

Maritime Safety Queensland

Urangan State Boat Harbour
Draft Master Plan

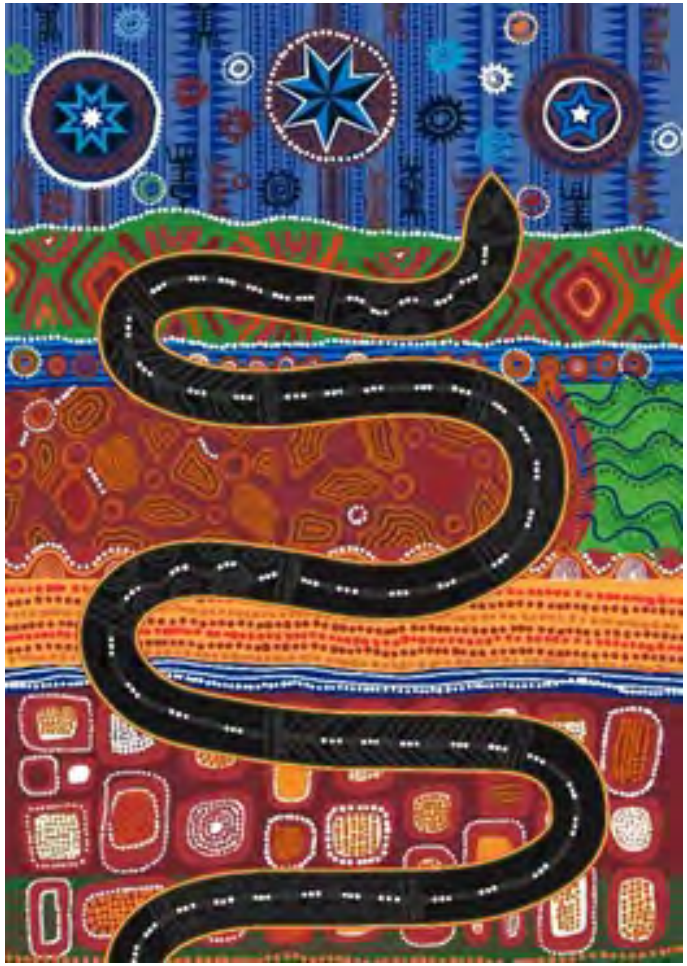
Draft for public consultation

DELIVERING FOR QUEENSLAND

Queensland Government

Acknowledgement of Country

The Queensland Government respectfully acknowledges the Traditional Owners and Custodians of the land and waterways and we pay respect to their Elders past, present and emerging. The Queensland Government 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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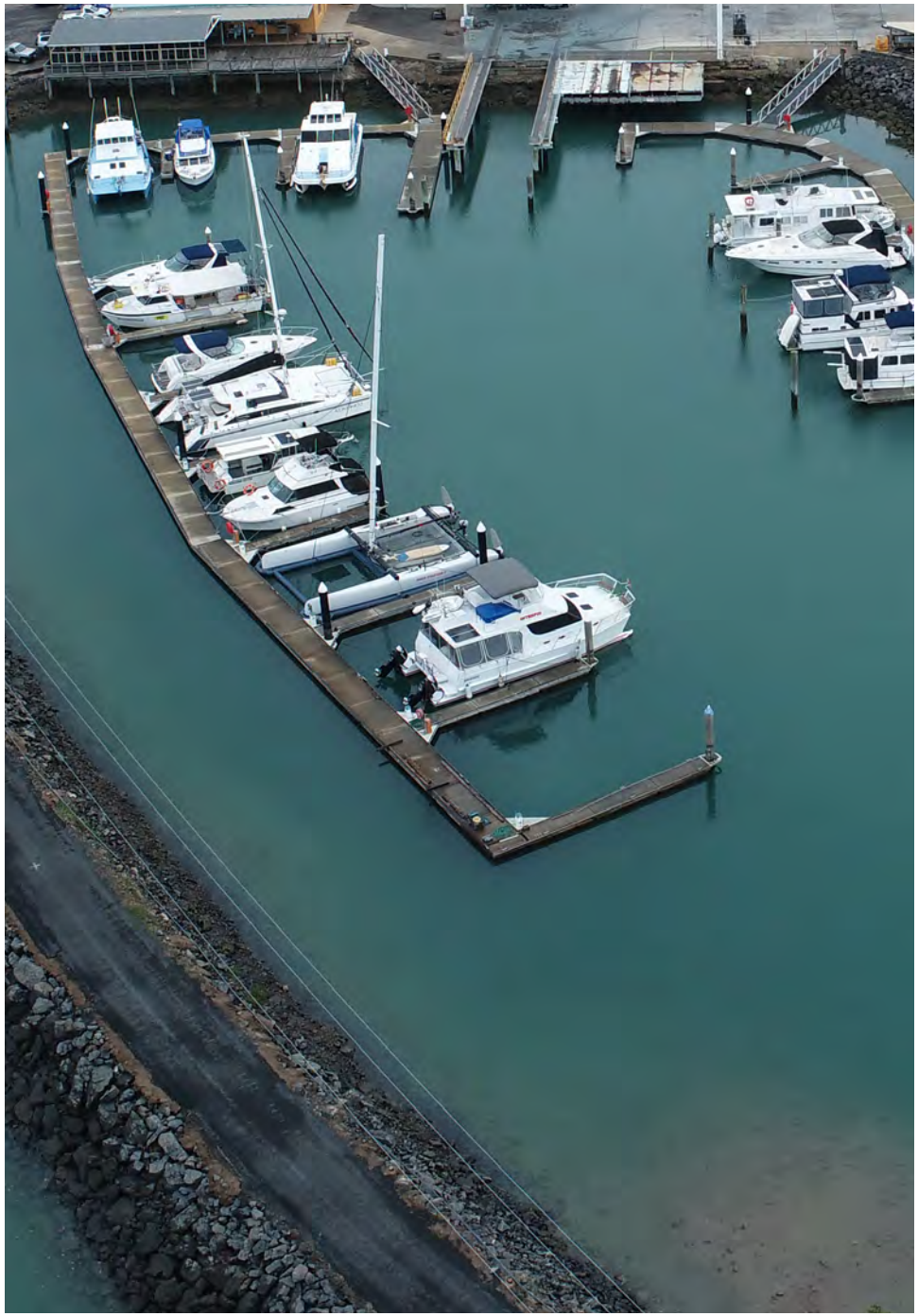
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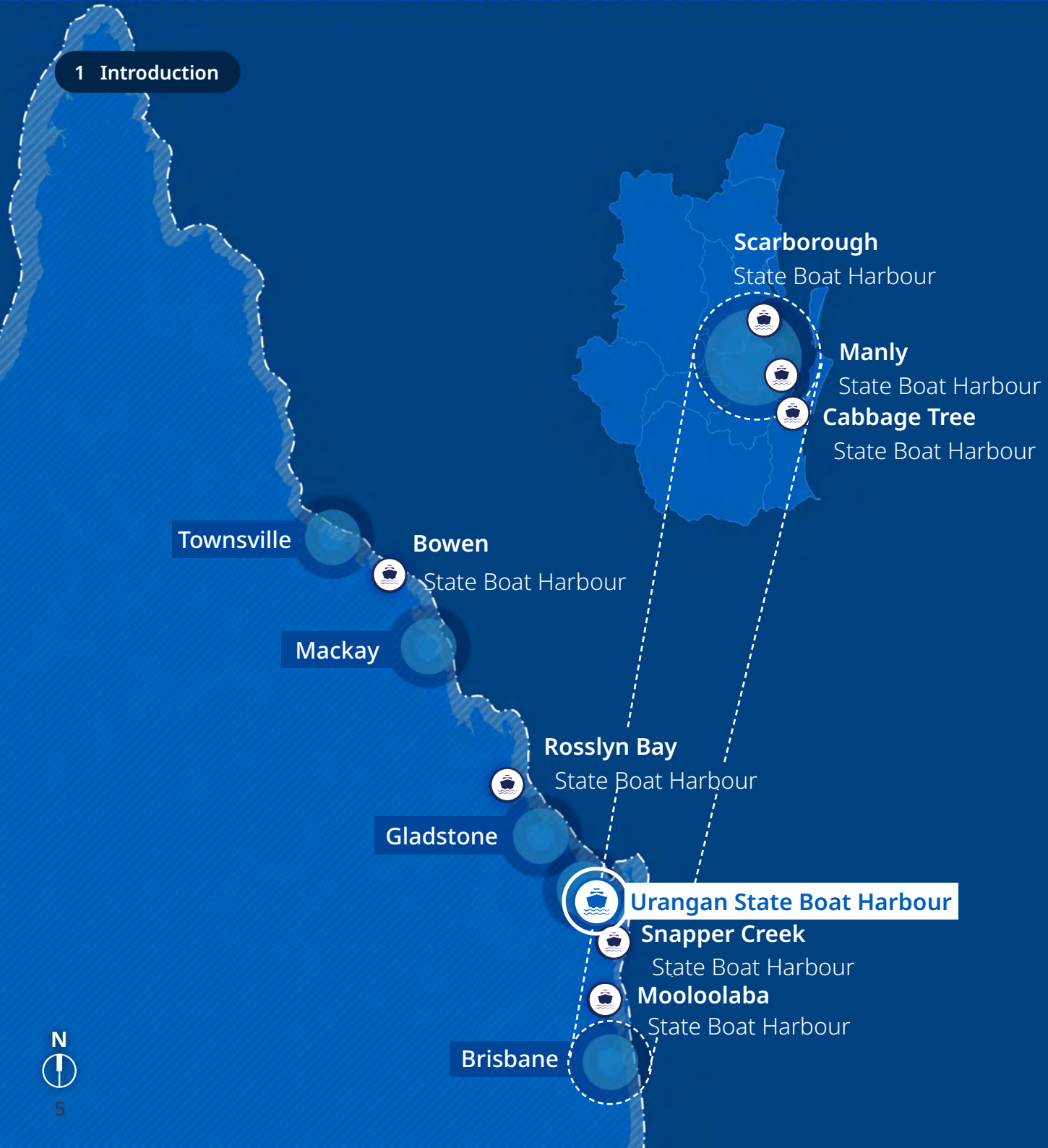
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Section 1

Introduction





The Role of Queensland's State Boat Harbours

The 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.

Maritime Safety Queensland 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.

Master Plan Objectives

The purpose of this project is to develop a master plan for the Urangan State Boat Harbour with Maritime Safety Queensland, which will establish a long-term vision aligned with government strategic objectives.

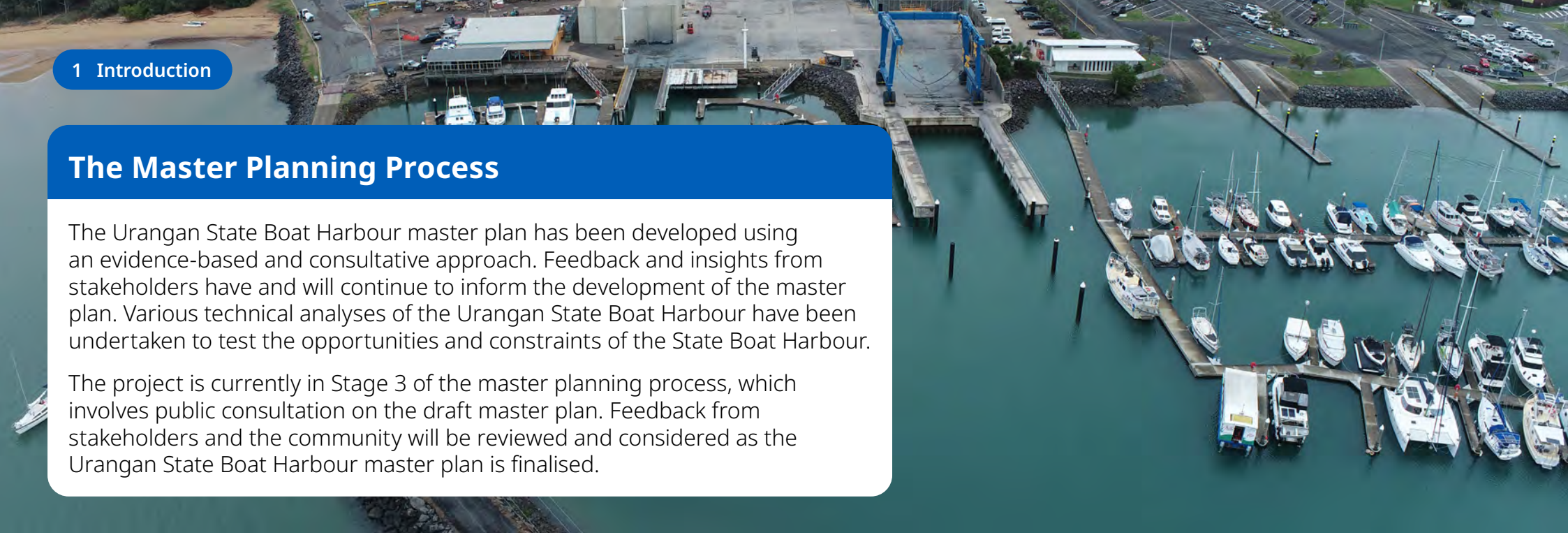
The Urangan State Boat Harbour master plan will provide a clear and coordinated framework for spatial planning, outlining future uses and development opportunities for stakeholders and the community, contributing to meeting regional growth demands, boat ramps and access to tourism destinations in the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

Overall, the master plan will provide a long-term vision and strategic framework to guide development and decision-making over time, ensuring the State Boat Harbour can continue to develop and renew.

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

Developing a master plan for the Urangan State Boat Harbour has the following objectives:

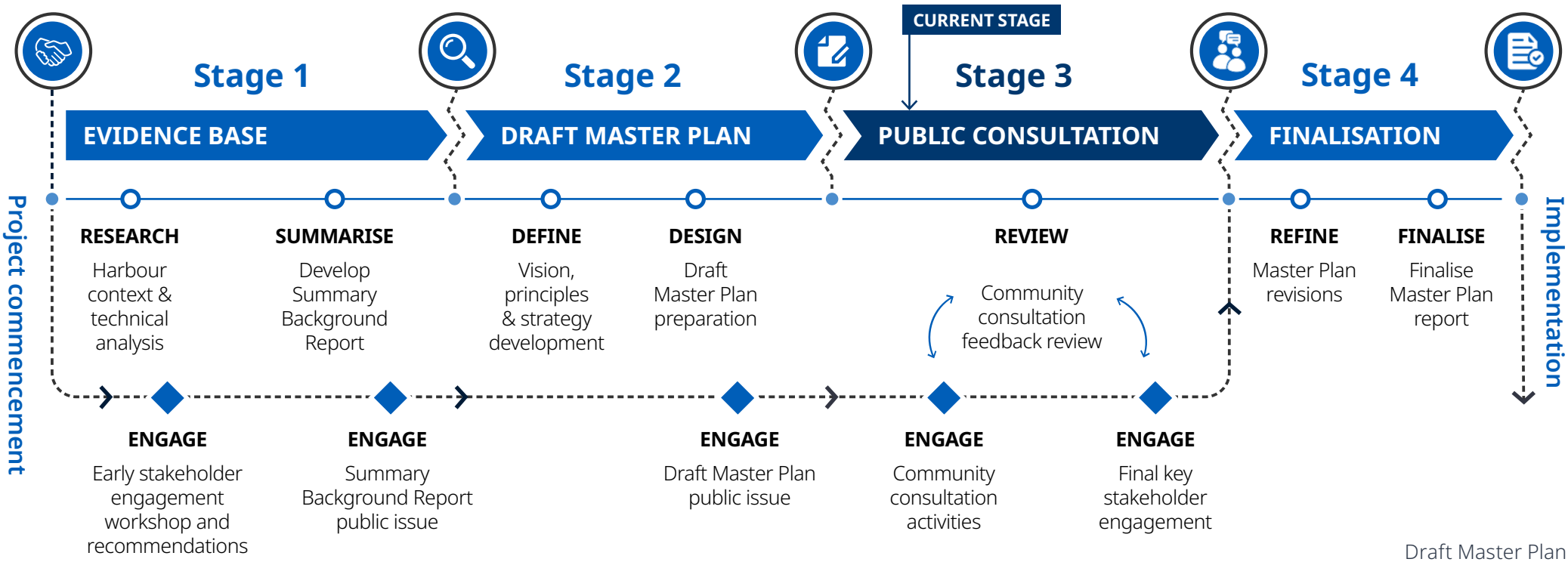
- **Has clear alignment with the government's vision, purpose, and strategic objectives for the boat harbour portfolio.**
- **Provides greater clarity and certainty to stakeholders and the community on the harbour's future direction, guiding decisions and encouraging investment and development, including potential uses and opportunities within the State Boat 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 State Boat 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.**



The Master Planning Process

The Urangan State Boat Harbour master plan has been developed using an evidence-based and consultative approach. Feedback and insights from stakeholders have and will continue to inform the development of the master plan. Various technical analyses of the Urangan State Boat Harbour have been undertaken to test the opportunities and constraints of the State Boat Harbour.

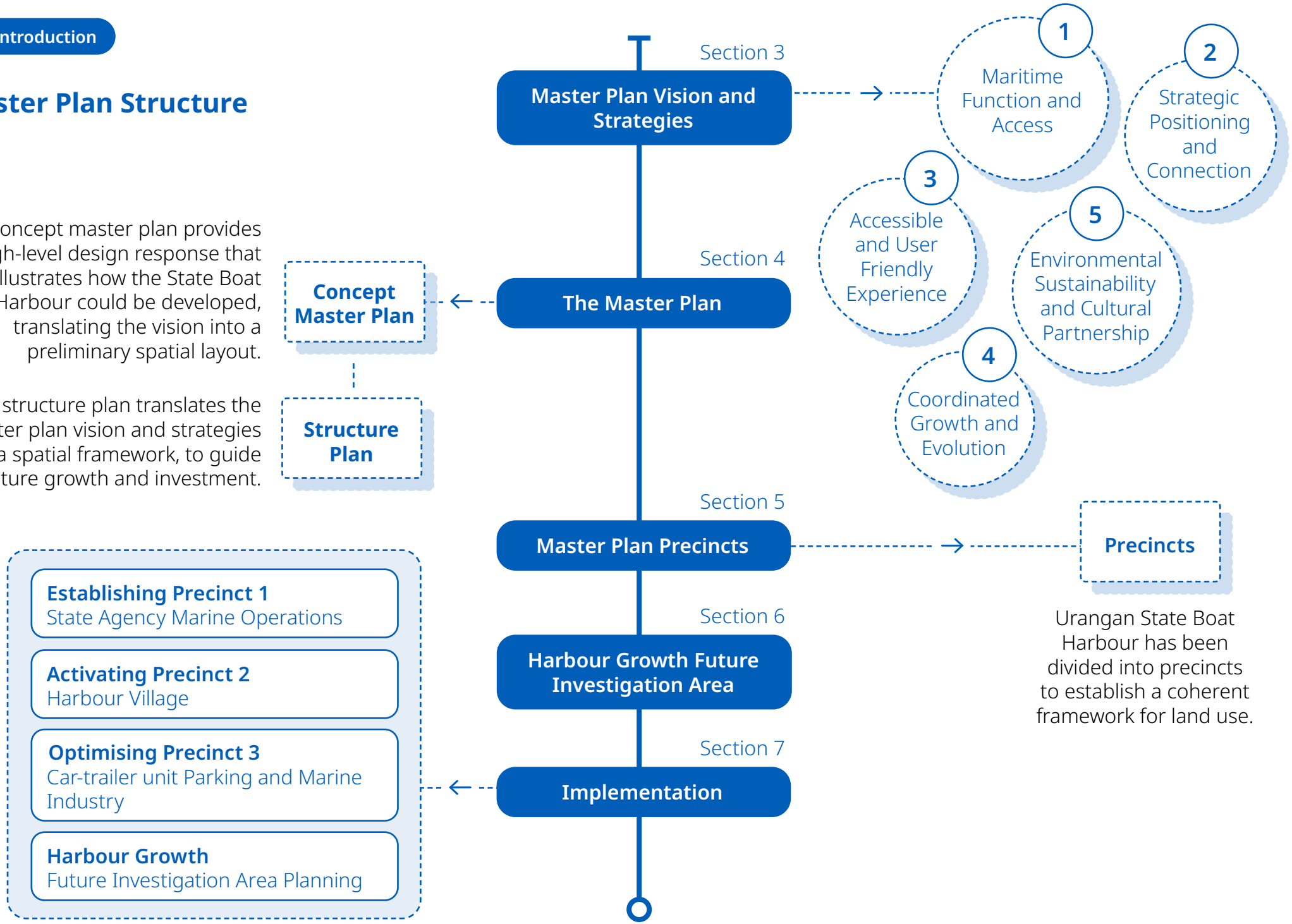
The project is currently in Stage 3 of the master planning process, which involves public consultation on the draft master plan. Feedback from stakeholders and the community will be reviewed and considered as the Urangan State Boat Harbour master plan is finalised.



Master Plan Structure

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

The structure plan translates the master plan vision and strategies into a spatial framework, to guide future growth and investment.



Urangan State Boat Harbour

The Urangan State Boat Harbour is a regionally significant maritime gateway and working harbour, supporting tourism, marine industry and community within a highly valued coastal setting.

The Urangan State Boat Harbour plays a significant role in the local community, supporting a mix of marinas, restaurants, shops and recreational activities including fishing and diving tours, catamaran cruises and scuba experiences. Accommodation and local amenities surrounding the harbour reinforce its function as both a destination and a place of everyday use. In developing the master plan, careful consideration has been given to adjoining and surrounding areas to ensure the harbour's broader role is recognised and integrated into cohesive, place-based planning outcomes across its 38-hectare footprint.

The State Boat Harbour is a critical maritime facility, underpinning recreational, commercial and tourism-based marine activities across the region. It serves as a key gateway to surrounding waters and islands, including K'gari, the Great Sandy Marine Park and the K'gari World Heritage Area.



Master Plan Snapshot

Urangan State Boat Harbour is planned as a cohesive waterfront that balances its role as a vibrant tourism gateway with the demands of a highly functional working harbour. Within the harbour, public-facing uses are concentrated along an activated waterfront, forming a connected Harbour Village that improves wayfinding, walkability and arrival experience, while supporting tourism, charter operations and complementary retail, food and beverage and short-stay accommodation.

The master plan identifies opportunities to strengthen the harbour's dual role as both a regional destination and a critical marine asset. It aims to enhance visitor experience, improve operational efficiency and support economic growth while remaining adaptable to future demand.

Developed through collaboration with government, technical specialists and stakeholders, the master plan provides a framework for consolidating marine government and industry functions into an efficient operational core with direct water access, upgrades to recreational boating infrastructure, and a reinvigorated waterfront tourist destination.

Harbour Growth Future Investigation Area represents the longer-term expansion investigations of the harbour beyond its existing boundary, investigating future marine industry growth, additional wet berthing capacity, and enhanced breakwater infrastructure as demand evolves.



Section 2

Background Investigations



Preliminary Stakeholder Engagement Insights

As part of the early activities within the Urangan State Boat Harbour master plan project, Maritime Safety Queensland 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 Urangan State Boat Harbour.

Targeted stakeholder engagement was conducted to inform the draft master plan development, ensuring that the outcomes remain grounded in the needs and priorities of Urangan State Boat Harbour'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. Strong emphasis on maintaining operational continuity for existing harbour users.
2. Recognition of the harbour's role in driving economic diversification.
3. Trunk infrastructure upgrades are critical to current needs and future growth.
4. Focus on serving both local community and visiting users.
5. Recognition of the significance of the Great Sandy Strait Biosphere and surrounding marine environments.
6. Emphasis on resilient infrastructure to respond to climate and environmental risks.
7. Marinas and berthing facilities operating at or near capacity.
8. Growth that balances ecotourism, research and commercial activities.
9. Priority on developing the marina as a modern, forward-looking hub.

Technical Findings

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

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

These technical findings are further detailed in a separate supporting document, the **Urangan Summary Background Report,** which accompanies this master plan. This report can be found online at: https://www.tmr.qld.gov.au/projects/urangan-state-boat-harbour-master-plan.

Snapshot

Fraser Coast vessel registrations 2015-2025

1467 additional trailable vessels

90 additional non-trailable vessels

Regional tourism

$980+ million tourism output across the Fraser Coast (2023-24)

103,867 international visitors

858,268 domestic day-trip visitors

28% of recreational vessel launches in Fraser Coast LGA occur at Urangan

What we're finding

- Car-trailer unit parking is regularly at capacity, limiting peak demand facilitation
- Strong demand for floating walkway, dry embarkation facilities, and greater all-tide launching access
- 8-10 year maintenance dredging cycles
- Insufficient public deep-draught landing capacity, particularly for coastal passaging vessels

Shortfalls required to meet demand

(In Fraser Coast by 2046)

318 Short-term accommodation units

216 Wet berths

123 Dry storage

Key Future Directions

- Accommodate vessels less than 12 m in dry-stack facility
- Integration of tourist operations
- Improve efficiency and capacity of Car-trailer unit parking
- Increase wet berthing capacity

Section 3

Master Plan Vision and Strategies



Urangan State Boat Harbour Vision



Urangan State Boat Harbour is a resilient, connected and iconic waterfront precinct that serves as the tourism gateway to K'gari and the Great Sandy Strait.

Building on its marine industry strengths, the harbour will deliver marine servicing and high-quality boating, whale watching and fishing experiences within a welcoming public realm that celebrates the waterfront, enhances community connection and supports year-round activity.

As a destination of regional significance, it will foster economic prosperity, strengthen Hervey Bay's identity and support sustainable growth across the Wide Bay Burnett Region.

VISION

Strategy 1:
Maritime Function and Access

A regionally significant working State Boat Harbour supporting commercial fishing, aquaculture, servicing, tourism operations and recreational boating, establishing a regional and state benchmark for maritime servicing and repair.

Master Plan Sub-Strategies

- Maintain and optimise Maritime Safety Queensland managed infrastructure (navigation channels, pontoons and boat ramps).
- Provide reliable, deep-water access and safe berthing for a number of vessel types.
- Support public and private investment in maritime infrastructure and servicing facilities.
- Enable safe and efficient operations for commercial and recreation users of the State Boat Harbour.
- Facilitate servicing and vessel access to K'gari and the Great Sandy Strait.
- Integrate resilient and adaptable infrastructure to support long-term, sustainable maritime use of the State Boat Harbour.



Master Plan Responses

1. Provide additional car-trailer unit and car parking whilst consolidating access arrangements to improve parking efficiency and traffic flow.
2. Expand wet-berths at Urangan State Boat Harbour, include dry-stacking facilities.
3. Realign wet area boundaries, locate larger vessels near the entrance, and consider vertical foreshore structures to maximise berth efficiency.
4. Retain and, where feasible, upgrade maintenance facilities.
5. Provide fuel and sewerage pump-out facilities accessible to the public.
6. Undertake targeted dredging to maintain access, increase dredge depth for larger vessels, and maintain or optimally adjust harbour entrance orientation.

Strategy 2:
Strategic Positioning and Connection

Reinforce Urangan State Boat Harbour as the primary gateway to K'gari and the Great Sandy Strait, strengthening its role in marine tourism, economy and visitor experience, while recognising the Butchulla People's ongoing custodianship and cultural connection.

Master Plan Sub-Strategies

- Strengthen tourism infrastructure to support seasonal and large vessel demand.
- Establish a vibrant waterfront gathering place that supports both local community use and visitor activity.
- Consolidate landside uses, including retail offerings to create a cohesive precinct with clear delineation of commercial and retail opportunities.
- Deliver a seafood experience that acknowledges the working harbour and regional fisheries.
- Support tourism, interpretation and education initiatives that complement the existing tours offered from the State Boat Harbour.
- Support opportunities for cruise ship tendering.

Master Plan Responses

1. Integrate opportunities such as a whale heritage experience, marine research centre and other tourism opportunities that highlight the connection of the State Boat Harbour to the Fraser Coast Region.
2. Create a consolidated 'departure point' for tours and charters.
3. Investigate the potential for infrastructure upgrades for commercial trawlers.
4. Identify opportunities for dedicated ferry landings and cruise ship tendering berths.
5. Evaluate opportunities for short-term accommodation aligned to State Boat Harbour expansion.



Strategy 3:
Accessible and User-Friendly Experience

Deliver a safe and accessible State Boat Harbour with clear wayfinding, integrated transport, and high quality public spaces that form a seamless user experience from arrival to the water.

Master Plan Sub-Strategies

- Provide a clear and functional layout for car parking and car-trailer unit circulation.
- Improve legibility and wayfinding from harbour entry points through to marinas and tourism facilities.
- Integrate vehicle, pedestrian, active, and public transport connections, with all modes well-connected to each other and proximate to ferry berths.
- Consolidate landside uses to better support maritime users and destination visitors.
- Create activated and easy to navigate waterfront edges that strengthen the connection between land and water uses.
- Enhance visitor amenities (café, retail, rest rooms and waiting areas).

Master Plan Responses

1. Improve efficiency of Jetty Street car park, explore appropriate locations for multi-storey parking options, implement traffic control measures for peak periods, introduce traffic calming measures.
2. Better integrate public and active transport routes to and within the State Boat Harbour, and co-locate with amenities.
3. Establish a harbour identity, reinforced through a unified signage and wayfinding strategy.
4. Support the inclusion of a convenience store within or adjoining the State Boat Harbour, to facilitate maritime provisioning.
5. Improve wayfinding along Buccaneer Drive, Breakwater Road, and Esplanade Road by enhancing gateway treatments and signage.



Strategy 4:
Coordinated Growth and Evolution

Develop a functional land-use structure that supports maritime operations and long-term growth, delivered through staged improvements that build on existing economic strengths and unlock catalyst sites, increasing capacity of the State Boat Harbour.

Master Plan Sub-Strategies

- Coordinate infrastructure delivery across government agencies.
- Ensure land use transitions respect surrounding residential and environmental contexts.
- Provide flexibility for future expansion scenarios while protecting operational continuity.
- Consolidate compatible maritime uses to optimise harbour functionality so that public access areas are clearly separated from core maritime operations.
- Identify short, medium and long-term staging aligned to funding opportunities and asset renewal cycles.



Master Plan Responses

1. Identify opportunities for dry-stacking facilities or other dry storage options to meet demand.
2. Allocate distinct precincts for recreational, commercial, and government/emergency service users.
3. Implement a proactive inspection and maintenance program and prioritise renewal of ageing infrastructure.
4. Consolidate marine government operations into a single integrated hub.
5. Co-locate complementary land and waterside operations to enhance efficiency and reduce conflicts.
6. Investigate expansion of the harbour to accommodate growth.

Strategy 5: Environmental Sustainability and Cultural Partnership

Protect and enhance the ecological values of K'gari and the Great Sandy Strait, while balancing harbour growth and managing climate risk.

Master Plan Sub-Strategies

- Embed climate-responsive and resilient design into new and upgraded infrastructure.
- Address fuelling and operational challenges associated with trawling activities to reduce environmental risk.
- Support responsible fishing practices and marine stewardship.
- Acknowledge the Butchulla People as Traditional Custodians of land and Sea Country, and recognise their enduring cultural connection.
- Balance harbour growth with environmental protection and cultural respect across all stages of development.

Master Plan Responses

1. Support fish-friendly infrastructure, living shorelines, and native landscaping to support biodiversity.
2. Ensure development minimises impacts on the habitats, coastal processes and protected species of the Great Sandy Strait.
3. Deliver new green transport routes, enhancing cycling and pedestrian connections to and from the State Boat Harbour.
4. Explore opportunities to facilitate Butchulla ranger operations requirements for Sea Country.
5. Design new structures for long-term resilience, incorporating climate adaptation and durability requirements.
6. Implement Water Sensitive Urban Design (WSUD) measures to improve runoff quality from hardstand and car parking areas.



Section 4

The Master Plan



Urangan State Boat Harbour Concept Master Plan

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

The Urangan State Boat Harbour master plan organises the harbour into a series of integrated precincts that balance marine industry, tourism, recreation and community uses, while identifying opportunities to expand capacity, improve functionality and enhance the overall visitor experience. Key moves include the consolidation of working harbour activities, creation of a defined Harbour Village, improved movement and access, and investigation areas for future growth of the harbour area and infrastructure.

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

- Project Boundary
- Outside of Project Boundary
- 1 State Agency Marine Operations Precinct
- 2 Harbour Village Precinct
- 3 Marine Industry Precinct
- 4 Commercial Marinas Precinct
- Bus Stop
- Pontoon/Jetty
- Public Boat Ramp
- Multi-Storey Parking Investigation Area
- P Car-trailer Unit Parking
- P Car Parking
- PIP Public Infrastructure Project
- PRI Public Realm Initiatives



Urangan State Boat Harbour 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 is spatially accurate and identifies the preferred arrangement of land use activities (as precincts, a structure of dry and wet lease areas building on current leases, recreation and community-accessible areas and facilities, and the access and road network).

	Land	Wet	Total
Indicative Land Use Areas (By Precinct)	Hectares (ha)		
1A State Agency Marine Operations	0.28	0.24	0.52
1B State Agency Marine Operations	0.59	-	0.59
1C State Agency Marine Operations	0.13	-	0.13
2A Harbour Village	0.29	0.09	0.38
2B Harbour Village	0.12	0.05	0.17
2C Harbour Village	0.10	0.04	0.15
2D Harbour Village	0.55	0.30	0.85
2E Harbour Village	0.44	-	0.44
2F Harbour Village	0.70	-	0.70
3A Marine Industry	2.66	2.18	4.84
3B Marine Industry	-	1.20	1.20
4A Commercial Marinas	0.08	3.93	4.01
4B Commercial Marinas	0.28	1.80	2.08
State Boat Harbour Infrastructure Areas			
Car-trailer Unit Parking and Public Boat Ramps			2.43
Car Parking			0.92
Open Space			0.63
Dredge Spoil Ponds			5.54
Harbour (navigation channels and seawalls)			14.74
Roads			2.83



Place Quality Priorities

The master plan identifies a program of Public Infrastructure Projects (PIPs), delivered by government, and Public Realm Initiatives (PRIs), which may be delivered by the private sector through future development. Together, these projects will enhance the functionality, accessibility and long-term performance of the State Boat Harbour.

The delivery of State Boat Harbour infrastructure and public realm improvements are to be guided by four place quality priorities.

The key master plan outcomes associated with each priority are outlined overleaf and provide the framework for coordinating public and private investment over time.

The four place quality priorities for Urangan State Boat Harbour include:

Placemaking & Harbour Identity	Placemaking 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 Urangan State Boat 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 Urangan State Boat 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 realm initiatives, 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 continuous waterfront boardwalk, safe multi modal access to breakwaters and a consolidated transport hub.

Place Quality Priorities

The master plan outcomes for each priority are outlined below and reflect improvements across the harbour that support the proposed PRIs and PIPs, together enhancing the place quality, character, and amenity of the State Boat Harbour.

Place Making & Harbour Identity

1. Revitalised State Boat Harbour arrival experience
2. Improved fishing access and facilities
3. New public realm destinations in the Harbour Village
4. Incorporate meaningful First Nations participation in the design of the public realm
5. Integrated harbour-inspired character elements (i.e. artworks, murals, sculptures)

Connectivity & Movement (Refer to plan overleaf)

1. Refurbished continuous waterfront boardwalk
2. Reconfigured car-trailer unit parking to optimise vehicular circulation
3. Intersection upgrades to improve safety, legibility and navigation
4. Safe and separated pedestrian and cyclist pathway infrastructure
5. Investigate multi-storey parking to consolidate parking within Harbour Village

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. Enhanced vegetation in existing parks

Wayfinding & Signage

1. New pedestrian connections and improved signage clarity to nearby natural assets
2. Improved and repositioned southern breakwater signage
3. Directions and maps at key decision points
4. Coordinated visual identity of State Boat Harbour signage

Connectivity & Movement Plan



Legend

- Bus Stop
- Car-trailer Unit Parking
- Car Parking
- Vehicular Circulation
- Service Vehicle Only Road
- Formal Active Transit Path
- Informal Active Transit Path
- Internal Car Park Circulation
- Car Park Entry/Exits
- Road Direction of Travel
- Connectivity & Movement (Place Quality Priorities)

Harbour Wide Infrastructure

Areas outside of designated precincts comprise public realm, open space, car parking and publicly accessible boat ramps. The concept master plan includes PRIs and PIPs.

PRI Public Realm Initiatives

PRIs are improvement projects that enhance the amenity, accessibility, and identity of a precinct through coordinated upgrades to landscape, pedestrian, and place-making infrastructure. Within private areas, delivery of these improvements will generally be the responsibility of the responsible lease holder, contributing to broader precinct activation and visitor experience outcomes. These PRIs are detailed in their relevant precincts in Section 5.

PIP Public Infrastructure Projects

PIPs are proposed projects that provide essential infrastructure required to implement the master plan, that will be delivered by government or in partnership with key stakeholders. Together, they enhance the functionality, accessibility and resilience of the State Boat Harbour, while supporting future investment, improving safety and connectivity, and enabling efficient harbour operations.

The PIPs identified in this master plan include marine infrastructure, access improvements and infrastructure upgrades for public benefit. These projects establish the foundation for future growth, improve the experience of harbour users and visitors, and facilitate complementary private investment that contributes to the long-term success of the State Boat Harbour.



PIP 1

Car-Trailer Unit Parking



The expanded and reconfigured car-trailer unit parking will address the concentration of demand near the public boat ramps during peak times. While overall capacity accommodates demand during off-peak periods, peak-time demand places significant pressure on surrounding streets and access routes, necessitating additional parking capacity and a more efficient parking layout.

To free up sufficient land to expand the car-trailer unit parking area, leases will be altered and consolidated where necessary. The introduction of real-time digital parking signage assists visitors in locating available spaces, improving the overall arrival experience and minimising congestion within the precinct.

Section 5

Master Plan Precincts



Precincts

Urangan State Boat Harbour 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 4 nominal precincts, each offering dry (land) and/or wet area development opportunities.

The State Boat Harbour 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 Urangan's maritime industry, while also enhancing the State Boat Harbour's role as a core tourism gateway in Hervey Bay.

Legend

- 1 State Agency Marine Operations
- 2 Harbour Village
- 3 Marine Industry
- 4 Commercial Marinas



Precinct 1: **State Agency Marine Operations**

Precinct Intent

A consolidated, fit-for-purpose hub for State Agency Marine Operations and rescue services that enhances operational coordination, efficiency and public interface. Designed to accommodate future growth and evolving service requirements.

Area:

- Wet area: 0.24 ha
- Landside: 1.00 ha
- Total: 1.24 ha

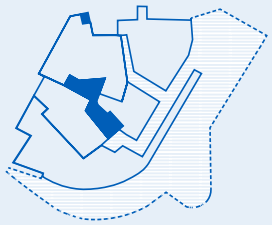
Indicative Land Use Activities:

- Marine government services
- Office/administration
- Vessel berthing
- Storage/maintenance sheds





Key Plan



A Integrated and Visible Government Services Hub

Co-location of water-based government services and related agencies within a single, purpose-built precinct supports stronger day-to-day collaboration, streamlined communication and a more legible public interface. This creates a clear point of contact for enquiries, reduces fragmentation and frees up critical waterfront land, enabling higher-value marine, commercial or public uses to be realised elsewhere in the harbour.

B Optimised Marine Operations and Response

Direct and prioritised water access, supported by shared wet berthing for larger vessels and dry storage for smaller craft, ensures efficient and responsive operations. Flexible planning allows for agency-specific requirements, including potential separation where needed, while maintaining an integrated operational environment that maximises efficiency and functionality.

C Dedicated Parking

Designed to accommodate future growth and evolving operational needs, the precinct includes dedicated parking for staff and operational vehicles provided in a layout that supports expansion over time.

Precinct 2: Harbour Village

Area:

- Wet area: 0.47 ha
- Landside: 2.20 ha
- Total: 2.67 ha

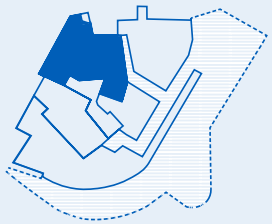
Public Realm Initiatives:

PRI 1 Revitalised Arrival Experience

PRI 2 Enhanced Village Park

PRI 3 Boardwalk Upgrade

Key Plan



Precinct Intent

A vibrant mixed-use waterfront destination that serves as the harbour's primary arrival, visitor and activity precinct. Integrating tourism, commercial and visitor-serving uses with a high-quality public realm, the Harbour Village is a welcoming gateway. Connections to the waterfront are prioritised, supported by a coordinated transport interface, to create an active destination for residents and visitors.



Indicative Land Use Activities:

- Commercial vessel berthing
- Boat hire facilities
- Minor vessel maintenance
- Refuelling services
- Day trip and island tourism ticket sales
- Commercial businesses and facilities for charter
- Entertainment facility
- Short-stay accommodation
- Restaurant/bar
- Food and beverage outlets
- Tourist-related retail
- Ground-level retail shops
- Supermarket
- Offices/administration
- Car parking
- Multi-Storey Parking

Precinct 2:
Harbour Village

A Mixed-Use Tourism

Charter operators, ferry services, boat hire and tour experiences are brought together in one cohesive, purpose-built precinct, where a single ticketing and information point simplifies the journey from arrival to departure, reducing confusion and creating a seamless, efficient experience for visitors.

Integrated Access And Shared Infrastructure

Shared berthing, pick-up and drop-off, refuelling and servicing areas support streamlined operations.

Activated Waterfront Experience

Along the waterfront, a vibrant boardwalk edge draws people in, lined with restaurants, cafés and retail and supported by well-integrated amenities, shaping a welcoming, comfortable and engaging place to arrive, wait and spend time.

B Boat Club and Commercial Marina

Building on the success of the existing boat club, this precinct capitalises on established patronage and marine activity to create a vibrant, mixed-use waterfront destination anchored by key commercial uses.

Catalyst Destination

The precinct builds on its existing popularity as a draw card, evolving into a lively waterfront node where entertainment, dining and recreation are strengthened and expanded to create a more vibrant, all-day destination.

Integrated Commercial And Marina Activities

Marine and commercial activities operate side by side in a coordinated way, supporting a mix of berthing, minor vessel maintenance and refuelling, alongside complementary commercial uses anchored by office and operational functions.

Enhanced Waterfront Experience

Established patronage is leveraged to further activate the waterfront, with targeted improvements to amenity, comfort and experience reinforcing its role as a key social hub and an integral part of the leisure and recreation harbour.





Precinct 2:
Harbour Village

C Ecotourism and Education

A landmark, design-led precinct that celebrates the natural and cultural values of the harbour, creates a meaningful meeting place for visitors and the community. Through opportunities for cultural interpretation and storytelling, the space fosters connection to Country, supports stewardship and enables deeper, more authentic visitor engagement.

Integrated Ecotourism And Visitor Experience

A curated ecotourism offering brings the coastal environment to life through guided experiences, interpretation and low-impact commercial activities, all supported by high-quality public realm, gathering spaces and amenities that encourage longer stays and a memorable waterfront experience.

Education And Research Hub

Dedicated spaces for education, marine research and knowledge-sharing are embedded within the precinct, fostering partnerships and supporting ongoing environmental management, while enabling hands-on learning and positioning the harbour as a centre for coastal awareness and sustainability.

D Short-Stay Accommodation

Short-stay accommodation located on non-harbour adjacent land will support visitation and future growth. This ensures the harbour can accommodate increasing overnight stays within a well-located, integrated waterfront setting.

Active Ground-Floor Interface And Convenience Offer

A mix of restaurants, bars, convenience stores and everyday services create an active and engaging ground level, supporting both visitors and the maritime community, delivering a vibrant precinct throughout the day and into the evening.

Integrated Destination And Harbour Support Role

The co-location of accommodation options with marine tourism activity unifies the precinct and reinforces the harbours role as a connected, experience-driven destination.





Precinct 2:
Harbour Village

PRI 1 Revitalised Arrival Experience

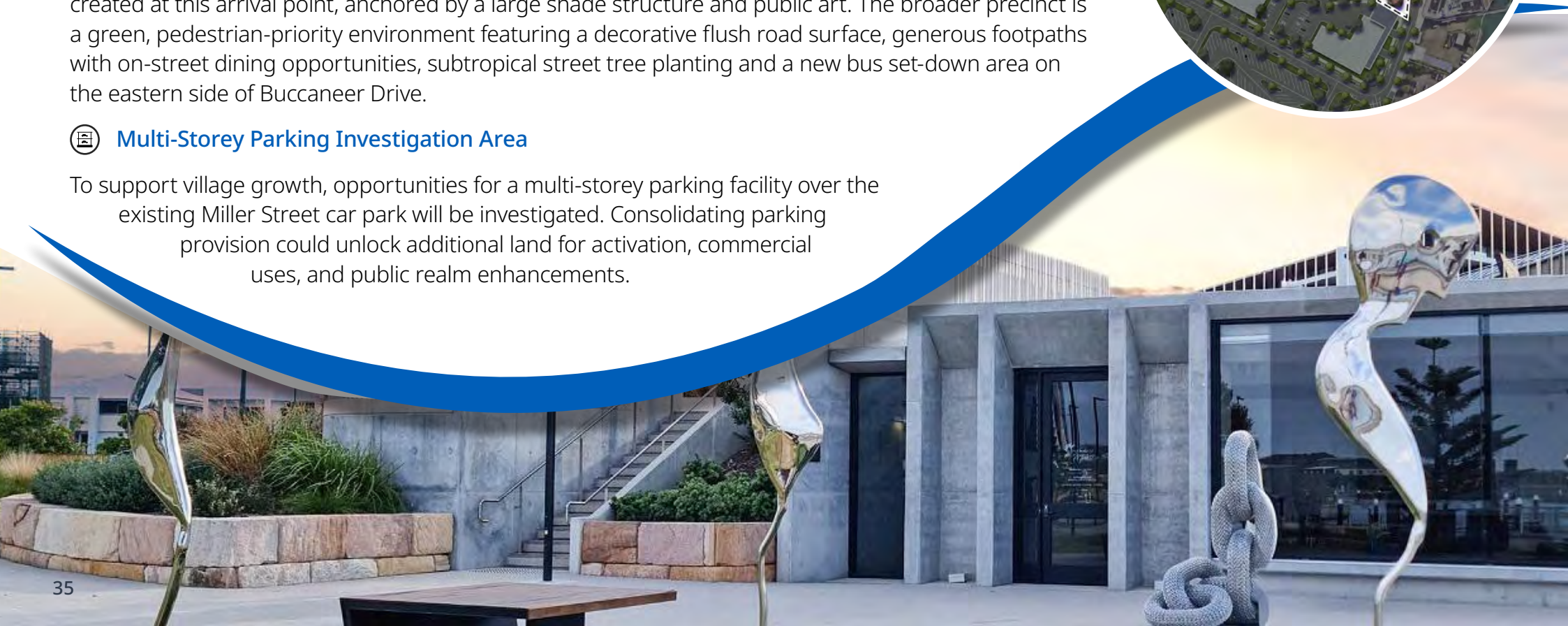


The intersection of Miller Street and Buccaneer Drive are transformed into the public-facing gateway of the State Boat Harbour's redevelopment, establishing a walkable and activated village centre that orients visitors and connects them to the waterfront.

A road realignment at the eastern end of Miller Street unlocks the corner of Buccaneer Drive for potential development of a First Nations and/or Ecotourism Educational Centre, with a new public plaza created at this arrival point, anchored by a large shade structure and public art. The broader precinct is a green, pedestrian-priority environment featuring a decorative flush road surface, generous footpaths with on-street dining opportunities, subtropical street tree planting and a new bus set-down area on the eastern side of Buccaneer Drive.

Multi-Storey Parking Investigation Area

To support village growth, opportunities for a multi-storey parking facility over the existing Miller Street car park will be investigated. Consolidating parking provision could unlock additional land for activation, commercial uses, and public realm enhancements.



Precinct 2:
Harbour Village

PRI 2 Enhanced Village Park

A consolidated village park provides a central green space between Esplanade and Buccaneer Drive, bringing together existing open space and vegetated areas to serve the growing residential community and visitor population of the surrounding precincts. The retention of existing mature fig trees is fundamental to the park's character, providing generous shade and continuity with the established landscape of the area. An upgraded footpath network strengthens pedestrian connections from both Esplanade and Buccaneer Drive, while possibilities for new park facilities including shelters, BBQs, seating and a playground will broaden the park's appeal to families and a diverse range of user groups.



PRI 3 Boardwalk Upgrade

The upgraded boardwalk along the waterfront promenade forms the primary public realm spine of the State Boat Harbour, continuously fronting the mixed-use tourism and commercial precincts. For most visitors, this will be the defining experience of Urangan State Boat Harbour, a continuous 450-metre boardwalk connecting a variety of alfresco dining, food and beverage and tourism offerings along the foreshore, with uninterrupted views across the water. At the eastern end of the boardwalk, improvements to the existing open space supports passive recreation through additional shelters, subtropical shade trees, BBQs and street furniture. The boardwalk connects into the proposed northern extension of the breakwater, providing users with additional viewing platforms and panoramic sea views.





Precinct 3: **Marine Industry**

Area:

- Wet area: 3.38 ha
- Landside: 2.65 ha
- Total: 6.03 ha

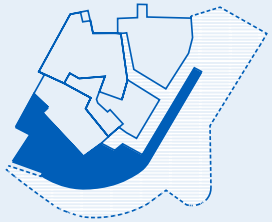
Precinct Intent

A key marine industry precinct that supports the continued operation and evolution of the harbour through internal improvements, infrastructure renewal and the consolidation of compatible marine activities. With a focus on maintaining operational efficiency, improving functionality and reinforcing the harbour's role as an important working waterfront.



Indicative Land Use Activities:

- Maintenance facilities and ship lift
- Storage and construction of ships/vessels
- Long-term marina berthing
- Small vessel dry-stacking
- Associated office/administration
- Seafood storage
- Processing and wholesale/retail sales
- Short-term vessel berthing
- Off-loading facilities for trawlers
- Land-based facilities for trawler fleet and offshore aquaculture industries
- Commercial vessel berthing
- Minor vessel maintenance



Precinct 3:
Marine Industry

A Marine Industry

The hardstand and large-format marine sheds will continue to operate as the core of the precinct, supporting established vessel servicing, maintenance and marine industry activities. Over time, opportunities may be pursued to consolidate the currently fragmented lease arrangements, bringing disjointed operational areas into a more cohesive precinct structure.

This approach supports improved functionality, operational efficiency and long-term utilisation of existing marine industry assets while maintaining the harbour's working waterfront role.

B Wet Lease Activities

The wet areas of precinct 3 will remain an important component of the working harbour, supporting existing marine and commercial operations. Ongoing review of trawler infrastructure and operational arrangements will help identify opportunities to improve functionality, asset performance and long-term operational resilience.





Precinct 4: **Commercial Marinas**

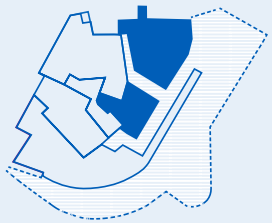
Area:

- Wet area: 5.73 ha
- Landside: 0.36 ha
- Total: 6.09 ha

Public Realm Initiatives:

PRI 3 Boardwalk Upgrade
(refer to page 36)

Key Plan



Precinct Intent

A functional, service-focused precinct that supports marina operations through berthing facilities for larger recreational and luxury vessels, complemented by essential marine services.



Indicative Land Use Activities:

- Marina berthing
- Minor vessel maintenance
- Associated office and administration
- Car parking
- Marina office and management facilities
- Fuel dock and refuelling infrastructure

A Marina and Refuelling

The marina and fuel facilities are recognised as a dedicated commercial marina precinct, reinforcing their role as key marine access and servicing infrastructure while maintaining separation from adjoining entertainment, operational and industrial activities.

Section 6

Harbour Growth Future Investigation Area



The Harbour Growth Concept Plan

The Harbour Growth concept plan establishes a potential strategic direction for the long-term evolution of the harbour in response to changing industry, recreation, tourism, and operational requirements. It identifies opportunities that may contribute to the harbour's future role within the region, recognising the importance of maintaining capacity, flexibility, and resilience as demands and priorities evolve over time.

The concept plan considers how future growth could be accommodated both within and beyond the existing harbour footprint, identifying areas that may support additional marine industry activities, boating infrastructure, critical marine infrastructure, and complementary land uses.

Realisation of these opportunities will be influenced by a range of environmental, operational, economic, regulatory, and funding considerations, together with ongoing stakeholder and government collaboration. As planning progresses, investigations will help inform the scale, timing, and nature of future initiatives, ensuring the harbour continues to respond to the needs of the region while supporting its long-term economic and community value.

Legend

- Project Boundary
- 1 State Agency Marine Operations Precinct
- 2 Harbour Village Precinct
- 3 Marine Industry Precinct
- 4 Commercial Marinas Precinct
- Bus Stop
- Pontoon/Jetty
- Public Boat Ramp
- Multi-Storey Parking Investigation Area
- P Car-trailer Unit Parking
- P Car Parking
- PIP Public Infrastructure Project
- PRI Public Realm Initiatives



Driver of Growth:
Marine Industry

Area:

- Wet area: 4.32 ha
- Landside: 4.80 ha
- Total: 9.12 ha

Public Infrastructure Projects:

PIP 3 Southern Breakwater Expansion

PIP 4 Dredge Spoil Ponds

Future Opportunities for Precinct 3

A catalyst marine industry precinct that positions the harbour as a state-leading hub for vessel servicing, maintenance and large-format marine operations. The precinct supports the growth of aquaculture and commercial fishing while fostering innovation, education and authentic working waterfront experiences.



Associated Land Use Opportunities:

- Maintenance facilities and ship lift
- Storage and construction of ships/ vessels
- Long-term marina berthing
- Small vessel dry-stacking
- Associated office/administration
- Seafood storage
- Processing and wholesale/retail sales
- Short-term vessel berthing
- Off-loading facilities for trawlers
- Land-based facilities for trawler fleet and offshore aquaculture industries
- Commercial vessel berthing
- Minor vessel maintenance
- Refuelling services

Driver of Growth:
Marine Industry

A Marine Industry

Significant growth in operational footprint through breakwater realignment and reclamation, enables large-format facilities such as ship lifts, maintenance sheds, boat storage and brokerage. This supports the attraction and retention of key industry operators and strengthens the harbour's role in the regional marine economy.

Increased Berthing And Hardstand For Large Vessels

Operational areas are expanded to include deep-water berths for larger vessels and those awaiting maintenance, complemented by an expanded hardstand with improved operational efficiency. A consolidated layout improves overall functionality, reduces operational conflicts and enables smoother, more streamlined vessel movement and servicing.

Integrated, Future-Ready Marine Hub

Provision for supporting office and administration, potential barge landing and flexible expansion areas ensures long-term adaptability. Seamless integration with adjoining precincts reinforces a cohesive working harbour and establishes the precinct as a facility of choice for marine industry operators.

B Marine Industry - Aquaculture

Land-based facilities are improved to support the processing, storage and day-to-day operations of the trawler fleet and aquaculture industry, strengthening the harbour's role as a productive and resilient working waterfront.

Support For Offshore Aquaculture Growth

Enabling infrastructure, along with associated office and administration spaces, supports industry operators and facilitates the growth of offshore aquaculture, improving long-term viability.

Integrated Education And Industry Interface

Opportunities for education, training and visitor engagement are integrated into the precinct, showcasing sustainable marine practices, building awareness and supporting workforce development while connecting industry with the broader community.





Driver of Growth:
Marine Industry

C Seafood Processing, Sales and Trawler Facilities

Seafood processing is brought together with front-of-house retail to create a vibrant, market-style precinct where multiple operators can co-locate, enabling direct public access to fresh, locally sourced seafood.

Upgraded Commercial Fishing Infrastructure

Commercial fishing operations are supported through upgraded berthing, servicing and operational infrastructure, improving efficiency and safety while strengthening the long-term viability of the fishing industry within the harbour.

Optimised Processing and Logistics Fishing Infrastructure

The fishing cooperative is strategically positioned to enable direct vessel off-loading into processing facilities, reducing handling and transport requirements while improving productivity and creating a more seamless operational flow.



Driver of Growth: **Commercial Marinas**

Area:

- Wet area: 10.27 ha
- Landside: 0.36 ha
- Total: 10.63 ha

Public Infrastructure Projects:

PIP 2 Northern Breakwater Extension

PRI 3 Boardwalk Upgrade (refer to page 36)

Future Opportunities for Precinct 4

A functional, service-focused precinct that supports marina operations through expanded berthing for larger recreational and luxury vessels, complemented by essential marine services and an upgraded refuelling hub to meet demand and future growth.



Associated Land Use Opportunities:

- Marina berthing
- Minor vessel maintenance
- Associated office and administration
- Car parking
- Marina office and management facilities
- Fuel dock and refuelling infrastructure
- Chandlery and marine retail
- Wet berthing

A Expanded Berthing Capacity

Expanded berthing capacity is delivered through increased operational wet areas, including provision for superyachts and other large vessels, improving access, operational efficiency and the harbour's overall economic value.

B Improved Wet Areas

Targeted improvements to circulation, access, servicing, and expanded wet areas streamline operations, enhance safety, and deliver a more efficient and intuitive user experience.

Public Infrastructure Opportunities



PIP 2

Northern Breakwater Extension

The northern breakwater is extended in conjunction with the southern breakwater expansion to facilitate additional wet areas and improvements to the navigation channel. The project provides an opportunity to review the orientation of the harbour entrance to optimise navigational safety, improve wave attenuation and strengthen the harbour's long-term resilience to changing coastal conditions.



PIP 3

Southern Breakwater Expansion

Realigning and expanding the southern breakwater creates additional landside area to support future development opportunities within Precinct 3. The upgraded breakwater provides a continuous shared pedestrian and cycling path, separated from vehicle movements to improve safety while maintaining authorised vehicle access. Roundabouts at key locations facilitate safe vehicle turning movements, while formalised gathering spaces and viewing areas strengthen recreational connectivity and create opportunities to interface with the working waterfront and future trawler-to-table experiences. At the northern end, a formalised public open space centred on the relocated St Peter statue provides a landmark destination.



PIP 4

Dredge Spoil Ponds

Relocating dredge spoil ponds along the southern breakwater to improve operational efficiency, optimise land use and support future harbour infrastructure upgrades. Constructed to contemporary engineering and environmental standards, the ponds continue to support ongoing dredging and harbour maintenance activities while reducing their overall footprint and improving the function of Precinct 3.

Section 7

Implementation



Urangan State Boat Harbour Implementation

The master plan provides a clear and flexible framework for the coordinated development of the harbour over time. Implementation can occur progressively on a precinct-by-precinct basis, allowing projects and initiatives to respond to operational priorities, funding availability, stakeholder needs, and market demand while continuing to advance the overarching vision for the harbour.

Alongside the master plan, the Harbour Growth Future Investigation Area identifies longer-term opportunities that may support the future evolution of the harbour beyond the current planning horizon. These opportunities are distinct from the core master plan and provide a strategic basis for investigating how future demand, emerging industry requirements, recreational boating, tourism, and supporting infrastructure may be accommodated over time.

Together, the master plan and Harbour Growth Investigation Area establish a framework that supports both immediate priorities and long-term strategic opportunities.

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

Establishing Precinct 1

State Agency Marine Operations

Delivering the State Agency Marine Operations precinct, creating a central hub for essential maritime government agencies and support services.

Activating Precinct 2

Harbour Village

Unlocking the Harbour Village as a catalytic landside destination within State Boat Harbour, supporting increased visitation, investment, and activity while strengthening the harbour's role as a vibrant and economically productive waterfront precinct.

Optimising Precinct 3

Car-trailer Unit Parking and Marine Industry

Operational improvements and land use consolidation will enable more efficient use of harbour assets and support future investment.

Harbour Growth

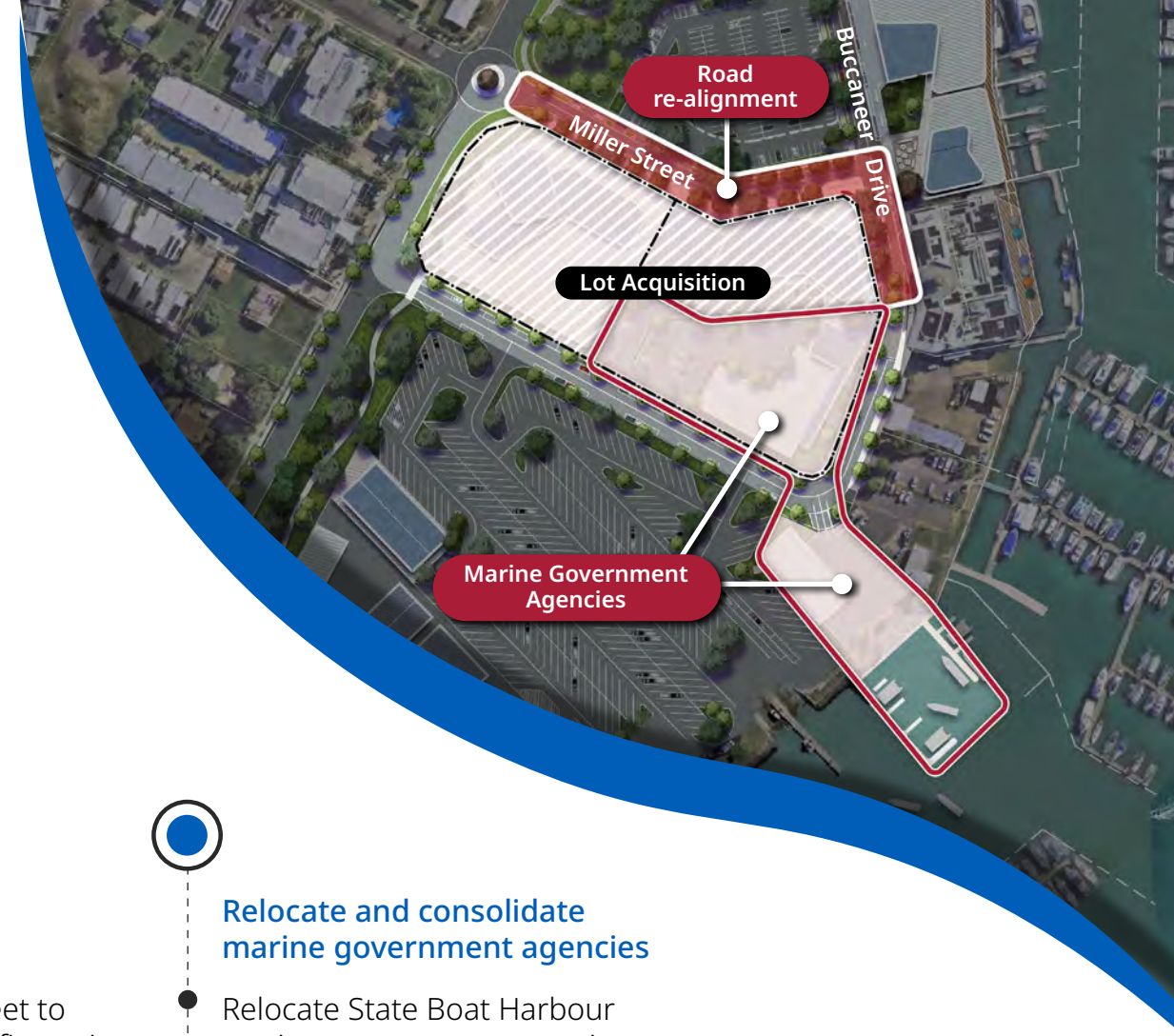
Future Investigation Area Planning

Strategic directions for long-term harbour growth.

Establishing Precinct 1
State Agency Marine Operations

The consolidation of marine government agencies into one precinct reduces fragmentation of government service and unlocks land and waterside locations for other opportunities that contribute to the development of the Harbour Village and wider State Boat Harbour.

The delivery of this stage relies on close partnership across government agencies to relocate existing services into new facilities and to secure tenure to deliver compatible land uses outside the State Boat Harbour boundary.



Resolve tenure arrangements

- Resolve tenure arrangements, in consultation with State and local government, for sites adjacent to the State Boat Harbour that facilitate the Harbour Village.
- Collaborate with government agencies to understand current and future operational requirements for landside and waterside consolidation in Precinct 1.

Road re-alignment

- Re-align Miller Street to facilitate lot re-configuration, creating more efficient land layout and opportunity for a public plaza.

Relocate and consolidate marine government agencies

- Relocate State Boat Harbour marine government agencies into a fit-for-purpose facility, that supports integrated service delivery and operational efficiency.

Activating Precinct 2
Harbour Village

The Harbour Village is a key catalyst for the State Boat Harbour renewal, requiring coordinated investment, precinct activation, and strategic planning to unlock its full potential. Early actions focus on tenure resolution, land rationalisation and aligning stakeholder and agency requirements to establish a cohesive and functional precinct. Enhancement of village and waterfront spaces through placemaking initiatives and public realm improvements will contribute to a strong identity and create a vibrant destination.



Further Investigations

Investigate opportunities for ecotourism, cultural tourism, and education initiatives within Precinct 2 through engagement with a broad range of stakeholders, including the Butchulla people.

Facilitate investigation of multi-storey parking infrastructure.

Activation of new and existing commercial land uses

Encourage land uses that create a vibrant, mixed-use destination that supports local business growth, visitor activity, and economic development.

PRI 1

Revitalised arrival experience

Enhance the intersection of Miller Street and Buccaneer Drive as a vibrant, pedestrian-friendly plaza that serves as the gateway and central gathering place for Harbour Village.

PRI 2

Enhanced village park

Explore opportunities to enhance the existing park through the provision of new facilities, such as a playground, seating, and BBQ infrastructure.

PRI 3

Boardwalk upgrade

Upgrade the boardwalk along waterfront promenade to be a continuous 450m public realm spine activating the waterfront.

Optimising Precinct 3
Car-trailer Unit Parking and Marine Industry

A coordinated approach to land use rationalisation of compatible land use activities, will facilitate car-trailer unit parking optimisation and Marine Industry precinct functionality, creating opportunities for future harbour growth and investment in the working harbour.



Further Investigations

Undertake a cost benefit analysis of upgrading or replacing the southern breakwater.

PIP 1

Relocation of leases into Precinct 3

Relocate four fragmented lease holdings to co-locate with complementary land uses within Precinct 3.

Optimisation of Car-trailer Unit parking

Reconfigure existing car-trailer unit parking layout to unlock and maximise new space generated through the relocation of four leases.

Industry infrastructure renewal

Identify, prioritise, and facilitate infrastructure renewal for future industry operational requirements that strengthen the long-term functionality of the working harbour.

Future Investigation Area Planning
Harbour Growth

Implementation of the Future Investigation Area will focus on strategic planning, targeted investigations, and partnership opportunities to better understand the long-term drivers of harbour growth and the opportunities they may create.

The growth drivers and associated opportunities outlined in this section provide a basis for future decision-making, with any initiatives informed by demonstrated need, feasibility, environmental considerations, operational requirements, and funding availability.



Breakwater Infrastructure Expansion

PIP 2
PIP 3
PIP 4

Investigate the expansion of the northern and southern breakwaters, together with the relocation of dredge spoil ponds, to unlock future harbour capacity.

New lease opportunities

Investigate opportunities for strategic land reclamation to support future marine industry growth and diversification, including aquaculture, marine education and training, and enhanced trawler facilities.

Expand Marine Industry Wet Areas

Investigate opportunities for strategic land reclamation to support future marine industry growth and diversification, including aquaculture, marine education and training, and enhanced trawler facilities.

Future Investigation Area Planning
Harbour Growth



Commercial opportunity

Landside commercial opportunities may leverage the adjacent public car park to support marina operations, including uses such as vessel concierge, equipment hire, storage, retail, food and beverage, or other visitor and marina-supporting services.

4A Wet area expansion

Expand wet areas to accommodate additional in-water infrastructure, increasing wet berth capacity for larger vessels.

4B Wet area expansion

Expand wet areas to accommodate additional in-water infrastructure, increasing wet berth capacity for larger vessels, while upgrading and expanding on-water refuelling facilities.



Future Investigation Area Planning
Harbour Growth

Further Investigations

Undertake detailed coastal process, wave climate, sediment transport and wave attenuation modelling to inform entrance channel alignment, width and depth, and to develop and verify the design, alignment and functionality of breakwater infrastructure.

Assess the structural condition, performance, and remaining design life of existing breakwaters.

Assess environmental condition of dredge spoil ponds to inform future form and function.

Assess the potential impacts of the State Boat Harbour development on the Great Sandy Marine Park and listed threatened species.

Investigate delivery and management options for shared-use infrastructure.

Undertake a cost benefit analysis of upgrading or replacing the breakwater.



Section 8

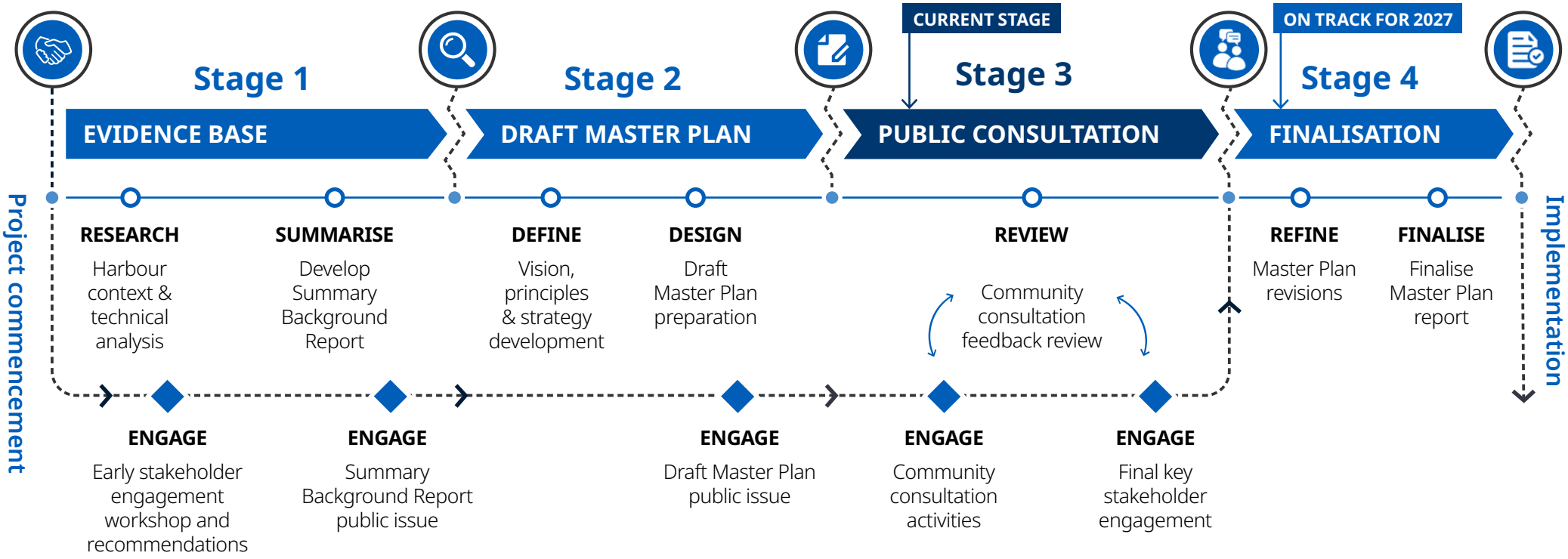
Next Steps



Master Plan Finalisation

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

The master plan is expected to be finalised in early 2027. You can follow project updates at:
https://www.tmr.qld.gov.au/projects/urangan-harbour-master-plan



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