



PORT OF CAIRNS LAND USE PLAN

STATEMENT OF PROPOSAL



Ports North

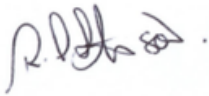
FOREWORD

The Port of Cairns Statement of Proposal has been prepared to provide clear guidance on matters that Ports North will consider in the preparation of an updated Land Use Plan for the Port of Cairns.

The Statement of Proposal has been prepared in accordance with the requirements of the *Transport Infrastructure Act 1994* (Qld) and invites feedback from stakeholders and the broader community on matters to be considered in the updated Land Use Plan.

This Statement of Proposal is available for review and comment until 2 October, 2026. Details on how to make a submission are outlined below and available on our website: [Land Use Plan | Ports North](#).

Your input will help ensure the Port of Cairns continues to support the Cairns community and regional economy while maintaining strong environmental and community outcomes.



Richard Stevenson
Chief Executive Officer

PORTS NORTH

Far North Queensland Ports Corporation Limited, trading as Ports North, is a Queensland Government owned corporation responsible for the development and management of the declared Ports of Cairns, Cape Flattery, Karumba, Mourilyan, Skardon River, Quintell Beach, Thursday Island, Burketown, and Cooktown.

Our maritime sector network includes trade, transport, tourism, marine services, and defence.

Ports North's operations and facilities are vital to the economic development of the regional centres they service and the State's tourism and export performance. Our Ports handle bulk shipments of sugar, molasses, silica sand, zinc, fuel, fertiliser, log product, and general cargo.

Ports North also has extensive marina and tourism facilities, particularly in Cairns.

Ports North has a range of strategic land holdings, including approximately 283 hectares of freehold and 635 hectares of leasehold Strategic Port Land and properties across its Ports.

How to Make a Submission

You may make a written submission about the Statement of Proposal during the Consultation Period.

Submissions are to:

- be made in writing;
- be made to the CEO;
- be received on or before 2 October 2026;
- state the name and contact details (email and/or postal address) of each submitter; and
- be sent via email at LUPsubmissions@portsnorth.com.au or via post at the address below.

If you have queries, please contact Ports North.

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1 INTRODUCTION

1.1 Purpose of the Statement of Proposal

Ports North has commenced the preparation of a new Land Use Plan for the Port of Cairns. This Statement of Proposal is the initial step in that process.

Under s285A(2) of the *Transport Infrastructure Act 1994* (the Act), a Statement of Proposal must:

- a. identify matters the port authority anticipates the land use plan will address; and
- b. state how the port authority intends to address each relevant aspect of a core matter in the land use plan.

This Statement of Proposal provides context to matters relevant to land use planning and development at the Port of Cairns and invites stakeholder and community input to inform the Land Use Plan update.

1.2 Statutory Consultation Process

In accordance with the Act, Ports North's statutory consultation process for the Land Use Plan Update process is as follows:

1. Public Notification of Statement of Proposal

- Publication of a notice in a locally circulating newspaper, advising that consultation is being undertaken, the details of the consultation, and how to make a submission.
- Undertake consultation for at least 40 business days (Statutory Consultation Period #1).

2. Preparation of Draft Land Use Plan

- Review submissions raised during Statutory Consultation Period #1;
- Incorporate on-going community input; and
- Prepare Draft Land Use Plan.

3. Public Notification for the Draft Land Use Plan

- Publish a notice in a locally circulating newspaper, advising that consultation is being undertaken, the details of the consultation, and how to make a submission; and
- Undertake consultation for at least 40 business days (Statutory Consultation Period #2).

4. Finalisation of Land Use Plan

- Review submissions raised during Statutory Consultation Period #2;
- Obtain Ministerial approval; and
- Adopt finalised Land Use Plan.

1.3 What is a Land Use Plan?

A Land Use Plan is a statutory planning instrument prepared under the *Transport Infrastructure Act 1994* (the Act). It provides the planning framework for the use and development of Strategic Port Land.

Development on Strategic Port Land is not regulated by the Local Government Planning Scheme. Instead, the Land Use Plan establishes the planning and development assessment framework, including desired environmental outcomes, land use precincts, preferred uses and development assessment provisions.

The Land Use Plan is required to:

- Specify details of the Port Authority's Strategic Port Land;
- Coordinate and integrate 'core matters' relevant to the Land Use Plan; and
- Identify Desired Environmental Outcomes of the land and measures that will help to achieve them.

Development made assessable under the Land Use Plan, primarily development requiring State referral or assessment, is assessed under the *Planning Act 2016*, with Ports North acting as the Assessment Manager. The Land Use Plan is the 'Assessment Benchmark' under the *Planning Act 2016* and related legislation.

The purpose of a Land Use Plan is to facilitate development that responds to operational needs of the Port of Cairns while appropriately addressing environmental, infrastructure and land use considerations.

1.4 Purpose of a Land Use Plan Update

Under the Act, a Port Authority must prepare a Land Use Plan every eight years for approval by the Minister. Updating a Land Use Plan is necessary so that it remains current with respect to:

- The evolving needs of the Port;
- The current environmental context;
- Updated legislation, regulatory mapping and policies; and
- Current best practice.

The Land Use Plan update will also update the Strategic Port Land register and mapping to incorporate any Port Authority land purchased since the previous Land Use Plan update.

2 THE PORT OF CAIRNS

2.1 About the Port of Cairns

The Port of Cairns includes several land holdings throughout Cairns. It sits amid two World Heritage-listed natural assets, being the Wet Tropics of Queensland and the Great Barrier Reef World Heritage Areas.

The Port includes the main port area in the Cairns city centre, as well as Strategic Port Land at Green Island, Yorkeys Knob, and several sites to the south and east of the main port area within Trinity Inlet (refer **Figure 2**, **Figure 3**, **Figure 4**, and **Figure 5**).

The Port Limits extend from Taylor Point north of Cairns to Buddabaddo Creek south of Cairns, and east to Green Island and Fitzroy Island (refer **Figure 1**). The Port Limits extend over Admiralty Island and along and adjacent to various rivers and creeks including the Barron River, Trinity Inlet, Half Moon Creek, Richter Creek, Thomatis Creek, Barr Creek, Lily Creek, Hills Creek, Middle Creek, Yorkeys Creek, Smiths Creek, Chinaman Creek, Wrights Creek, Bana Gindarja Creek, Mackey Creek, Skeleton Creek, Crowleys Creek, Redbank Creek, Wahday Creek, Pine Creek, Seelee Creek, and Simmonds Creek.

The Strategic Port Land comprises multiple landholdings and is broadly divided into the Cityport and Seaport sectors. The Cityport has a strong tourism focus and supports one of Australia's busiest cruise destinations, accommodating both major international cruise ships and domestic cruise vessels. The Seaport supports cargo and freight operations, including the handling of petroleum products, sugar, fertiliser, and liquid petroleum gas.

In addition to its commercial and industrial functions, the Port is also home to elements of the adjacent HMAS Cairns, which supports the berthing and servicing of the Australian Defence Force, with other Australian Government and foreign naval ships regularly stopping at the Port.

To build on our long history of supporting the economic growth of communities in Far North Queensland, Ports North prepared a '[30-Year Two-Port Master Plan](#)' for the Ports of Cairns and Mourilyan in 2022. The Master Plan identifies growth and development opportunities in the Port of Cairns as being:

- Tourism and Commercial
- Cargo
- Marine, Defence and Cargo
- Port-related Industries and Services.

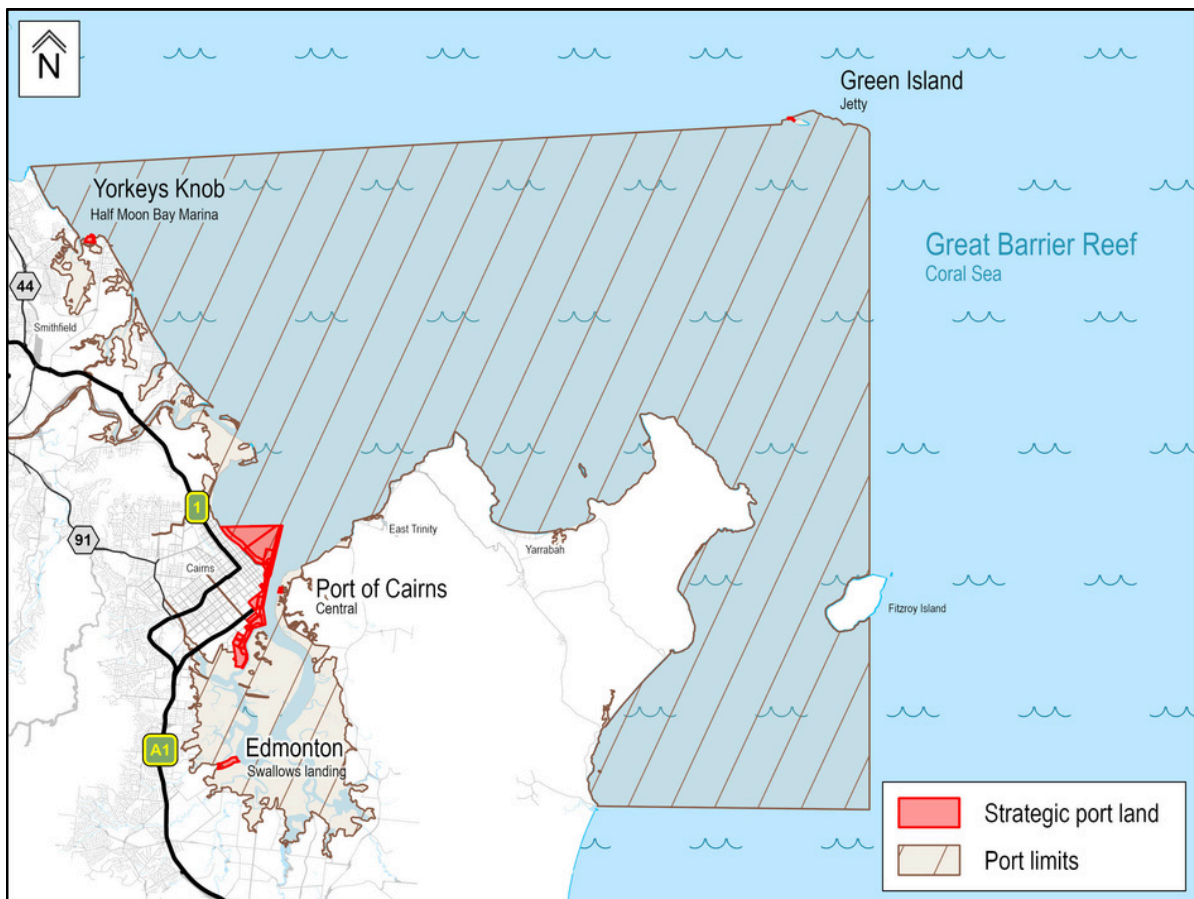


Figure 1: Port of Cairns Strategic Port Land and Port Limits (Current)

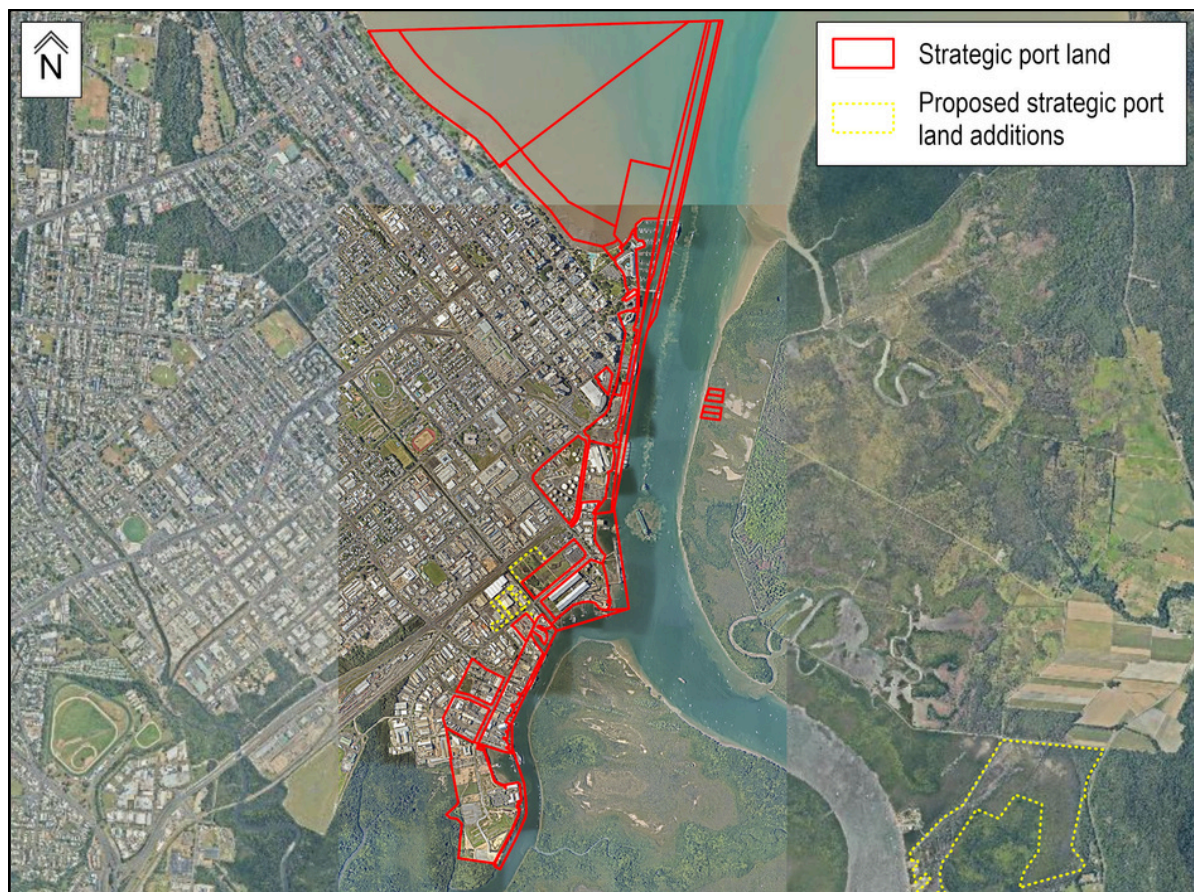


Figure 2: Strategic Port Land – Cairns (Central)



Figure 3: Strategic Port Land – Edmonton (Swallows Landing)



Figure 4: Strategic Port Land - Yorkeys Knob (Half Moon Bay Marina)



Figure 5: Strategic Port Land – Green Island (Jetty)

2.2 Local & Regional Context

The *Far North Queensland Regional Plan and Infrastructure Plan 2026* (Regional Plan) identifies Cairns as the Principal Regional Activity Centre for the region and highlights the importance of services it provides to Cape York, Torres Strait, and Gulf communities (refer **Figure 6**). The Regional Plan provides a statutory framework for managing growth, land use, and infrastructure in Far North Queensland over a 20+ year horizon. It seeks to support the key activities within the region's economy including tourism, agriculture, construction, transport, health care and public services, and emerging opportunities.

The Port of Cairns is included within the Regional Plan and is noted as making a key contribution to economic opportunities through tourism, freight and distribution, and growth in marine and defence sectors. The Regional Plan includes strategies that seek to preserve and protect key land uses within the Port of Cairns and to encourage their growth and development. Accordingly, the updated Land Use Plan will take the Regional Plan into consideration.

The Port of Cairns (including Port Limits and Strategic Port Land) is located in the Cairns Regional Council Local Government Area (LGA).

The *Cairns Plan 2016* (Planning Scheme) does not apply to Strategic Port Land. However, the updated Land Use Plan will consider adjoining land use controls for compatibility.

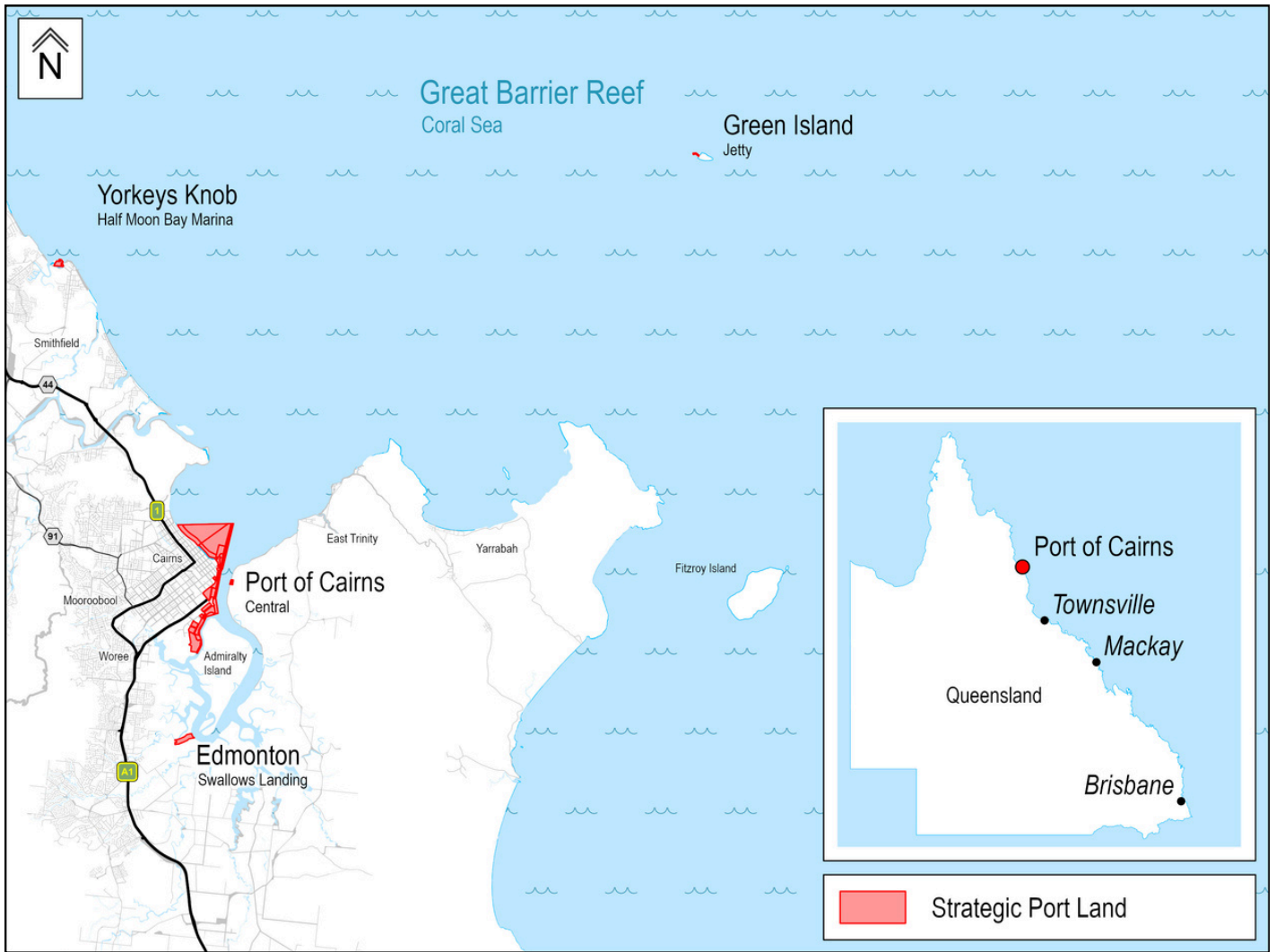


Figure 6: Location Context

3 CORE MATTERS

The updated Port of Cairns Land Use Plan will set out Ports North's planning and development intent for Strategic Port Land and consider how the core matters of land use and development, port facilities and valuable features are addressed.

3.1 Land Use and Development

Land Use and Development include:

- The location of and relationships between land uses;
- The current effects of land uses;
- The likely effects of any proposed development of the land; and
- The accessibility to the area.

Ports North is the Port Authority responsible for managing land use and development on Strategic Port Land for the Port of Cairns. Current Strategic Port Land for the Port of Cairns is listed in **Appendix A**.

The updated Land Use Plan will be based on sound planning principles, adopting a Port Vision and 'desired environmental outcomes' as the strategic framework for future development. The updated Land Use Plan is anticipated to utilise a precinct-based approach to ensure development is appropriately located with respect to Port infrastructure and assets, whilst considering adjoining land uses and sensitive areas surrounding and within Port Limits.

The updated Land Use Plan will align with the *State Planning Policy 2017*, reflecting relevant State Interests and will aim to consolidate development within existing unconstrained areas, minimising environmental impact.

The Port of Cairns Land Use Plan is divided between two Local Area Plans, each with a number of precincts. The current precincts in the Cityport and Seaport Land Use Plan areas (as shown in **Figure 7** and **Figure 8**) are summarised as follows:

- **Cityport Local Area Plan:** There are currently ten (10) precincts in Cityport, which primarily focus on development for tourism, commercial, and business uses. Various development has occurred over the years since the current Land Use Plan was prepared in line with these precincts, including the redevelopment of the state-heritage listed Cairns Wharf Complex into the Cairns Cruise Liner Terminal, Hemingway's Brewery, a café, and event hire space. Large stretches of the pedestrian esplanade along the waterfront have been built. The Hilton Hotel, Shangri-La Hotel, Reef Fleet Terminal, Cairns Marlin Marina and Pier Shopping Centre and associated activities are all located within Cityport.

The precincts within the new Land Use Plan will be updated to reflect what has been delivered and to allow for appropriate development in the future. The focus of the Cityport area will remain for tourism, commercial and business uses.

- **Seaport Local Area Plan:** There are currently six (6) precincts in Seaport, which focus on development for the working port. This includes waterfront and wharfage uses such as shipyards, ship maintenance, fishing bases, commercial fishing operations, marinas, barge ramps, vessel storage and harbour operational and port service activities. Associated industrial uses are included in Seaport, such as the fuel depot, bulk container and storage, and sugar terminal. The HMAS Cairns is partly based in this area (and on adjacent Defence land), and there are interrelating and supporting uses around the Navy base. In addition, Seaport is home to the TAFE Queensland Great Barrier Reef International Marine College and Maritime Safety Queensland, which provides opportunities for training and development in the marine field.

The precincts will be updated to reflect the existing, established uses in Seaport, the proposed future developments and the associated industrial uses to continue to support the working port.

Further details on the existing precincts can be found in the current Land Use Plan.

It is noted that the strategic port land outside of the Cairns central port area (i.e. the marina in Yorkeys Knob, the jetty on Green Island, the road in Edmonton and the small land holdings opposite Cityport) were not included in precincts in the current Port of Cairns Land Use Plan. It is intended that the updated Land Use Plan will include these areas and any additional Strategic Port Land in future precinct planning.

The precinct controls and intents will be updated for the new Land Use Plan to reflect the current land uses and the key objectives of the 30-Year Two-Port Master Plan for the Ports of Cairns and Mourilyan.

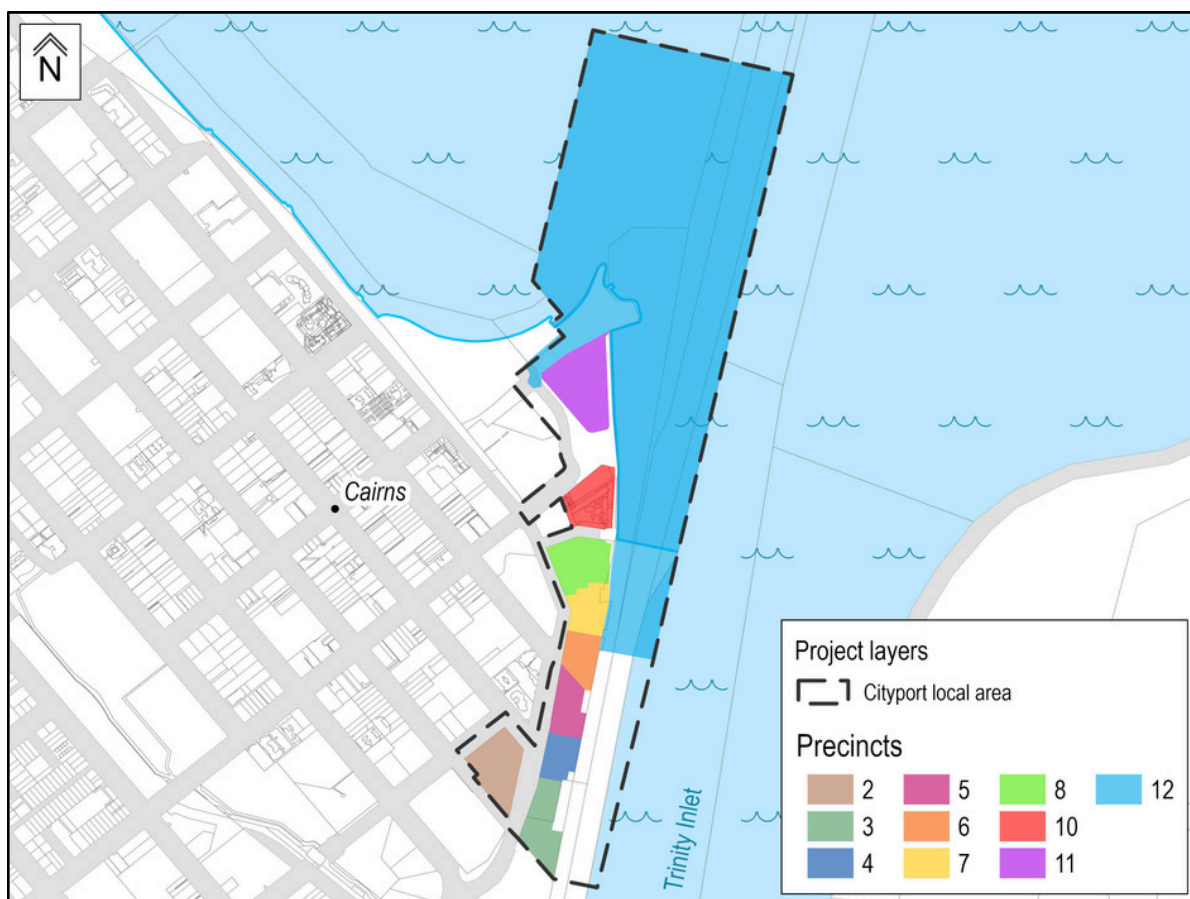


Figure 7: Existing Cityport Precincts in the Port of Cairns Land Use Plan

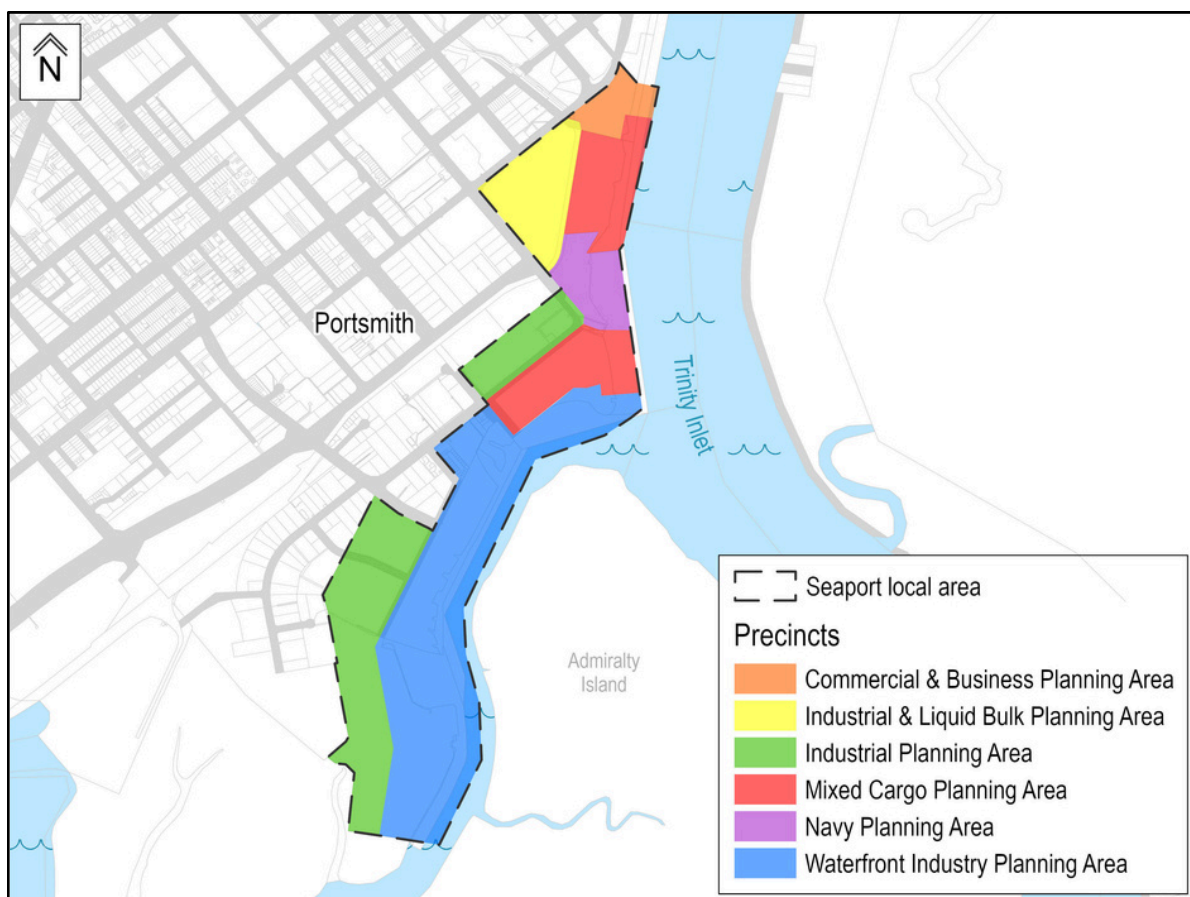


Figure 8: Existing Seaport Precincts in the Port of Cairns Land Use Plan

3.2 Port Facilities

Port facilities include facilities and elements owned or controlled by Ports North, and do not include other infrastructure and elements owned by tenants within the Port.

Key port facilities in the Port of Cairns include, but are not limited to:

- Marinas, jetties, barge ramps, and wharves;
- Commercial fishing bases;
- Reef fleet terminal;
- Office buildings;
- Open space and walkways;
- Cairns Wharf Complex (State heritage place including the Cairns Cruise Liner Terminal); and
- Private roads.

Activities within the Port area that are not port facilities and are operated by others, but which are key elements of the operation of the Port include:

- Retail spaces incorporating offices, restaurants, bars and cafes;
- Tourism and entertainment uses;
- Hotel accommodation;
- Port industrial uses and warehouses;
- Fuel storage;
- Cairns Sugar Terminal;
- HMAS Cairns; and
- TAFE Queensland Great Barrier Reef International Marine College.

Port facilities and other elements within the Strategic Port Land are illustrated in **Figure 9**, **Figure 10**, **Figure 11**, **Figure 12**, and **Figure 13**.

The updated Land Use Plan will support retention of existing port facilities and associated port precinct elements, while planning for the potential development of underutilised port land where required to meet operational, community and regional needs.

To ensure that the updated Land Use Plan only references Strategic Port Land, differences in the mapping will include changes and updates to lot boundaries reflecting land removed from Strategic Port Land in the life of the current Land Use Plan (such as the Harbour Lights Building). The changes will also reflect that the Defence-owned land within the HMAS Cairns precinct is not Strategic Port Land and that public roads within the Port area are not part of the Land Use Plan.

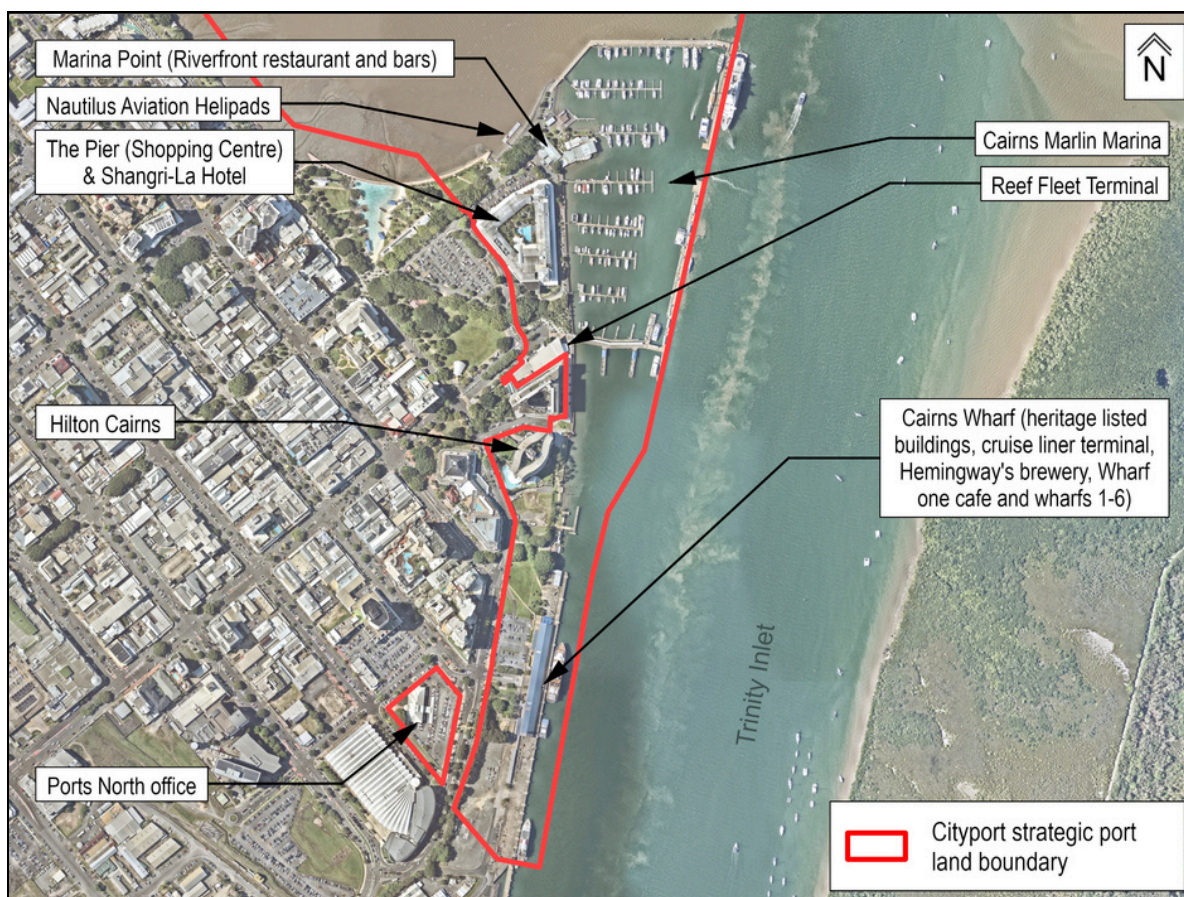


Figure 9: Port Facilities and Elements – Current Cityport Boundary

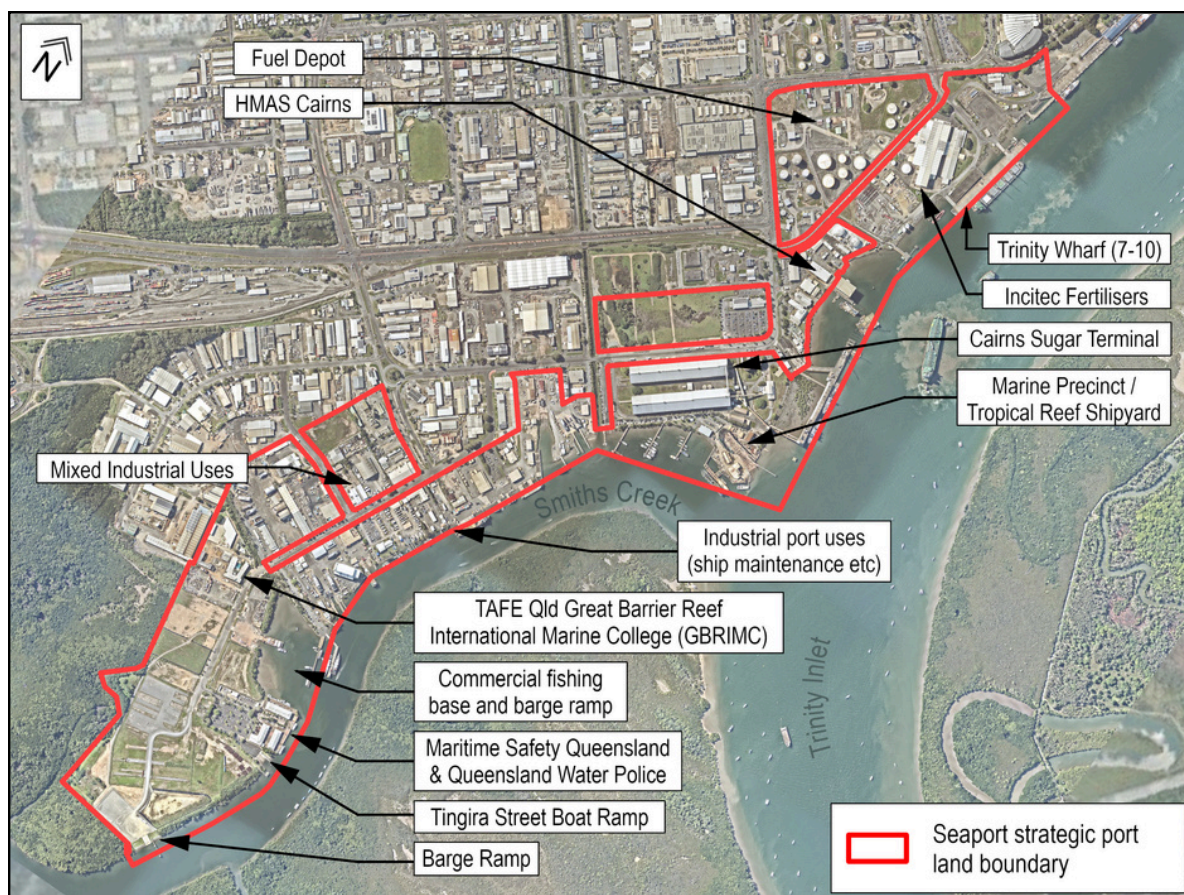


Figure 10: Port Facilities and Elements – Current Seaport Boundary

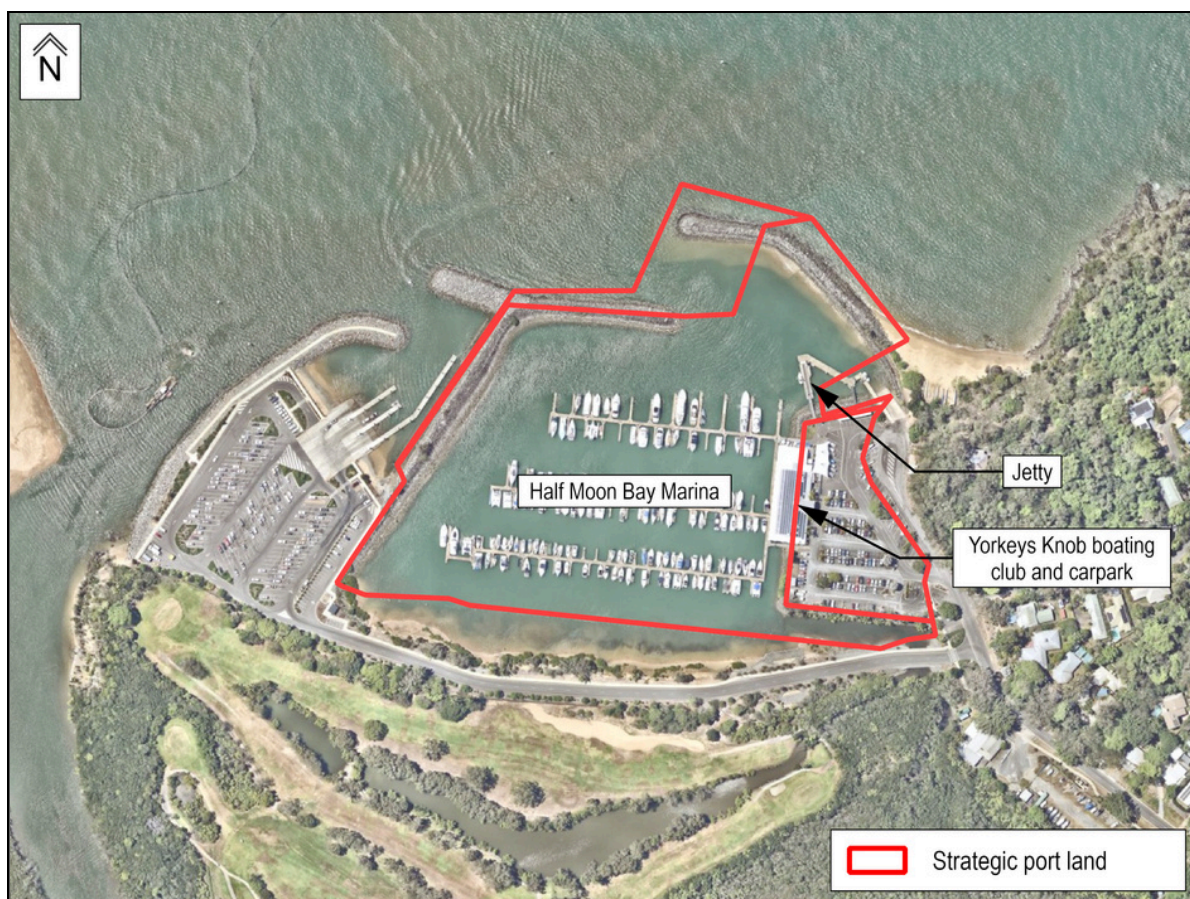


Figure 11: Port Facilities and Elements - Yorkeys Knob



Figure 12: Port Facilities - Edmonton (Swallows Landing)



Figure 13: Port Facilities - Green Island

3.3 Valuable Features

Valuable features include:

- Resources or areas of ecological significance;
- Areas contributing significantly to amenity;
- Areas or places of cultural heritage significance; and
- Resources or areas of economic value.

The updated Land Use Plan will outline how Ports North will appropriately manage potential impact on valuable features and, where relevant, mitigation measures will be included in the development requirements in the updated Land Use Plan.

As required, the updated Land Use Plan will incorporate and reflect matters of State Interest as identified in the *State Planning Policy 2017*.

The updated Land Use Plan will continue to recognise the following valuable features of the Port of Cairns and include suitable assessment provisions to appropriately control development.

3.3.1 Resources or Areas of Ecological Significance

Coastal Environment and Vegetation

The Port of Cairns adjoins and incorporates parts of the Great Barrier Reef World Heritage Area, which incorporates coral reefs, seagrass beds, and abundant and varied marine life.

Ports North works with regulators like the Great Barrier Reef Marine Park Authority to mitigate impacts on the surrounding sensitive marine environments. Environmental monitoring programs are in place for seagrass, sediment and water quality.

The majority of the land that makes up the central Port of Cairns, as well as the marina in Yorkeys Knob, sits outside of the mapped Coastal Management District area. The waterways and other smaller land parcels, including Swallows Landing at Edmonton, the jetty on Green Island and the additional land opposite the Cityport area in Trinity Inlet, are located within the Coastal Management District area. Coastal Management District areas have special planning and development controls established by the State to manage coastal hazards and protect coastal resources.

Matters of State Environmental Significance (MSES) are mapped in and around the port areas (see **Figure 14, Figure 15, Figure 16, and Figure 17**).

The updated land use plan will require that development in the Port seeks to avoid or mitigate impacts to areas of environmental significance.

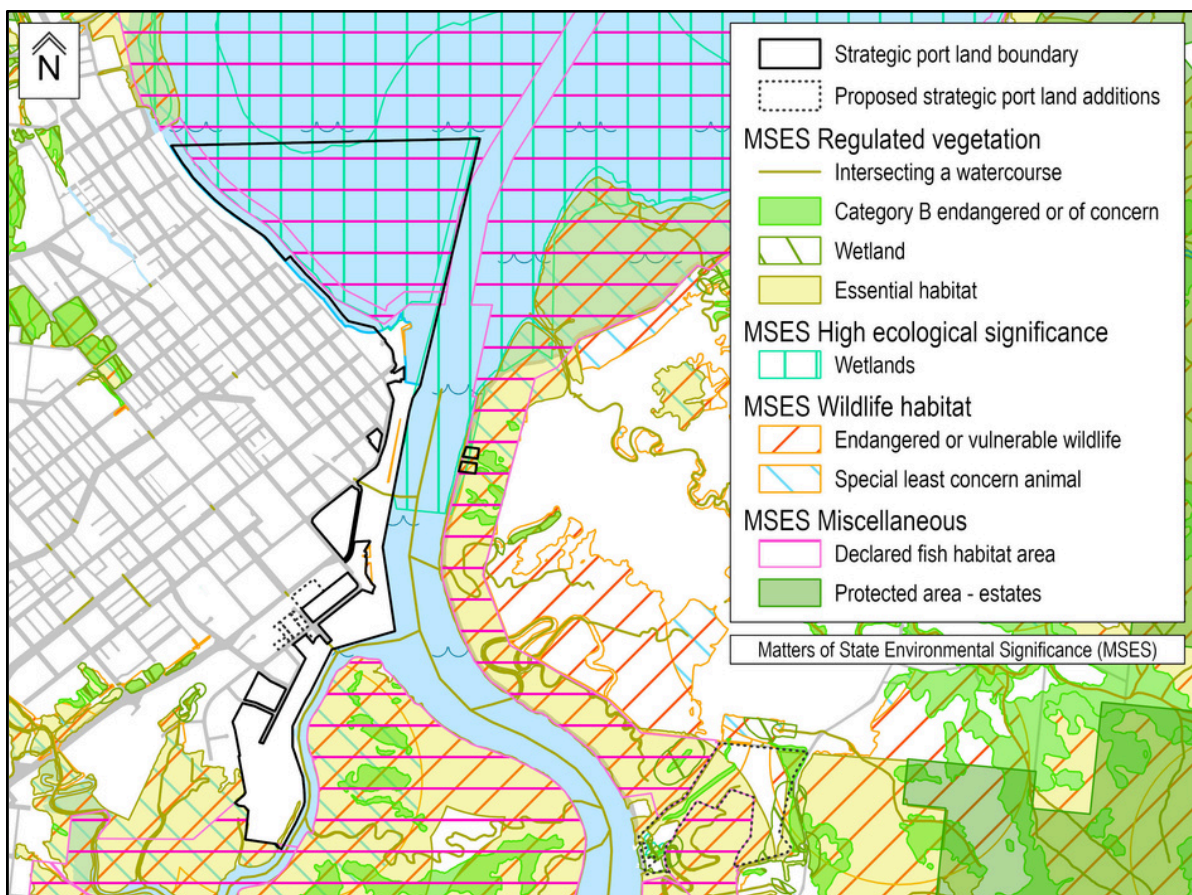


Figure 14: Matters of State Environmental Significance – Cairns Central

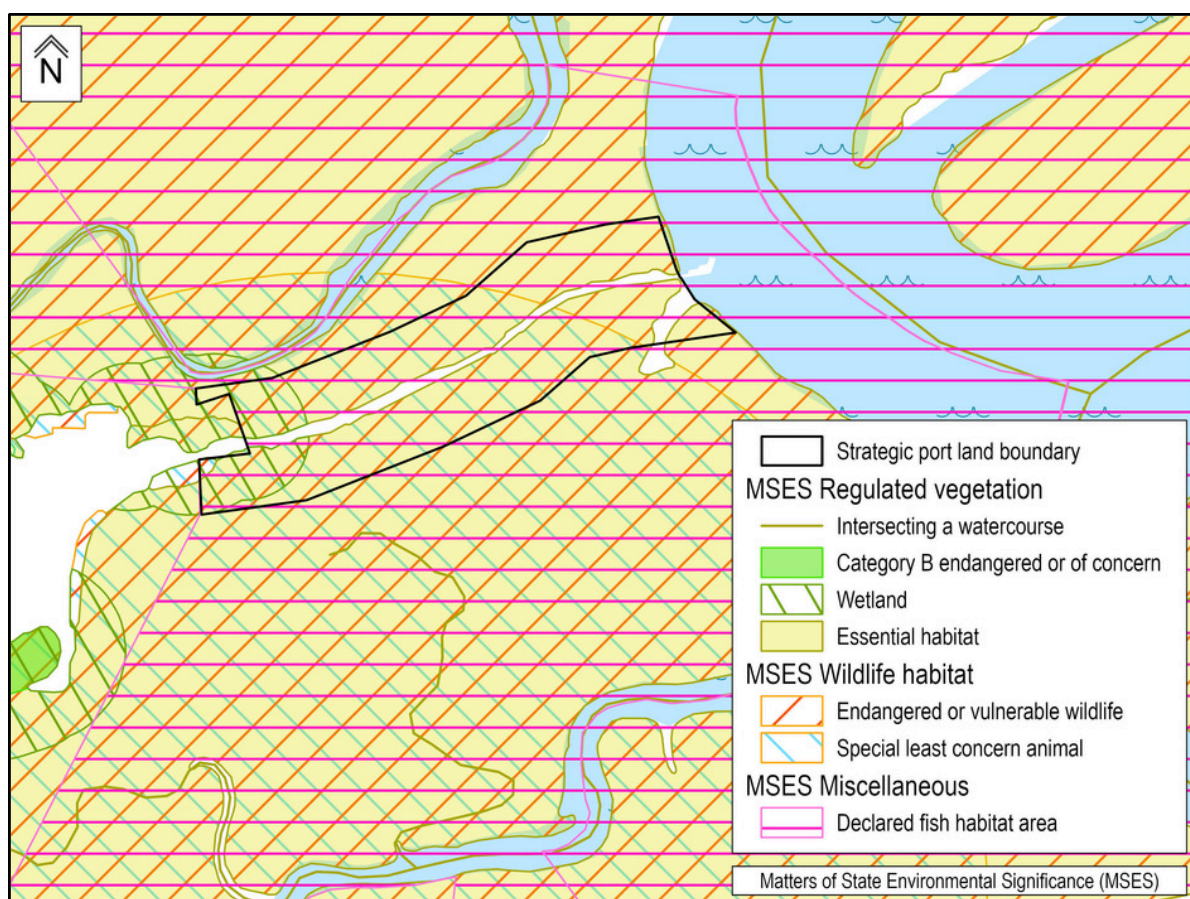


Figure 15: Matters of State Environmental Significance – Edmonton (Swallows Landing)

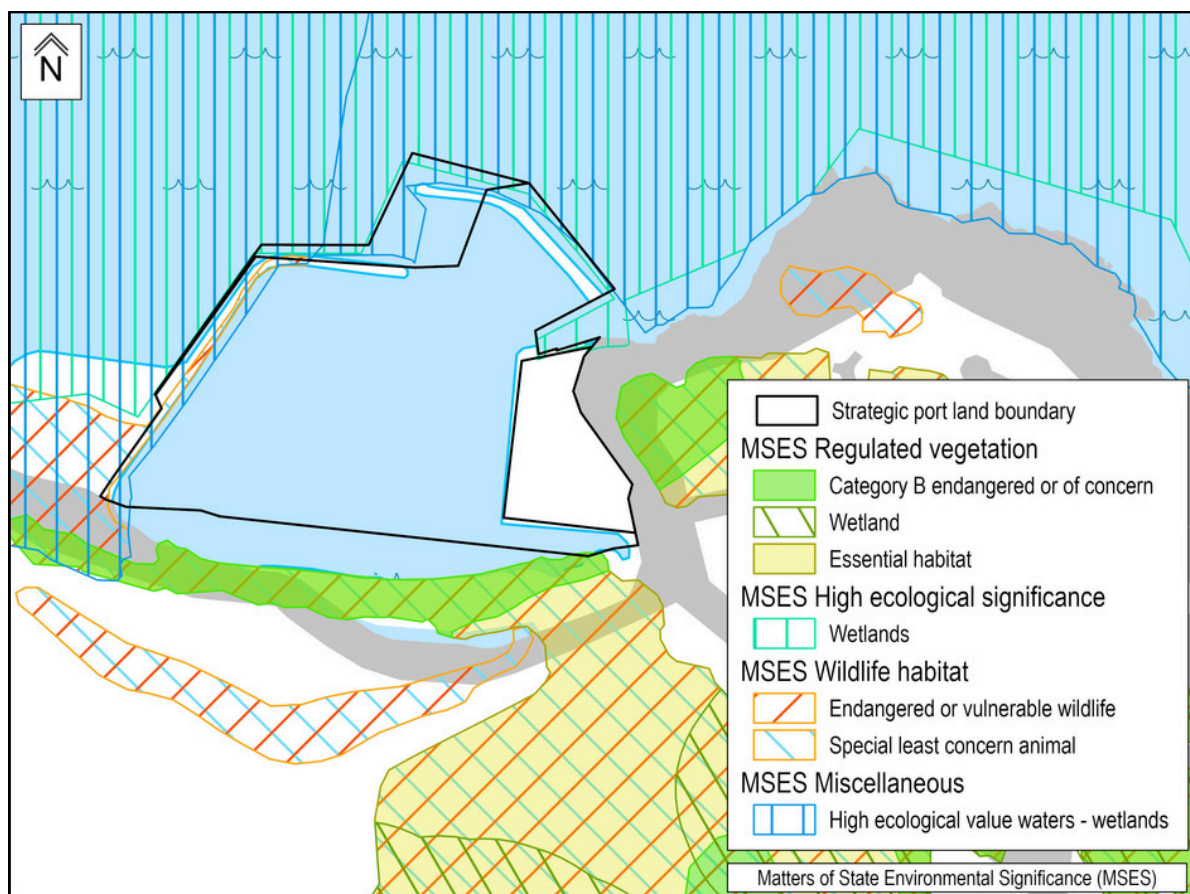


Figure 16: Matters of State Environmental Significance – Yorkeys Knob

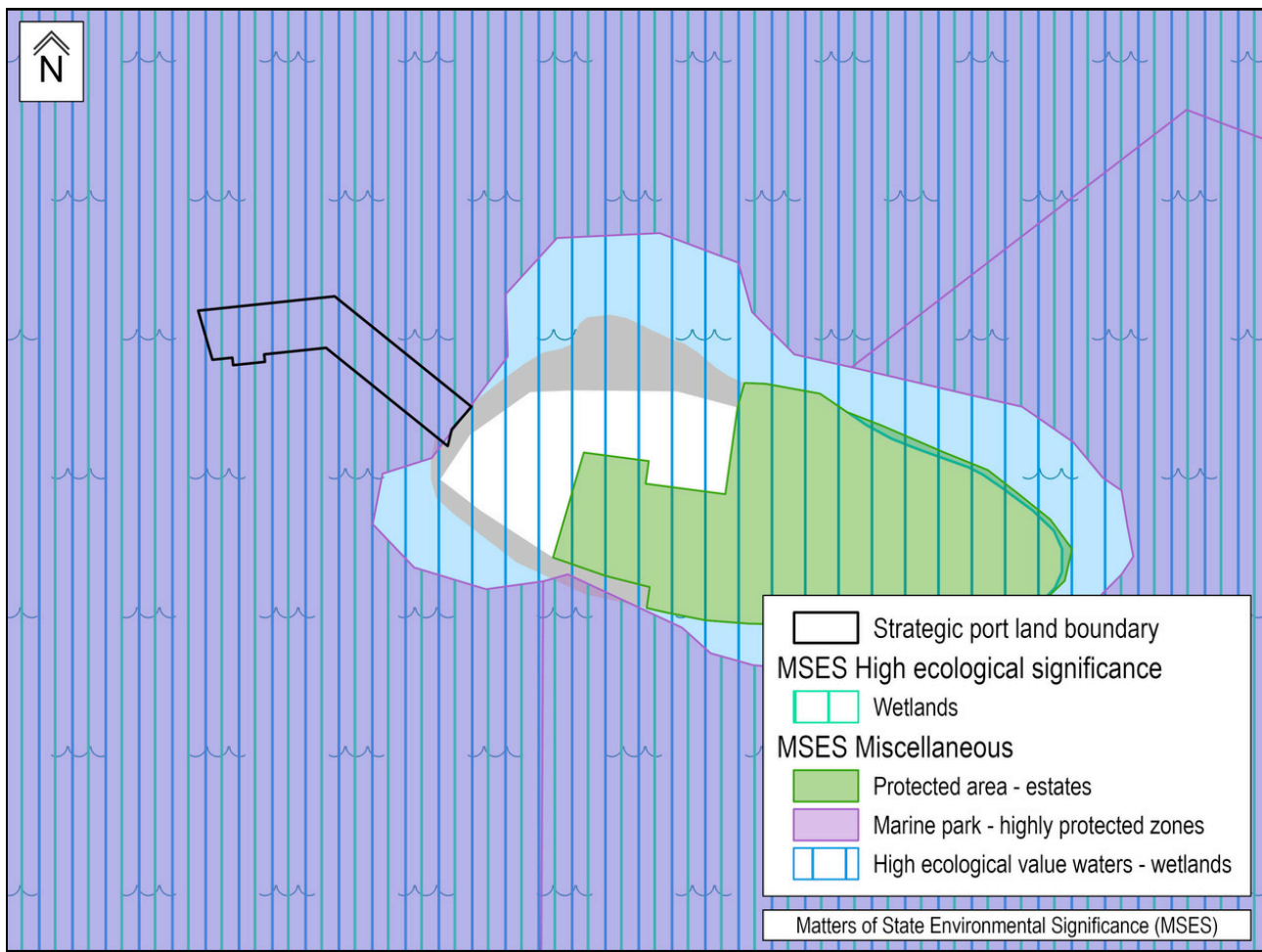


Figure 17: Matters of State Environmental Significance – Green Island

Marine Parks and Areas of Significance

While the central landside Strategic Port Land areas are not included within the Great Barrier Reef Marine Park zoning, the Strategic Port Land over water north of Cairns Marlin Marina, and substantial areas of Port Limits are included in the Great Barrier Reef Coast Marine Park zones. Port Limits are primarily within the Estuarine Conservation Zone land side and along creeks, and the General Use Zone off the coast. Port Limits near Yarrabah and Fitzroy Island are included in the Conservation Park Zone, and Green Island is surrounded by the Scientific Research and Marine National Park Zones.

The Port is proximate to part of the Wet Tropics of Queensland World Heritage Area in Trinity Forest Reserve, located to the east of the main Port on the opposite side of Trinity Inlet.

The updated Land Use Plan will continue to have regard to areas of ecological significance.

Natural Hazard Risk and Resilience

The updated Land Use Plan will consider flooding, bushfire, erosion hazards and storm tide inundation and include relevant land use and development provisions.

3.3.2 Areas Contributing Significantly to Amenity

High Scenic Value

The Port is located in an area of high scenic value, adjacent to the Coral Sea, Trinity Inlet, Admiralty Island, and across from the Grey Peaks National Park. The Land Use Plan will seek to protect views to the surrounding natural scenic amenity.

Attractive Built Form

The Port of Cairns boasts tropical architecture and exemplifies buildings that open out towards the water and the marina, contributing to the tropical holiday destination atmosphere.

The built form adjoining the Cityport varies from low to high rise buildings and includes open green space such as parks and tree lined boulevards adjacent to the Port.

Hemingway's Brewery and the Cairns Cruise Liner Terminal are notable structures within the Port, exemplifying early nineteenth century European port architecture and are protected as a State Heritage Place.

Public Access

The Cityport area provides an extension to the Cairns Esplanade, with public walkways along the waterfront with wide paths, lighting, public artwork and landscaping that extends to Hemmingway's Brewery and the Cairns Cruise Liner Terminal. Public access is also offered at several jetties and boat ramps throughout the Port.

3.3.3 Areas of Cultural Heritage Significance

Local and State Heritage

The Port features the Queensland State heritage listed Cairns Wharf Complex, developed between 1910 and 1948. The heritage area now includes the Cairns Cruise Liner Terminal, Hemmingway's Brewery (conversion of former wharf sheds), and Wharf One café.

The heritage listing of the Cairns Wharf Complex commemorates the historical long-standing use of this area, dating back to when it was first declared a port in 1876.

Indigenous Cultural Heritage

The Port of Cairns is located within the Traditional Yidinji Country of the Yirrganydji People. The Yirrganydji People foraged up and down the coast, following seasonal food sources, utilising creeks, rivers, coast and sea to hunt in the area. Cultural heritage assessments may be required before development on new sites in accordance with cultural heritage requirements.

3.3.4 Resources or Areas of Economic Value

The Port of Cairns acts as a logistics hub for tourism, reef tourism, fishing fleets, cargo and naval services.

Proximity to Mining Areas and Role in Industry

The Port of Cairns supports the mining industry through importing, storage and distribution of petroleum to mining sites in the surrounding area. As Far North Queensland has no petroleum production, all petrochemicals have to be imported. This supports the Cairns Airport and Cape York communities, as well as mining sites.

The Port of Cairns had a total throughput of 1,002,450 tonnes of imports and exports in 2025/2026.

Supplies to Remote Communities

The Port is an important redistribution centre for goods and supplies that are shipped to the coastal communities north of Cairns in the Torres Strait Islands and the Gulf of Carpentaria, supporting regional economic activity.

Commercial Fishing

The Port has widespread land holdings that are leased to port customers and is home to one of Australia's largest fishing fleets. The Port has two bases for fishing vessels located in Smith's Creek with mooring facilities for 87 vessels.

Tourism

As one of the top four Australian cruising destinations, Cairns has major international and domestic cruise ships operating out of the Port.

The Cairns Marlin Marina is a 261-berth marina accommodating a variety of cruising vessels, superyachts and reef vessel operations servicing the Great Barrier Reef. The Reef Fleet Terminal provides a base for tourism activities operating from the marina.

Defence

HMAS Cairns is a significant naval base located within and adjacent to the Port, with some elements in Strategic Port Land. HMAS Cairns provides a significant economic contribution to Cairns and Far North Queensland.

4 SCHEDULE OF STRATEGIC PORT LAND

Current Strategic Port Land for the Port of Cairns is shown in **Figure 18**, **Figure 19**, and **Figure 20**, and listed in the corresponding **Table 1** in **Appendix A**.

Several new properties have been purchased by Ports North to provide extensions to the Port of Cairns. The future Proposed Strategic Port Land is shown in **Figure 21** and listed in the corresponding **Table 2** in **Appendix A**.

It is proposed to remove Strategic Port Land as shown in **Table 3** in **Appendix A**. There have been some minor boundary realignments in Yorkeys Knob to accommodate access roads and a parking area near the Marina, which have resulted in minor changes to the boundaries of the Strategic Port Land, as identified in **Table 3** and shown in **Figure 22**.

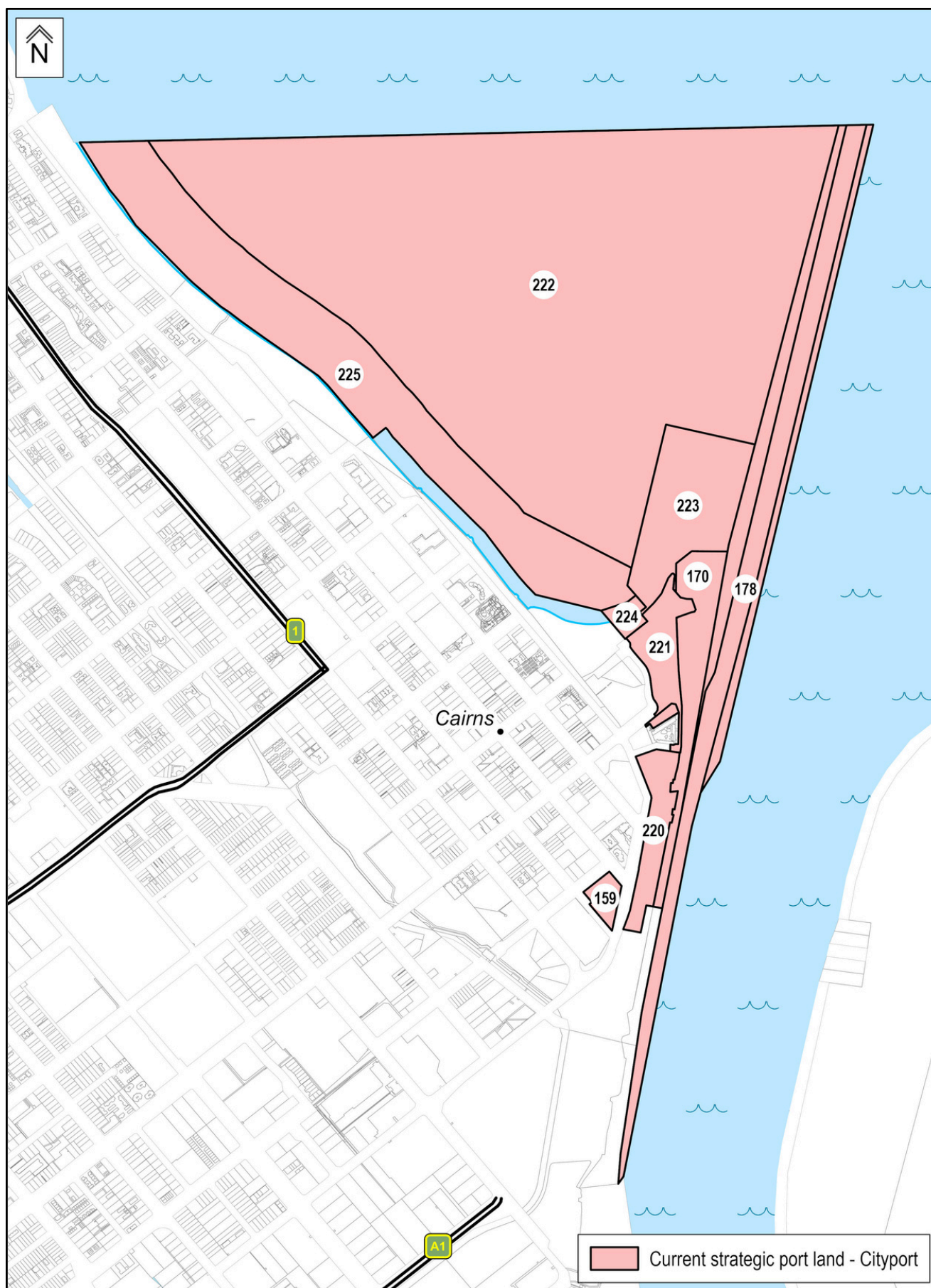


Figure 18: Map of Current Strategic Port Land – Cityport

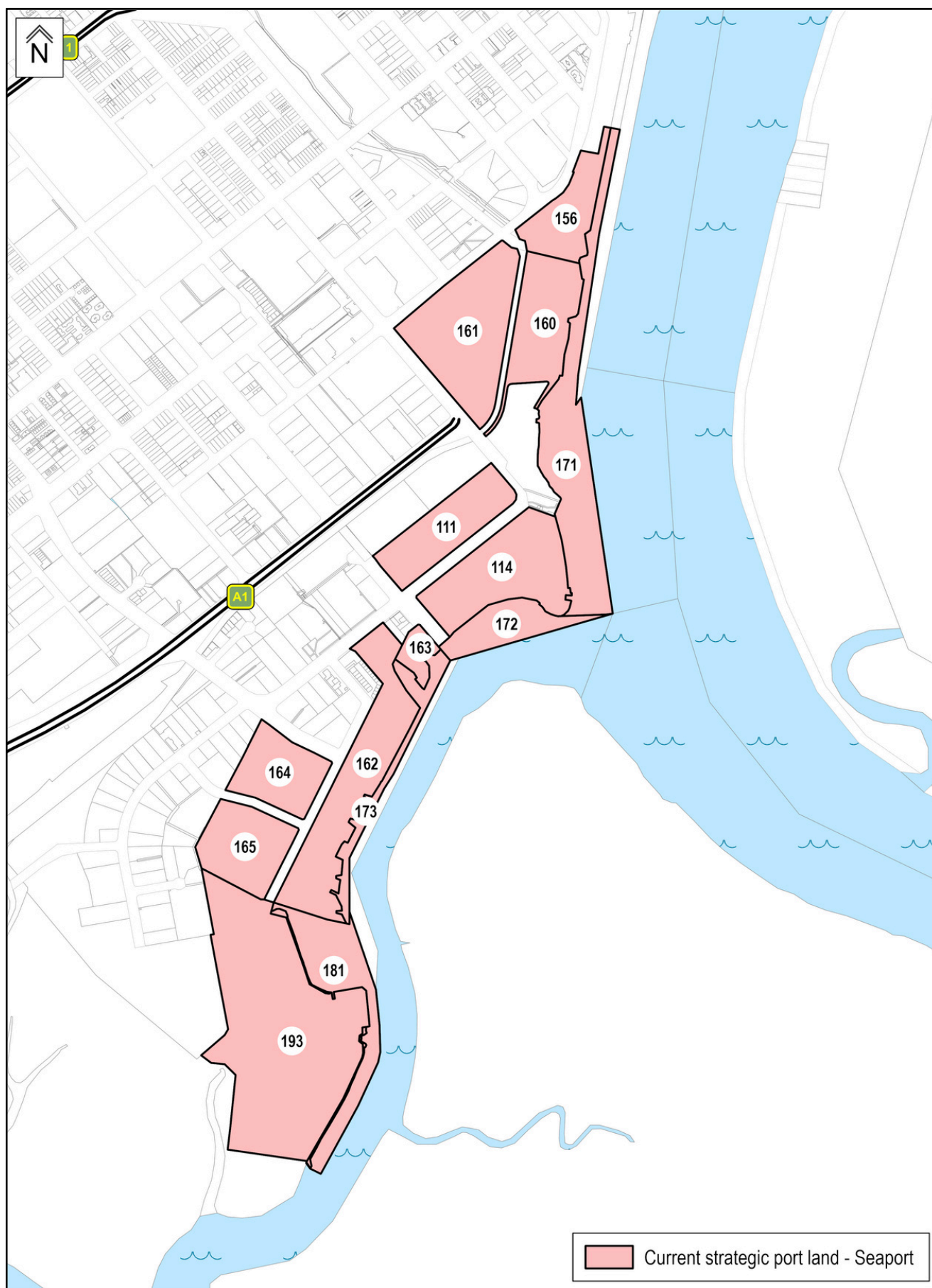


Figure 19: Map of Current Strategic Port Land Seaport

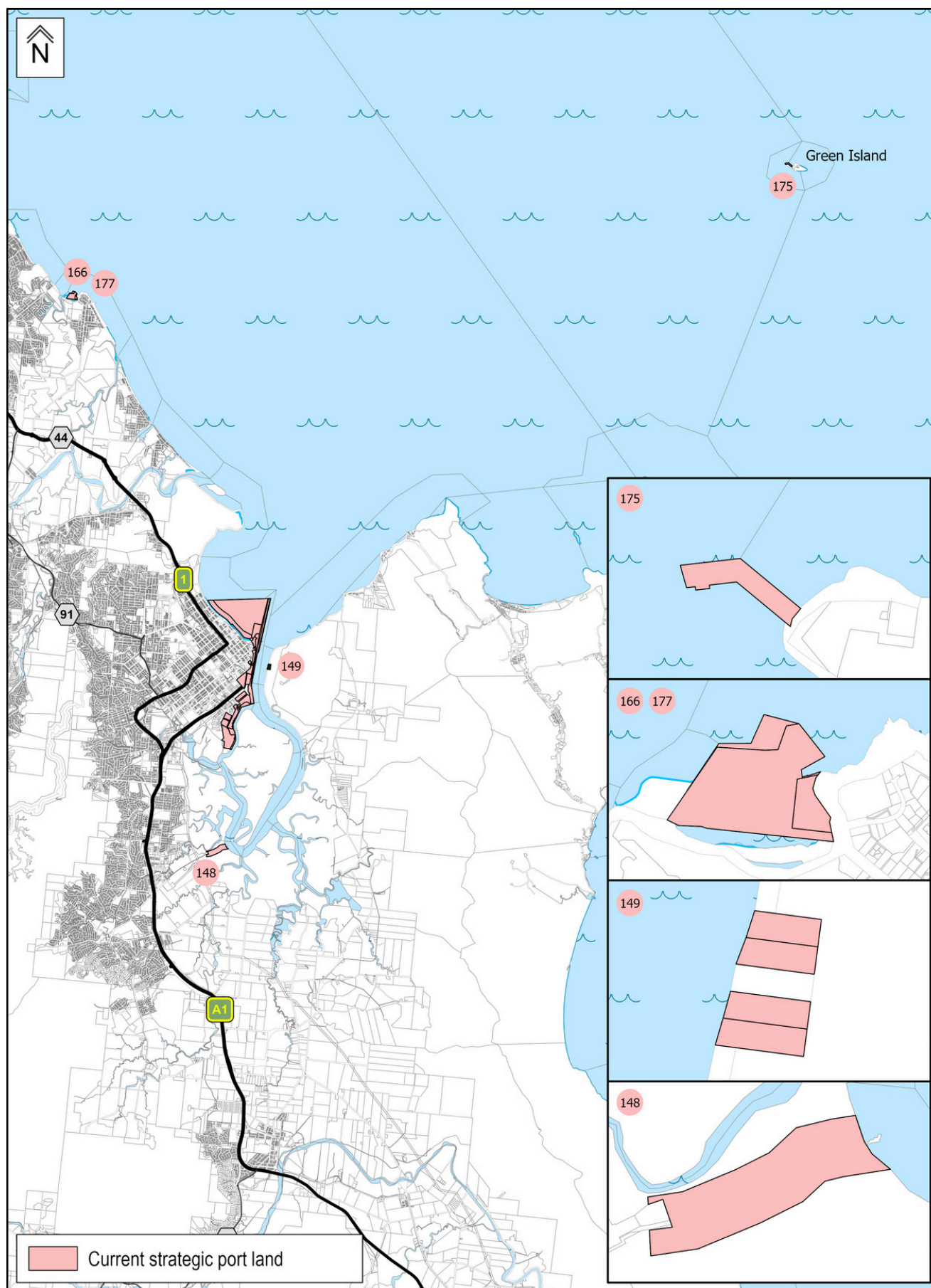


Figure 20: Map of Current Strategic Port Land

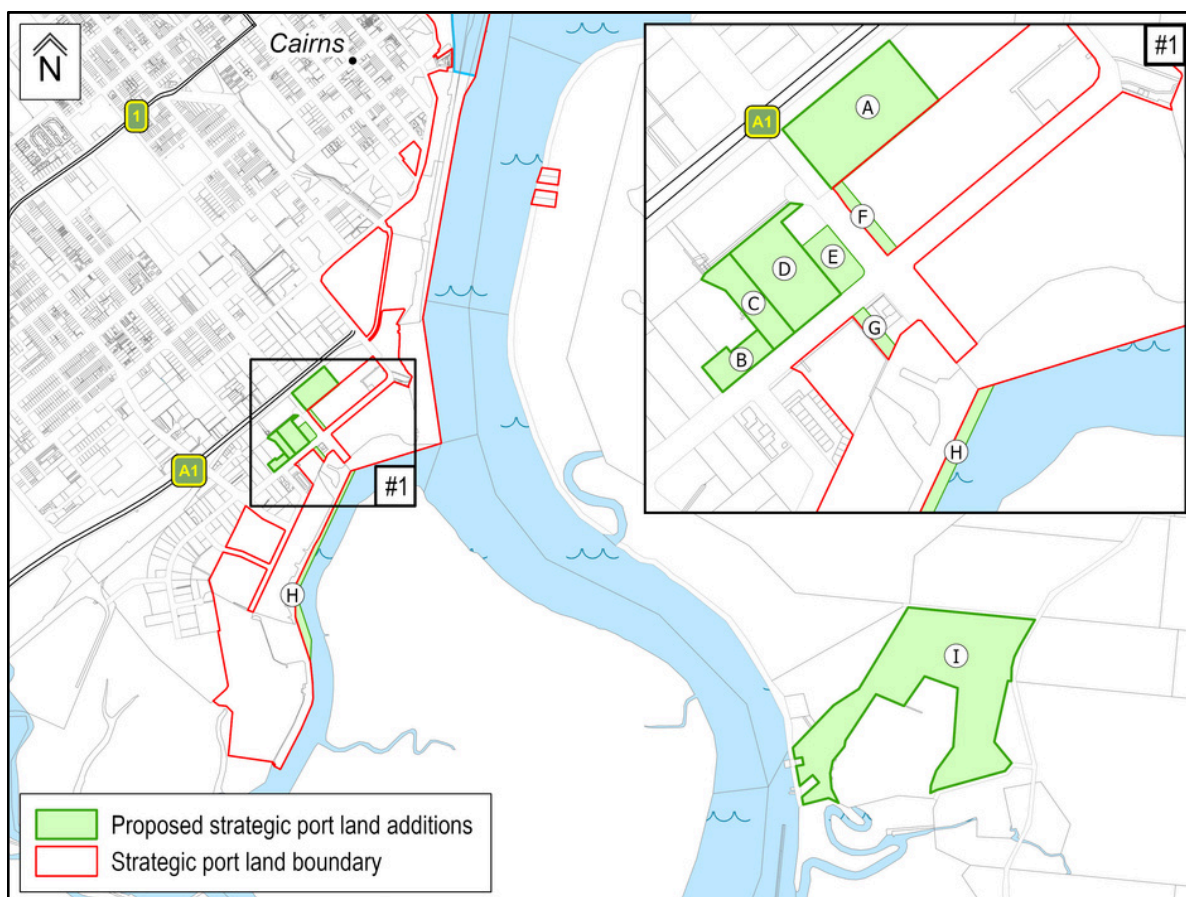


Figure 21: Proposed Strategic Port Land (Additions)

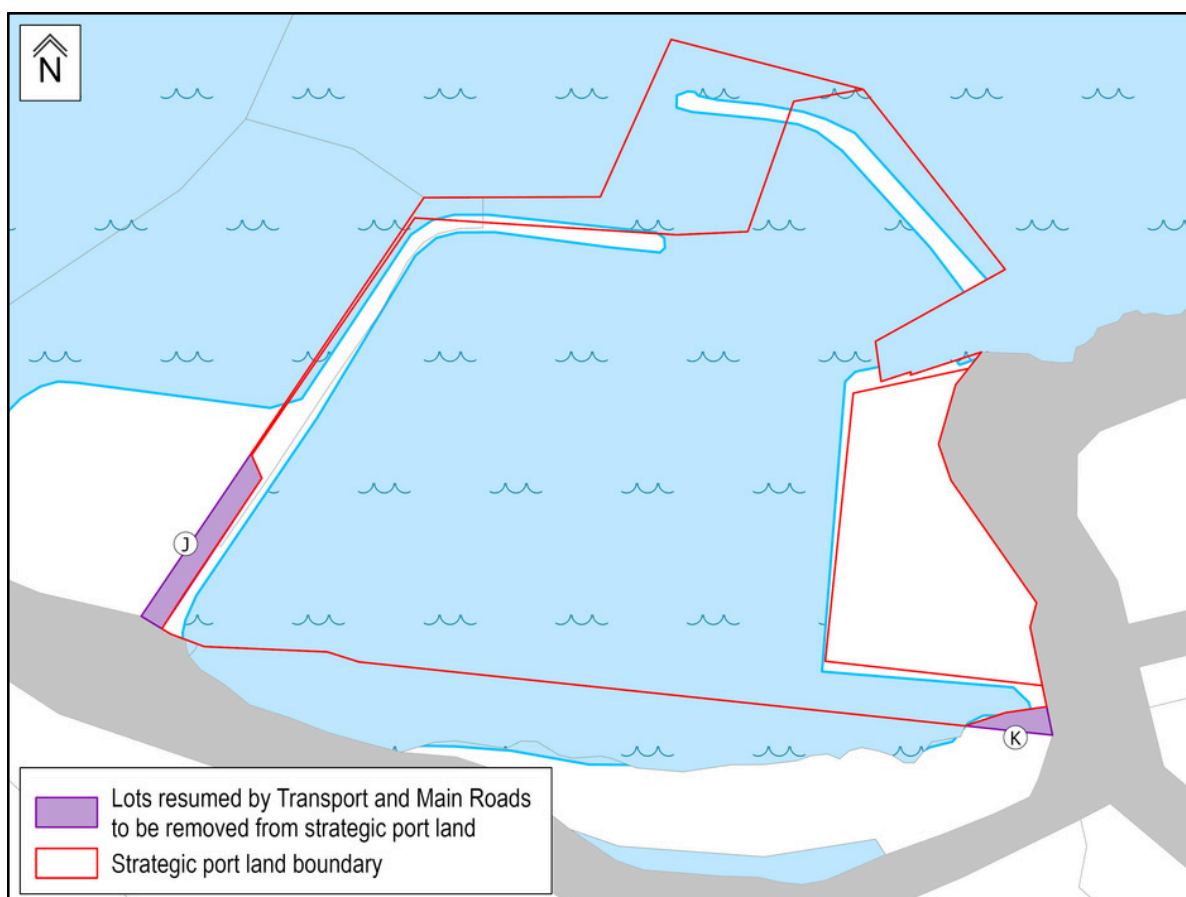


Figure 22: Removal of Land from Strategic Port Land (Yorkeys Knob)

Appendix A

Schedule of Strategic Port Land

Table 1: Current Strategic Port Land

Ref.	Real Property Description	Area (ha)	Tenure	Precinct
Cityport Local Area Plan				
220	Lot 10 on SP214821	4.091	Freehold	3, 4, 5, 6, 7, 8
221	Lot 2 on SP154885	0.2898	Freehold	10
	Lot 13 on SP214821	4.14	Freehold	10, 11, 12
159	Lot 1 on SP113635	1.1	Perpetual Lease	2
222	Lot 14 on SP155099	157.2	Perpetual Lease	None
223	Lot 19 on SP214821	12.03	Perpetual Lease	12
225	Lot 18 on SP155099	35.3365	Perpetual Lease	None
170	Lot 15 on SP214821	6.938	Perpetual Lease	Partly 12 and partly none
178	Lot 40 on SP113657	16.53	Perpetual Lease	Partly 12 and partly none
	Lot 41 on SP113657	4.574	Perpetual Lease	
	Lot 771 on SP113657	6.568	Perpetual Lease	
Seaport Local Area Plan				
111	Lot 485 on NR4638 (1)	6.1512	Freehold	Industrial Planning Area
114	Lot 463 on SP207571	9.5775	Freehold	Mixed Cargo Planning Area
156	Lot 9 on SP113632	4.814	Freehold	Partly in Cityport and partly in Seaport: • <u>Cityport</u> - Precinct 3 • <u>Seaport</u> - Commercial & Business Planning Area and Mixed Cargo Planning Area
160	Lot 1 on SP113642	6.996	Freehold	Mixed Cargo Planning Area
161	Lot 345 on SP 307152 (2)	11.29	Freehold	Industrial & Liquid Bulk Planning Area
162	Lot 4 on SP122861	10.26	Freehold	Waterfront Industry Planning Area
	Lot 521 on SP202698	1.451	Freehold	Waterfront Industry Planning Area
163	Lot 5 on SP122861	1.238	Freehold	Waterfront Industry Planning Area
164	Lot 1 on SP122862	5.29	Freehold	Industry Planning Area

Ref.	Real Property Description	Area (ha)	Tenure	Precinct
Seaport Local Area Plan				
165	Lot 2 on SP122862	5.983	Freehold	Industry Planning Area
171	Lot 16 on SP199206	12.15	Perpetual Lease	Navy Planning Area; Industrial Planning Area; Mixed Cargo Planning Area.
172	Lot 807 on SP199206	4.055	Perpetual Lease	Waterfront Industry Planning Area
173	Lot 808 on SP122861	3.185	Perpetual Lease	Waterfront Industry Planning Area
181	Lot 773 on SP218291	7.086	Perpetual Lease	Waterfront Industry Planning Area
193	Lot 27 on SP218291	26.52	Freehold	Waterfront Industry Planning Area; Industrial Planning Area
	Lot 774 on SP218291	0.1837	Freehold	
	Lot 775 on SP218291	0.2303	Freehold	
148	Lot 151 on NR4172	16.997	Perpetual Lease	None
149	Lot 1 on C19823	0.4047	Perpetual Lease	None
	Lot 2 on C19823	0.4401	Perpetual Lease	
	Lot 3 on C19823	0.4856	Perpetual Lease	
	Lot 4 on C19823	0.5059	Perpetual Lease	
166	Lot 26 on SP122863	0.953	Freehold	None
175	Lot 188 on SP113640	1.377	Perpetual Lease	None
177	Lot 24 on SP323453 (3)	0.7379	Perpetual Lease	None
	Lot 25 on SP323453 (3)	6.613	Perpetual Lease	

(1) Lot 485 on NR4638 (Reference 111) is now part of Lot 485 on SP354940

(2) Lot 345 on SP307152 was previously described as Lot 345 on SP113643

(3) Lots 24 and 25 on SP323453 were previously described as Lots 24 and 25 on SP122863

Table 2: Proposed Strategic Port Land (Additions)

Ref.	Real Property Description	Area (ha)	Tenure	Precinct
A	Part of Lot 485 SP354940 (4)	2.8028	Freehold	Seaport (precinct to be determined)
B	Lot 4 SP225688	0.4993	Freehold	Seaport (precinct to be determined)
C	Lots 1 SP270355	0.7516	Freehold	Seaport (precinct to be determined)
D	Lots 2 SP270355	1.65	Freehold	Seaport (precinct to be determined)
E	Lot 621 NR6830	0.5357	Freehold	Seaport (precinct to be determined)
F	Part of Lot 485 SP354940 (4)	0.245	Freehold	Seaport (precinct to be determined)
G	Lot 5 SP239265	0.1966	Freehold	Seaport (precinct to be determined)
H	Lot 809 SP331533	2.733	Perpetual Lease	Seaport (precinct to be determined)
I	Lot 36 RP749582	55.31	Freehold	Seaport (precinct to be determined)

(4) Part of Lot 485 SP354940 was previously road reserve (Area “F” = 2450m²) and part of Lot 5 on NR7868 (Area “A” = 2.8028ha). These areas were amalgamated with existing Strategic Port Land (Lot 485 on NR4638 (included in the current Strategic Port Land as reference no. 111)). The additional land acquired was 3.0478ha, resulting in an overall land size area of 9.199ha.

Table 3: Proposed Removal of Strategic Port Land resulting from Boundary Realignment (Yorkeys Knob)

Ref.	Real Property Description	Area (ha)	Tenure	Precinct
J and K	Part of Lot 25 SP122863 now described as Part of Lot 100 on SP330243 (5)	-0.1253	Perpetual Lease	Reduction in land included in Strategic Port Land as a consequence of a boundary realignment.

(5) Lot 25 on SP323453 Strategic Port Land Lot was previously described as Lot 25 on SP122863 prior to the boundary realignment which excised 0.1253ha from the Lot and incorporated into Lot 100 on SP330243 which is not Strategic Port Land.