



## <u>SURVEYORS AND TOWN PLANNERS</u>

ABN: 24 648 629 189 Kevin Holt MSSSI(Aust) Cadastral Surveyor Director

#### METHODOLOGY FOR THE PREPARATION OF METES AND BOUNDS PLAN AT LAIRD POINT, CURTIS ISLAND

#### 1.0 BACKGROUND

The following Metes and Bounds Plan has been prepared in accordance with Section 2.2.1.4 of the GLNG EIS Terms of Reference which states that:

- "A plan of the land to be reclaimed, drawn to an appropriate scale, showing the following information:
- The boundary of the land to be reclaimed defined by metes and bounds, tied to real property boundaries;
- The location of the line of mean high water spring tide and highest astronomical tide in relation to the area of reclamation;
- Existing levels of the land and proposed final levels of reclamation in relation to the lowest astronomical tide (LAT) or Australian Height Datum (AHD);
- Location of marine plants and existing and proposed bunds; and
- Typical cross section across the land to be reclaimed showing the proposed finished levels and method of protecting the seaward boundary of the reclamation from erosion".

Preparation of a Metes and Bounds Plan was not provided in the EIS, as the design of the Dredge Material Placement Facility (DMPF) was still at a conceptual stage.

#### 2.0 INTRODUCTION

Kevin Holt Consulting Pty Ltd was contracted by URS Australia (on behalf of Santos) to prepare a metes and bounds plan for the DMPF located at Laird Point, Curtis Island. The real property description for the subject site is Lots 3 & 4 on SP225924. Curtis Island is located approximately 10 km Northeast of Gladstone City and stretches north along the coastline for approximately 44 km. Outlined below is the procedures undertaken by Kevin Holt Consulting Pty Ltd in order to produce the final mapping product.

#### 3.0 OBJECTIVE

The objective of the method outlined below is to show the entire area of the DMPF at Laird Point, Curtis Island. This area is described as the area of the DMPF footprint supplied by URS Australia (on behalf of Santos). In preparing the plans there are five (5) key items to be adhered to as stated in the Terms of Reference.

#### 3.1 Metes and Bounds tied to Real Property Boundaries

The boundary of the land to be reclaimed defined by metes and bounds, tied to real property boundaries.

#### 3.2 MHWS and HAT

The location of the line of mean high water spring tide (MHWS) and highest astronomical tide (HAT) in relation to the area of reclamation.



4 GOONDOON STREET GLADSTONE QLD 4680

PO Box 5226 Gladstone Qld 4680

TEL: 07 4972 0105 FAX: 07 4972 0238

#### 3.3 Existing and Proposed Levels

Existing levels of the land and proposed final levels of reclamation in relation to the lowest astronomical tide (LAT) or Australian Height Datum (AHD).

#### 3.4 Marine Plants and Bunds

Location of marine plants and existing and proposed bunds.

#### 3.5 Cross Section of Reclaimed Land

Typical cross section across the land to be reclaimed showing the proposed finished levels and method of protecting the seaward boundary of the reclamation from erosion.

#### 4.0 METHOD

The procedure for undertaking each item stated in the Terms of Reference will be detailed in the following paragraphs.

#### 4.1 Metes and Bounds tied to Real Property Boundaries

The final footprint of the DMPF was obtained by URS Australia in digital format and imported into a surveying software package. Search data was obtained from the Department of Environment and Resource Management; including SmartMap, Survey Plans and Permanent Survey Mark data sheets. The cadastral boundaries for the subject lot were then entered using SP225924 (refer to Appendix 1) and translated onto MGA94 using PSM72281 and PSM43555 (refer to Appendix 2). This enabled the proposed area to be tied to Real Property Boundaries. The proposed boundary was then overlaid onto the cadastral data as a polyline and exported to AutoCAD for final drafting.

### 4.2 MHWS and HAT

The expected levels for MHWS and HAT for the subject site are 1.64 m & 2.42 m AHD, respectively. The location of MHWS and HAT has been derived from Appendix 3; supplied by URS Australia.

#### 4.3 Existing and Proposed Levels

The existing mud flat area of the proposed DMPF is approximately 2.0 m AHD. Existing contours over the subject site have been derived from Figure 6.02 of attachment G4 (refer to Appendix 4); supplied by URS Australia. The main embankment and saddle dams are being constructed to 22.0 m AHD. After the completion of dredging it is anticipated that the DMPF will be re-contoured to create a free draining surface as shown in Figure 6.19 of attachment G4 (refer to Appendix 5); supplied by URS Australia. Final levels for the reclamation facility will be established during the detailed design phase.

#### 4.4 Marine Plants and Bunds

The location of existing marine plants on the subject site has been derived from Figure 1.1 of attachment G7 (refer to Appendix 6); supplied by URS Australia. There are no existing bunds on the subject site and the location of proposed bunds has been derived from Figure 6.02 of attachment G4 (refer Appendix 4); supplied by URS Australia.



### 4.5 Cross Section of Reclaimed Land

Typical cross sections of the reclaimed land have already been completed in the concept design stage by URS Australia and will be refined in the detailed design phase. These cross sections have not been re-produced but are referred to as Figure 6.09 (refer to Appendix 7) and Figure 6.16 (refer to Appendix 8) and both supplied by URS Australia. The method of erosion protection and level of protection will be developed during detailed design.

### 5.0 RESULTS

The result of the abovementioned process was the preparation of two plans. The first being a metes and bounds plan of the land to be reclaimed below the High Water Mark (HWM) on the subject lot (refer to Appendix 9) and the second being a metes and bounds plan of the entire DMPF footprint (refer to Appendix 10). There were a total of four areas generated during this process:

- a) the area of land within the DMPF footprint;
- b) the area of land to be reclaimed;
- c) the area of road to be closed; and
- d) the area of road to be opened.

The datum for the plan is the Geocentric Datum of Australia (GDA94) with a map projection of Map Grid of Australia (MGA94) Zone 56.

### 6.0 COMMENTS

There is a public road (Esplanade) adjacent to the HWM which traverses the proposed DMPF footprint area. This road would need to be closed. The process for road closure is governed by the *Land Act 1994*. Further information regarding road closure can be found in the links below:

http://www.nrw.qld.gov.au/land/state/roads.html http://www.nrw.qld.gov.au/factsheets/pdf/land/l141.pdf

Should the DMPF at Laird Point proceed Santos will consult with the Queensland Government as to whether alternative access in substitute for the Esplanade road is required. Santos understands that the government is proposing an infrastructure corridor on Curtis Island including a road which may obviate the need for the Esplanade Road.

The above also applies to the area of road on the eastern boundary of the proposed DMPF.

The boundary defined has been created from drawing "*final footprint 2009 10 21.dwg*" supplied by URS Australia. If the intention is to use the plan for registration purposes it is advised to remove the small line segments from the metes and bounds and replace with straighter, more regular lines to ensure clarity and accuracy and avoid confusion. This would also encourage better survey methods/practices to be used for the preparation of a registered Survey Plan.

Lastly, it is noted that the footprint of the DMPF extends to a maximum of 7 m beyond a portion of the northern boundary of Lot 3 into adjoining Lot 4.



#### 7.0 DISCLAIMER

The metes and bounds proposal plans and this report have been prepared using strict guidelines for its intended purpose only and should not be reproduced or used for any unintended purpose without the written permission of Kevin Holt Consulting Pty Ltd. All data has undergone our in-house quality assurance procedures which is ISO9001 compliant.

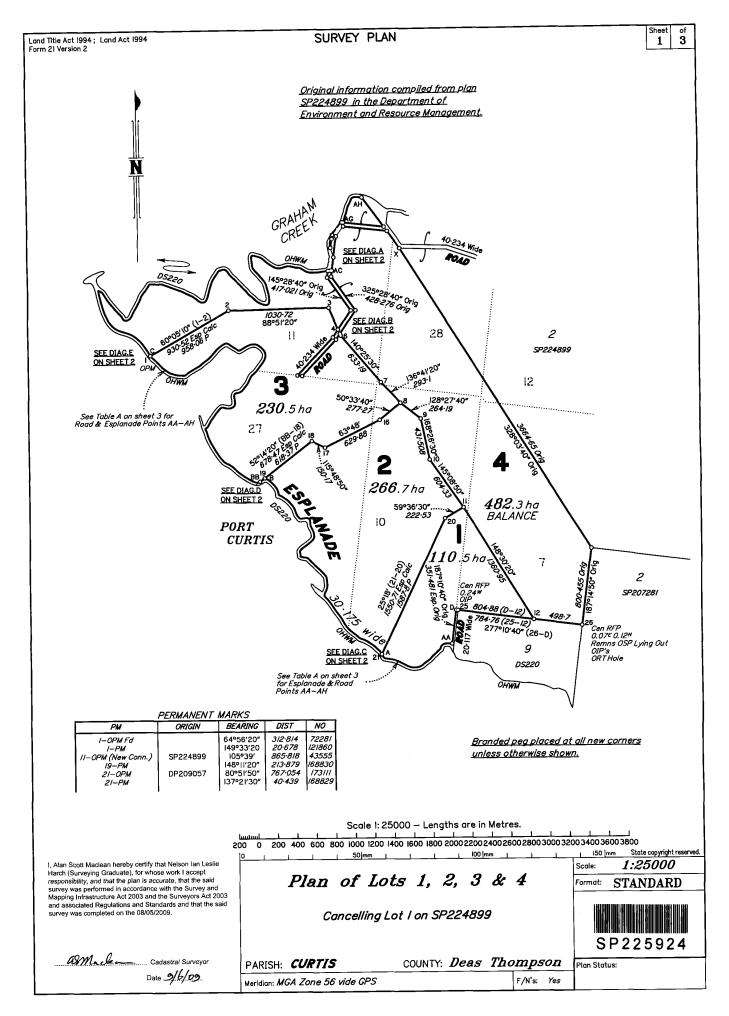
Thomas Pascoe Project Manager



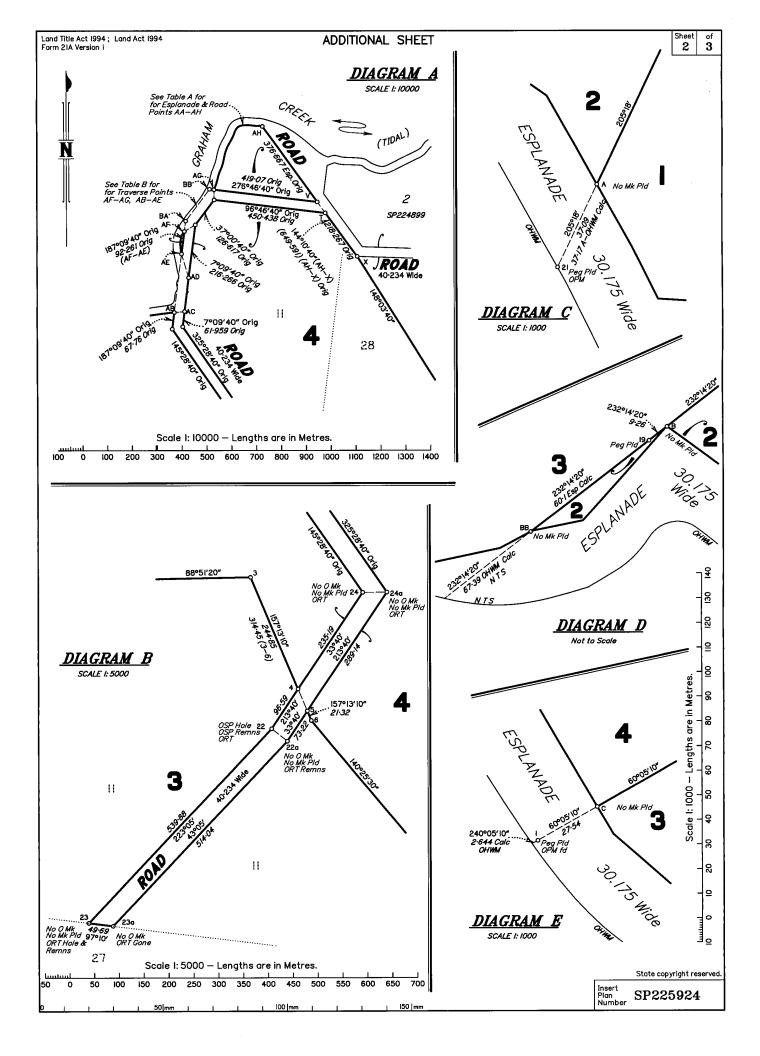
## APPENDICES







		W		Pla	ans may be ro	ns will not be acce olled. In the outer margi		
\$51 \$51 20/08/2009 1 BE 400 NT	51.90	Registered			5. Lodged PROPER PO BO CITY 1 PH: 3		2 2 F: ТЬБУК	
1. Certificate of Registered Owners or Lessees.			6. E	xisting		Creat		
I/WeTHE MINISTER FOR INDUSTRIAL DEVELOPM	IENT OF QUEE	ENSLAND	Title Reference	r i	Plan SP224899	Lots I, 2, 3 & 4	Emts	Road
(Names in full) * as Registered Owners of this land agree to this plan and Land as shown hereon in accordance with Section 50 of the SUBJECT TO SECTION 3.7.8 OF THE INTEGRATED PLANN * ustessees reflicted agree to this plan. Signature of the Planner of the Section 50 of the Signature of the Planner of the Section 50 of the Signature of the Planner of the Section 50 of the Signature of the Planner of the Section 50 of the Signature of the Planner of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section 50 of the Signature of the Section 50 of the Section	e Land Title Act NNG ACT 199 Deb uty Coc legate of NDVSTRIAL	t 1994. 7 Drdinator- T#E	-					
* Rule out whichever is inapplicable					Lot 7 on DS22 Lot 10 on DS22	20		
2. Local Government Approval.			2		Lot 27 on DS22 Lot 10 on DS22			
hereby approves this plan in accordance with the : %			З		Lot 27 on DS22 Lot 28 on DS22 Lot 11 on DS22 Lot 10 on DS22	20 20 20 20 20		
			4		Lot 10 on DS22 Lot 7 on DS22 Lot 11 on DS22 Lot 12 on DS22 Lot 28 on DS23	12. Building Forma       20     12. Building Forma       20     I certify that :       20     * As far as it is pract	tical to determi	ie, no part
			Lots		Orig	of the building shown onto adjoining lots of	rogd	
			7. Portion All	ocatio	on:	* Part of the building encroaches onto adj		
			8. Map Refer		)-311	Cadastral Surveyor/	Director* Date	3
			9. Locality:			13. Lodgement Fe		
#					ISLAND	Survey Deposit Lodgement	\$ \$	
#			10. Local Gove GLADSTON		nt : GIONAL COUNC	New Titlen	\$	
* Insert the name of the Local Government. % Insert Integrated # Insert designation of signatory or delegation Local Government	Planning Act 1997 Plannina & Envir	' or ronment) Act 199				Photocopy Postage	\$ 2	
3.Plans with Community Management Statement :	4. References		By:		S.MACLEAN	TOTAL	\$	
CMS Number :	Dept File : Local Govt :		Date: <del>9/6/</del> Signed: 6	-	16/09 mar a			
Name :	Local Govt : Surveyor :	3628			DASTRAL SURVEYO	Pian S	P225924	ł



		Land Act 1994				ADDIT	IONAL S	HEET					Sheet of
	2IA Version I TAB BEARING	LE A DISTANCE		TABLE BEARING	A Cont. DISTANCE		TABLE BEARING	A Cont. DISTANCE	7		A VERSES E	TC DISTANCE	3 3
AA	271°13′ 272°32′10″ 223°59′40″	46·876 38·616 46·222		236°18′ 241°14′20″ 240°13′	46-235 41-595 7-056		28°38'20"  23°02'20"  17°19'40"	43·926 43·4/5 49·508	-	<i>AF–BA</i> <i>BA–BB</i> 3 <i>BB–AG</i> 9	7°09'40″ 17°00'40″ 96°46'40″	42·199 160·411 17·525	
	178°59'40" 238°01'50" 221°08'	23:864 28:869 41:756		299°06'20" 301°38'30" 312°22'40"	21·215 77·064 58·204		88°27' 69°58'40" 75°58'	45·716 44·376 32·666		AB-AC 8	7°09'40" 34°47'20" 59°07'30"	39·264 4 ·4 40·582	
	232°31′30" 215°27′50" 235°18′20"	42·2 39·933 80·493		234°29'40" 230°39'40" 219°21'	77:01 44:231 43:286		101°18'50" 106°34' 87°16'40"	33·302 46·37 37·004		AY-AG 22-220	358°49' 28°22'30"	24.24 40·37	
	221°17'20" 256°58'20"	38·477 78·162		222°07′50″ 230°39′40″	78·385 36·478		118°14'30" 125°56'20"	36∙532 58∙4/8		4-5 24-24a	157°13'10" 89°33'	48∙28 48∙6	
	285°08'40" 303°01'40" 273°30'40"	68·389  33·88  27·383		236°22'20" 226°28'30" 247°14'20"	41·542 52·191 17·706		92°59'20" 87°16'40" 81°34'	50·863 43·244 8/·525					
	333°51' 331°01'50"	23·636 28.83/	A	235°49' 24 °3 '40"	21·73 81·95		84°47'20"	39.618	AB				
A	331°01′50″ 330°46′10″ 305°11′50″	2.664 28·6 8 37·458		230°13' 227°02'40" 276°41'50"	44·854  7·8/5 3/·83	AC	7°09'40" 54°05'30"	76·673 4·322			LINE PEGS		
	324°54′50″ 303°06′40″ 291°48′	33∙068 99∙325 45∙439		271°37'50" 285°15' 288°06'	43·355 36·08 40·8/4		337°00'20" 7°09'40" 39°30'40"	6·285 48·76 2·42		\$7N	BEARING	DISTANCE	
	286°24'40" 317°08'50"	35·132 36·13		283°14'30" 308°07'10"	9·29/ 35·29	AD	332°42'30" 343°36'20"	2·508 100·867	AD AE	I-LP	60°05'10" 60°05'10" 88°51'20"	310·15 481·20 120·57	
	305°58'30" 309°14'40" 317°34'20"	42·374 53·902 37·068		305°26'30" 307°57'10" 319°49'40"	40·328 17·679 78·224	AE	346°10'40" 354°30'40" 8°37'10"	9·032 34·04/ 32·008		2–LP 2–LP 2	88°51'20" 240°05'10"	3/5·4/ 258·17	
	325°58' 331°41'30" 324°16'30"	36·56/ 8/·0/4 53·225		306°28'10" 311°27'40" 329°49'40"	4/·884 40·59	с	35°05′30″	21.07	AF	6-LP	268°51'20" 40°35'30" 20°25'30"	378:63 221:21 213:59	
	320°33′ 329°07′30″	38∙086 39∙164	С	329°49'40" 307°48'40"	<i> 75∙832</i>   <b>48</b> ∙393	AG	26°13′20″ 9°00′10″	26·4/9 38·599		8LP 3 10LP 1	316°41′20″ 45°08′50″	89·76  94·66	
1	326°18'20" 323°27'30" 320°35'40"	4/·927 4/·788 44·284		277°40'40" 326°07'40" 344°48'40"	55·239  80·7 6   0·84		26°31'20" 9°30' 17°55'20"	40·897 42·728 36·42		<i>  _LP</i>	48°30'20" 48°30'20" 25°08'50"	329·72 5/9·12 94·42	
	308°07'30" 33°11'30"	38·60/ 65·399		342°32′50″ 348°I3′	<i>39∙786</i> <i>39∙54</i>		34°02' 14°54'10"	42·37 41·726		12–LP 3 12–LP 3	28°30'20" 28°30'20"	122-92 378-93	
	12°25'30" 347°45'40" 2°57'20"	52·4/ 45·904 39·02		345°22' 351°04'40" 342°13'20"	39·679 41·065 15·218		64°31′10″ 89°33′30″ 98°57′	25·392 3/·505 3/·18		<i>12–LP</i> 3 <i>16–LP</i> <i>17–LP</i>	28°30'20" 243°48' 63°48'	625·03  44·88 295·2	
	319°13'40" 313°55'40" 312°29'40"	52·026 82·24/ 79·738		119°42'40" 131°06' 148°58'20"	42·81 13·51 37·217		79°06'40" 105°40'20"	1+181  1+138	АН	19–LP 20–LP	52°14'20" 205°18'	16∙05  43∙48	
	316°47'30" 313°55'40" 268°55'40"	39·906 33·37 36·052		149°26'20" 143°43'40" 140°52'	41·817 42·493					20–LP 20–LP 21–LP	205°18' 205°18' 25°18'	43/·33 555·43 3/7·16	
	287°21′50″ 313°55′40″	32∙962 3∙069		138°01' 132°25'	82·072 83·094 33·76					21–LP 21–LP 21–LP	25°18' 25°18'	477-04 753-03	
	18°22'10" 339°28'50" 32°36'	7·765 36·252  6·399		164°44'40" 104°55'40" 53°47'50"	33:228 43:60/ 43:489					1 1	I	I	
	45°11'10" 59°41'30"	34·344 39·094		26°17' 20°41'	49·297  9·003								
	5/°09'40" 3/°48'50" //°22'50"	87·86/ 27·388 17·31		31°59'40" 26°17' 29°08'	58·867 41·189 42·485								
	353°03'10" 332°06'40" 332°45'50"	46·982 46·76/ 32·942		17°57'30" 31°59'40" 43°18'20"	40·709 33·53/ 4/·03			Travero	e Table and	Table A est	outstad fro		
	3°43′40″ 255°17′30″ 327°15′30″	90·407 109·921 21·024		31°59'40" 52°39' 93°46'40"	77·956 5·99/ 72·862		<u>.</u>		o on plan DS				
	318°43'40" 342°57'20"	36∙008 38∙282		79°44'30" 99°35'10"	39·908 12·815				REFE	RENCE MAR	rks		
1	340°31′50″ 318°43′40″ 304°41′30″	49∙783 89∙993 95∙017		111°00'30" 111°20' 112°01'50"	38·593 83·365 40·962			<i>ST</i> N /	TO PIN	ORIGIN	BEARING 4°20'	DIST 1:076	
	273°43′40* 8°55′20* 340°3/′50*	<i> 9∙283</i> 20∙298 56∙778		108°48'40" 112°06'30" 120°37'	40·2/3 32·43/ 40·85/			2 3	PIN PIN PIN		20°16' 237°40' 235°36'	1·073 1·23 1·057	
	3/8°43′40″ 306°09′20″	89∙603 73∙721	В	112°07′50″ 120°39′40″	40·672 36·478			6 7 8	PIN PIN PIN		235°36 195°47' 33°48'	0.862 1.016	
B	228°43'40* 24/°46'50* 24/°46'50*	50-91 18-808 14-154	BB	126°22'20" 131°58'20" 90°16'10"	37·454 5/·048 5/·6/4			9 10	PIN PIN		58°42′ 9°02′	0.622 1.094	
	257°53'10* 299°04'40*	30·174 129·38		22°54′50″ 15°46′	49·794 160·679			11 12 16	PIN PIN PIN		256°26' 157°38' 87°17'	0·959  ·68  ·265	
	307°45′40" 3/5°08′40" 29/°33′40"	109·261 75·506 55·531		24°38'30" 31°31'20" 37°17'30"	35:339 38:612 41:025			17 18 19	PIN PIN PIN		278°31' 217°17' 17°35'	∙808  ∙0 8  •278	
	306°25′40″ 323°25′40″ 330°42′40″	39·029 103·307 174·634		28°43' 72°14'10" 71°55'40"	30·65/ /4·289 37·17/			20 21	PIN PIN		107°18' 340°20'	1·254 1·033	
	348°15′40″ 336°57′	58·68 44·089		95°18'30" 117°44'20"	4∙878 30∙43			22 22 22a OK	PIN ORT ?T Remns	DS220 DS220	125°10' 31°14' 182°09'	∙687 9∙374 7∙866	
	336°40'50" 64°10'10" 25°28'	6·8/9 28·463 50·152		152°44'30" 128°46'40" 140°05'20"	56·328 69·80/ 40·27/			23 23 ORTH	PIN ole & Remns	DS220	348°45′ 25°10′	2·064 4·084	
	3/°0′ 36°46′40″ 33°55′	37·454 39·483 39·529		131°38'30" 142°48'50" 128°46'40"	39·56/ 42·235 38·82			24 24 24a	PIN ORT ORT	DS220 DS220	284°48' 284°39' 115°54'	2.692 4.929 3.038	
	39°38'30" 42°29'20"	38·025 35·4/9		148°04' 123°04'	44·/88 43·355			25 26	OIP OIP	DP209057 SP207281	127°12' 239°42'	1.467	
	58°34'50" 75°26'20" 109°25'30"	12:93 12:069 71:056		137°18'30" 134°29'20" 111°13'10"	37:657 47:39 /40:998				NRT Hole IP (Orig)	DS220 SP207281	319°35′ 127°11′15′	15·73 107·317	
	63°20'30" 340°28' 10°12'50"	84·454 9/·157 29·846		352°01'40" 337°43'40" 351°45'50"	/57·032 40·304 43·009								
	36°46′40″ 8/°46′40″	20·6// 56·899		332°01′ 315°55′40″	49·95/ 45·55								
	36°46′40″ 42°29′20″ 31°04′	51:228 41:947 45:648		323°41'30" 311°09'50" 326°25'	42·736 44·254 35·114								
	22°44'30* 3/°04' 56°04'	41·472 31·548 41·065		333°31'50" 356°13'20" 351°03'40"	19·007 36·868 64·667								
	36°46'40* 10°12'50*	73·187 64·452		28°47'10" 110°26'20"	24∙935 36∙/34							2	to oppuriet
	325°42'40* 3/0°43'20* 266°14'20*	58·85 79·156 57·29		101°44' 122°02'30" 134°01'40"	44·304 35·4/2 40·258							isert	ite copyright reserved. P225924
		0/23											



## *KEVIN HOLT CONSULTING PSM DATA REPORT Details of Registered Number:* 043555 *Information as at February 2009*

#### **ADMINISTRATIVE**

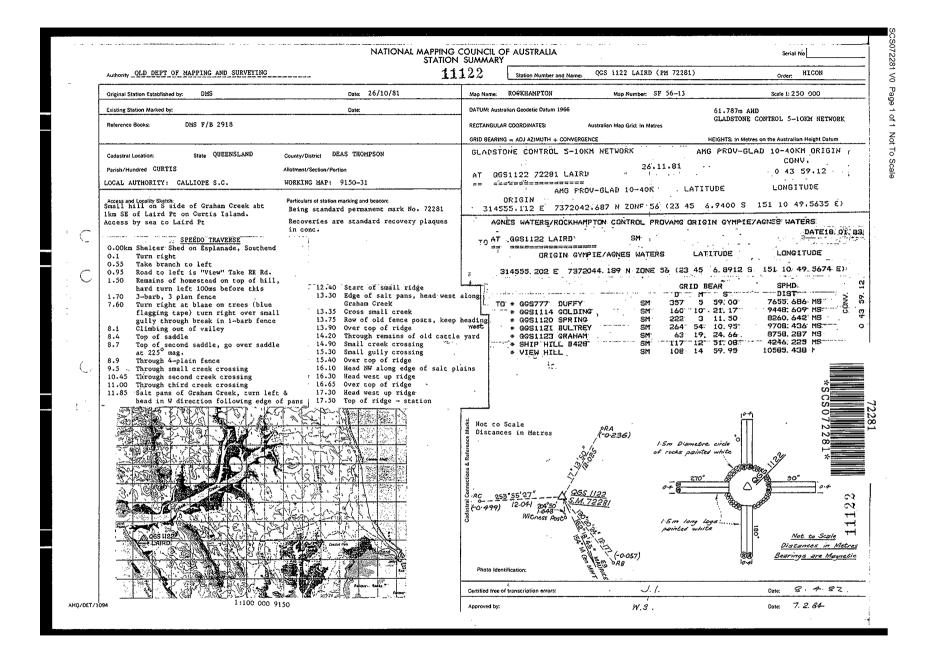
Allocation Descrip	tion:	Brisbane Office							
PSM Allocation Date:		16/03/1992							
Alternative Name(s):		B 428; SHIP HILL;							
Locality Descriptio	n:	SEE RECCE BK 112	SEE RECCE BK 1125						
Parish:		CURTIS							
Town:									
LGA:		GLADSTONE REGIO	NAL						
NRW District:		CAPRICORN							
Cadastral Connect	ions:	;;;;							
		MARK	DETAILS						
Mark Type:	STAND		Mark Condition:	GOOD					
Installed By:	DMS		Install Date:	28/07/1977					
Suveyor Name:	DIVIS		Mark Access:	COPTER					
Last Visit:	28/07/	1977	Map Ref:	9150 31					
Sketch Available:	Υ								
		HORIZON	NTAL DATA						
Datum:	GDA94								
Latitude DMS:	23 46 5	5.9371	Longitude DMS:	151 13 5.8515					
Easting:	318437	7.726	Northing:	7370285.709					
Zone:	56								
Order:	1st ORI	DER	Class:	CLASS A					
Fixed By:	TRIG								
Adj Name:		QLD2R1							
Adj Date:	6/12/1								
Latitude Decimal:	-23.768	331586	Longitude Decimal:	151.2182921					
		VERTIC	CAL DATA						
Height:	173.02	4	Datum:	AHD					
Order:	3rd OR	DER	Class:	Class C					
Fixed By:	SPIRIT I	LEVELLING							
, Geoid/Ellipsoid:	0		Ellipsoid Datum:						
(N-Value)									
Geoid Model:			<b>Reduction Method:</b>						

NATIONAL MAPPING STATIO	COUNCIL OF AUSTRALIA SHEET 1 of 2 Serial No	
	3423 Station Number and Name: B.428 SHIP HILL (PM 43555) Order: HICO	N
Original Station Established by: RASC Date: 8/10/42	Map Name: ROCKHAMPTON Map Number: SF 56-13 Scale 1: 250 000	<u>-</u>
Existing Station Marked by:         DNS         Date:         28/7/77           Reference Books:         AA29 451 ; AAF/03-22A         J/B 1/25         File 100/2-5, 77 ; AMG B-27	DATUM: Australian Geodetic Datum 1966 RECTANGULAR COORDINATES: Australian Map Grid: In Metres Gladstone Control 5–1 GRID BEARING = ADJ AZIMUTH + CONVERGENCE HEIGHTS: In Metres on the Australian Height	
Cadastral Location:         State         Queensland         County/District         Deas         Thompson           Parish/Hundred         Curtis         Allotment/Section/Portion         Allotment/Section/Portion           Local         Authority:         Calliope S.C.         Working Map:         1:25         000         9150-31	SOUTH LATITUDE EAST LUNGTTUDE ZONE EASTING NORTHING CONVE 23 46 11.6193 151 13 07.0397 56 318331.338 7370100.463 -0 43	2
Access and Locality Sketch: On south end of Curtis Island Discourt for Curt	CENTRAL B 429 64 320 58 55.28 1.08 17289.0	29 04
No. 43555	At         SHIP         HILL         43555         B428         GLADSTONE         CONTROL DATE         B1/02/03         CONV.           #         ####################################	) )
43555	GRID         BEAR         SPHD           D         M         S         DIST           T0 * MAUBICE 29891 B017         171 39 45.68         18571.665 MS           * 0G\$1120 70850 SPRING         245 45 29.49         10209.580 MS           * 0G\$1121 70852 BULTREY         274 35 20.40         13489.470 MS           * E1GATCOMBE 43609         126 0 51.50         20270.195 MS           * T065773 43545 CURRAN         212 15 56.47         19759.604 MS           * 0G\$776 43551 BLACKHEAD         27 59 46.38         11844.785 MS           * 0G\$777 43552 DUFFY         336 31 34.64         10452.762 MS           * VIEW HILL 71269         102 20 20.47         6425.230 MS	
	RC. (-0.592) Bress bott in conc. Bress bott in conc. Bearings are Magnetic Photo Identification:	03423
SCALE: 1:100 000	Certified free of transcription errors: J. /. Date: 8. 9	. 8Z.
ET/1094	Approved by: Date:	

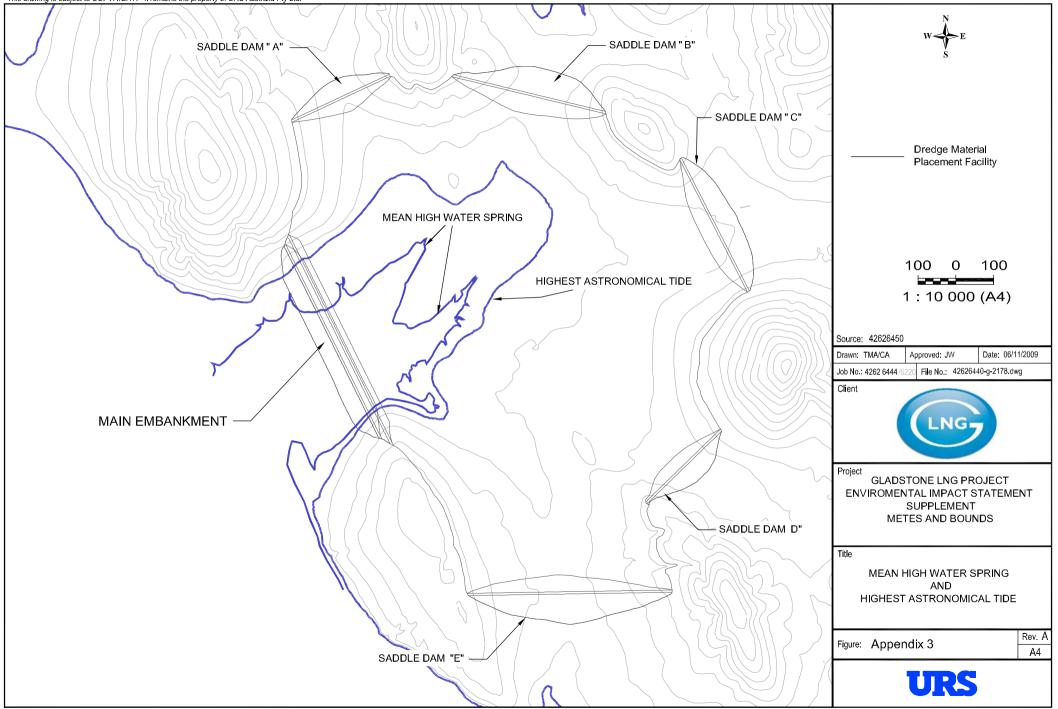
## *KEVIN HOLT CONSULTING PSM DATA REPORT Details of Registered Number:* 072281 *Information as at February 2009*

#### **ADMINISTRATIVE**

Allocation Descrip	tion:	Brisbane Office		
PSM Allocation Date:		16/03/1992		
Alternative Name	(s):	LAIRD; QGS 1122;		
Locality Description				
Parish:		CURTIS		
Town:				
LGA:		GLADSTONE REGION	AL	
NRW District:		CAPRICORN		
<b>Cadastral Connect</b>	ions:	;;;;		
		MARK D	ETAILS	
Mark Type:	STAND	)	Mark Condition:	GOOD
Installed By:	DMS		Install Date:	26/10/1980
Suveyor Name: Last Visit:	26/10	/1090	Mark Access:	0150 21
Sketch Available:	26/10/ Y	1390	Map Ref:	9150 31
Sketch Avallable:	T			
		HORIZONT	TAL DATA	
Datum:	GDA94	1		
Latitude DMS:	23 45 :	1.2688	Longitude DMS:	151 10 53.3762
Easting:	31466	1.515	Northing:	7372227.616
Zone:	56		-	
Order:	1st OR	DER	Class:	CLASS A
Fixed By:	TRIG			
Adj Name:	GDA -	QLD2R1		
Adj Date:	6/12/1			
Latitude Decimal:	-23.75	035246	Longitude Decimal:	151.1814934
		VERTICA	L DATA	
Height:	61.787	7	Datum:	AHD
Order:	NO OR	RDER	Class:	NO CLASS
Fixed By:				
Geoid/Ellipsoid: (N-Value)	0		Ellipsoid Datum:	
Geoid Model:			<b>Reduction Method:</b>	

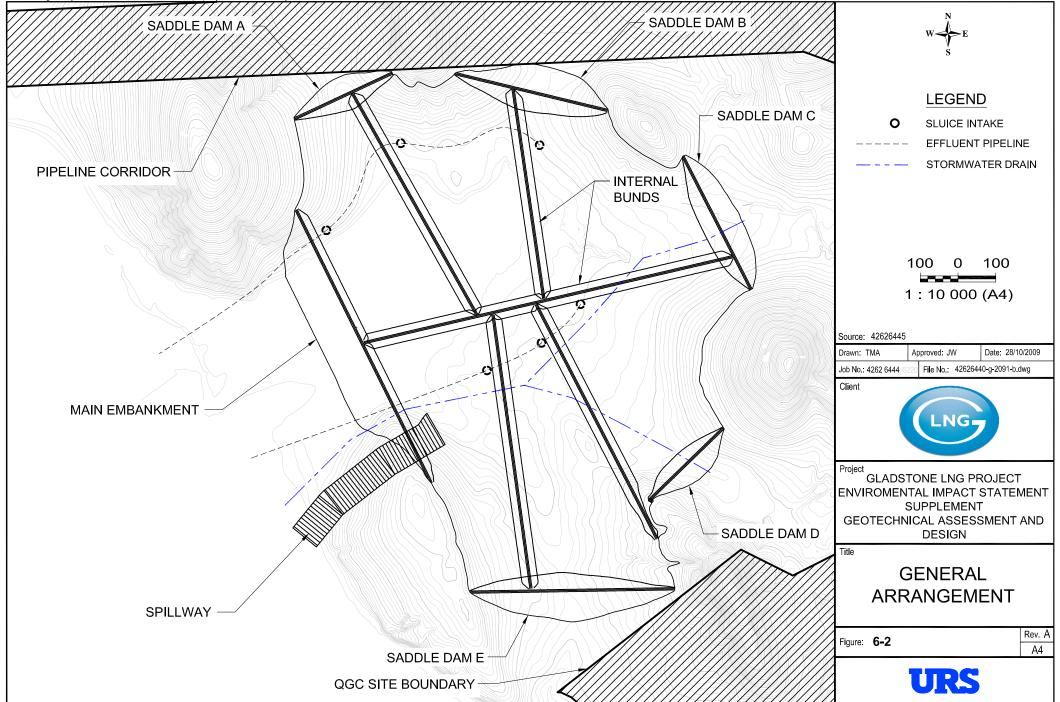






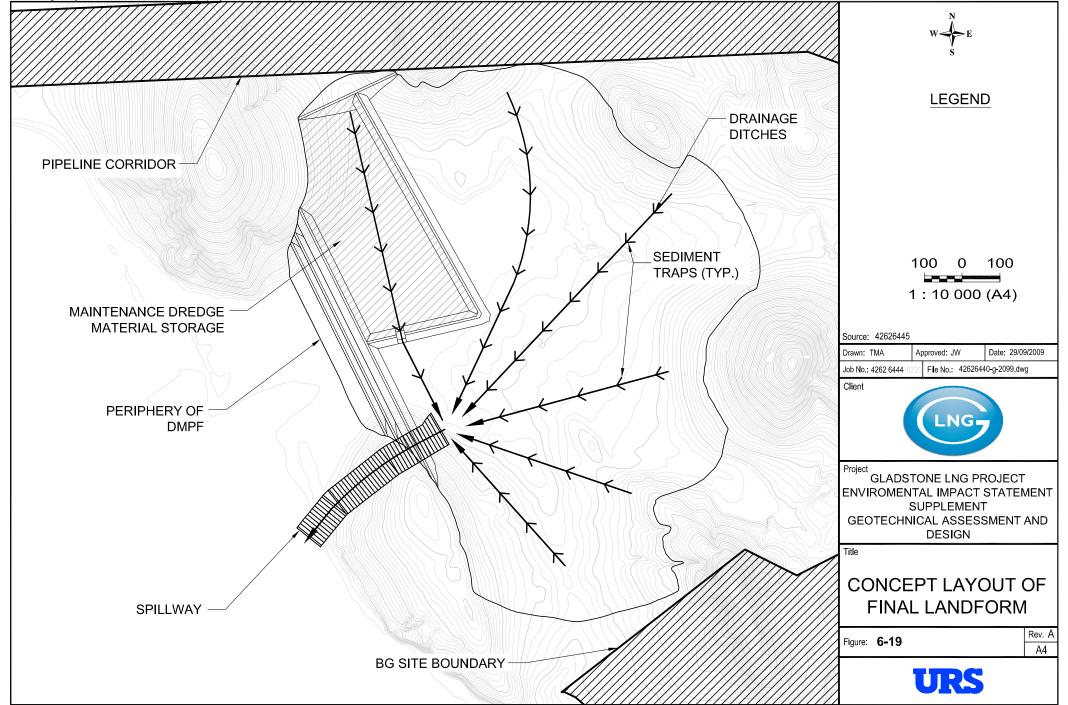


This drawing is subject to COPYRIGHT. It remains the property of URS Australia Pty Ltd.



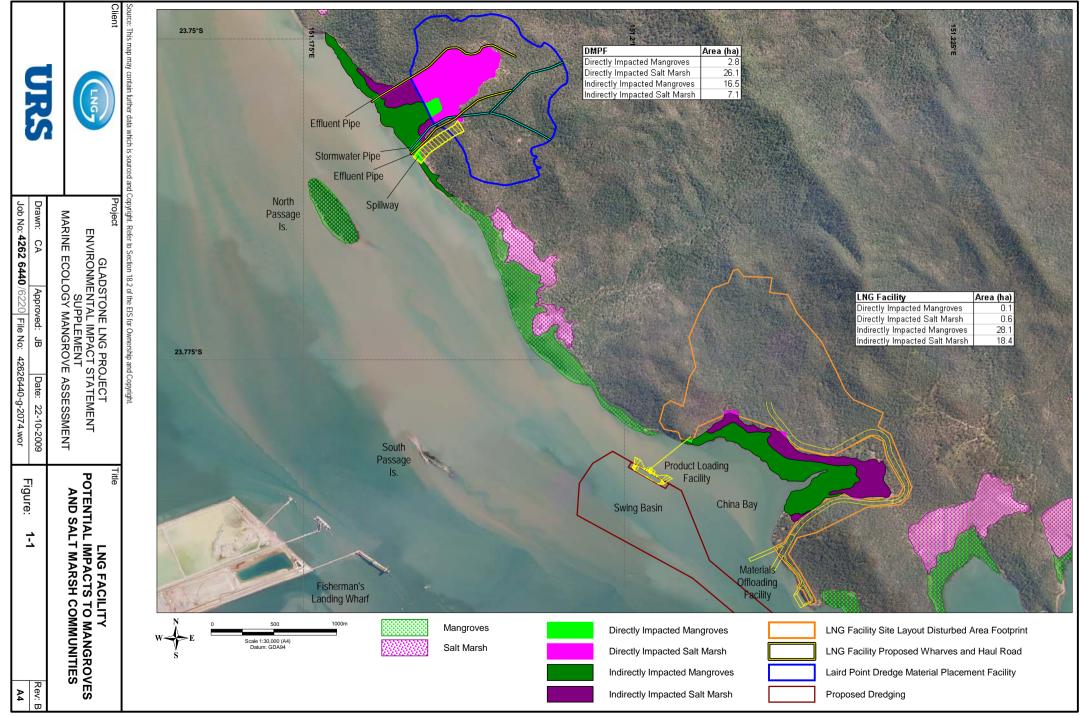


This drawing is subject to COPYRIGHT. It remains the property of URS Australia Pty Ltd.



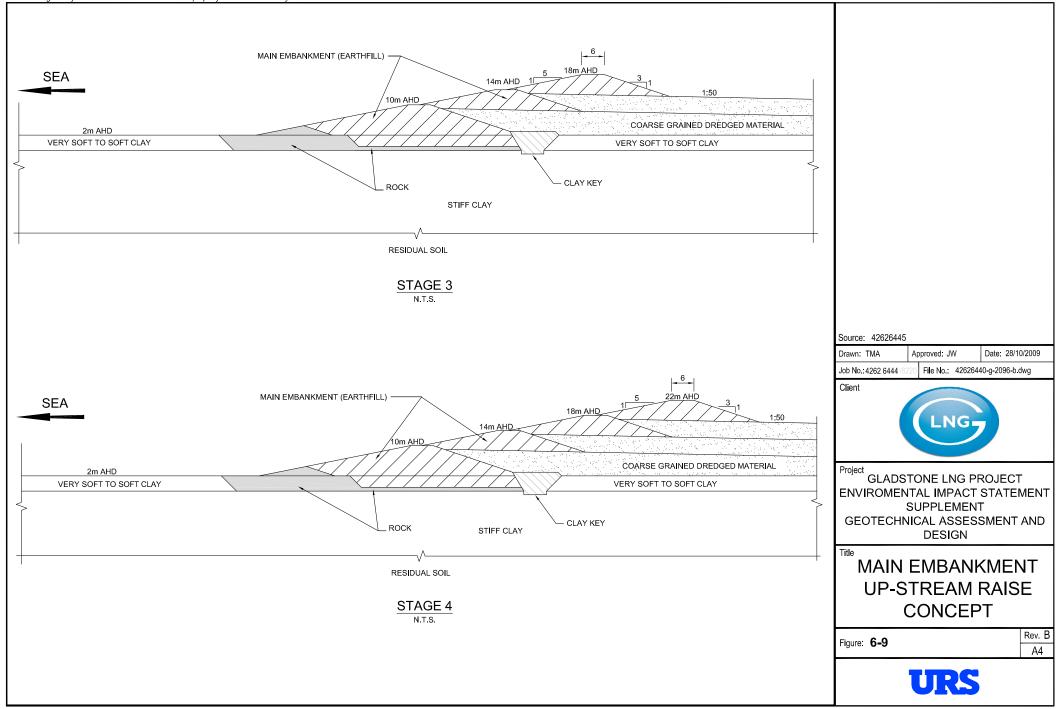


#### This drawing is subject to COPYRIGHT. It remains the property of URS Australia Pty Ltd.

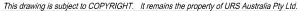


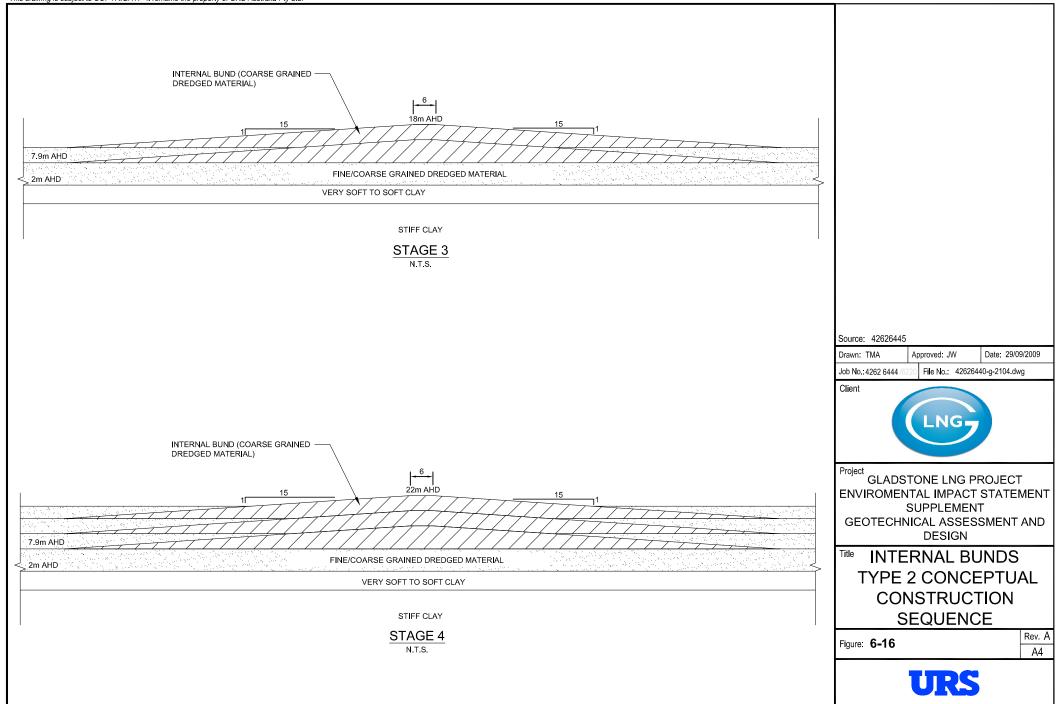














Proposed Reclaimation of Land Described as Part of the Port of Curtis Located as Follows

Commencing at PSM72281 thence on a bearing of 245°24'25" for a distance of 285·382 to a point b on the North Western Corner of Lot 3 on SP225924, thence on a bearing of 107°17'40" for a distance of 471.667 to Point A, thence on a bearing of 154°11'15" for a distance of 19·384 to Point AP, thence defined as follows: bounded by the High Water Mark through to Point AO, thence on a bearing of 334°11'15" for a distance of 450.901 to Point AP

and containing an area of 24.17 ha more or less.

Proposed Road to be Closed being part of the USL Located as Follows

Commencing at PSM72281 thence on a bearing of  $245^{\circ}24'25"$  for a distance of  $285\cdot382$  to a point b on the North Western Corner of Lot 3 on SP225924, thence on a bearing of 107°17'40" for a distance of 471.667 to Point A, thence defined as follows: bounded by the lines:

A-B	Bearing	61°31′40″	for a distance of	41.616
B-C	Bearing	55°49′	for a distance of	21.73
C-D	Bearing	67°14'20″	for a distance of	17.706
D-E	Bearing	46°28′30″	for a distance of	52.191
E-F	Bearing	56°22′20″	for a distance of	4 <i>1</i> ·542
F-G	Bearing	50°39′40″	for a distance of	36.478
G-H	Bearing	42°07′50″	for a distance of	78·385
H—I	Bearing	39°21′	for a distance of	43 <i>·286</i>
I—J	Bearing	50°39′40″	for a distance of	44 <i>·231</i>
J—K	Bearing	54°29′40″	for a distance of	77.01
K–L	Bearing	132°22′40″	for a distance of	58·204
L-M	Bearing	121°38′30″	for a distance of	77.064
M-N	Bearing	119°06'20″	for a distance of	21.215
N-O	Bearing	60°13′	for a distance of	7.056
0-P	Bearing	61°14′20″	for a distance of	41.595
P-Q	Bearing	56°18′	for a distance of	<i>46·235</i>
Q-R	Bearing	69°13′	for a distance of	48 <i>·962</i>
R-S	Bearing	86°14′20″	for a distance of	<i>57·29</i>
S-T	Bearing	130°43′20″	for a distance of	79· <i>156</i>
T—U	Bearing	145°42′40″	for a distance of	<i>58</i> ·85
U-V	Bearing	190°12′50″	for a distance of	64·452
V-W	Bearing	216°46′40″	for a distance of	173•187
W-X	Bearing	236°04′	for a distance of	41.065
X-Y	Bearing	211°04′	for a distance of	31.548
Y-Z	Bearing	202°44′30″	for a distance of	41·472
Z-AA	Bearing	211°04′	for a distance of	<i>45.648</i>
AA-AB	Bearing	222°29′20″	for a distance of	<i>41·947</i>
AB-AC	Bearing	216°46′40″	for a distance of	51.228
AC-AD	Bearing	261°46′40″	for a distance of	56 <i>·899</i>
AD-AE	Bearing	216°46′40″	for a distance of	20.611
AE-AF	Bearing	190°12'50″	for a distance of	29.846
AF—AG	Bearing	160°28'	for a distance of	91•157
AG—AH	Bearing	243°20′30″	for a distance of	84.454
AH—AI	Bearing	289°25′30″	for a distance of	71.056
AI—AJ	Bearing	255°26'20"		12.069
AJ—AK	Bearing	238°34′50″	for a distance of	<i>12·93</i>
AK-AL	Bearing	222°29′20″	for a distance of	35.419
AL—AM	Bearing	219°38′30″	for a distance of	38.025
AM-AN	Bearing	213°55′	for a distance of	<i>12·053</i>
AN-AO	Bearing	334°11′15″	for a distance of	46.667

thence bounded by the High Water Mark through to Point AP, thence on a bearing of 334°11'15" for a distance of 19·384 to Point A

and containing an area of 3.962 ha more or less.

Proposed Road to be Opened Described as Part of the Port of Curtis, Located as Follows

Commencing at PSM72281 thence on a bearing of 245°24'25" for a distance of 285.382 to a point b on the North Western Corner of Lot 3 on SP225924, thence on a bearing of 107°17'40" for a distance of 471.667 to Point A, thence on a bearing of 65°19'10" for a distance of 126.019 to Point AQ, thence defined as follows: bounded by the HWM to Point AR, thence on a bearing of 153°40′40″ for a distance of 476.512 to Point AS, thence along HWM to Point AT, thence on a bearing of 333°40'40" for a distance of 436.017 to Point AQ

and containing an area of 1.359 ha more or less

Proposed 1 Road to be Opened 1.359 ha

TESOT ENTRY

HWM as

DS220

plotted on

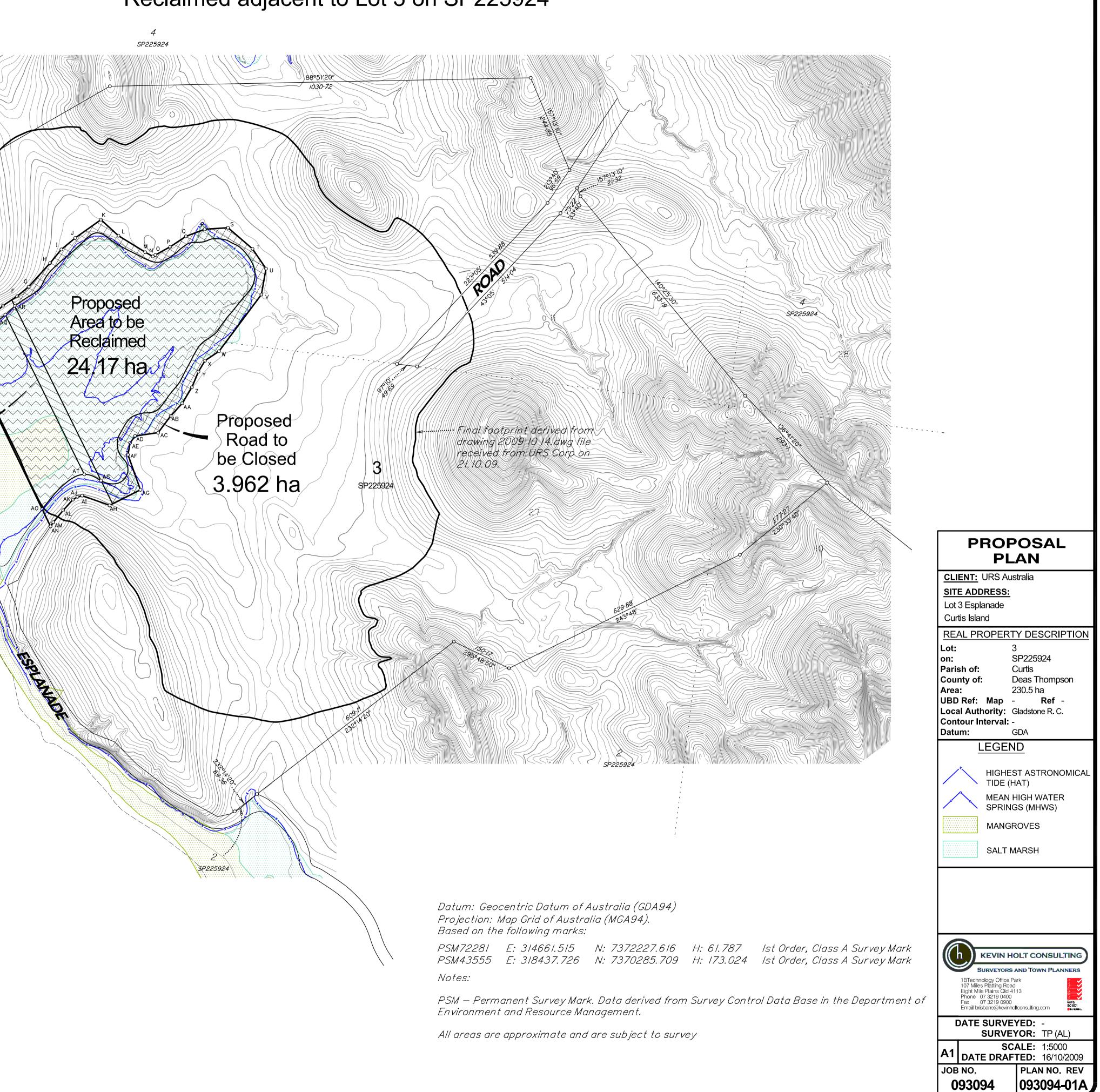
PSM72281

PORTCURTIS

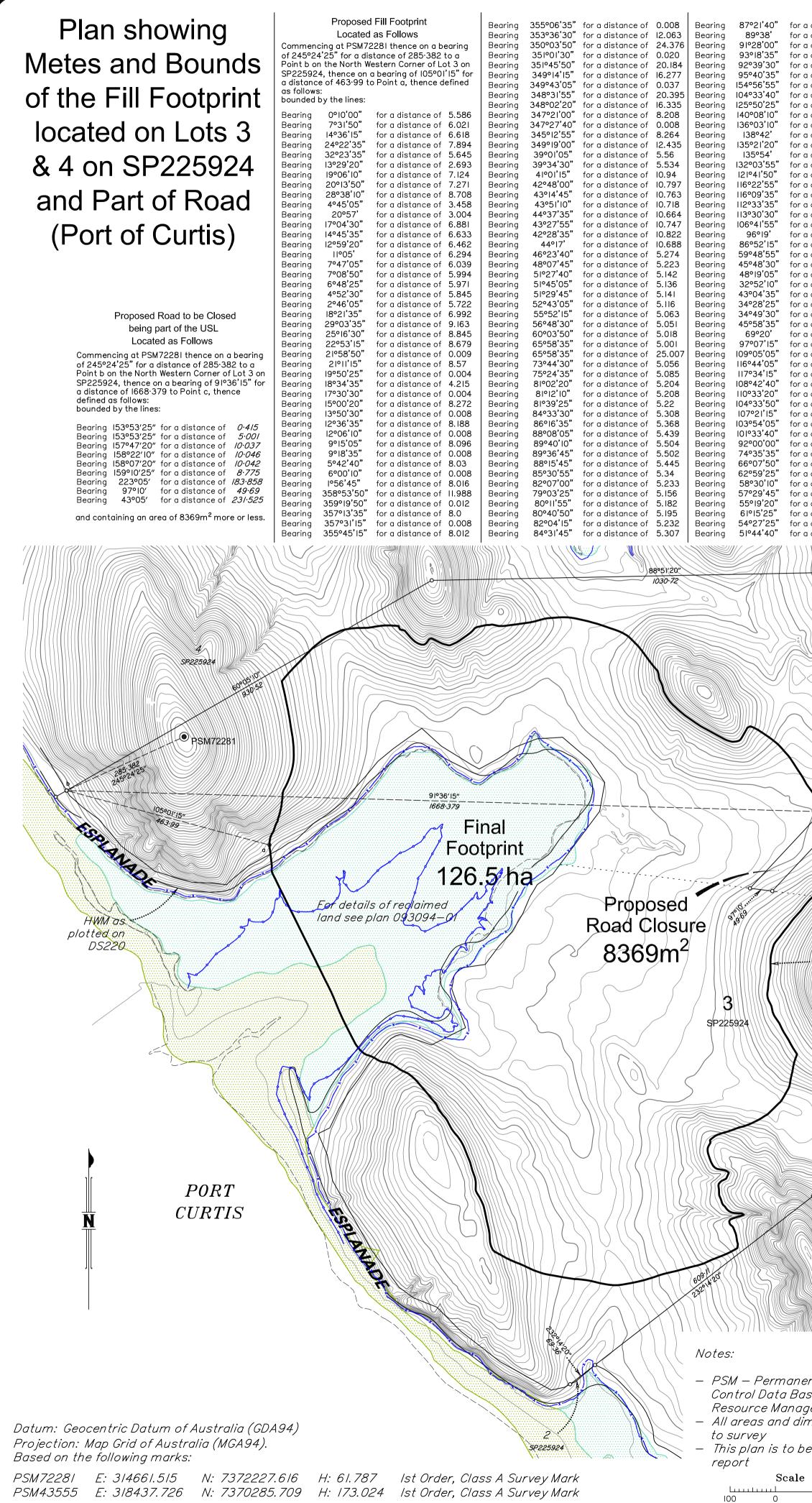
Scale 1:5000 - Lengths are in Metres. 

50 0 50 100 150 200 250 300 350 400 450 500 550 600

# Plan showing Metes and Bounds of the Area of Land to be Reclaimed adjacent to Lot 3 on SP225924







or a distance of 5.409 Bearing 52°28'45" for a distance of 0.00 or a distance of 5.503 Bearing 48°05'35" for a distance of 5.36 or a distance of 5.588 Bearing 44°04'10" for a distance of 2.97 or a distance of 5.682 Bearing 39°29'45" for a distance of 5.67	8 Bearing 144°24'25" for a distance of 13.214 Bearin 72 Bearing 143°35'55" for a distance of 6.528 Bearin	g 103°09'20" for a distance of 2.106 Beari g 99°59'10" for a distance of 2.026 Beari	ing 174°56' for a distance of 4.016 ing 167°20'00" for a distance of 0.004	Bearing 145°28'20" for a distance of 2.347 Bearing 134°49'25" for a distance of 5.666 Bearing 143°29'25" for a distance of 4.955 Bearing 138°05'00" for a distance of 4.121	Bearing 329°03'25" for a distance of 11.217 Bearing 332°28'05" for a distance of 2.676 Bearing 339°31' for a distance of 4.190 Bearing 349°18'40" for a distance of 2.043
or a distance of 5.648 Bearing 64°45'40" for a distance of 6.418 or a distance of 5.817 Bearing 78°24'15" for a distance of 5.52 or a distance of 8.194 Bearing 77°00'10" for a distance of 5.59 or a distance of 10.532 Bearing 76°40'35" for a distance of 5.60 or a distance of 0.007 Bearing 83°49'30" for a distance of 5.313 or a distance of 10.41 Bearing 88°22'00" for a distance of 5.182	<ul> <li>Bearing 139°08'25" for a distance of 12.291 Bearing</li> <li>Bearing 166°14'10" for a distance of 6.886 Bearing</li> <li>Bearing 170°48'20" for a distance of 8.102 Bearing</li> <li>Bearing 164°59'40" for a distance of 4.138 Bearing</li> </ul>	g         86°42'35"         for a distance of         4.016         Beari           g         81°53'25"         for a distance of         4.032         Beari           g         77°42'55"         for a distance of         2.067         Beari           g         73°40'05"         for a distance of         2.064         Beari	ing 160°15'50" for a distance of 6.408 ing 150°10'40" for a distance of 6.889 ing 161°55'25" for a distance of 0.004 ing 156°29'20" for a distance of 4.357	Bearing 133°08'30" for a distance of 4.625 Bearing 118°06'20" for a distance of 3.788 Bearing 110°05'10" for a distance of 2.763 Bearing 104°30'50" for a distance of 0.006 Bearing 106°10'40" for a distance of 2.797 Bearing 96°59'00" for a distance of 4.026	Bearing352°56'50"for a distance of0.008BearingI°21'I0"for a distance of10.059BearingI°25'00"for a distance of3.991Bearing355°24'I0"for a distance of4.018Bearing350°39'25"for a distance of4.059Bearing343°38'45"for a distance of0.008
or a distance of 0.022 Bearing 78°46'40" for a distance of 5.50 or a distance of 9.785 Bearing 101°38'30" for a distance of 5.00 or a distance of 5.686 Bearing 103°35'15" for a distance of 5.0 or a distance of 0.006 Bearing 104°11'00" for a distance of 5.0 or a distance of 6.726 Bearing 91°18'20" for a distance of 5.117	<ul> <li>Bearing 153°17'35" for a distance of 0.004 Bearing</li> <li>Bearing 155°41'55" for a distance of 4.385 Bearing</li> <li>Bearing 162°23'00" for a distance of 4.193 Bearing</li> <li>Bearing 167°50'30" for a distance of 0.01 Bearing</li> <li>7 Bearing 167°20'00" for a distance of 9.624 Bearing</li> </ul>	g 50°15'15" for a distance of 2.424 Beari g 39°51'20" for a distance of 3.205 Beari g 33°04'40" for a distance of 0.002 Beari g 32°51'25" for a distance of 5.456 Beari g 29°31' for a distance of 18.419 Beari	ing 168°31'10" for a distance of 0.008 ing 168°27'45" for a distance of 12.473 ing 158°05'50" for a distance of 6.239 ing 157°29'20" for a distance of 0.004 ing 153°14'45" for a distance of 4.377	Bearing 94°00'15" for a distance of 8.01 Bearing 91°53'35" for a distance of 0.016 Bearing 90°21'30" for a distance of 7.999 Bearing 129°10'45" for a distance of 5.154 Bearing 250°05'35" for a distance of 8.507	Bearing 346°26'15" for a distance of 4.11 Bearing 340°17'55" for a distance of 12.731 Bearing 340°45'45" for a distance of 0.017 Bearing 340°34'40" for a distance of 4.236 Bearing 344°44'15" for a distance of 12.424
or a distance of5.813Bearing88°26'10"for a distance of5.18or a distance of4.45Bearing84°44'45"for a distance of5.28or a distance of0.003Bearing82°26'25"for a distance of10.72or a distance of2.239Bearing83°12'30"for a distance of10.66or a distance of0.004Bearing81°20'30"for a distance of10.80or a distance of4.175Bearing81°45'40"for a distance of10.77	Bearing 151°44'40" for a distance of 0.005 Bearing Bearing 150°16'30" for a distance of 6.429 Bearing Bearing 148°26'10" for a distance of 5.146 Bearing Bearing 147°47'10" for a distance of 0.017 Bearing	g 62°47'45" for a distance of 7.49 Beari g 110°55'40" for a distance of 6.725 Beari g 115°48'00" for a distance of 6.269 Beari g 118°58'25" for a distance of 6.026 Beari	ing I54°17'40" for a distance of I3.806 ing I47°13'45" for a distance of 0.024 ing I51°59'20" for a distance of 9.047 ing I48°11'35" for a distance of I3.428	Bearing 252°10'15" for a distance of 0.01 Bearing 252°50'30" for a distance of 16.725 Bearing 255°25'05" for a distance of 0.007 Bearing 248°10'15" for a distance of 5.669 Bearing 219°59'35" for a distance of 2.232 Bearing 214°40'20" for a distance of 2.913	Bearing 344°11′55″ for a distance of 0.017 Bearing 344°59′40″ for a distance of 4.136 Bearing 342°29′30″ for a distance of 0.004 Bearing 341°25′25″ for a distance of 4.215 Bearing 337°02′15″ for a distance of 13.031 Bearing 338°50′15″ for a distance of 17.172
or a distance of1.999Bearing81°44'30"for a distance of10.77or a distance of4.004Bearing78°06'20"for a distance of11.07or a distance of2.332Bearing75°08'for a distance of11.37or a distance of0.003Bearing72°47'45"for a distance of5.82or a distance of2.824Bearing77°13'20"for a distance of5.58or a distance of0.006Bearing79°50'40"for a distance of5.46	78Bearing143°34'00"for a distance of0.005Bearing74Bearing140°09'for a distance of5.412Bearing2Bearing137°51'for a distance of0.005Bearing31Bearing135°39'25"for a distance of5.586Bearing	g 123°44'45" for a distance of 11.45 Beari g 123°25'00" for a distance of 5.744 Beari g 126°40'35" for a distance of 11.147 Beari g 129°22'25" for a distance of 5.453 Beari	ing 151°46'20" for a distance of 0.005 ing 149°26'50" for a distance of 4.651 ing 148°26' for a distance of 0.009 ing 147°27'20" for a distance of 9.479	Bearing 170°46'30" for a distance of 3.412 Bearing 158°03'45" for a distance of 3.07 Bearing 143°30'25" for a distance of 2.048 Bearing 146°31'00" for a distance of 0.012 Bearing 129°58'20" for a distance of 6.234 Bearing 143°12'30" for a distance of 1.472	Bearing 336°29'40" for a distance of 8.365 Bearing 335°12'35" for a distance of 0.004 Bearing 331°52'20" for a distance of 4.893 Bearing 332°27'05" for a distance of 0.005 Bearing 330°00'05" for a distance of 4.613 Bearing 330°32'10" for a distance of 0.005
or a distance of 2.762 Bearing 85°14'05" for a distance of 5.26 or a distance of 0.002 Bearing 85°06'35" for a distance of 10.54 or a distance of 6.998 Bearing 86°53'55" for a distance of 10.44 or a distance of 2.261 Bearing 87°54'25" for a distance of 10.38 or a distance of 3.257 Bearing 90°53'55" for a distance of 10.25	<ul> <li>44 Bearing I31°41'20" for a distance of 0.018 Bearing</li> <li>4 Bearing I31°47'20" for a distance of 10.717 Bearing</li> <li>87 Bearing I30°56'30" for a distance of 5.289 Bearing</li> <li>5 Bearing I30°56'45" for a distance of 0.006 Bearing</li> </ul>	g 137°10'55" for a distance of 10.388 Beari g 137°39'10" for a distance of 10.365 Beari g 138°14'50" for a distance of 10.336 Beari g 140°16'20" for a distance of 5.124 Beari	ing 199°18'30" for a distance of 5.588 ing 198°14'20" for a distance of 5.642 ing 196°21'50" for a distance of 5.743 ing 191°15'35" for a distance of 6.073	Bearing 156°56'30" for a distance of 7.403 Bearing 146°49'50" for a distance of 0.005 Bearing 157°11'15" for a distance of 4.334 Bearing 150°53'40" for a distance of 0.005 Bearing 160°28'25" for a distance of 4.239	Bearing 326°25'10" for a distance of 9.591 Bearing 327°26'45" for a distance of 0.01 Bearing 322°48'15" for a distance of 5.028 Bearing 326°49'50" for a distance of 0.005 Bearing 318°24'25" for a distance of 4.554
or a distance of2.031Bearing95°47'10"for a distance of5.04or a distance of3.508Bearing98°29'25"for a distance of5.02or a distance of15.642Bearing100°44'40"for a distance of5.00or a distance of5.873Bearing102°41'20"for a distance of20.0or a distance of2.975Bearing103°02'55"for a distance of10.0or a distance of0.004Bearing105°34'25"for a distance of10.0	2 Bearing 129°21'30" for a distance of 0.005 Bearing 26 Bearing 127°35'45" for a distance of 5.042 Bearing 27°14'05" for a distance of 0.005 Bearing 27°14'05" for a distance of 0.005 Bearing 25°02'25" for a distance of 9.759 Bearing	g 146°30'05" for a distance of 10.063 Beari g 147°13'40" for a distance of 10.049 Beari g 149°19'25" for a distance of 5.01 Beari g 146°20'05" for a distance of 5.033 Beari g 145°21'25" for a distance of 10.087 Beari	ing 190°42'10" for a distance of 6.114 ing 193°48'40" for a distance of 5.898 ing 191°05'05" for a distance of 6.086 ing 194°33'45" for a distance of 5.85 ing 185°56'15" for a distance of 6.517	Bearing I64°46'30" for a distance of 4.141 Bearing I57°43'30" for a distance of 0.013 Bearing I72°15'00" for a distance of 8.064 Bearing I54°40'35" for a distance of 0.007 Bearing I70°17'20" for a distance of 4.012 Bearing I63°37'25" for a distance of 7.295	Bearing 319°52'40" for a distance of 5.995 Bearing 321°00'20" for a distance of 0.015 Bearing 322°26'10" for a distance of 5.04 Bearing 322°06'25" for a distance of 0.004 Bearing 326°05'30" for a distance of 4.814 Bearing 329°07'55" for a distance of 4.608
or a distance of6.196Bearing105°13'05"for a distance of10.00or a distance of0.008Bearing107°24'20"for a distance of10.02or a distance of4.116Bearing108°48'55"for a distance of10.04or a distance of2.049Bearing108°48'05"for a distance of10.04or a distance of2.005Bearing108°58'40"for a distance of10.04or a distance of2.065Bearing108°58'40"for a distance of10.04	22Bearing122°55'20"for a distance of9.527Bearing42Bearing120°11'40"for a distance of9.261Bearing42Bearing116°36'10"for a distance of0.013Bearing44Bearing117°21'40"for a distance of13.499Bearing	g I50°06'10" for a distance of I0.012 Beari g I51°03'35" for a distance of 5.003 Beari g I45°08'10" for a distance of 5.046 Beari g I43°57'20" for a distance of I0.123 Beari	ing 197°53'10" for a distance of 5.66 ing 209°40'20" for a distance of 5.206 ing 210°33'45" for a distance of 5.183 ing 209°01'50" for a distance of 5.223	Bearing 190°37'15" for a distance of 8.815 Bearing 238°35'55" for a distance of 5.8 Bearing 241°19'05" for a distance of 11.298 Bearing 243°21'25" for a distance of 5.549 Bearing 246°19' for a distance of 10.843 Bearing 247°20'10" for a distance of 5.382	Bearing 327°57'10" for a distance of 0.015 Bearing 332°59'55" for a distance of 8.8 Bearing 332°32'30" for a distance of 4.716 Bearing 328°20'45" for a distance of 0.005 Bearing 329°49'25" for a distance of 4.621 Bearing 325°09'05" for a distance of 2.184
or a distance of 13.126 Bearing 113°20' for a distance of 10.14 or a distance of 2.265 Bearing 121°19'15" for a distance of 10.49 or a distance of 0.012 Bearing 123°27'25" for a distance of 5.316 or a distance of 7.082 Bearing 134°29'45" for a distance of 11.65 or a distance of 19.433 Bearing 135°07'05" for a distance of 11.73 or a distance of 0.018 Bearing 136°06'30" for a distance of 5.93	16Bearing117°35'10"for a distance of0.014Bearing99Bearing117°56'40"for a distance of13.577Bearing6Bearing119°19'55"for a distance of0.009Bearing55Bearing119°21'25"for a distance of4.584Bearing32Bearing118°38'45"for a distance of0.009Bearing	g I51°32'40" for a distance of 5.001 Beari g I55°10'05" for a distance of 5.004 Beari g I61°55'15" for a distance of 5.063 Beari g I61°55'15" for a distance of 5.063 Beari	ing 209°55'35" for a distance of 5.199 ing 219°39' for a distance of 5.029 ing 225°50'15" for a distance of 5.0 ing 225°50'15" for a distance of 5.0	Bearing 248°55'45" for a distance of 10.65 Bearing 249°04'55" for a distance of 5.32 Bearing 251°14'20" for a distance of 5.252 Bearing 245°11'30" for a distance of 5.467 Bearing 245°07'50" for a distance of 5.47 Bearing 244°49'10" for a distance of 5.483	Bearing 322°29'10" for a distance of 5.097 Bearing 317°08'10" for a distance of 5.216 Bearing 321°58'40" for a distance of 5.106 Bearing 323°31'40" for a distance of 5.079 Bearing 325°24' for a distance of 5.053 Bearing 334°41'40" for a distance of 5.001
big a distance of 4.901 or a distance of 5.117 bearing 139°44'05" for a distance of 6.192 Bearing 142°05'50" for a distance of 6.39	2 Bearing IIIº40'40" for a distance of 4.306 Bearing 106°55'45" for a distance of 6.206 Bearing Bearing Bearing Bearing Bearing	g I52°01'05" for a distance of 5.001 Beari g I53°34'30" for a distance of I0.001 Beari g I53°53'25" for a distance of 5.001 Beari g I53°53'25" for a distance of 5.001 Beari g I57°47'20" for a distance of I0.037 Beari	ing 225°50'15" for a distance of 5.0 ing 225°50'15" for a distance of 15.0 ing 225°50'15" for a distance of 5.0 ing 240°25'25" for a distance of 5.167 ing 238°08'10" for a distance of 5.117	Bearing 245°52' for a distance of 5.439 Bearing 252°15'30" for a distance of 10.446 Bearing 253°59'20" for a distance of 5.178 Bearing 257°25'35" for a distance of 5.105 Bearing 255°48'35" for a distance of 10.273	Bearing 338°24'25" for a distance of 5.017 Bearing 327°43'50" for a distance of 5.027 Bearing 319°28'20" for a distance of 5.158 Bearing 318°05'45" for a distance of 10.382 Bearing 321°44'05" for a distance of 5.111
	Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g I58°07'20" for a distance of I0.042 Beari g I59°10'25" for a distance of I0.06 Beari g I59°54'40" for a distance of I0.075 Beari g I59°20'05" for a distance of 5.032 Beari g I62°33'10" for a distance of 5.072 Beari	ing 238°06'15" for a distance of 5.117 ing 241°20'45" for a distance of 5.189 ing 244°20'25" for a distance of 5.273 ing 243°13'20" for a distance of 5.239 ing 245°25'55" for a distance of 5.307	Bearing 255°28'45" for a distance of 10.287 Bearing 254°41'50" for a distance of 10.322 Bearing 256°46'15" for a distance of 10.234 Bearing 257°13'15" for a distance of 10.217 Bearing 255°14'40" for a distance of 10.298	Bearing 319°28'05" for a distance of 10.316 Bearing 319°08'30" for a distance of 10.331 Bearing 319°33'20" for a distance of 10.312 Bearing 318°08'45" for a distance of 5.19 Bearing 315°40'00" for a distance of 5.258
	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g 167°34'45" for a distance of 5.169 Beari g 172°53'30" for a distance of 5.321 Beari g 172°57'50" for a distance of 5.323 Beari g 174°53'10" for a distance of 5.392 Beari g 175°38'10" for a distance of 10.843 Beari	ing 248°41'45" for a distance of 5.426 ing 251°46'45" for a distance of 5.560 ing 253°16'35" for a distance of 5.634 ing 256°46'55" for a distance of 5.83 ing 249°40'30" for a distance of 5.466	Bearing 253°36'25" for a distance of 10.375 Bearing 250°33'05" for a distance of 10.545 Bearing 252°04' for a distance of 10.456 Bearing 253°24'10" for a distance of 5.193 Bearing 253°41'40" for a distance of 5.185 Bearing 255°06'30" for a distance of 5.152	Bearing 312°23'40" for a distance of 5.366 Bearing 308°53' for a distance of 11.015 Bearing 300°55'05" for a distance of 5.946 Bearing 293°25'40" for a distance of 6.551 Bearing 296°51'15" for a distance of 6.246 Bearing 300°19'35" for a distance of 5.986
	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g 178°43'10" for a distance of 5.555 Beari g 179°31'20" for a distance of 5.593 Beari g 184°15'25" for a distance of 5.855 Beari g 185°29'50" for a distance of 5.935 Beari g 189°31'30" for a distance of 6.23 Beari	ing 249°54'05" for a distance of 5.476 ing 251°38'05" for a distance of 5.553 ing 251°18'20" for a distance of 5.538 ing 254°10'20" for a distance of 5.681	Bearing 257°05'55" for a distance of 5.111 Bearing 257°08' for a distance of 10.22 Bearing 257°08' for a distance of 5.110 Bearing 258°58'20" for a distance of 5.078 Bearing 259°49'30" for a distance of 10.131 Bearing 260°25'55" for a distance of 10.114	Bearing304°46'10"for a distance of5.712Bearing304°05'25"for a distance of5.75Bearing303°25'45"for a distance of5.788Bearing291°07'for a distance of6.788Bearing285°27'20"for a distance of7.505Bearing277°16'35"for a distance of9.036
233 00 × 540 × 540 × 500	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g 194°40'45" for a distance of 13.41 Beari g 237°38'30" for a distance of 10.535 Beari g 251°59'45" for a distance of 4.21 Beari g 250°42'35" for a distance of 0.004 Beari g 249°49'20" for a distance of 4.256 Beari	ing 249°05'55" for a distance of 5.442 ing 243°16'05" for a distance of 5.241 ing 235°37'50" for a distance of 5.074 ing 231°23'10" for a distance of 5.024	Bearing 261°54'35" for a distance of 10.078 Bearing 269°03'10" for a distance of 5.0 Bearing 271°52'05" for a distance of 5.006 Bearing 275°23'00" for a distance of 5.031 Bearing 276°46'40" for a distance of 5.046 Bearing 278°58'50" for a distance of 5.076	Bearing 290°06'20" for a distance of 6.901 Bearing 299°41'50" for a distance of 6.03 Bearing 301°25'15" for a distance of 5.912 Bearing 297°22'05" for a distance of 6.205 Bearing 292°04'50" for a distance of 6.686 Bearing 287°12'05" for a distance of 7.26
	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g       244°21'35"       for a distance of       4.432       Beari         g       242°18'05"       for a distance of       0.005       Beari         g       237°59'40"       for a distance of       4.711       Beari         g       238°21'35"       for a distance of       0.004       Beari	ing 173°20'55" for a distance of 5.47 ing 182°48'10" for a distance of 1.517 ing 215°48'05" for a distance of 3.254 ing 210°31'20" for a distance of 2.97	Bearing 279°33'35" for a distance of 10.171 Bearing 280°20'10" for a distance of 5.099 Bearing 284°27'20" for a distance of 10.373 Bearing 282°23'05" for a distance of 10.277 Bearing 282°08'00" for a distance of 5.133 Bearing 279°31'55" for a distance of 5.085	Bearing 298°34' for a distance of 6.112 Bearing 310°41'40" for a distance of 5.431 Bearing 310°46'10" for a distance of 5.428 Bearing 320°08'35" for a distance of 5.143 Bearing 322°21'10" for a distance of 5.099 Bearing 325°45'05" for a distance of 5.048
	28 Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g       233°43'50"       for a distance of       9.911       Beari         g       232°29'40"       for a distance of       0.005       Beari         g       231°51'20"       for a distance of       4.609       Beari         g       230°30'40"       for a distance of       0.004       Beari	ing I84°00'35" for a distance of 4.716 ing I72°35'55" for a distance of 4.53 ing I69°15'30" for a distance of 0.004 ing I66°53'05" for a distance of 4.097	Bearing 276°47'20" for a distance of 10.092 Bearing 276°01'50" for a distance of 10.075 Bearing 269°03'10" for a distance of 5.000 Bearing 278°49'40" for a distance of 10.147 Bearing 279°10'40" for a distance of 10.158 Bearing 279°22'05" for a distance of 10.164	Bearing 329°21'50" for a distance of 5.014 Bearing 331°55'30" for a distance of 5.002 Bearing 332°08'15" for a distance of 5.002 Bearing 332°50'15" for a distance of 10.001 Bearing 333°02'35" for a distance of 10.001 Bearing 333°06'35" for a distance of 10.0
Final footprint derived from drawing 2009 10 14 dwg file	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g       226°59'40"       for a distance of       0.006       Beari         g       224°13'25"       for a distance of       5.728       Beari         g       222°28'25"       for a distance of       0.011       Beari         g       221°51'40"       for a distance of       5.431       Beari         g       221°23'40"       for a distance of       0.011       Beari	ing 160°41' for a distance of 4.225 ing 159°10'05" for a distance of 4.299 ing 155°26'20" for a distance of 0.005 ing 158°18'00" for a distance of 4.3 ing 155°49'50" for a distance of 0.005	Bearing 280°10'55" for a distance of 20.383 Bearing 280°16'45" for a distance of 10.195 Bearing 281°16'20" for a distance of 5.116 Bearing 284°33'45" for a distance of 5.189 Bearing 285°08'30" for a distance of 5.204 Bearing 291°52'45" for a distance of 5.425	Bearing 333°08'40" for a distance of 10.0 Bearing 333°58'40" for a distance of 10.0 Bearing 335°42'05" for a distance of 10.006 Bearing 336°46'20" for a distance of 10.015 Bearing 336°35'30" for a distance of 10.013 Bearing 337°40'30" for a distance of 10.024
received from URS Corp on 21.10.09.	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g       216°49'20"       for a distance of 13.947       Beari         g       221°47'25"       for a distance of 22.58       Beari         g       227°04'40"       for a distance of 0.012       Beari         g       220°37'15"       for a distance of 5.264       Beari         g       224°56'30"       for a distance of 0.006       Beari	ing I54°44'45" for a distance of 0.006 ing I51°04'30" for a distance of 4.564 ing I49°37'55" for a distance of 3.063 ing I30°43'55" for a distance of 5.496 ing I21°00'45" for a distance of 4.677	Bearing 289°27'20" for a distance of 10.669 Bearing 293°58'40" for a distance of 11.027 Bearing 295°25' for a distance of 11.161 Bearing 293°51'50" for a distance of 11.017 Bearing 291°57'05" for a distance of 10.856 Bearing 292°22'20" for a distance of 10.89	Bearing 337°36'45" for a distance of 10.024 Bearing 337°14'40" for a distance of 5.01 Bearing 336°21'50" for a distance of 5.005 Bearing 335°27'45" for a distance of 5.002 Bearing 333°44'50" for a distance of 5.0 Bearing 333°10'20" for a distance of 10.0
	Ellisse 230 230 200 10 10 10 10 10 10 10 10 10 10 10 10 1	g       218°39'35"       for a distance of 15.392       Beari         g       217°56'20"       for a distance of 0.021       Beari         g       216°33'45"       for a distance of 14.935       Beari         g       218°37'25"       for a distance of 10.228       Beari         g       220°02'15"       for a distance of 0.01       Beari	ing 108°46'25" for a distance of 2.618 ing 116°06'15" for a distance of 1.886 ing 120°54'20" for a distance of 2.685 ing 170°32'55" for a distance of 0.001 ing 121°59'20" for a distance of 0.962	Bearing 296°20'45" for a distance of 11.253 Bearing 298°25'40" for a distance of 11.475 Bearing 298°34'15" for a distance of 11.492 Bearing 298°10'05" for a distance of 5.723 Bearing 309°36'50" for a distance of 6.581 Bearing 334°14'25" for a distance of 4.18	Bearing 333°24'45" for a distance of 10.0 Bearing 333°35'20" for a distance of 10.0 Bearing 333°57'50" for a distance of 10.0 Bearing 333°40'40" for a distance of 15.0 Bearing 333°40'40" for a distance of 10.0 Bearing 333°40'40" for a distance of 5.0
	Bearin Bearin Bearin Bearin Bearin	g 218°35'15" for a distance of 0.005 Beari g 213°29'00" for a distance of 5.441 Beari g 199°28'35" for a distance of 7.912 Beari g 191°01'05" for a distance of 0.012 Beari g 193°45'30" for a distance of 16.463 Beari	ing       203°02'05"       for a distance of       II.785         ing       212°53'50"       for a distance of       I.826         ing       224°18'       for a distance of       I.833         ing       244°29'       for a distance of       6.655         ing       237°13'55"       for a distance of       0.005	Bearing 337°32'20" for a distance of 4.333 Bearing 342°03'45" for a distance of 4.206 Bearing 346°26'15" for a distance of 4.11 Bearing 347°33'30" for a distance of 0.008 Bearing 351°19'30" for a distance of 4.041 Bearing 356°02'45" for a distance of 16.035	Bearing 333°40'40" for a distance of 20.0 Bearing 333°40'40" for a distance of 15.0 Bearing 333°40'40" for a distance of 45.0 Bearing 333°40'40" for a distance of 30.0 Bearing 333°40'40" for a distance of 25.0 Bearing 333°40'40" for a distance of 30.0
22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g 191°05' for a distance of 0.004 Beari g 186°13'15" for a distance of 4.029 Beari g 188°59'55" for a distance of 0.004 Beari g 182°07'30" for a distance of 8.03 Beari g 179°28'50" for a distance of 21.696 Beari	ing 235°32'40" for a distance of 2.58 ing 226°34'20" for a distance of 2.597 ing 220°24'35" for a distance of 4.611 ing 197°33'40" for a distance of 2.714 ing 185°25'05" for a distance of 1.997	Bearing 353°45'50" for a distance of 4.019 Bearing 351°29'55" for a distance of 0.008 Bearing 349°36'05" for a distance of 8.126 Bearing 346°13'20" for a distance of 16.475 Bearing 348°42'45" for a distance of 20.399	Bearing 333°40' for a distance of 15.0 Bearing 333°41'45" for a distance of 10.0 Bearing 333°40'40" for a distance of 10.0 Bearing 333°40'40" for a distance of 15.0 Bearing 336°44'50" for a distance of 5.007
5304 or 5P225924	Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin Bearin	g 190°37'35" for a distance of 0.008 Beari g 192°50'10" for a distance of 10.234 Beari g 191°59'25" for a distance of 4.084 Beari g 193°06'25" for a distance of 0.016 Beari g 189°34'25" for a distance of 4.062 Beari	ing 172°04'35" for a distance of 8.067 ing 184°07'40" for a distance of 0.008 ing 178°01' for a distance of 10.005 ing 174°52'00" for a distance of 3.149 ing 157°41'25" for a distance of 9.568	Bearing 348°41'25" for a distance of 0.004 Bearing 347°13'15" for a distance of 8.197 Bearing 345°06'20" for a distance of 4.138 Bearing 342°10'10" for a distance of 0.004 Bearing 342°23'00" for a distance of 4.192 Bearing 338°25'35" for a distance of 0.009 Bearing 328°18'20" for a distance of 4.3	Bearing 358°39'30" for a distance of 5.516 Bearing 3°23'40" for a distance of 5.757 Bearing 355°0' for a distance of 5.367 Bearing 354°05'25" for a distance of 10.67 Bearing 352°55'25" for a distance of 10.592 Bearing 352°30'35" for a distance of 10.566 Bearing 352°22'40" for a distance of 10.566
	Bearin	g 191°45'50" for a distance of 0.004 Beari g 184°32'20" for a distance of 16.036 Beari g 189°26'35" for a distance of 6.082 Beari g 188°54'20" for a distance of 2.016 Beari	ing 162°17'50" for a distance of 8.398 ing 158°39'30" for a distance of 0.009	Bearing 332°13'10" for a distance of 9.036	Bearing 353°22'40" for a distance of 5.311 Bearing 355°36′ for a distance of 5·39 and containing an area of 126.5 ha more or less.
Г					

	LEGEND	REAL PROPERTY DESCRIPTION	
ermanent Survey Mark. Data derived from Survey ata Base in the Department of Environment and Management. and dimensions are approximate and are subject is to be read in conjunction with the supplied	HIGHEST ASTRONOMICAL TIDE (HAT) MEAN HIGH WATER SPRINGS (MHWS) MANGROVES	Lot:3 & 4on:SP225924Parish of:CurtisCounty of:Deas ThompsonArea:-	KEVIN HOLT CONSUL SURVEYORS AND TOWN PLA 1B Technology Office Park 107 Miles Platting Road Eight Mile Plains Qld 4113 Phone 07 3219 0400 Fax 07 3219 0900 Email brisbane@kevinholtconsulting.com
Scale 1:6000       – Lengths are in Metres.         1       1       1       1         0       100       200       300       400       500       600	SALT MARSH	UBD Ref:Map-RefLocal Authority:Gladstone R. C.Contour Interval:-Datum:GDA94	Disclaimer: The position of Fence Lines, Retaining Walls and other detail is and should not be relied upon as depicting the Boundary Lines. VISIBLE SERVICES ONLY. The location of pegs found have N CHECKED and as such should not be relied on as marking the An Identification Survey should be carried out prior to any cons

ULTING	PROPOSA		PLAN	
ANNERS	<u>CLIENT:</u> URS Australia	DATE SURVEYED: - SURVEYOR: TP (AL)		
Cuelty ISO 8001 ●449COBAL	SITE ADDRESS:	A1		ALE: 1:6000 ED: 21/10/2009
I is indicative only es. This is a plan of e NOT BEEN the corners of the lot. Instruction works.	Lots 3 & 4 Esplanade Curtis Island		<sup>NO.</sup> 93094	PLAN NO. REV <b>03</b>