply chains; and identification of potential economic opportunities for the State Boat Harbour.

Key Findings

Tourism

- In 2023-24, the output generated by the tourism industry in Fraser Coast LGA was $989.7 million, comprising $421.7 million in direct output and $568.0 million in indirect output.
- In the five year period up to 2023-24, holiday was the most common reason for visiting the Fraser Coast LGA for all visitor types.
- Urangan's proximity to K'Gari makes it a prime location for commercial tourism activities related to whale watching or other tours to K'Gari. The busiest months for tourism on K'Gari are September, December/January and April.
- The whale watching season is from July to October which adds to the attractiveness of the region during those months.
- In 2023-24, international visitors hit a 14 year low with only 103,867 visitors, while domestic overnight visitors hit a 14 year high with 3.21 million visitor nights and domestic daytrips had a 5 year high with 858,268 day trip visitors.

Commercial Vessels

- Commercial fishing vessels regularly berth at the State Boat Harbour, with approximately 25 to 30 vessels using the wharves at any one time, as there are normally only seven or eight trawlers stored there
- Urangan's proximity to K'Gari makes it a prime location for commercial tourism activities related to whale watching or other tours to K'Gari.
- Demand for tourism related vessels depend on economic conditions influencing tourism in the region as well as on specific factors that influence pricing for whale watching such as berthing charges, marine parks and wildlife fees and competition between the tour operators.

Economics, Supply Chain and Tourism

Recreational Boating Activity

- Within Urangan State Boat Harbour there are 3 marinas with between 97 (the Boat Club) to 177 wet berths (Great Sandy Straits Marina), 8 jetties for trawler wharves, 25 dry storage spaces and one pile mooring.
- Wet berths across Urangan State Boat Harbour range from 8m to 30m. Great Sandy Straits has the widest range of berth sizes from 8m to 30m whereas Fisherman's Wharf does not have berths greater than 18m.
- There is significant demand for berthing facilities within Urangan State Boat Harbour, marina operators suggest that vessels between 10 metres and 15 metres are the principal drivers of demand.
- Between 2015 and 2025, registrations for vessels with no sails has generally increased, reaching a high of 11,872 registrations in 2025.
- Between 2015 and 2025, there was a steady increase in the volume of trailable and non-trailable vessels registered in Fraser Coast. Over this period, the volume of trailable vessels in Fraser Coast increased from 9,791 to 11,258 vessels whilst the volume of non-trailable vessels increased from 636 to 726 vessels.

Recreational Boating Demand

- The Fraser Coast Recreational Boating Study as part of the *Queensland Recreational Boating Facilities Demand Forecasting Study 2022* provided a summary of the current and forecasted demand on recreational boating facilities within Fraser Coast LGA.
- Over the 2025 to 2046 period, the total demand for wet berths in Fraser Coast LGA is projected to increase from 591 wet berths to 643 wet berths.
- The demand for dry storage across Wide Bay Burnett (WBB) SA4 is expected to increase from 273 dry storage spaces in 2025 to 287 dry storage spaces in 2046. Fraser Coast LGA is anticipated to account for approximately half of WBB SA4's dry storage demand over the projection horizon.
- The supply demand analysis indicates that there is currently insufficient provision of wet berths and dry storage spaces in Fraser Coast LGA.
- It is anticipated, without the provision of additional supply, the shortfall in wet berths will increase from 164 to 216 wet berths between 2025 and 2046 whilst the shortfall in dry storage is expected to increase from 111 to 123 over the same period.
- There has been increasing demand for larger berths, which has implications for dry storage demand. There is opportunity to accommodate smaller vessels (i.e. power boats less than 12m) in a dry stack facility as an increasing number of larger vessels are wet berthed.

Short Term Accommodation

- By 2031 there is expected to be a shortfall of 185 short term accommodation units (assuming a 65% occupancy rate) which is expected to increase to a shortfall of 318 units by 2046.
- This is indicative of demand for an additional short term accommodation facility in the short term of ~150 units and an additional facility towards the end of the projection period (i.e. post 2041).
- There is significant demand for additional short term accommodation units within Urangan which could be placed proximate to the Urangan State Boat Harbour to support tourism activities in this area.

Section 4

Land and Marine Environmental Values



Land and Marine Environmental Values

Marine ecology assessment and a terrestrial ecology assessments have been undertaken by Ecological Service Professionals and 28 South Environmental respectively, to support the design and master planning of the Urangan State Boat Harbour.

Assumptions and Limitations

- The land and marine environmental values analysis has been undertaken using desktop assessment and the findings will require further ground truthing, subject to the final master plan design, which may have an impact on the approvals process and development requirements.
- State approvals and permits relating to terrestrial and aquatic ecology may be required.
- The key findings have been summarised to provide context on environmental matters pertinent to the master planning process and potential impacts and mitigations to be considered in future stages as well as inform any assessment triggers and planning pathways that may be relevant.

Key Findings

Environmental Values

- Urangan State Boat Harbour is in close proximity to the Great Sandy Strait, which is a Ramsar Wetland of International Importance and the Protected Areas Marine – Hervey Bay – Tin Can Bay Dugong Protection Area.
- Several listed threatened and/ or migratory marine species under the Eenvironment *Protection Biodiversity Conservation Act 1999* (EPBC) are known or considered likely to occur in the vicinity of the Urangan State Boat Harbour.
- The Great Sandy Strait Ramsar Wetland is setback from the shoreline, and the Great Sandy Strait Nationally Important Wetland is mapped over the Urangan State Boat Harbour.
- The Queensland Great Sandy Marine Park, Conservation Park Zone, completely surrounds the State Boat Harbour but does not overlay the State Boat Harbour itself. The Urangan State Boat Harbour is surrounded by the Coastal Management District (CMD).
- The draft Wide Bay Burnett Regional Plan and Infrastructure Plan 2026 indicates the State Boat Harbour is within a Dark Sky Area. The overlay may be implemented by Councils through future planning scheme provisions to protect ecologically sensitive areas including the Great Sandy Marine Park and sea turtle nesting habitats, from light spill.
- There are numerous Matters of State Environmental Significance (MSES) adjacent to, and surrounding the Urangan State Boat Harbour such as the Great Sandy Marine Park and a High Ecological Significance (HES) wetland, which are a MSES, mapped approximately 540m south of the State Boat Harbour associated with Pulgul Creek.
- Several marine species listed as threatened under the *Nature Conservation Act 1992* are listed as occurring within the vicinity (within 10 km) of the State Boat Harbour. Seagrass is known to occur and provides foraging habitat for marine species sea turtles and dugongs listed as threatened under the *Nature Conservation Act 1992*.

Land and Marine Environmental Values

Master Plan Considerations

- Potential impacts and constraints for shorebird foraging or roosting habitat need to be considered.
- The master plan should respond to the vulnerability and recovery potential of seagrass meadows by prioritising development which avoids and mitigates impacts, protects water quality, manages nearshore activities, and supports long term ecosystem resilience.
- Undertake assessment of any indirect impacts from development of the harbour to Listed Fauna and Migratory Fauna species upon finalisation of the master plan.
- The SPP (Coastal Environmental State Interest) requires that boat harbours consider improvement to important recreational elements to the coast (e.g. fishing, swimming, surfing, boating etc.) within any future planning processes.
- Any impacts to fish passage or any impacts to water quality in the receiving environment as a result of the proposed master plan will need to be mitigated and managed.
- Consideration of environmental design mitigations to minimise light pollution.
- The master plan to consider any potential impacts on Marine Plants (which are present in isolated pockets) and listed fauna (Eastern Osprey) and flora under the *Nature Conservation Act 1992.*



Section 5

Transport and Movement Network



Transport and Movement Network

Lambert & Rehbein have undertaken a transport and movement technical study to identify the challenges and opportunities for the existing movement network across all transport modes.

The analysis identifies the breakdown of vehicle usage, estimates the traffic generation of the existing SBH and assesses the operation of the surrounding transport network to identify upgrade requirements and opportunities for future growth.

Key findings

Access and Road Network

- Urangan State Boat Harbour can be accessed via Buccaneer Drive, Miller Street, Jetty Street and Boat Harbour Drive.
- Jetty Street provides the main access to car and CTU parking areas and connects to Buccaneer Drive. Miller Street and Buccaneer Drive provide the main access to the marinas frontage as well as entry and exits into adjacent car parks.
- Access to the Breakwater Access Road is located at the end of Boat Harbour Drive and is currently gated, with a pedestrian area provided to bypass the gate.

Intersection Analysis

- An intersection analysis was undertaken as part of the assessment for the surrounding network.
- SIDRA Intersection Analysis software was also used to analyse the performance of the Esplanade Road / Boat Harbour Drive, Esplanade Road / Jetty Street, Esplanade Road / Miller Street roundabout and Esplanade Road / Buccaneer Drive / Edwin Street roundabout intersections.
- Based on the SIDRA assessment undertaken, the results indicate that each of the subject intersections have spare capacity based on reported DoS levels and can accommodate additional traffic in both peak periods. We note this finding represents the performance of the existing form of these intersections and existing traffic volumes.
- Future intersection assessment is recommended once land uses are determined as part of the master plan development.

Traffic Generation

Analysis was undertaken to understand the existing traffic generation at the Urangan State Boat Harbour and the performance of the surrounding road network. The intersection count data was collected and presented in 15-minute periods to capture peak periods.

Vehicle movement survey data was collected at 4 intersections over a 2 day period. Automatic Tube Counts (ATC's) were also placed on 4 roads between to determine traffic volumes on the surrounding network.

- A review of the ATC data found that the busiest period across the State Boat Harbour was typically on Saturday, generally across the midday period from 11:00am to 2:00pm.
- Approximately 80%-90% of the daily traffic generation occurs with the 12 hour period from 6am to 6pm on a weekday and weekend. The data also shows that the peak hour is quite spread with only 45%-73% of the peak hour traffic occurring within the 3 hour period.
- The majority of trips accessing the site are 'Class 1' vehicles which represent single vehicles. This is largely driven by the non-boating activity within the State Boat Harbour including the Boat Club which was observed to be a very popular attraction.
- All other classes such as buses and trucks (Class 3-12) and short towing (Class 2 i.e. car and boat trailers) typically arrive at the site in the AM which is representative of the activity within the State Boat Harbour.

Transport and Movement Network

Key findings

Car Parking Arrangements

- Urangan State Boat Harbour provides several off-street car parking areas for the general public that include CTU's. These areas facilitate access to the public boat ramps and the broader State Boat Harbour facilities and services.
- There are approximately 857 parking spaces (including car and CTU specific parking) within the broader vicinity of Urangan State Boat Harbour, consisting of approximately 566 public spaces (for cars, CTU, loading areas for rigging and PWD bays), 182 private spaces (within commercial, retail, tourism and office land uses) and approximately 109 on street car parks along Boat Harbour Drive, Jetty Street and Buccaneer Drive.
- There is also informal parking available within the shoulders of most surrounding streets such which are not included in the estimated numbers above.
- Overall parking capacity is generally adequate and functions efficiently during typical weekday and off-peak periods. Peak arrival times concentrate parking demand within high-activity areas, particularly near boat ramps.
- A separate analysis has been undertaken for the parking area located adjacent to the northernmost edge of the State Boat Harbour, given that it forms part of the Urangan State Boat Harbour but was not captured by the ATC. The parking surveys indicate that this parking area is underutilised with the maximum number of spaces used for the whole parking area across the survey period was just 9 spaces.

Figure 4: Car Parking Arrangements



Urangan State Boat Harbour boundary
Private parking
Public car park
A CTU parking
B Car parking
C Car parking
D Commercial parking
E Jetty parking
F Fisherman's Wharf parking
G Service station parking
H Dive centre parking
I Boat club parking
J Coast guard parking
K Government office parking
L Tourism and retail parking
N Tourism and retail parking
O Tourism and retail parking

Transport and Movement Network

Key findings

Breakwater Access Road

- Access to the Breakwater Access Road is located at the end of Boat Harbour Drive and is currently gated, with a pedestrian area provided to bypass the gate.
- On-site observations indicate that the access road is very narrow in some sections, down to approximately 3.7m of sealed bitumen.
- There are several recommended improvements to the access road, that coule be potentially considered as part of master planning for the State Boat Harbour.

Public Transport

- Urangan State Boat Harbour is serviced by 4 Wide Bay Transit routes providing local public transport access between central Hervey Bay, Urangan and surrounding residential areas.
- There is currently no direct public transport link between Hervey Bay Airport and the State Boat Harbour, despite its proximity.
- Public transport availability is limited on Sundays and public holidays, with only one service route operating infrequently during these periods.
- There is opportunity to upgrade the Buccaneer Drive bus stop to reinforce it as the primary public transport arrival point, including adequate shelter, seating, accessible waiting space and clear directional signage.



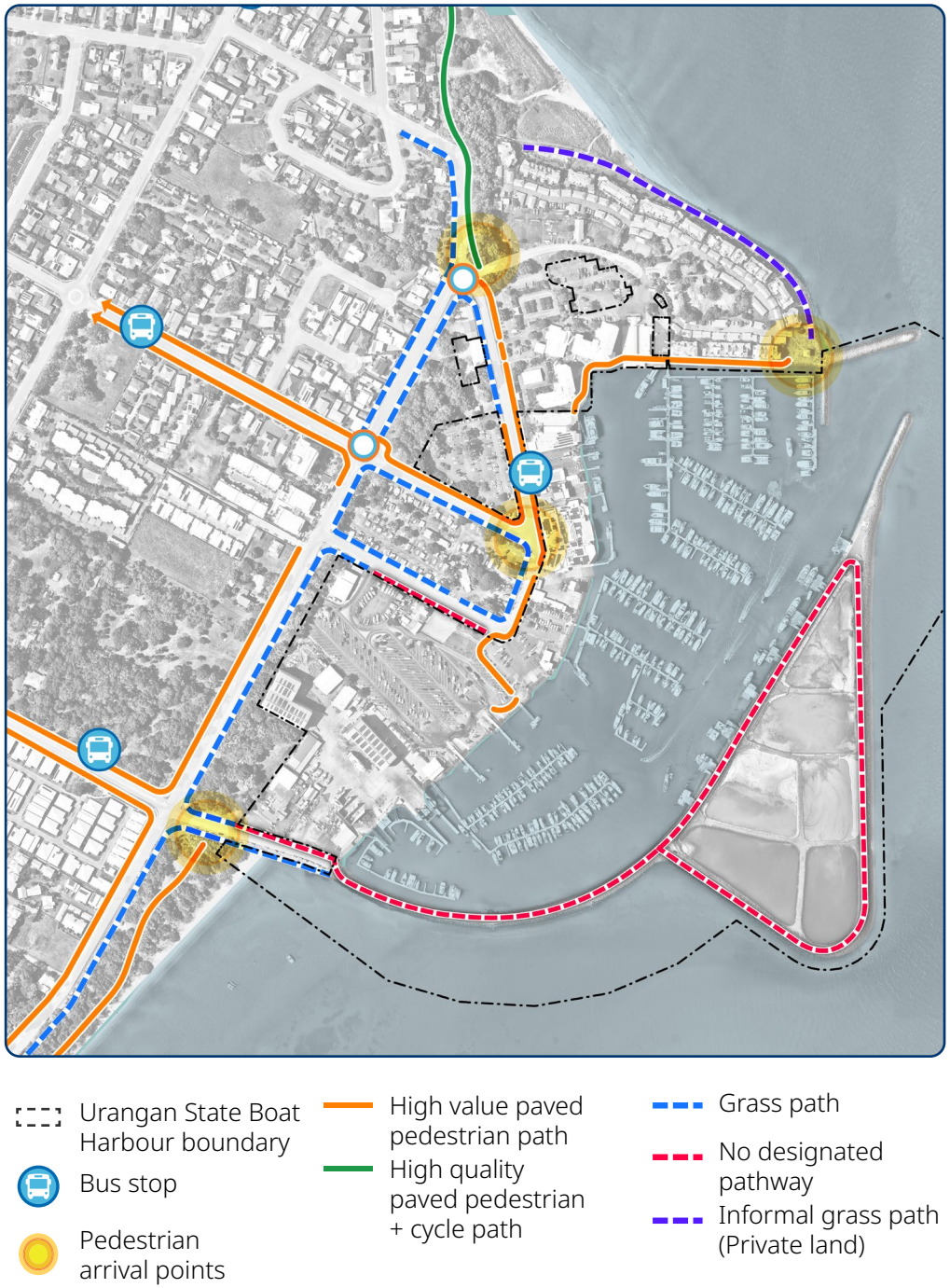
Transport and Movement Network

Key findings

Active Transport

- Pedestrian access into Urangan State Boat Harbour is fragmented, with multiple informal entry points and no dedicated cycling infrastructure.
- Footpath quality is inconsistent, alternating between paved paths and grass verges interrupted by driveways.
- Pedestrian conditions decline in boating areas due to limited shade, refuge, and protected pathways.
- Southern breakwater access road poses safety risks for pedestrians accessing the memorial.
- There is opportunity to create a continuous active transport loop linking northern and southern coastal access points, the breakwater lookout and internal harbour destinations.

Figure 5: Active Transport and Public Transport



Section 6

Planning and Urban Design



Planning and Urban Design

Place Design Group have undertaken a planning and urban design assessment to inform the master planning process.

Key findings

Regulatory and Policy Settings

- There are a number of legislation, policies and guidelines relevant to the Urangan State Boat Harbour master plan and the adjacent coastal and marine environment.
- The master plan will not be a statutory document but will be informed by statutory documents and legislation.
- A reference framework was developed to inform the master planning process and potential approvals, at the local, state and federal levels.
- This framework is not exhaustive and focusses on the key legislation relevant to planning and development of the Urangan State Boat Harbour.
- A more detailed assessment of all relevant legislation will be required as part of implementation.

Historical Coastal Approvals

- The existing breakwaters and marine structures within the Urangan State Boat Harbour have been approved under previous legislation including Harbours Act 1955, Integrated Planning Act 1997 and Sustainable Planning Act 2009, all of which has been repealed. However, transitional provisions under the Coastal Protection and Management Act 1995 provides for the continuing effect of these approvals as a development approval under the Planning Act.

Key legislation, regulatory instruments, plans and policies of relevance include:

Federal

- *Native Title Act 1993*
- *Environmental Protection and Biodiversity Conservation Act 1999*

Local

- Fraser Coast Regional Council Planning Scheme 2014
- Temporary Local Planning Instrument (TLPI) – Flood Hazard Area 01/2024

State

- *Aboriginal Cultural Heritage Act 2003* and Torres Strait Islander Cultural Heritage Act 2003
- *Planning Act 2016* and *Planning Regulations 2017*
- *Environmental Protection Act 1994* and *Environmental Protection Regulations 2019*
- *Transport Infrastructure Act 1994*
- *Coastal Protection and Management Act 1995* and the subordinate Coastal Protection and Management Regulation 2017
- *Nature Conservation Act 1992* and subordinate Nature Conservation (Animals) Regulation
- *Fisheries Act 1994*
- *Biosecurity Act 2014*
- *Land Act 1994*
- State Planning Policy 2017 and Development Assessment Mapping System
- Wide Bay Burnett Regional Plan 2023 (undergoing review)

Planning and Urban Design

An assessment of the existing conditions and place experience of Urangan State Boat Harbour has been undertaken, considering how people move through the harbour, engage with its public spaces and landscape, and experience the harbours visual character.

Key findings

Wayfinding and Signage

- Wayfinding and signage are inconsistent, leading to potential visitor confusion despite co-located activities.
- Pedestrian navigation relies on tenancy signage and informal cues rather than a unified system.
- Interpretation panels provide regional information but do not support on-site navigation.
- Vehicle signage is inconsistent and poorly scaled/positioned, reducing effectiveness at key decision points.
- There are opportunities to:
  - Develop a coordinated wayfinding strategy with consistent signage, hierarchy, and placement at key decision points.
  - Add signage identifying the southern breakwater as a public walking route and lookout.
  - Improve coastal–harbour connections with clearer entry markers and access cues.
  - Combine interpretive and directional signage to support both storytelling and navigation.

Public Realm

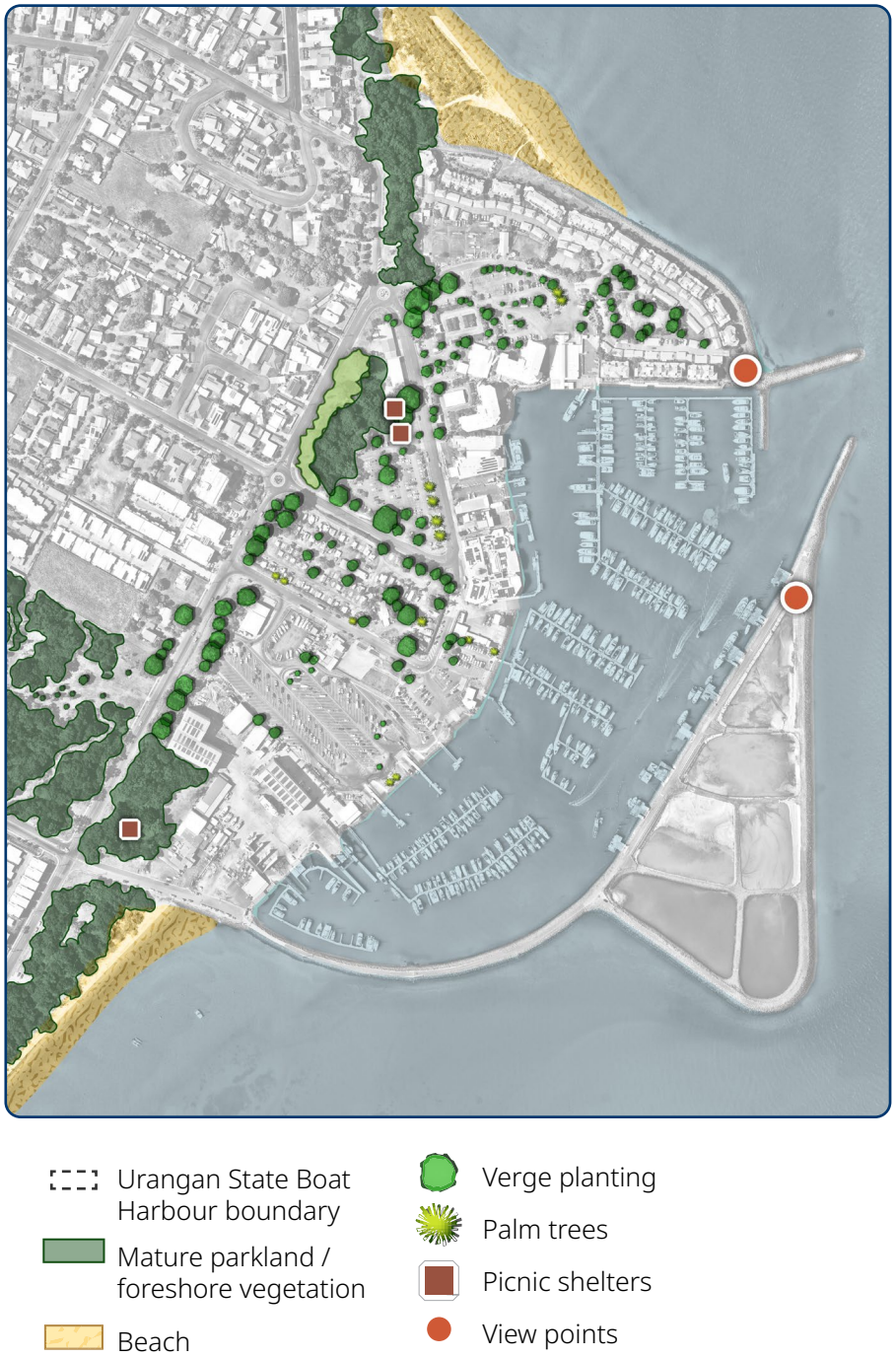
- Public realm amenity within Urangan State Boat Harbour is varied in quality and character.
- Several elements contribute positively to harbour identity including marine-themed façade treatments (Indigenous harbour aquatic life mural), sculptural features (‘The Big Whale’ and roof-mounted red prawn) and a broadly consistent blue and teal colour palette.
- The distinct character and sense of place of the State Boat Harbour are not readily experienced from Buccaneer Drive, which reduces visual connection to the marina and weakens the sense of arrival into the State Boat Harbour.
- Back-of-house and operational functions are largely well managed with fencing, screening, solid walls and dense planting used to contain service areas and minimise visual impact.
- Buccaneer Drive has paved footpaths, grass verges and coastal planting contributing to pedestrian comfort and safety.
- Public realm quality is highest around the boat ramp waterfront, where well-maintained infrastructure, generous grassed areas, mature planting and seating provide comfortable places to pause and enjoy views across the State Boat Harbour.
- There are opportunities to:
  - Upgrade southern breakwater to improve pedestrian safety and separation from vehicles.
  - Enhance the memorial with improved setting, seating, lighting, and interpretation.
  - Introduce public art at key waterfront locations to strengthen identity.
  - Provide more accessible public toilets near high-use areas.
  - Improve consistency of marina building façades.
  - Implement a cohesive ground-plane strategy to define pedestrian and shared spaces.

Planning and Urban Design

Open Space and Recreation

- Open space and recreational opportunities within Urangan State Boat Harbour are limited in scale and primarily function as complementary amenities which support short-stay visitation and day-use activity within the State Boat Harbour.
- Fishermans Park is generous in size and planted with mature native trees but includes minimal picnic infrastructure and is not positioned to attract incidental visitation from the State Boat Harbour's core activity areas.
- A smaller unnamed park fronting Buccaneer Drive is more closely integrated with the State Boat Harbour and associated pedestrian movement, and includes swings, outdoor gym equipment and a single sheltered picnic setting, making it more conducive to day-use visitation.
- Recreational walking opportunities occur incidentally along the edges of the State Boat Harbour, where coastal paths and breakwater routes intersect within the State Boat Harbour. These are incidental and do not form a deliberate, continuous walking experience into and within the State Boat Harbour.
- The southern breakwater provides a short gravel walking route with expansive views across the coastline and State Boat Harbour. While it offers a distinct viewing and sightseeing experience, it does not connect into a broader walking trail.
- Recreational fishing is also observed along the edges of the State Boat Harbour, particularly at the southern breakwater, despite the absence of designated infrastructure such as cleaning stations.
- There are opportunities to:
  - Provide end-of-trip facilities for recreational boating.
  - Co-locate takeaway F&B and fish markets with open spaces to enhance waterfront activation.
  - Consider marina-edge steps to encourage dwell time and views.
  - Create a formal recreational and fishing areas with supporting amenities.

Figure 6: Open Space and Recreation, Planting and Public Realm



Planning and Urban Design

Landscape Setting

- There are a variety of landscape typologies outside of the State Boat Harbour boundary ranging from natural foreshore vegetation behind sand beaches, mature trees in parkland, residential streetscapes and coastal resorts.
- Within the State Boat Harbour boundary, the majority of land is dedicated to built form, handstand, breakwaters and dredging spoil ponds which reflects the maritime industrial, tourist and recreational boating function of the State Boat Harbour.
- Vegetation is limited to trees and shrubs planted within and to the edges of parking areas, and the occasional palm tree and plant bed within the private marinas.
- There are opportunities to:
  - Increase shade tree planting along Buccaneer Drive to provide continuous pedestrian shade.
  - Prioritise local native species to reinforce landscape character.
  - Expand shade planting in public areas to support day-use spaces and key destinations.
  - Extend coastal planting themes into the harbour to create a cohesive green character



Section 7

Native Title and Cultural Heritage



Native Title and Cultural Heritage

Key findings

Native title interests exist in proximity to the project area.

- The Urangan State Boat Harbour is located within but is not included in, the Determination Area for Butchulla People (Federal Court Reference QUD460/2018, finalised on 13 December 2019). This landmark decision is Non exclusive Native Title does not currently include lots within the existing harbour footprint, however Native Title continues to exist in surrounding land and water areas.
- Depending on the nature, location and extent of works progressed through the master plan, activities proposed in these areas may constitute Future Acts under the *Native Title Act 1993* (Cth) and may trigger procedural rights, including notification and comment.
- A detailed native title assessment is recommended once the master plan is finalised and prior to the commencement of project works requiring ground disturbance or statutory approvals. This assessment would identify affected parcels, applicable procedural rights and relevant Registered Native Title Body Corporates.
- Butchulla Country extends out from the mainland to encompass the waters of Cooloola - the Great Sandy Strait and K'gari.

Cultural heritage considerations across the project area.

- A preliminary assessment of cultural heritage has been undertaken to understand the potential level of risk to Aboriginal cultural heritage and to inform high level management considerations. The assessment identifies the already developed areas of the project area as low risk and areas of high risk where there is little to no disturbance.
- Depending on the nature, location, and extent of development progressed through the master plan, further engagement with the Butchulla People may be undertaken at a later project stage. This may occur through mechanisms such as a Cultural Heritage Risk Assessment (CHRA) and/or a Cultural Heritage Field Agreement or Cultural Heritage Management Agreement to identify and cultural heritage and establish appropriate management measures. The CHRA requires consultation with the Butchulla People for project areas identified as high risk.



Section 8

Stakeholder Engagement



Stakeholder Engagement

Various engagement activities have been undertaken in the initial months of master plan development for the Urangan State Boat Harbour.

Collaborative engagement has occurred with relevant government representatives and external stakeholders to better understand the operational requirements, current needs, and future aspirations for the master plan.

- Key stakeholders include:
  - State agencies
  - Fraser Coast Regional Council
  - Butchulla People
  - State Boat Harbour operators and businesses
  - Key stakeholders in proximity to State Boat Harbour (residents and short-term accommodation)
  - Volunteer groups

Key Stakeholder Activities

- Initial stakeholder activities to inform the master plan include:
  - Site Visits
  - Stakeholder meetings including internal SWOT workshops
  - State Agency tenant feedback
  - Optioneering Presentations and Meetings
  - Key external stakeholder workshops
  - Meeting with State Member
  - Steering Committee Meetings
  - Workshops with Fraser Coast Regional Council

Key findings

Stakeholder Engagement Outcomes

- Provide long-term certainty for existing operators through secure tenure and transitional lease arrangements.
- Upgrade infrastructure to support safe, modern maritime operations and future growth.
- Deliver a balanced harbour that supports industry, tourism, recreation and the local community without conflict.
- Strengthen Urangan State Boat Harbour as a premier tourism gateway and destination hub for Hervey Bay and K'gari.
- Improve access, wayfinding, parking and pedestrian connectivity across the harbour precinct.
- Protect and enhance environmental values through resilient, ecologically responsible design and management.
- Incorporates First Nations culture connection to sea and Country within harbour planning, design and visitor experiences.



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