



North Queensland Bulk Ports Corporation (NQBPC)

# Land Use Plan

Port of **Hay Point**

**Port of Hay Point  
Land Use Plan  
April 2010**

*Approved by the Minister for Transport on 5 July 2010*

**NORTH QUEENSLAND BULK PORTS CORPORATION LIMITED**

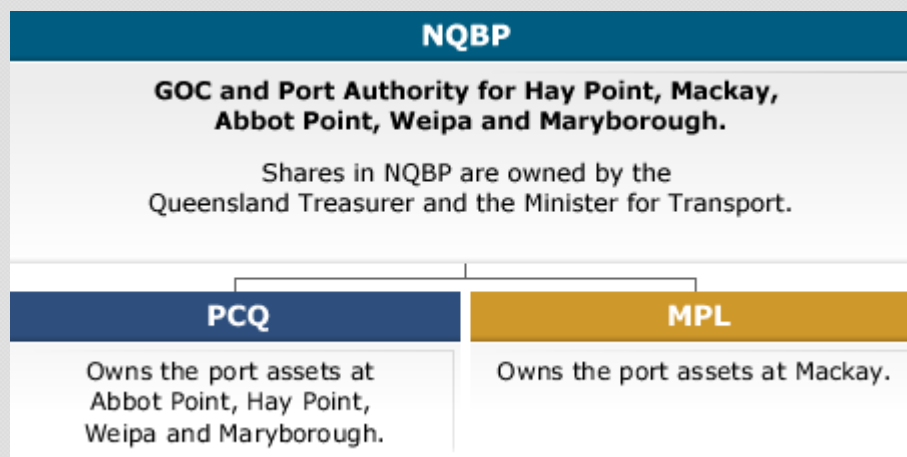
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**About North Queensland Bulk Ports Corporation Limited (NQBP)**

North Queensland Bulk Port Corporation Limited (NQBP) was formed as a result of the 2008 Queensland Government Review of the Queensland Port Network Structure. As an outcome of this review, NQBP became a port authority on 1 July 2009, under the *Transport Infrastructure Act 1994*, for the sea port facilities at Hay Point, Mackay, Abbot Point, Weipa and Maryborough. Ports Corporation of Queensland Limited (PCQ) and Mackay Ports Limited (MPL) are now subsidiaries of NQBP.



NQBP is one of Australia's largest port authorities by tonnage throughput and more than half of Queensland's trade, by tonnage, pass through NQBP ports. Our aim is to be the recognised leader in the delivery of bulk cargo infrastructure.

The sea port facilities NQBP manage are vital to the export and import performance of Queensland and Australia. NQBP ports handle bulk shipments of coal, bauxite, sugar, grain, petroleum and general cargo. Coal is by far the main commodity handled in NQBP ports.

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## **SECTION 1 - INTRODUCTION**

### **1.1 Purpose of the Port of Hay Point Land Use Plan**

North Queensland Bulk Ports Corporation Limited (NQBP) is seeking to achieve through land use planning at the Port of Hay Point, development which is ecologically sustainable and meets the demand for world class port facilities to support and grow the regions economy.

The Port of Hay Point Land Use Plan has been prepared in accordance with the statutory provisions of the *Transport Infrastructure Act 1994* (TIA). It sets out NQBP's planning and development intents for its strategic port land at the Port of Hay Point giving careful consideration to core matters relevant to the local and regional area including environmental, economic and social sustainability.

Development on strategic port land is subject to the provisions of the *Sustainable Planning Act 2009* (SPA) via the Integrated Development Assessment System (IDAS). The Land Use Plan is the principal tool used by NQBP as the Assessment Manager for managing and assessing development on strategic port land at the Port of Hay Point, including all premises, roads and waterways within strategic port land boundaries. The Land Use Plan overrides the Local Government planning scheme.

The Land Use Plan will be reviewed and updated as needed to ensure that it reflects any significant changes that may occur at the Port. It will be completely reviewed every eight (8) years as a minimum under the *Transport Infrastructure Act 1994*.

### **1.2 Land Use Plan Structure**

The Land Use Plan provides an overall framework for the appropriate regulation and management of development on strategic port land at the Port of Hay Point. Importantly it identifies existing and any proposed future strategic port land and allocates this land into designations which reflect its desired use.

Outcomes are sought through the following two mechanisms:

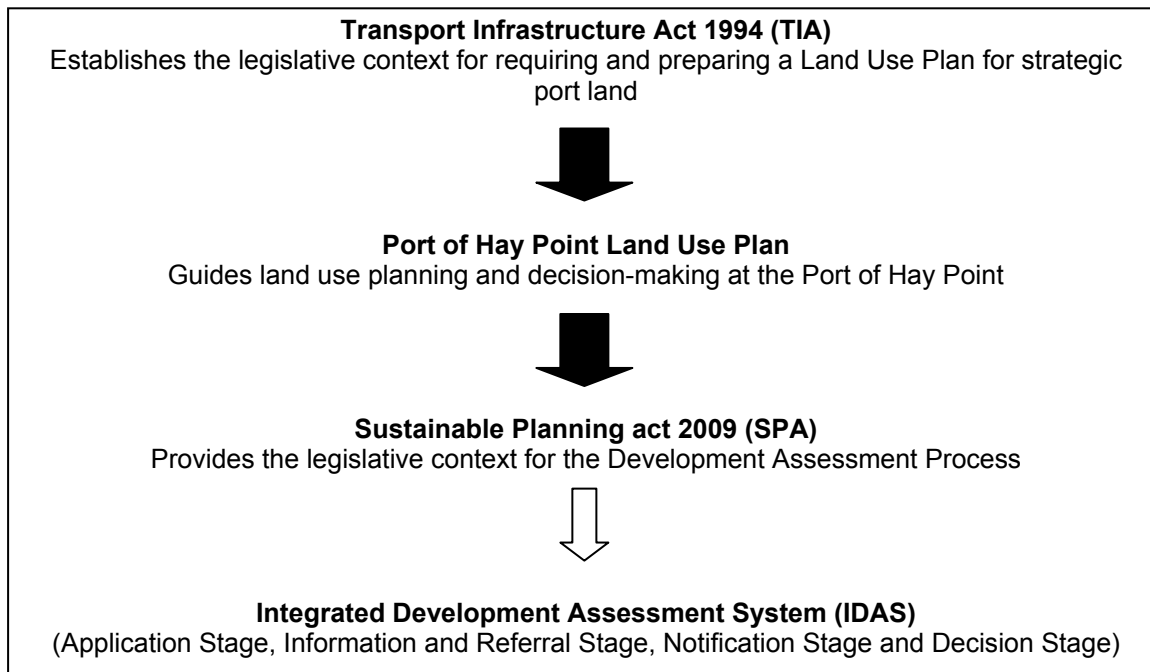
**Establishing a Vision for the Port of Hay Point** – Land Use Plans under the TIA are required to identify Desired Environmental Outcomes (DEOs) which provide the overarching vision and direction for future development at the Port of Hay Point. The DEOs have been structured according to the three drivers of ecological sustainability: economic development, ecological processes and community wellbeing.

**Allocating Strategic Port Land into Land Use Plan Designations** – All strategic port land has been allocated within a land use designation which reflects its function, attributes and NQBP's development intent. The designations have been influenced by the overarching DEOs for the Port of Hay Point.

Operating in conjunction with the Land Use Plan is a separate 'Development Guidelines' document which includes Codes against which development on strategic port land at the Port of Hay Point is to be assessed. The Development Codes are based on the DEOs and guide the desired form and structure of development on strategic port land, addressing issues including built form, environmental management, infrastructure provision, and site design and landscaping.

### 1.3 Legislative Context

The following diagram represents the legislative framework under which land use planning and development assessment on strategic port land operates.



#### Transport Infrastructure Act 1994 (TIA)

The TIA establishes the regime under which port authorities plan for the future development of strategic port land. Specifically, provisions confirm that port authorities are the Assessment Manager for all assessable development on strategic port land and that Land Use Plans are required by all port authorities as the principal tool for development assessment. Strategic port land at the Port of Hay Point can only be utilised for port related functions. Therefore this Land Use Plan only includes land for which NQBP intends to be developed for Port purposes or is designated as a buffer or environmental protection area. All land identified as strategic port land is not subject to Local Government planning schemes.

The provisions of the TIA effectively reflect the process established by the *Sustainable Planning Act 2009* (SPA), and its predecessor the *Integrated Planning Act 1997* (IPA), for preparing and amending planning schemes. Accordingly Land Use Plans under the TIA are required to:

- contain details of strategic port land;
- coordinate and integrate the 'core matters' relevant to the Land Use Plan<sup>1</sup>,
- identify Desired Environmental Outcomes (DEOs) for the port land; and
- include measures to achieve the DEOs.

As part of the formal approval process established under the TIA for Land Use Plans, the Minister must also be satisfied that State interests will not be adversely affected. State interests vary from port to port, but in the main include:

<sup>1</sup> Core Matters are defined in s 284 of the TIA and means each of the following matters (a) land use and development; (b) port facilities; and (c) valuable features.



- state development areas;
- resources including extractive deposits, water and fisheries resources;
- infrastructure including State controlled roads, State rail networks and airports;
- tidal and coastal processes, wetlands, vegetation and marine life;
- acid sulphate soils;
- biosecurity;
- Queensland waters;
- marine park waters;
- heritage (including cultural and indigenous heritage); and
- regional planning.

### Sustainable Planning Act 2009 (SPA)

Under SPA, NQBP functions as the 'Assessment Manager' for strategic port land in the overall context of Queensland's Integrated Development Assessment System (IDAS). IDAS is the process by which applications for development are made, assessed and decided. SPA establishes the circumstances by which referral is required to the Port Authority for development which is located within port limits.

### **1.4 Assessment Requirements**

#### Assessment Processes

There are two assessment processes that apply to development on strategic port land:

1. NQBP's Port Development Consent process.
2. Assessment under the *Sustainable Planning Act 2009*.

#### *Port Development Consent*

Port Development Consent must be obtained for development on port land unless an exemption for the proposal has been granted by NQBP. This process is utilised prior to an IDAS development application being made or where an application does not trigger approval under the *Sustainable Planning Act 2009*. The purpose of this process is to make certain that the proposed development is corporately supported by NQBP as the land owner, and to ensure that the best environmental, engineering, and planning outcomes are being achieved. This Land Use Plan and its associated Development Guidelines are consulted as part of this process.

The scale and nature of the proposed development will determine the complexity of the application required. The term 'development' may include, however is not limited to, such matters as:

- the establishment of a new use;
- construction of new buildings, structures, and infrastructure/ utilities;
- replacement of existing buildings, structures, and infrastructure/ utilities;
- increasing or altering the extent of hardstand areas;
- changing the intensity or scale of an existing development;
- commencing new Environmentally Relevant Activities (ERAs) or making a change to an existing ERA; and
- undertaking any activity that results in an increase in traffic volume in the Port area.

Before undertaking any development, applicants should contact NQBP in the first instance to determine whether an application for Port Development Consent is required and the assessment process.

### *Assessment under the Sustainable Planning Act 2009*

NQBP has the responsibilities of Assessment Manager under the *Sustainable Planning Act 2009* for development on strategic port land. In situations where development is not on strategic port land but it is within port limits, NQBP is triggered as a Referral Agency under this *Act*.

Applications for assessable development under the *Sustainable Planning Act 2009* are to be made in accordance with the Integrated Development Assessment System (IDAS) identified under the *Act*.

Further information on the *Sustainable Planning Act 2009*, the triggers for approvals, regulations, appeals, as well as the forms for making an IDAS development application, are available from the Department of Infrastructure and Planning's website.

### Using the Land Use Plan for Assessing Development

A proposed development will be assessed against the Port of Hay Point Land Use Plan, the associated Development Guidelines and relevant state legislation, to determine:

- consistency with the Desired Environmental Outcomes for the Port;
- correlation with the relevant Land Use designation; and
- the ability of the development to meet relevant development assessment principles and criteria in the Development Guidelines.

Proponents are to address all these elements in making a development application.

The Land Use Designations have separate intents, development principles and indicative uses. To determine the appropriateness of any proposed development in a particular port area, proponents should in the first instance address the intent statements of the Land Use Designations.

The Development Guidelines is a technical document that describes requirements for the physical form and operation of different types of development on strategic port land. It provides specific outcomes and acceptable solutions to ensure that buildings, facilities and other development will realise the desired environmental outcomes and precinct principles described in the Land Use Plan.

The Development Guidelines can be amended from time to time by NQBP to reflect new port standards, or innovations in planning, engineering and environmental management.

### Port of Hay Point Environmental Management Plan

The Port of Hay Point Environmental Management Plan is an important reference document for current and potential users of the Port of Hay Point. It outlines the current environmental management practices and controls required by NQBP to protect and enhance the port environment and is to be referred to in the making of development applications. Under the Environmental Management Plan, any new project undertaken on NQBP land requires a project specific Environmental Management Plan to be developed by the proponent and then approved by NQBP.

## **SECTION 2 – PORT PROFILE**

### **2.1 Physical Setting, Landscapes and Existing Development**

The Port of Hay Point is situated about 40 kilometres south of Mackay, close to the beachside localities of Louisa Creek, Salonika and Half Tide and the rural residential communities of Timberlands and Fenechvale. The Port Limits, as defined in the *Transport Infrastructure Act 1994*, extend to Half Tide Tug Harbour in the south and to Bakers Creek in the north.

The Port of Hay Point was purpose built to export coal from the Bowen Basin Coalfields in Central Queensland. There are two coal terminals which operate at Hay Point, namely the Dalrymple Bay Coal Terminal (DBCT) and the Hay Point Coal Terminal (HPCT).

The two coal terminals serve the coalfields of Central Queensland through an integrated rail network. Both terminals have stockpile areas, coal transfer infrastructure, offices, and off-shore jetty and wharf facilities. The DBCT wharf is serviced by four berths and the HPCT wharf by two.

A number of ancillary services are located at the Port which support the overall operation of the coal terminals. These include a quarantine waste service, port pilotage, and helicopter operations. Maritime Safety Queensland is responsible for pilotage services for vessels entering the Port, with most transfers to and from ships via helicopter. Also located at the Port is the Half Tide Tug Harbour, which allows for the safe mooring of the tug boats providing towage to ships in the Port. A boat ramp is also located at this facility for public use.

The area of Dudgeon Point has been set aside since the 1970's as being a site for future industrial activity and additional port land has been included within this Land Use Plan to allow for future port expansion and development at Dudgeon Point. Currently no specific trade has been finalised for Dudgeon Point however it is a potential location for the export of coal from deposits in Central Queensland. Master planning studies are to be undertaken into the future development of Dudgeon Point to prepare a whole-of area concept plan for possible port infrastructure, taking into consideration environmental, social and planning constraints.

#### Environmental Landscape

The Port of Hay Point (including Dudgeon Point and the wider port limit area) comprises a number of terrestrial, riparian and marine communities. Specific areas of conservation significance in the vicinity of strategic port land include the Mount Hector Conservation Park, Lake Barfield and Sandringham Bay. These areas are valued for their ecological, scenic and recreational value, as well as economic value to local fisheries as breeding and nursery grounds for a range of marine organisms. Comprehensive details on the environmental areas of significance at the Port of Hay Point are detailed in the *Port of Hay Point Environmental Management Plan*. This document should be consulted for information on these environmental values and the environmental management practices and controls used by NQBP to protect and enhance the port environment.

NQBP and the terminal operators have a strong commitment to ensuring that practices are sustainable and employ rigorous environmental programs to monitor port activities. This Land Use Plan will continue to promote ecologically sustainable development at the Port through designating areas with significant environmental values for protection and ensuring that management measures are in place for their ongoing protection.



The *Guidelines* associated with this plan have been formulated to ensure port activities meet strong outcomes for environmental management and addresses factors including the protection of significant ecological and cultural areas, water sensitive urban design, climate sensitive building design and the appropriate discharge of wastes. Detailed environmental assessments will continue to be an important component of the assessment of any new activity on port land or within port limits.

### Cultural Context

The Wiri#2 group is the registered native title claimants of most of the Port of Hay Point area. The Yuibera group are the registered claimants of an area adjacent to Louisa Creek. A large and culturally diverse indigenous population exists in the area, along with a large number of well organised indigenous groups that have established themselves to take various representation roles.

Lands occupied by the coal terminals have been extensively disturbed and modified in the process of ongoing development and surveys of the land have shown there to be limited archaeological potential. Cultural remnants have been identified in some coastal areas alongside Dudgeon Point. The involvement of the Traditional Owners in the management of these significant areas is a critical component of ensuring the success of any potential development.

NQBP will continue to work closely with indigenous representatives to ensure cultural values are protected in any development work undertaken at Dudgeon Point, with archaeology surveys undertaken prior to any significant soil disturbance, along with cultural heritage monitoring during vegetation clearing and initial earthworks. If development of Dudgeon Point is to be undertaken in the future, a Cultural Heritage Management Plan will be produced in consultation with the Traditional Owners.

### **2.2 Relationship to Local Government Planning**

The surrounding Local Government to the Port of Hay Point is the Mackay Regional Council. The Mackay Regional Council came into effect on the 15 March 2008 under the Local Government Reform Legislation and is an amalgamation of the former Mackay City Council, Mirani and Sarina Shire Councils. The areas adjacent to the strategic port land are included in the former Sarina Shire Council's Planning Area.

Whilst strategic port land is not subject to Local Government planning provisions, NQBP aims to ensure that consistent and compatible land use and development outcomes are achieved through involving the Mackay Regional Council in strategic planning and referral of development applications. NQBP is currently developing a Memorandum of Understanding with the Mackay Regional Council to ensure on-going cooperation with the Council when projects on port land are assessed.

### **2.3 The Significance of the Port to the Region**

The Port of Hay Point is located in the Whitsunday Hinterland and Mackay (WHAM) region which covers the Local Government areas of Mackay, Whitsunday and Isaac.

The region's economic strength comes from its mining, livestock, agriculture, manufacturing, and tourism industries. Whilst the region has typically been associated with farming, specifically sugar cane farming, more recently coal mining has dominated the economy and this trend is expected to continue into the future with new coal deposits being explored. Overall, the Bowen Basin coalfields contribute more than half of Australia's export coal.

Given the significance of mining to the region, the Port of Hay Point is of strategic value as it provides world class facilities for the export of coal. The Port benefits the region, socially and economically, through investment and employment, with port operations and construction providing employment both locally and regionally. Further coal terminal expansions and the potential development of port facilities at Dudgeon Point will further contribute to the economic development of the region.

### **2.4 Vision for the Port of Hay Point**

The Port of Hay Point is one of the largest coal ports in the world. NQBP's vision is to maintain the Port of Hay Point as one of Queensland's premier bulk materials handling ports. In achieving this, contributions will be made to the Local, Regional and State economy and local employment opportunities will be continue to be provided.

Strategic port land under the *Transport Infrastructure Act 1994* can only be utilised for port related purposes and therefore NQBP will only seek future business opportunities that have a direct link to the Port (such as the import or export of a commodity) or that provides a port related service (such as government maritime agencies and shipping agencies; engineering works for port industry; concrete batching; and providore services). Coal is currently the only export through the Port. Although other bulk material exports will be investigated as opportunities arise, further expansion of the coal export capacity of the Port is expected in the future, with the Port of Hay Point being one of Queensland's three major coal export ports, as well as one of the largest coal ports in the world.

The Port of Mackay is also operated by NQBP. Given their close proximity, the two ports will endeavour not to duplicate services or infrastructure, however opportunities for combined port services, such as the use of quarantine waste facilities, will be explored to provide cost-effective services to port users. Mackay will continue to be a major regional seaport for the import of raw materials, fuel and general cargo and export of raw resources and finished products from the Region (including grain and sugar). Given the Port of Mackay is located in a dense urban environment, bulk resources (such as coal) will be encouraged to continue to locate at the Port of Hay Point.



### **SECTION 3 - DESIRED ENVIRONMENTAL OUTCOMES**

The Land Use Plan is required to identify Desired Environmental Outcomes (DEOs) which broadly establish the focus for all activities and development at the Port of Hay Point, with the aim of ensuring that ecologically sustainable port development is achieved.

The following statements reflect a balancing of the three components of ecological sustainability and form the fundamental basis from which all other provisions of the Land Use Plan and other related planning documents flow. Each DEO is sought to be achieved to the extent practicable having regard to each of the other DEOs.

DEOs are not intended to be solely achieved through the implementation of the Land Use Plan. As such, the DEOs for the Port of Hay Point will also be reflected through corporate planning programs, the environmental management plan, supporting development guidelines and other relevant planning initiatives.

#### **ECONOMIC DEVELOPMENT**

- DEO ECON. 1 The future strategic intentions of the Port will be documented, including the potential development of new port facilities at Dudgeon Point.
- DEO ECON. 2 Capital will continue to be invested into the port facilities to maintain the Port as a world class facility and to capitalise on the coal export opportunities in the Bowen Basin.
- DEO ECON. 3 The Port will provide regional employment opportunities in its ongoing operations and management as well as during development and construction periods.
- DEO ECON. 4 The development of port related industries and activities in appropriate locations on strategic port land is facilitated.
- DEO ECON. 5 Land will be retained and acquired that is strategic to the future operations and development of the Port.
- DEO ECON. 6 Port uses will be consolidated to provide cost effective infrastructure.
- DEO ECON. 7 NQBP will actively liaise with infrastructure providers and planners, including the Mackay Regional Council, Department of Infrastructure and Planning, Department of Main Roads, Queensland Rail and Ergon/ Powerlink, regarding the provision of services and infrastructure to the Port.
- DEO ECON. 8 Sustainable technologies will be incorporated into Port Development to decrease long term operating costs and reduce the environmental footprint.

### COMMUNITY WELLBEING

- DEO SOC. 1 Community amenity forms an essential part of design considerations and potential impacts from port development and operation, such as noise, dust, traffic and scenic, are minimised and mitigated.
- DEO SOC. 2 Port operations prioritise the safety and security of all visitors and employees accessing port land.
- DEO SOC. 3 NQBP will work with the Mackay Regional Council to ensure port operations are separated where possible from sensitive receiving environments (such as residential).
- DEO SOC. 4 NQBP will continue to manage and protect Indigenous cultural heritage values on port land with Traditional Owner involvement.
- DEO SOC. 5 Public boating access will continue to be allowed where consistent with safety and security regulations.
- DEO SOC. 6 Multi-modal transport options will form part of future terminal planning.
- DEO SOC. 7 NQBP will continue to maintain and enhance its relationship with the community and Mackay Regional Council, to provide transparency for planning and development at the Port.

### ENVIRONMENT

- DEO ECOL. 1 Protection of the Port environment, including ecological values, is to be achieved through pro-active management.
- DEO ECOL. 2 Sustainable environmental management is to be promoted and incorporated into all aspects of port planning, development and operations at the Port.
- DEO ECOL. 3 The coastal environment and associated values are protected through responsible and ecologically sustainable development.
- DEO ECOL. 4 Development on port land does not significantly affect the environmental values of identified areas with high conservation significance including the Great Barrier Reef Marine Park and adjacent Mt Hector Conservation Park.
- DEO ECOL. 5 Climate change assessment will form part of the design of projects on strategic port land as appropriate.
- DEO ECOL. 6 The potential cumulative impacts resulting from the development of the whole of the Port (including individual terminals) are measured as part of assessments of major Port expansions to ensure continued sustainability is provided.
- DEO ECOL. 7 Buffer areas with aesthetic and conservation values are maintained between port facilities and areas adjoining the strategic port land.



## **SECTION 4 – LAND USE PLAN DESIGNATIONS**

The Land Use Plan divides all strategic port land at the Port of Hay Point into one (1) of seven (7) Land Use Plan designations.

The designations reflect strategic port land that has similar functions, attributes, or land use intents and is the primary means of establishing and determining the consistency of proposed development with the Land Use Plan. The designations are as follows:

- Port Handling Activities
- Offshore Port Infrastructure
- Access and Port Infrastructure
- Port Related and Support
- Transport Infrastructure
- General Buffer
- Environmental Protection

Indicative uses are listed for each land use designation signifying the types of uses and development considered desirable. The list is not exhaustive and uses not listed may still be generally consistent with the intent of the particular designation.

A Wildlife Corridor overlay also affects a number of land holdings identified as General Buffer and is shown on the Land Use Plan Area Designations Map. Any proposed infrastructure development in this area must be consistent with the intent of the overlay.

A full description of each parcel of land to be included as strategic port land under this Land Use Plan, together with a description of its current and proposed use is included at Table 1.





## PORT HANDLING ACTIVITIES DESIGNATION

*Designates onshore strategic port land that has a direct nexus with the waterfront for the handling of commodities for export.*

### Intent

This area represents land that is strategic to the existing and future operations and development of the Port. It provides for the core commercial business of the Port of Hay Point and is intended to cater for the future extension of these core port activities.

The designation includes areas utilised for the loading/ unloading, stockpiling, and transfer of commodities. It also includes areas for land access, transport corridors (both rail and road) and port related offices.

Uses that facilitate the expansion, improvement or maintenance of Port Handling Activities are compatible.

This designation includes the Hay Point Administration Building which includes visitor access and viewing facilities which support the region's tourism industry.

### Precinct Principles

1. New development is to integrate with existing activities to ensure the efficient movement of commodities through the Port.
2. Continued capital investment in infrastructure is to be undertaken to facilitate the efficient operation of new and existing Port Handling Activities.
3. Opportunities for future Port Handling Activities are protected by excluding land uses not associated with the Port and the protection of buffer areas.
4. Development is to achieve high standards of amenity with the incorporation of environmental management plans in project planning.
5. All operations are to be safe and have regard to on-site vehicle and pedestrian movements.

### Indicative Uses

- Bulk terminal storage
- Storage of goods or materials (including stockpiles)
- Processing and transfer of goods or materials for shipment
- Water storage
- Ancillary services (workshops, warehouses etc)
- Port related offices
- Port services including, customs, port pilotage, AQIS, and shipping agents
- Quarantine waste facilities
- Transport of goods/ materials, whether by road, rail or air
- Maritime support facilities including vessel refueling/ servicing/ and repair
- Visitor viewing and information facilities
- Facilities for terminal operators including car parking, and other general amenities
- Uses that facilitate the expansion, improvement or maintenance of port handling activities (including lay down areas, engineering works, concrete batching plants etc)
- Extractive industry
- Utilities, including electrical, water and sewerage infrastructure
- Temporary accommodation camp for construction (Dudgeon Point only)

## OFFSHORE PORT INFRASTRUCTURE DESIGNATION

*Designates areas for offshore infrastructure, predominately used for the berthing of port vessels and transfer of materials for shipment.*

### Intent

These areas are located offshore and include essential structures or infrastructure for vessels accessing the Port and the transfer of materials/ goods for shipment. New infrastructure must relate to the key activities being undertaken at the Port.

The designation allows for infrastructure such as dredge channels, swing basins and navigational aids or equipment that are important for protecting the function, commercial viability and safety of the Port.

### Precinct Principles

1. Construction and operation does not impede port operations and maintains navigational safety for maritime vessels.
2. Public access to port infrastructure is generally prohibited.
3. Existing areas of public access, such as the public boat ramp at the Half Tide Tug Harbour, are to be maintained.

### Indicative Uses

- Wharfage/ docking facilities
- Tug facilities
- Loading/ unloading infrastructure
- Temporary construction laydown areas
- Navigational equipment or aids
- Tidal works including dredge channels and swing basins
- Geotechnical Investigations and surveys
- Reclamation

## ACCESS AND PORT INFRASTRUCTURE DESIGNATION

*Designates areas below the high water mark which buffer port land and accommodate access to structures or infrastructure that assist in the efficient operation of the Port.*

### Intent

These areas are located below the high water mark and currently provide access to Port infrastructure for operational, maintenance and construction purposes. The designation allows for the development of infrastructure such as jetties, tug facilities and dredge channels that relate to the key activities being undertaken at the Port.

Public recreational boating access is permitted within this area where consistent with port operations and safety and navigation is not compromised.

### Precinct Principles

1. Development demonstrates that it is, or provides access to, infrastructure or facilities that contribute to the efficient operation of the Port.
2. Construction and operation does not impede port operations and maintains navigational safety for maritime vessels.

### Indicative Uses

- Navigational equipment or aids
- Tidal works including dredge channels and Swing basins
- Wharfage/ docking facilities
- Loading/ unloading infrastructure
- Jetties
- Tug facilities
- Recreational and leisure facilities (ie fishing and sailing) except near shipping or structures
- Geotechnical Investigations and surveys
- Reclamation for port related activities or foreshore development

## PORT RELATED AND SUPPORT DESIGNATION

*Designates areas of strategic port land integral to and supporting the key functions/ interests of the Port.*

Intent	Indicative Uses
<p>Land within this designation is to accommodate activities that have a strong physical, operational or supporting role to the core operations in the Port Handling Activities area. The designation includes activities that contribute to port efficiency by shortening the supply chain or providing logistical benefits.</p> <p>Short term uses that relate to the expansion of the Port are compatible and industrial activities relevant to the function of the Port may be appropriate.</p> <p><b>Precinct Principles</b></p> <ol style="list-style-type: none"> <li>1. Development or activities are seen as important to the function, commercial viability and safety of the Port.</li> <li>2. Proposed development should not compromise the long term efficient operation of the Port.</li> <li>3. Proposed development must demonstrate that amenity can be provided to activities at the port interface, having regard to the strategic and economic significance of activities in this designation.</li> </ol>	<ul style="list-style-type: none"> <li>– Port services including, customs, port pilotage, AQIS, and shipping agents</li> <li>– Quarantine waste facilities</li> <li>– Port related offices</li> <li>– Warehouse/ storage of goods or material</li> <li>– Port related light/ medium industry, including engineering works and concrete batching plants</li> <li>– Temporary activities associated with port use or construction including lay down areas construction offices, and contractor parking</li> <li>– Temporary accommodation camp for construction</li> <li>– Extractive industry</li> <li>– Utilities, including electrical, water and sewerage infrastructure</li> </ul>

## TRANSPORT INFRASTRUCTURE

*Designates a corridor intended for the future expansion of rail and road transport links servicing the Port.*

### Intent

Land within this designation is to accommodate future transport corridors and infrastructure that provides access to the Port.

### Precinct Principles

1. Transport infrastructure contributes to port efficiency, shortening the supply chain, increasing trade capacity or providing logistical benefits.
2. Transport infrastructure provides for a safe transport network.
3. Development achieves a high standard of amenity by providing landscaping or screening. In particular, vegetated areas within the designation that are not required for transport infrastructure are to be retained as vegetated open space to maintain visual amenity.
4. The construction and operation of transport infrastructure minimises adverse environmental impacts, including light, noise and exhaust emissions.

### Indicative Uses

- Future transport corridors (road and rail) and associated infrastructure
- Utilities, including electrical transmission and water transfer infrastructure
- Short term storage areas during construction



<b>GENERAL BUFFER DESIGNATION</b>  <i>Designates areas provided to reduce the impact of port operations on sensitive receiving environments.</i>	
<p><b>Intent</b></p> <p>These areas represent a physical buffer to areas surrounding the Port. The retention of buffer areas in a largely undeveloped state is essential to the future viability of the port in order to minimise impacts of commercial port operations on adjoining land uses.</p> <p>Lot 3 on RP748343 is located between the existing lay down area at the Tug Harbour and the Half Tide residential area and is included in this designation. This site is to be set aside as open space and revegetated, in order to buffer the surrounding community from Port operations.</p> <p>This designation allows for the development of corridors for services, utilities and transport (road and rail) to service Dudgeon Point. The final alignment of these corridors is dependent upon environmental, traffic and engineering studies being undertaken.</p> <p><b>Precinct Principles</b></p> <ol style="list-style-type: none"> <li>1. The General Buffer area is to be retained largely in an undeveloped state.</li> <li>2. Prior to any proposed utility or transport related development being sited in the General Buffer area, evidence is to be provided that alternative sites for development have been considered.</li> <li>3. The potential environmental impacts of any proposed utility or transport related development is to be determined and mitigation measures established prior to any application being submitted for approval.</li> <li>4. Suitable measures must be incorporated in the design, and management of any proposed utility or transport related development to ensure acceptable outcomes are achieved in relation to its location.</li> <li>5. The owners of land adjoining development within the General Buffer designation are to be consulted in project planning.</li> <li>6. Existing native vegetation is to be retained to the extent that is possible.</li> </ol>	<p><b>Indicative Uses</b></p> <p>Uses complementary to the attributes of the land, including for example:</p> <ul style="list-style-type: none"> <li>– Park/ open space</li> <li>– Vegetated areas</li> <li>– Utilities, including telecommunications, electrical, water and sewerage infrastructure</li> <li>– Access corridors (vehicular and rail)</li> </ul>

## ENVIRONMENT PROTECTION DESIGNATION

*Designates broadly the areas of Strategic Port Land identified with high conservation significance.*

### Intent

These areas designate land that exhibits recognised ecological and/ or cultural heritage values that are to be protected, managed and enhanced. Development or activities that conflict with the conservation of these values is inappropriate.

Development that provides access to coastal areas/ beaches and other significant natural and cultural features may be acceptable.

### Precinct Principles

1. The environmental and cultural integrity of these areas and scenic values are maintained for the long term.
2. Community enjoyment of these protected areas is provided where appropriate and consistent with the indigenous and/ or environmental values, as well as any port safety or security limitations.

### Indicative Uses

- Environmental and cultural areas
- Buffer
- Boardwalks

## WILDLIFE CORRIDOR OVERLAY

*This overlay indicates areas in which the migration of native fauna is to be allowed for.*

### **Intent**

This overlay affects areas within the General Buffer designation where it has been determined that the establishment of a wildlife corridor is essential to provide habitat linkages for native fauna to environmental areas.

In the General Buffer areas, limited development of corridors for services, utilities and transport (road and rail) is allowed. This overlay ensures that any development is designed to conserve the level of connectivity required to facilitate the movement of fauna between key areas.

The Development Guidelines document provides specific outcomes for the design of any infrastructure and maintenance of wildlife linkages in this area.

**Table 1 – Port of Hay Point Land Use Plan Designations**

Reference Number	Lot Number	Plan Reference	Present Use	Future Use	Area m <sup>2</sup>	Tenure
1	A	AP19508	Access and Port Infrastructure	Access and Port Infrastructure	24,432,440	Permit to Occupy
2	C	AP19508	Access and Port Infrastructure	Access and Port Infrastructure	5,205,051	Permit to Occupy
3	A	AP19508	Offshore Port Infrastructure	Offshore Port Infrastructure	851,637	Permit to Occupy
4	96	SP231132	Offshore Port Infrastructure	Offshore Port Infrastructure	2,846,086	Perpetual Lease
5	126	SP123776	Offshore Port Infrastructure	Offshore Port Infrastructure	1,602,097	Perpetual Lease
6	95	SP231132	Offshore Port Infrastructure	Offshore Port Infrastructure	2,079,855	Perpetual Lease
7	143	SP121683	Access and Port Infrastructure	Access and Port Infrastructure	806,648	Perpetual Lease
8	144	SP121683	Offshore Port Infrastructure	Offshore Port Infrastructure	127,449	Freehold
9	134	SP185573	Port Handling Activities	Port Handling Activities	11,866	Perpetual Lease
10	130	SP105841	Port Handling Activities	Port Handling Activities	7,452	Perpetual Lease
11	131	SP136318	Port Handling Activities	Port Handling Activities	1,384,147	Freehold
12	135	SP185580	Port Handling Activities	Port Handling Activities	2,987	Perpetual Lease
13a	132	SP136318	Port Handling Activities	Port Handling Activities	588,247	Freehold
13b	132	SP136318	General Buffer	General Buffer	14,025	Freehold
14	11	RP733237	Port Related & Support	Port Related & Support	39,018	Freehold
15	10	RP733237	Port Related & Support	Port Related & Support	47,355	Freehold
16a	9	RP733237	Port Related & Support	Port Related & Support	34,973	Freehold
16b	9	RP733237	General Buffer	General Buffer	15,690	Freehold
17	31	RP733239	Port Related & Support	Port Related & Support	135,778	Freehold
18	135	SP136320	Port Related & Support	Port Related & Support	65,411	Freehold
19	41	SP136319	Port Handling Activities	Port Handling Activities	885	Term Lease
20	42	SP136319	Port Handling Activities	Port Handling Activities	533	Term Lease
21	43	SP185559	Port Handling Activities	Port Handling Activities	1,056	Term Lease
22	133	SP136320	Port Handling Activities	Port Handling Activities	524,217	Freehold
23	134	SP187029	Port Handling Activities	Port Handling Activities	22,294	Freehold

Reference Number	Lot Number	Plan Reference	Present Use	Future Use	Area m <sup>2</sup>	Tenure
24	42	SP187030	Port Handling Activities	Port Handling Activities	41,728	Freehold
25	43	SP187031	Port Handling Activities	Port Handling Activities	51,795	Freehold
26a	25	RP733239	Port Handling Activities	Port Handling Activities	35,569	Freehold
26b	25	RP733239	General Buffer	General Buffer	11,530	Freehold
27a	44	SP202062	Port Handling Activities	Port Handling Activities	135,749	Freehold
27b	44	SP202062	General Buffer	General Buffer	33,317	Freehold
28a	6	RP748343	Environmental Protection	Environmental Protection	178,200	Freehold
28b	6	RP748343	Port Related & Support	Port Related & Support	20,512	Freehold
29	1	RP728282	Port Related & Support	Port Related & Support	26,439	Freehold
30	2	RP728282	Port Related & Support	Port Related & Support	24,589	Freehold
31	3	RP728282	Port Related & Support	Port Related & Support	23,358	Freehold
32	4	RP728282	Port Related & Support	Port Related & Support	21,710	Freehold
33	8	RP748343	Port Related & Support	Port Related & Support	13,549	Freehold
34	5	RP748343	Port Related & Support	Port Related & Support	2,432	Freehold
35	4	SP132651	General Buffer	General Buffer	2,705	Freehold
36a	1	RP736155	Port Related & Support	Port Related & Support	32,814	Freehold
36b	1	RP736155	General Buffer	General Buffer	5,062	Freehold
37	3	RP748343	General Buffer	General Buffer	21,194	Freehold
38a	150	CI3444	Port Handling Activities	Port Handling Activities	140,309	Term Lease
38b	150	CI3444	Environmental Protection	Environmental Protection	15,908	Term Lease
39a	10	C124600	Port Handling Activities	Port Handling Activities	589,650	Freehold
39b	10	C124600	General Buffer	General Buffer	83,204	Freehold
39c	10	C124600	Environmental Protection	Environmental Protection	294,232	Freehold
40a	101	CI3107	Port Handling Activities	Port Handling Activities	92,973	Term Lease
40b	101	CI3107	Environmental Protection	Environmental Protection	158,561	Term Lease
41	8	C124538	Port Handling Activities	Port Handling Activities	169,136	Freehold



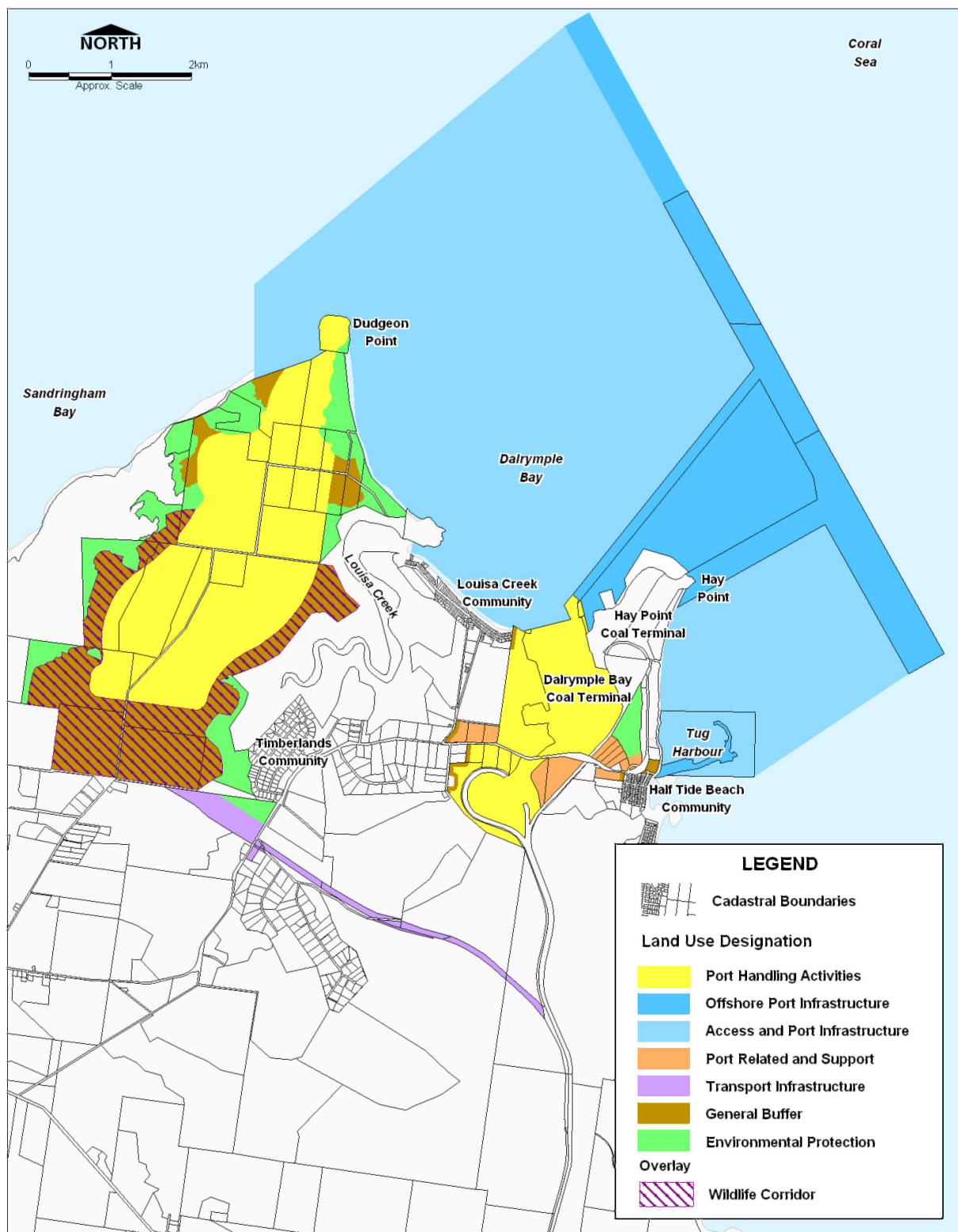
Reference Number	Lot Number	Plan Reference	Present Use	Future Use	Area m <sup>2</sup>	Tenure
42a	7	C124538	Port Handling Activities	Port Handling Activities	150,927	Freehold
42b	7	C124538	Environmental Protection	Environmental Protection	7,694	Freehold
43a	6	C124538	Port Handling Activities	Port Handling Activities	45,844	Freehold
43b	6	C124538	General Buffer	General Buffer	31,066	Freehold
43c	6	C124538	Environmental Protection	Environmental Protection	80,465	Freehold
44a	136	C124538	Environmental Protection	Environmental Protection	68,536	Freehold
44b	136	C124538	General Buffer	General Buffer	94,061	Freehold
45a	137	C124538	Environmental Protection	Environmental Protection	156,524	Freehold
45b	137	C124538	General Buffer	General Buffer	7,189	Freehold
46a	135	C124538	Port Handling Activities	Port Handling Activities	75,938	Freehold
46b	135	C124538	General Buffer	General Buffer	64,588	Freehold
46c	135	C124538	Environmental Protection	Environmental Protection	21,674	Freehold
47	2	C124538	Port Handling Activities	Port Handling Activities	158,434	Freehold
48	1	C124538	Port Handling Activities	Port Handling Activities	165,583	Freehold
49	100	CI3106	Environmental Protection	Environmental Protection	87,821	Term Lease
50a	747	CI4509	Port Handling Activities	Port Handling Activities	1,582,859	Freehold
50b	747	CI4509	General Buffer	General Buffer	142,570	Freehold
50c	747	CI4509	Environmental Protection	Environmental Protection	171,843	Freehold
51	1645	C124512	Environmental Protection	Environmental Protection	113,069	Freehold
52a	123	CI3868	Environmental Protection	Environmental Protection	66,233	Term Lease
52b	123	CI3868	General Buffer	General Buffer	18,620	Term Lease
53a	124	CI3868	General Buffer	General Buffer	90,123	Term Lease
53b	124	CI3868	Environmental Protection	Environmental Protection	130,614	Term Lease
54a	1	RP736529	Port Handling Activities	Port Handling Activities	194,606	Freehold
54b	1	RP736529	General Buffer	General Buffer	396,616	Freehold
54c	1	RP736529	Environmental Protection	Environmental Protection	264,353	Freehold

Reference Number	Lot Number	Plan Reference	Present Use	Future Use	Area m <sup>2</sup>	Tenure
55a	3	RP736529	Port Handling Activities	Port Handling Activities	790,531	Freehold
55b	3	RP736529	General Buffer	General Buffer	23,945	Freehold
56	4	RP736529	Port Handling Activities	Port Handling Activities	224,323	Freehold
57	1543	C124313	Port Handling Activities	Port Handling Activities	163,465	Freehold
58a	1	RP736532	Port Handling Activities	Port Handling Activities	1,912,248	Freehold
58b	1	RP736532	General Buffer	General Buffer	1,092,675	Freehold
58c	1	RP736532	Environmental Protection	Environmental Protection	348,555	Freehold
59a	60	CI1554	Port Handling Activities	Port Handling Activities	259,798	Term Lease
59b	60	CI1554	General Buffer	General Buffer	535,361	Term Lease
59c	60	CI1554	Environmental Protection	Environmental Protection	187,248	Term Lease
60	5	RP736529	Port Handling Activities	Port Handling Activities	64,756	Freehold
61	1370	C124275	General Buffer	General Buffer	647,401	Freehold
62	1375	C124275	General Buffer	General Buffer	657,133	Freehold
63a	29	RP742352	Transport Infrastructure	Transport Infrastructure	281,534	Freehold
63b	29	RP742352	Environmental Protection	Environmental Protection	109,472	Freehold
64	6	RP742349	Transport Infrastructure	Transport Infrastructure	10	Freehold
65	2	RP742350	Transport Infrastructure	Transport Infrastructure	13,995	Freehold
66	7	RP742350	Transport Infrastructure	Transport Infrastructure	1,804	Freehold
67	1	RP742350	Transport Infrastructure	Transport Infrastructure	5,042	Freehold
68	3	RP742351	Transport Infrastructure	Transport Infrastructure	1,112	Freehold
69	8	RP742351	Transport Infrastructure	Transport Infrastructure	1,533	Freehold
70	20	RP896822	Transport Infrastructure	Transport Infrastructure	60,725	Freehold
71	19	RP896822	Transport Infrastructure	Transport Infrastructure	64,026	Freehold
72	7	RP742355	Transport Infrastructure	Transport Infrastructure	12,983	Freehold
73	17	RP896821	Transport Infrastructure	Transport Infrastructure	15,380	Freehold
74	16	RP896821	Transport Infrastructure	Transport Infrastructure	40,219	Freehold

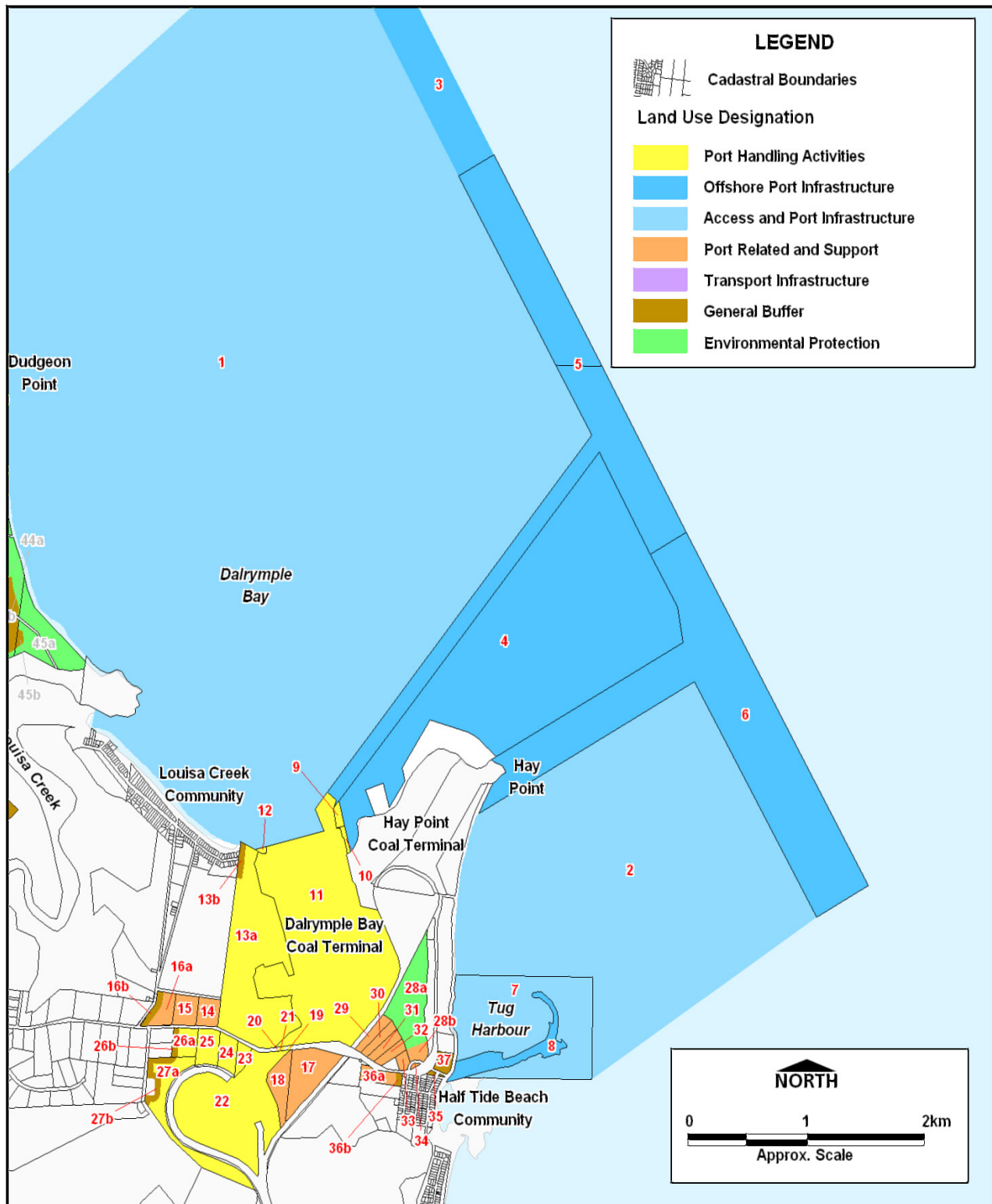
## Land Use Plan – Port of Hay Point

Reference Number	Lot Number	Plan Reference	Present Use	Future Use	Area m <sup>2</sup>	Tenure
75	14	RP896821	Transport Infrastructure	Transport Infrastructure	54,466	Freehold
76	47	SP187035	Transport Infrastructure	Transport Infrastructure	41,842	Freehold

## Plan 1: Port of Hay Point – Area Designations

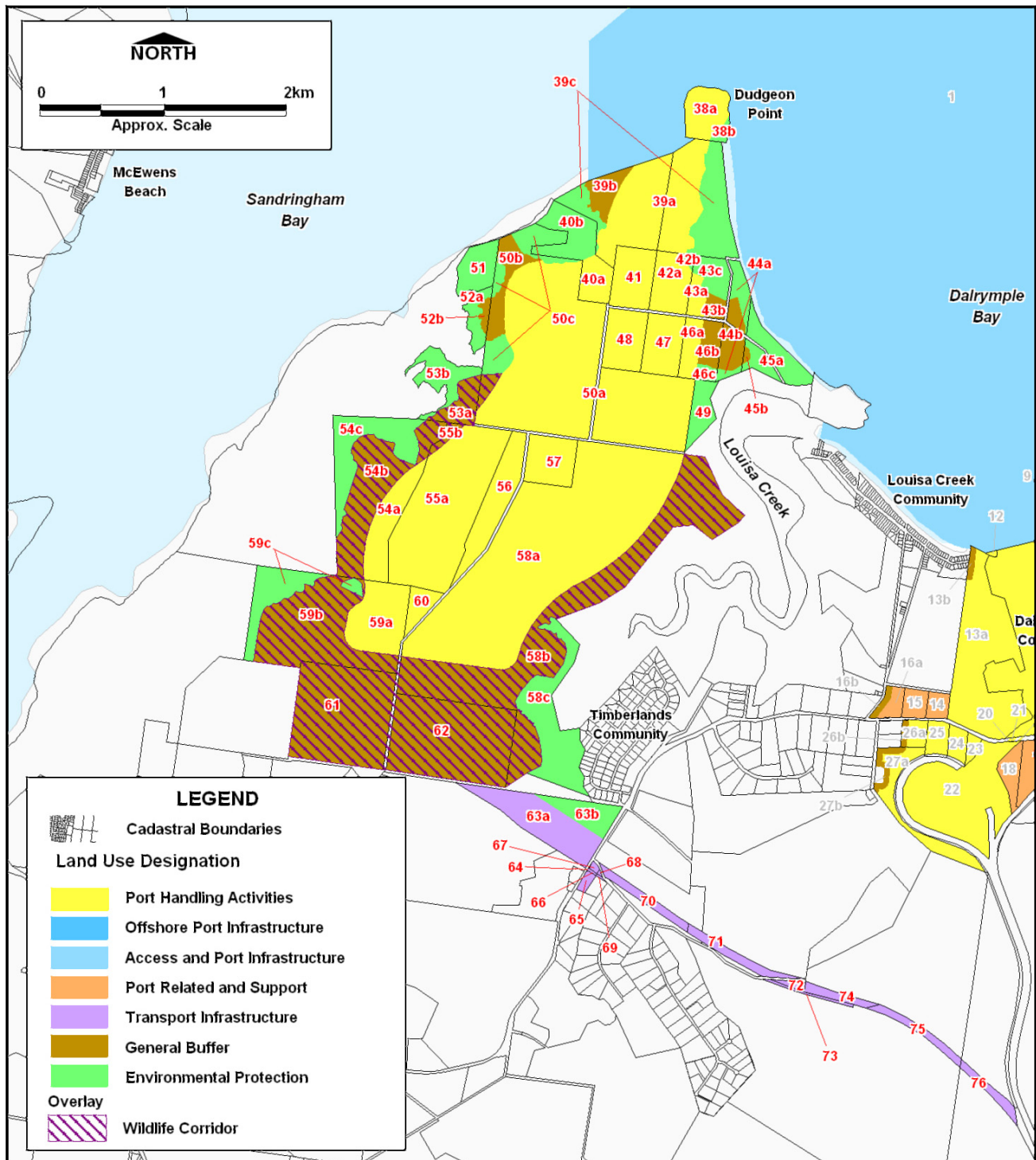


**Plan 2: Port of Hay Point – DBCT and HPCT Area Designations**





### Plan 3: Port of Hay Point – Dudgeon Point Area Designations



## NOTIFICATION

*Transport Infrastructure Act 1994*

Department of Transport and Main Roads  
Brisbane, 16 July 2010

It is hereby notified in pursuance of the provisions of the act, that on 5 July 2010, the approval of the Honourable the Minister for Transport was given to amendments to the North Queensland Bulk Ports Corporation Limited for Port of Hay Point land use plan, in the schedule of its strategic port land.

The following schedule shows the current holdings of strategic port land for the Port of Hay Point and supersedes the published schedule dated 19 September 2003 and any subsequent amendments.

Real Property Description	Tenure	Present Use	Future Use
Lot A on AP19508	Permit to Occupy	Access and Port Infrastructure	Access and Port Infrastructure
Lot C on AP19508	Permit to Occupy	Access and Port Infrastructure	Access and Port Infrastructure
Lot A on AP19508	Permit to Occupy	Offshore Port Infrastructure	Offshore Port Infrastructure
Lot 96 on SP231132	Perpetual Lease	Offshore Port Infrastructure	Offshore Port Infrastructure
Lot 126 on SP123776	Perpetual Lease	Offshore Port Infrastructure	Offshore Port Infrastructure
Lot 95 on SP231132	Perpetual Lease	Offshore Port Infrastructure	Offshore Port Infrastructure
Lot 143 on SP121683	Perpetual Lease	Access and Port Infrastructure	Access and Port Infrastructure
Lot 144 on SP121683	Freehold	Offshore Port Infrastructure	Offshore Port Infrastructure
Lot 134 on SP185573	Perpetual Lease	Port Handling Activities	Port Handling Activities
Lot 130 on SP105841	Perpetual Lease	Port Handling Activities	Port Handling Activities
Lot 131 on SP136318	Freehold	Port Handling Activities	Port Handling Activities
Lot 135 on SP185580	Perpetual Lease	Port Handling Activities	Port Handling Activities
Lot 132 on SP136318	Freehold	Port Handling Activities	Port Handling Activities
Lot 132 on SP136318	Freehold	General Buffer	General Buffer
Lot 11 on RP733237	Freehold	Port Related & Support	Port Related & Support
Lot 10 on RP733237	Freehold	Port Related & Support	Port Related & Support
Lot 9 on RP733237	Freehold	Port Related & Support	Port Related & Support
Lot 9 on RP733237	Freehold	General Buffer	General Buffer
Lot 31 on RP733239	Freehold	Port Related & Support	Port Related & Support
Lot 135 SP136320	Freehold	Port Related & Support	Port Related & Support
Lot 41 on SP136319	Term Lease	Port Handling Activities	Port Handling Activities
Lot 42 on SP136319	Term Lease	Port Handling Activities	Port Handling Activities
Lot 43 on SP185559	Term Lease	Port Handling Activities	Port Handling Activities
Lot 133 on SP136320	Freehold	Port Handling Activities	Port Handling Activities
Lot 134 on SP187029	Freehold	Port Handling Activities	Port Handling Activities
Lot 42 on SP187030	Freehold	Port Handling Activities	Port Handling Activities
Lot 43 on SP187031	Freehold	Port Handling Activities	Port Handling Activities
Lot 25 on RP733239	Freehold	Port Handling Activities	Port Handling Activities
Lot 25 on RP733239	Freehold	General Buffer	General Buffer
Lot 44 on SP202062	Freehold	Port Handling Activities	Port Handling Activities
Lot 44 on SP202062	Freehold	General Buffer	General Buffer
Lot 6 on RP748343	Freehold	Environmental Protection	Environmental Protection
Lot 6 on RP748343	Freehold	Port Related & Support	Port Related & Support
Lot 1 on RP728282	Freehold	Port Related & Support	Port Related & Support
Lot 2 on RP728282	Freehold	Port Related & Support	Port Related & Support
Lot 3 on RP728282	Freehold	Port Related & Support	Port Related & Support
Lot 4 on RP728282	Freehold	Port Related & Support	Port Related & Support
Lot 8 on RP748343	Freehold	Port Related & Support	Port Related & Support
Lot 5 on RP748343	Freehold	Port Related & Support	Port Related & Support
Lot 4 on SP132651	Freehold	General Buffer	General Buffer
Lot 1 on RP736155	Freehold	Port Related & Support	Port Related & Support
Lot 1 on RP736155	Freehold	General Buffer	General Buffer
Lot 3 on RP748343	Freehold	General Buffer	General Buffer
Lot 150 on CI3444	Term Lease	Port Handling Activities	Port Handling Activities
Lot 150 on CI3444	Term Lease	Environmental Protection	Environmental Protection
Lot 10 on C124600	Freehold	Port Handling Activities	Port Handling Activities
Lot 10 on C124600	Freehold	General Buffer	General Buffer
Lot 10 on C124600	Freehold	Environmental Protection	Environmental Protection
Lot 101 on CI3107	Term Lease	Port Handling Activities	Port Handling Activities
Lot 101 on CI3107	Term Lease	Environmental Protection	Environmental Protection

Real Property Description	Tenure	Present Use	Future Use
Lot 8 on C124538	Freehold	Port Handling Activities	Port Handling Activities
Lot 7 on C124538	Freehold	Port Handling Activities	Port Handling Activities
Lot 7 on C124538	Freehold	Environmental Protection	Environmental Protection
Lot 6 on C124538	Freehold	Port Handling Activities	Port Handling Activities
Lot 6 on C124538	Freehold	General Buffer	General Buffer
Lot 6 on C124538	Freehold	Environmental Protection	Environmental Protection
Lot 136 on C124538	Freehold	Environmental Protection	Environmental Protection
Lot 136 on C124538	Freehold	General Buffer	General Buffer
Lot 137 on C124538	Freehold	Environmental Protection	Environmental Protection
Lot 137 on C124538	Freehold	General Buffer	General Buffer
Lot 135 on C124538	Freehold	Port Handling Activities	Port Handling Activities
Lot 135 on C124538	Freehold	General Buffer	General Buffer
Lot 135 on C124538	Freehold	Environmental Protection	Environmental Protection
Lot 2 C124538	Freehold	Port Handling Activities	Port Handling Activities
Lot 1 on C124538	Freehold	Port Handling Activities	Port Handling Activities
Lot 100 on CI3106	Term Lease	Environmental Protection	Environmental Protection
Lot 747 on CI4509	Freehold	Port Handling Activities	Port Handling Activities
Lot 747 on CI4509	Freehold	General Buffer	General Buffer
Lot 747 on CI4509	Freehold	Environmental Protection	Environmental Protection
Lot 1645 on C124512	Freehold	Environmental Protection	Environmental Protection
Lot 123 on CI3868	Term Lease	Environmental Protection	Environmental Protection
Lot 123 on CI3868	Term Lease	General Buffer	General Buffer
Lot 124 on CI3868	Term Lease	General Buffer	General Buffer
Lot 124 on CI3868	Term Lease	Environmental Protection	Environmental Protection
Lot 1 on RP736529	Freehold	Port Handling Activities	Port Handling Activities
Lot 1 on RP736529	Freehold	General Buffer	General Buffer
Lot 1 on RP736529	Freehold	Environmental Protection	Environmental Protection
Lot 3 on RP736529	Freehold	Port Handling Activities	Port Handling Activities
Lot 3 on RP736529	Freehold	General Buffer	General Buffer
Lot 4 on RP736529	Freehold	Port Handling Activities	Port Handling Activities
Lot 1543 on C124313	Freehold	Port Handling Activities	Port Handling Activities
Lot 1 on RP736532	Freehold	Port Handling Activities	Port Handling Activities
Lot 1 on RP736532	Freehold	General Buffer	General Buffer
Lot 1 on RP736532	Freehold	Environmental Protection	Environmental Protection
Lot 60 on CI1554	Term Lease	Port Handling Activities	Port Handling Activities
Lot 60 on CI1554	Term Lease	General Buffer	General Buffer
Lot 60 on CI1554	Term Lease	Environmental Protection	Environmental Protection
Lot 5 on RP736529	Freehold	Port Handling Activities	Port Handling Activities
Lot 1370 on C124275	Freehold	General Buffer	General Buffer
Lot 1375 on C124275	Freehold	General Buffer	General Buffer
Lot 29 on RP742352	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 29 on RP742352	Freehold	Environmental Protection	Environmental Protection
Lot 6 on RP742349	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 2 on RP742350	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 7 RP742350	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 1 RP742350	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 3 on RP742351	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 8 on RP742351	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 20 on RP896822	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 19 on RP896822	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 7 on RP742355	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 17 on RP896821	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 16 on RP896821	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 14 on RP896821	Freehold	Transport Infrastructure	Transport Infrastructure
Lot 47 SP187035	Freehold	Transport Infrastructure	Transport Infrastructure

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Department of Transport and Main Roads