



Land Use Plan
Port of Thursday Island
July 2008

Far North Queensland Ports Corporation Limited

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SECTION 1 - INTRODUCTION

1.1 Purpose of the Port of Thursday Island Land Use Plan

Ports Corporation of Queensland Limited (PCQ) is seeking to achieve through land use planning at the Port of Thursday Island, development which is ecologically sustainable and addresses the existing and emerging needs of the communities of the Torres Strait and key port stakeholders.

The Port of Thursday Island Land Use Plan has been prepared in accordance with the statutory provisions of the *Transport Infrastructure Act 1994* (TIA). It sets out PCQ's planning and development intents for its strategic port land at the Port of Thursday Island 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 *Integrated Planning Act 1997* (IPA) via the Integrated Development Assessment System (IDAS). The Land Use Plan is the principal tool used by PCQ as the Assessment Manager for managing and assessing development on strategic port land at the Port of Thursday Island, including all premises, roads and waterways within strategic port land boundaries.

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 Thursday Island. Importantly it identifies existing and any proposed future strategic port land and allocates this land into designations which reflect their desired use.

Outcomes are sought through the following two mechanisms:

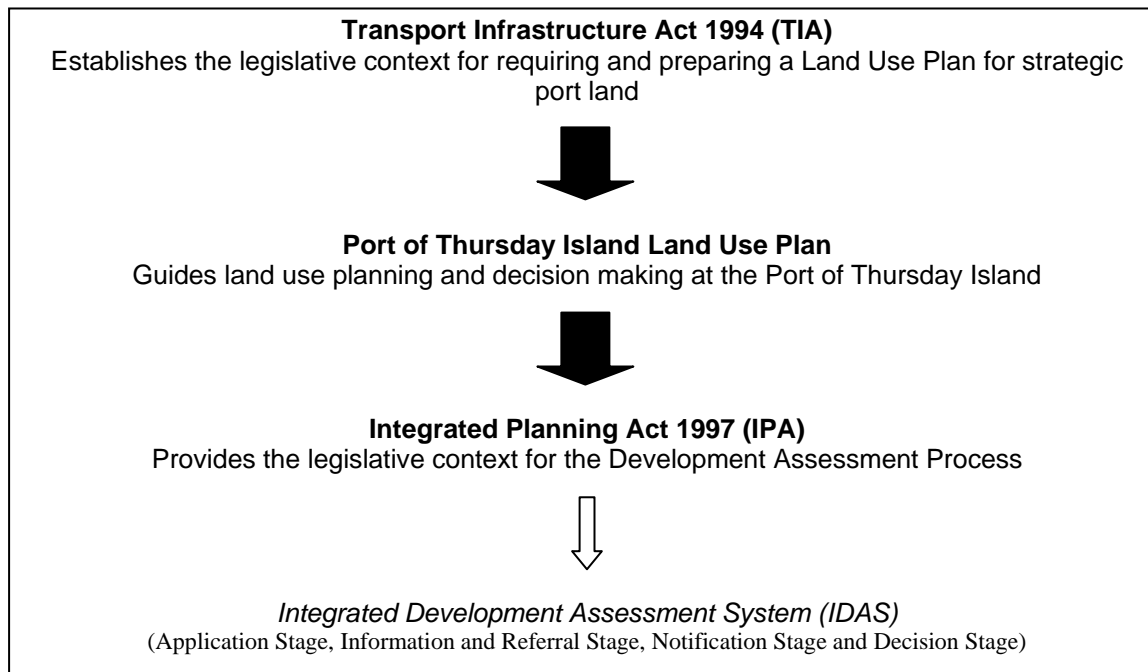
Establishing a Vision for the Port of Thursday Island – Land Use Plans under the TIA are required to identify Desired Environmental Outcomes (DEOs) which provide the overarching vision and direction for future development at the Port of Thursday Island. The DEOs have been structured according to the 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 land use designations which reflect its function, attribute and PCQ's development intent. These designations have been influenced by the overarching DEOs for the Port of Thursday Island.

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 Thursday Island 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. 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 *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 Plan¹,
- 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:

- 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;

¹ 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.

- marine park waters;
- heritage (including cultural and indigenous heritage); and
- regional planning.

Integrated Planning Act 1997 (IPA)

Under IPA, PCQ functions as the ‘Assessment Manager’ 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. IPA and the associated *Integrated Planning Regulation Act 1998* establish the circumstances by which referral is required to the Port Authority for development which is located within port limits.

1.4 Assessment Requirements

The strategic port land is separated into Land Use Designations. These Land Use Designations have separate intents 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.

Development will be assessed against the whole of the Land Use Plan including the DEOs, Land Use Designations, and the separate Development Guidelines document (the Codes). Proponents are to address all these elements in making an IDAS development application.

If a development is unable to comply with a provision of the Land Use Plan or Development Guidelines and there are insufficient grounds to justify an approval, the development will be refused.

Further information on the IPA, regulations, appeals as well as the forms for making an IDAS development application are available from the Department of Infrastructure and Planning’s website.

PCQ also has a separate internal port development application process. This process is utilised prior to an IDAS development application being made or where an application does not trigger approval under the IPA. Its purpose is to make certain that the proposed development is commercially and corporately supported by PCQ, and to ensure that the best environmental, engineering, and planning outcomes are being achieved. This Land Use Plan and the Development Guidelines are consulted as part of this process.

SECTION 2 – PORT PROFILE

2.1 Physical Setting, Landscapes and Existing Development

The Port of Thursday Island is located on a natural harbour in the Torres Strait in the most northern part of Australia. It operates as the major transshipment point for the supply of essential cargoes to the islands of the Torres Strait. Infrastructure is also provided at the Port to support passenger transport vessels and a number of Government and other marine service provider's operations.

Port operations are located on Thursday Island and Horn Island. There are three wharves located on Thursday Island and a further two situated at Horn Island. Public sector activities including Customs, Quarantine, Fisheries, Police, Immigration and Defence, are located on Thursday Island. Whilst freight facilities exist on both islands, Horn Island is the major transshipment point to the outer islands in the Torres Strait. Specifically over 82,000 tonnes of general cargo passed through the Port in the year 2006/ 2007.

Thursday Island functions as an administrative, business and educational centre for the Torres Shire as well as outer island communities scattered across the Torres Strait and northern portions of the Cape York Peninsula. As such, the infrastructure at the Port of Thursday Island is highly utilised for local passenger transfer, particularly in regards to the transfer of passengers from the Horn Island Airport and school students and workers based on outer islands. At present, three commercial ferry businesses operate from PCQ port facilities on Thursday and Horn Island. Privately owned small boats are also heavily utilised in the area as they often represent the most flexible and affordable travel mode for family, recreational and fishing purposes. The provision of berthing infrastructure at the Port for the general public is under the jurisdiction of Queensland Transport.

The Torres Strait's varied cultural, military, pearling and maritime history and relatively unspoilt landscape has ensured that tourism is a significant industry for the region. Passenger cruise ships from Cairns are a popular option for tourists.

Environmental Landscape

PCQ has developed and published the *Port of Thursday Island Environmental Management Plan*, which is available on PCQ's website. This plan documents in detail the environmental areas of significance within the Port of Thursday Island and the environmental management practices and controls used by PCQ to protect and enhance the port environment.

As documented in this plan, the Port of Thursday Island and surrounding port limits comprise a diverse range of ecosystems. Habitats of significance to the area include seagrass meadows, mangrove communities, coral and rocky reefs, bird rookeries and sandbanks. These habitats support a range of organisms, including a number of threatened and/ or migratory species, including some turtle species, dugong and the blue whale. In addition, a few of PCQ's land holdings on Horn Island have been mapped as comprising remnant vegetation under the *Vegetation Management Act 1999*.

Extensive seagrass meadows and mangrove communities are present within the port limits, particularly in the passageway between Thursday and Horn Islands. These communities provide essential nursery grounds for juvenile marine organisms and contribute to the diet of endangered species such as dugong. As such they are vital to fisheries productivity and have strong community values.

With limited land resources available in the Torres Strait, significant commercial fishery and aquaculture operations are undertaken in the area in addition to traditional fisheries. Marine fauna harvested as part of commercial fisheries predominately include prawn, Spanish

mackerel, tropical rock lobster and barramundi. Islanders regularly harvest dugong, sea turtles, reef fish, and shell fish (including crayfish), for subsistence purposes.

The pristine natural environment that the Torres Strait presents and its distance from major population centres has meant that the landscape is picturesque and relatively unspoilt. Whilst tourism investment in the region is relatively low at present, the scenic amenity of the area and potential for diving, fishing, sailing and cultural tours means that there is a strong potential for tourism industry growth in the region.

PCQ strives for the ecologically sustainable operation and development of its ports. To ensure that this is achieved, PCQ intends to protect and enhance the environmental values of port areas by not allowing development on ecologically significant areas and ensuring that management measures are in place for their ongoing protection. Furthermore, detailed environmental assessments of all proposed developments on strategic port land or within port limits are required.

Cultural Context

The Port of Thursday Island is situated in the traditional country of the Kaurareg people, whose sea and country estates encompass Thursday Island, Horn Island and the Prince of Wales group of islands. The majority of port sites have been heavily disturbed in the past and therefore the existence of cultural material is low, however there are two key sites on Horn Island which hold particular significance for the Kaurareg people, and continue to be actively used today.

One of these sites (Lot 173 on SP108488) comprises mangrove and coastal vegetation that supports a range of marine resources. This area and adjoining sections of the coastline has historically and is still today, been used by the Kaurareg people who visit the area to harvest local resources. The second site (Lot 1 on TS371) has high significance for the Kaurareg people as a meeting place known as 'Kernge'.

PCQ has a commitment to ensuring that the cultural values of these sites are protected and enhanced and the Kaurareg people are engaged regarding future development of strategic port land.

2.2 Relationship to Local Government Planning

All strategic port land associated with the Port of Thursday Island is located within the Torres Shire, which is one of Queensland's most northern Local Government Authorities. The Torres Shire's boundaries have not been affected by the amalgamations proposed by the Local Government Reform Commission in 2007.

The Council has an IPA compliant planning scheme which commenced on 17 July 2007. Whilst strategic port land is not subject to the planning provisions of the Torres Shire Planning Scheme, consideration has been made in drafting this Land Use Plan for the Port to ensure that its current and future operations are compatible with the surrounding predominate land uses and Council's development intents.

PCQ Port facilities on both Thursday Island and Horn Island are located adjacent to the main business centres. As a focus for a number of Government activities, inter-island passenger transport and cargo delivery, the Port and surrounding area are often hubs of activity. Accordingly, it is important that the Council and PCQ work together to ensure that the Port can be expanded in line with population and business growth in the Shire and surrounding region, whilst managing impacts on adjoining land users.

Land adjacent to port sites on Horn Island and Thursday Island mostly comprises land within the 'Business Zone', which is largely compatible with current activities being undertaken. The

significant exception to this is the residential precinct opposite Lot 139 on SP108487 on Thursday Island which does not complement future expansion of the Port due to potential nuisance issues. An 'Industrial Zone' exists to the south-east of the strategic port land on Horn Island. This industrial zoning should be considered as part of any development opportunities on the adjoining port land.

2.3 Regional Context

The Torres Strait region covers a geographically dispersed population, extending from Cape York on the mainland of Australia, to the northern reaches of the Torres Strait bordering Papua New Guinea. By way of this location, the Torres Strait has strong cultural linkages with Papua New Guinea. Of the over 100 islands in the Torres Strait, only 17 are populated. Thursday and its closest islands form the regional population hub and are home to around half of the Torres Straits population. Cairns, located over 1000 kilometres away, is the closest city, which further emphasises Thursday Island as a centre of activity and business.

Transport is central to life in the Torres Strait. With such large distances from mainland centres of Australia, these communities are heavily dependant on the infrastructure provided by PCQ at the Port of Thursday Island for the supply of cargo as well as passenger travel. In particular, the Port of Thursday Island provides an essential service in sustaining community life in the Torres Strait as the reliance on importation is high as local sources of food, fuel, and consumables are insufficient and alternative freight and transport options are extremely limited or non-existent owing to the physical isolation of the communities. Given the long distances, freight is costly and accordingly a major impediment to regional development as the economic viability of industry is offset by the freight costs. Queensland Transport recently produced the *Torres Strait Transport Infrastructure Plan* (November 2006). This public document identifies the current state of transport in the region and provides recommendations for future improvements.

The management of land and sea resources is a central issue in the Torres Strait for environmental, social and economic reasons. Given the majority of the regional area is comprised of ocean, the sustainability of fisheries operations is a key issue of concern. In relation to land resources there are many issues that are topical to the Torres Strait. Some of these include managing island erosion and providing for landscape stabilisation, pest and weed control and the protection of sensitive habitats.

Torres Shire's strategic location on an active international border has meant that the Port of Thursday Island is a focus for a number of public sector authorities. The government, on Local, State and National levels, is the main employer in the region. Being located on an international border, services pertaining to Federal Police, Defence, Customs and Immigration are based in Thursday Island to monitor movements in the region. Strategically, the Torres Strait is a focus for these activities as the isolation of the area and traditional cross cultural relations has allowed for relatively unconstrained movement in the region. Transport, fisheries and tourism industries form the main non-Government industries operating in the region.

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 Thursday Island, with the aim of ensuring that 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 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 Thursday Island will also be reflected through corporate planning programs, the environmental management plan, supporting development guidelines and other relevant processes and programs.

COMMUNITY WELLBEING

- DEO SOC. 1 The Port of Thursday Island provides a high level of service to the communities of the Torres Strait and facilities are timely expanded to meet their emerging needs.
- DEO SOC. 2 Development and planning of port infrastructure recognises the value and importance of surrounding resources/ areas of economic value to the community.
- DEO SOC. 3 Port operations are safe and secure and prioritise the safety and security of residents and all visitors and employees accessing port land.
- DEO SOC. 4 General public access is maintained to waterfront areas which are not directly associated with port operations, where consistent with safety and security considerations.
- DEO SOC. 5 Development ensures the integration of the town roads and pedestrian networks, including the state-controlled road, with existing and future port road and pedestrian networks.
- DEO SOC. 6 Port operations are separated where possible from sensitive receiving environments and only compatible development occurs in proximity to infrastructure facilities.
- DEO SOC. 7 Areas and places with cultural heritage values on port land are protected and managed.
- DEO SOC. 8 Access for Indigenous persons to culturally significant places and landscapes is maintained.
- DEO SOC. 9 Scenic and environmental values on strategic port land are protected as far as possible.

ECONOMIC DEVELOPMENT

- DEO ECON. 1 The Port of Thursday Island maintains its role as the principal transshipment cargo port servicing Thursday Island and the Torres Strait whilst continuing to provide facilities for Government vessels and commercial passenger operations.
- DEO ECON. 2 Development of strategic port land and port facilities is commercially viable in the long term and undertaken to respond to user demands at Thursday Island and within the Torres Strait region.
- DEO ECON. 3 The development of port related industries and activities in appropriate locations on strategic port land is facilitated.
- DEO ECON. 4 Land that is strategic to the future operations and development of the Port is retained and/or secured as far as possible.
- DEO ECON. 5 Port development and operations are located so as to minimise the risk of pest incursions.
- DEO ECON. 6 Capital raised through operation of the Port is reinvested into its future development as far as possible.
- DEO ECON. 7 Expansion of port facilities occurs to meet the needs of Government agencies and other marine service providers.
- DEO ECON. 8 Competition in port operators is encouraged so as to reduce the overall cost of living to communities in the Torres Strait.

ECOLOGICAL PROCESSES

- DEO ECOL. 1 The Port of Thursday Island environment is to be pro-actively protected.
- DEO ECOL. 2 Sustainable environmental management is to be promoted and incorporated into all aspects of port planning, development and operations at the Port of Thursday Island.
- DEO ECOL. 3 The coastal environment and associated values are protected through responsible and ecologically sustainable development on strategic port land.
- DEO ECOL. 4 Development on port land does not adversely affect the values of identified areas with high conservation significance.
- DEO ECOL. 5 Expansion and development of the Port of Thursday Island has regard to ecological considerations and processes when assessing options or alternatives.

SECTION 4 – LAND USE PLAN DESIGNATIONS

The Land Use Plan divides all strategic port land at the Port of Thursday Island into one (1) of three (3) 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
- Special Management Area
- Harbour and Access

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 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 both onshore and offshore strategic port land that has a direct nexus with the waterfront for the handling of commodities, provision of key support activities and transport related services.

| Intent | Indicative Uses |
|---|---|
| <p>This area represents land that provides for the core commercial business at the Port of Thursday Island.</p> <p>These areas are centrally located adjacent to the waterfront on both Thursday and Horn Islands and include the majority of existing Port of Thursday Island activities.</p> <p>It includes wharves, cargo loading/ unloading areas, and holding/ storage areas associated with the importation of commodities, including fuel. Wharfage and docking facilities are also provided for commercial passenger ferry operations and Government and other support service vessels.</p> <p>Future development should reflect a commercial or community benefit and is to directly relate to the necessity to be located immediately adjacent to the waterfront. Operations are to be both efficient and safe, having regard to on site vehicle and pedestrian movements and impacts on the surrounding Local and State Government networks.</p> <p>Development should respect the surrounding amenity, character and foreshore values as well as the Council's planning intentions for the area. Appropriate interfaces between activities on adjoining land not designated as strategic port land is to be provided, having regard to the strategic significance of activities in this designation for the local community.</p> <p>The passenger wharf areas on Thursday and Horn Islands function as a 'gateway' for tourists entering the Torres Straits and are highly utilised by the local community transferring between islands. Beautification of these areas, including the provision of public facilities, needs to be considered as part of any future development in consultation with PCQ.</p> <p>Lot 26 on SP108474 (Horn Island) is undeveloped and currently provides an informal area for a number of activities including access to the ferry and cargo wharves, bus waiting area, passenger waiting area and car parking for approximately 20 to 30 vehicles (some with trailers). Light industry/ commercial may be appropriate where it has been demonstrated that the existing activities can continue to be accommodated on site and there is a direct benefit from situating close to port infrastructure.</p> | <ul style="list-style-type: none"> – Wharfage and docking facilities – Import and export facilities for commodities, including but not limited to general cargo, fuel and building products – Storage of commodities – Tourism/ passenger facilities – Port related offices – Marine support facilities including refueling/ servicing/ and repair – Public facilities including car parking, amenities and outdoor infrastructure – Temporary uses that facilitate the expansion, improvement or maintenance of port handling activities – Cruise ship terminal – Ro-Ro facilities – Wash down facilities |

HARBOUR AND ACCESS DESIGNATION

Designates areas below the high water mark which buffer port land and accommodates structures or infrastructure that assists in the efficient operation of the Port.

Intent

Located below the high water mark, these areas provide access to key port facilities and includes structures or infrastructure that 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.

Future development should demonstrate that it is, or provides access to, infrastructure or facilities that contribute to the efficient operation of the Port. Development should not compromise the efficient and safe movement of vessels in the area.

Indicative Uses

- Navigational equipment or aids
- Dredge channels
- Swing basins
- Wharfage/ docking facilities
- Private and commercial boat mooring
- Reclamation

SPECIAL MANAGEMENT DESIGNATION

Designates areas of strategic port land with special locational or physical attributes

Intent

This area reflects considerable land holdings which are currently not developed for port related activities.

Land included within this designation at Horn Island includes some or all of the following attributes:

- high Indigenous cultural values
- significant environmental resources and values
- scenic or aesthetic values
- subject to flooding or inundation

Development of these areas is neither prohibited nor conferred. Any future development or activities must be consistent with the locational, physical, cultural or environmental attributes of the area and positively contribute to those attributes.

Lot 173 on SP108488 is a large parcel of land located to the east of the main wharf area, which in part includes mangrove and coastal vegetation that supports a range of marine resources. This area and adjoining sections of the coastline has historically and is still today used by the Kaurareg people who visit the area to harvest local resources.

The second site, Lot 1 on TS371 has high significance for the Kaurareg people as a meeting place, known as Kerrnge.

There may be opportunity to develop sections of these sites for port related activities which would complement Torres Shire's Industry Zoning over a significant area to the south east of the Special Management Designation.

The ultimate acceptability, nature, form, scale and design of any development of these sites will be guided by the cultural and environmental attributes of the land.

Suitable measures would be required to be incorporated into the design, siting and management of development to ensure that an acceptable outcome is achieved in relation to the special attributes of the land. An essential requirement for any development is to have the support from the Kaurareg people.

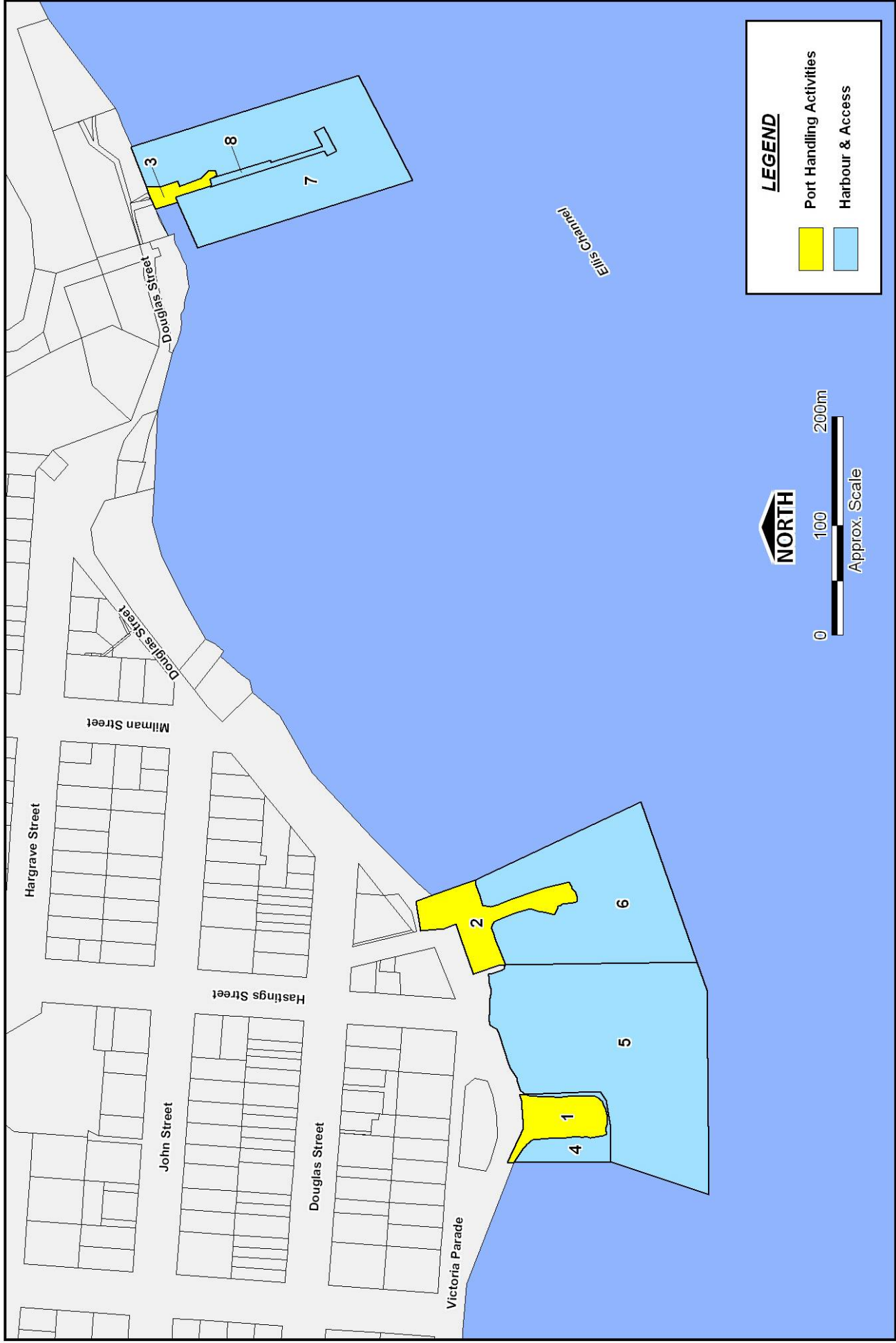
A transition in the type, scale and use of the sites may be appropriate depending on the actual attributes of the land as well as other surrounding land uses.

Indicative Uses

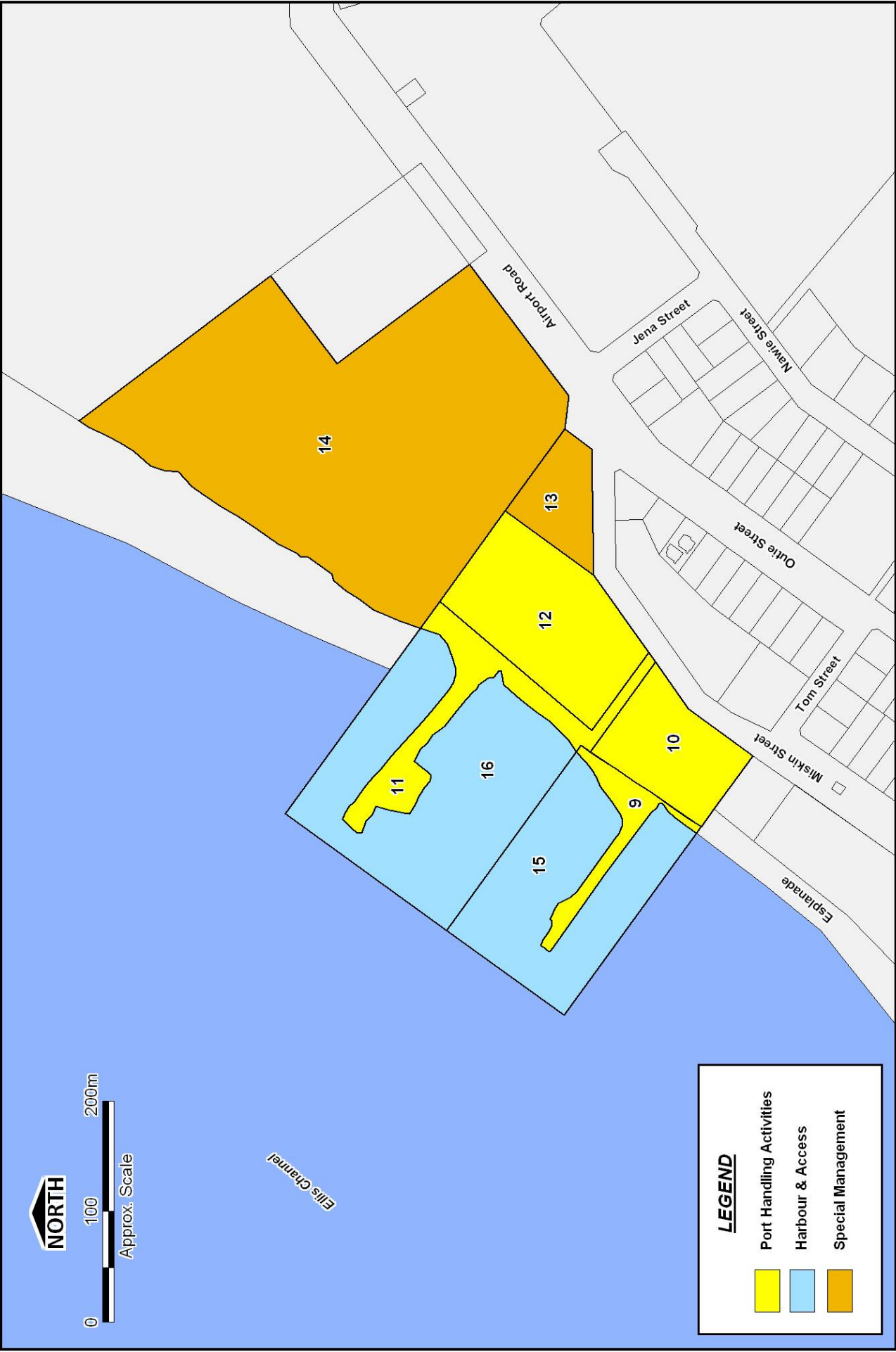
- Environmental and Cultural areas
- Uses complimentary to the attributes of the land

Table 1 – Port of Thursday Island Land Use Plan Designations

| REF NO. | LOT NO | PLAN NO | CURRENT USE | PROPOSED USE | AREA (sq m) | TENURE |
|------------------------|--------|----------|--------------------------|--------------------------|-------------|-----------------|
| THURSDAY ISLAND | | | | | | |
| 1 | 157 | SP108485 | Port Handling Activities | Port Handling Activities | 3,136 | Freehold |
| 2 | 190 | SP108475 | Port Handling Activities | Port Handling Activities | 4,838 | Freehold |
| 3 | 139 | SP108487 | Port Handling Activities | Port Handling Activities | 840 | Freehold |
| 4 | 156 | SP108485 | Harbour & Access | Harbour & Access | 2,184 | Perpetual Lease |
| 5 | 1 | SP118062 | Harbour & Access | Harbour & Access | 29,820 | Perpetual Lease |
| 6 | 191 | SP108475 | Harbour & Access | Harbour & Access | 18,650 | Perpetual Lease |
| 7 | 142 | SP152630 | Harbour & Access | Harbour & Access | 21,360 | Perpetual Lease |
| 8 | 140 | SP108487 | Harbour & Access | Harbour & Access | 889 | Perpetual Lease |
| HORN ISLAND | | | | | | |
| 9 | 27 | SP108492 | Port Handling Activities | Port Handling Activities | 4,074 | Perpetual Lease |
| 10 | 26 | SP108474 | Port Handling Activities | Port Handling Activities | 10,336 | Freehold |
| 11 | 3 | SP108474 | Port Handling Activities | Port Handling Activities | 10,180 | Freehold |
| 12 | 2 | SP108474 | Port Handling Activities | Port Handling Activities | 18,380 | Freehold |
| 13 | 1 | TS371 | Special Management | Special Management | 5,932 | Freehold |
| 14 | 173 | SP108488 | Special Management | Special Management | 77,760 | Perpetual Lease |
| 15 | 28 | SP108492 | Harbour & Access | Harbour & Access | 13,590 | Perpetual Lease |
| 16 | 4 | SP108474 | Harbour & Access | Harbour & Access | 32,420 | Perpetual Lease |



Thursday Island Land Use Plan - Area Designations



Horn Island Land Use Plan - Area Designations

NOTIFICATION

Transport Infrastructure Act 1994

Queensland Department of Transport
Brisbane, 24 October 2008

It is hereby notified in pursuance of the provisions of the Act, that on 8 October 2008, the approval of the Honourable the Minister for Transport, Trade, Employment and Industrial Relations was given to the land use plan prepared by the Ports Corporation of Queensland Limited for the Port of Thursday Island and its schedule of strategic port lands, as follows:

| Real Property Description | Tenure | Area Ha | Present Use | Future Use |
|---------------------------|-----------------|------------|--------------------------|--------------------------|
| Thursday Island | | | | |
| Lot 157 on SP108485 | Freehold | 3.136 | Port Handling Activities | Port Handling Activities |
| Lot 190 on SP108475 | Freehold | 4.838 | Port Handling Activities | Port Handling Activities |
| Lot 139 on SP108487 | Freehold | 0.840 | Port Handling Activities | Port Handling Activities |
| Lot 156 on SP108485 | Perpetual lease | 2.184 | Harbour and Access | Harbour and Access |
| Lot 1 on SP118062 | Perpetual lease | 29.820 | Harbour and Access | Harbour and Access |
| Lot 191 on SP108475 | Perpetual lease | 18.650 | Harbour and Access | Harbour and Access |
| Lot 142 on SP152630 | Perpetual lease | 21.360 | Harbour and Access | Harbour and Access |
| Lot 140 on SP108487 | Perpetual lease | 0.889 | Harbour and Access | Harbour and Access |
| Horn Island | | | | |
| Lot 27 on SP108492 | Perpetual lease | 4.074 | Port Handling Activities | Port Handling Activities |
| Lot 26 on SP108474 | Freehold | 10.336 | Port handling activities | Port handling activities |
| Lot 3 on SP108474 | Freehold | 10.180 | Port handling activities | Port handling activities |
| Lot 2 on SP108474 | Freehold | 18.380 | Port handling activities | Port handling activities |
| Lot 1 on TS371 | Freehold | 5.932 | Special Management | Special Management |
| Lot 173 on SP108488 | Perpetual lease | 77.760 | Special Management | Special Management |
| Lot 28 on SP108492 | Perpetual lease | 13.590 | Harbour and Access | Harbour and Access |
| Lot 4 on SP108474 | Perpetual lease | 32.420 | Harbour and Access | Harbour and Access |

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