



G8 | Metes and Bounds



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.

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



Appendix 1

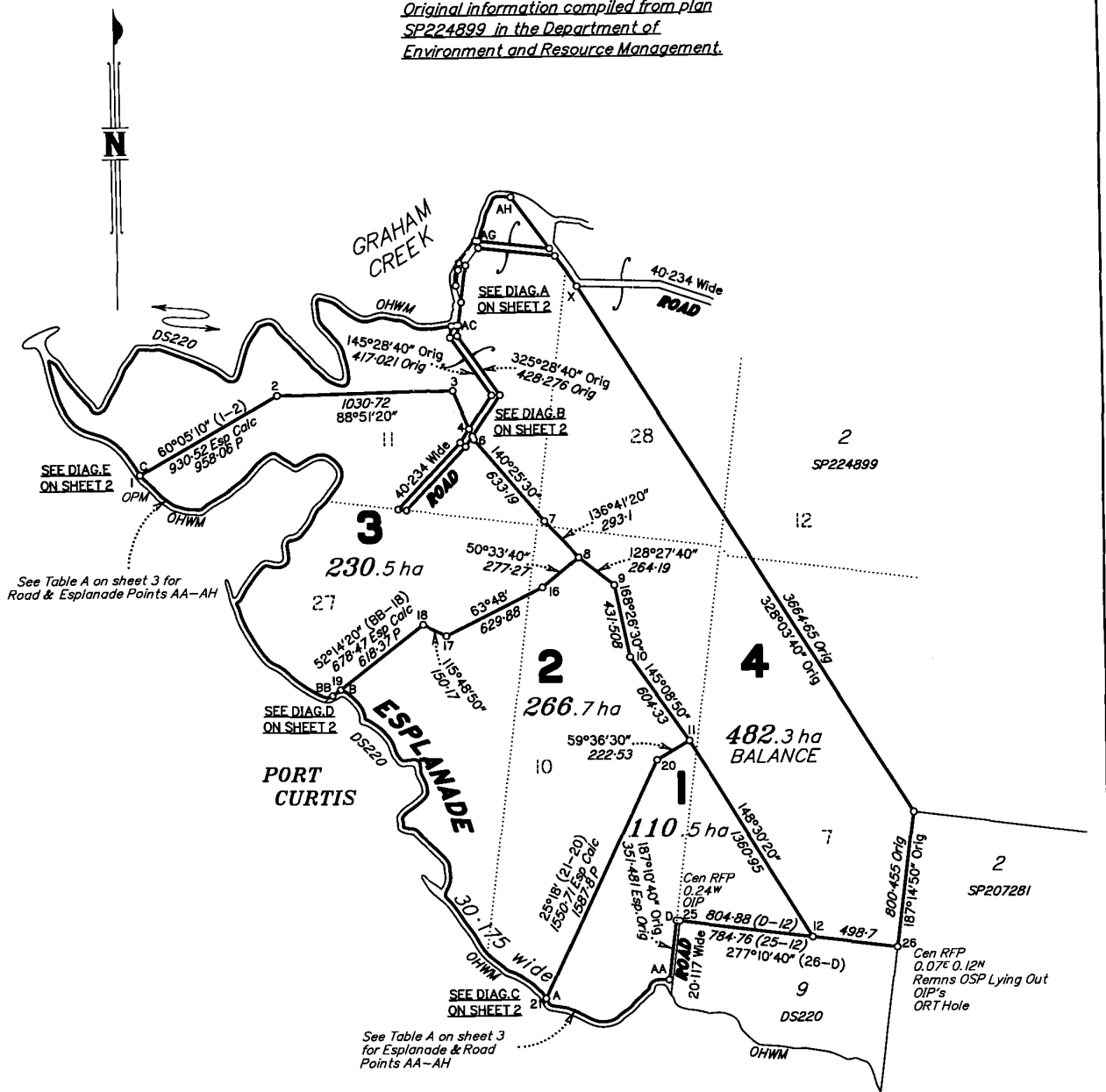


Land Title Act 1994; Land Act 1994
Form 21 Version 2

SURVEY PLAN

Sheet
1 of
3

*Original information compiled from plan
SP224899 in the Department of
Environment and Resource Management.*

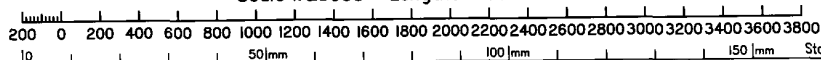


PERMANENT MARKS

PM	ORIGIN	BEARING	DIST	NO
I-OPM Fd		64°56'20"	312-814	72281
I-PM		149°33'20"	20-678	121860
II-OPM (New Conn.)	SP224899	105°39'	865-818	43555
19-PM		148°11'20"	213-879	168830
21-OPM	DP209057	80°51'50"	767-054	173111
21-PM		137°21'30"	40-439	168829

*Branded peg placed at all new corners
unless otherwise shown.*

Scale 1:25000 - Lengths are in Metres.



I, Alan Scott Maclean hereby certify that Nelson Ian Leslie Harch (Surveying Graduate), for whose work I accept responsibility, and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and the Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on the 08/05/2009.

AS Maclean Cadastral Surveyor
Date *2/6/09*

Plan of Lots 1, 2, 3 & 4

Cancelling Lot 1 on SP224899

PARISH: **CURTIS**COUNTY: **Deas Thompson**Meridian: **MGA Zone 56 vide GPS**

F/N's: Yes

Scale: **1:25000**Format: **STANDARD****SP225924**

Plan Status:

712676193

\$551.90

20/08/2009 14:52

BE 400 NT

WARNING : Folded or Mutilated Plans will not be accepted.
Plans may be rolled.
Information may not be placed in the outer margins.

Registered

5. Lodged by

PROPERTY SERVICES GROUP

PO BOX 15009

CITY EAST QLD 4002

PH: 3224 2065 REF: T6646

LODGER CODE: 2068

(Include address, phone number, reference, and Lodger Code)

1. Certificate of Registered Owners or Lessees.

1/We THE MINISTER FOR INDUSTRIAL DEVELOPMENT OF QUEENSLAND

(Names in full)

* as Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

SUBJECT TO SECTION 3.7.8 OF THE INTEGRATED PLANNING ACT 1997

* as Lessees of this land agree to this plan:

Signed by of the Minister for Industrial Development of Queensland as General as Delegate of THE MINISTER FOR INDUSTRIAL DEVELOPMENT OF QUEENSLAND

* Rule out whichever is inapplicable

2. Local Government Approval.

*

hereby approves this plan in accordance with the :

%

Dated this _____ day of _____

_____ #

_____ #

* Insert the name of the Local Government. % Insert Integrated Planning Act 1997 or
 # Insert designation of signatory or delegation Local Government (Planning & Environment) Act 1990

3. Plans with Community Management Statement :

CMS Number :

Name :

4. References :

Dept File :

Local Govt :

Surveyor : 3628

6. Existing

Title Reference	Lot	Plan	Lots	Emts	Road
50778228	1	SP224899	1, 2, 3 & 4		

Created

1	Lot 7 on DS220 Lot 10 on DS220
2	Lot 27 on DS220 Lot 10 on DS220
3	Lot 27 on DS220 Lot 28 on DS220 Lot 11 on DS220 Lot 10 on DS220
4	Lot 10 on DS220 Lot 7 on DS220 Lot 11 on DS220 Lot 12 on DS220 Lot 28 on DS220

Lots	Orig
------	------

7. Portion Allocation :

8. Map Reference :

9150-311

9. Locality :

CURTIS ISLAND

10. Local Government :

GLADSTONE REGIONAL COUNCIL

11. Passed & Endorsed :

By : A.S. MACLEAN

Date : 27/08/2009

Signed : [Signature]

Designation : CADASTRAL SURVEYOR

12. Building Format Plans only.

I certify that :

* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road.

* Part of the building shown on this plan encroaches onto adjoining * lots and road

Cadastral Surveyor/Director* Date
 *delete words not required

13. Lodgement Fees :

Survey Deposit	\$ _____
Lodgement	\$ _____
New Titles	\$ _____
Photocopy	\$ _____
Postage	\$ _____
TOTAL	\$ _____

14. Insert
 Plan
 Number

SP225924

DIAGRAM A

SCALE 1: 10000

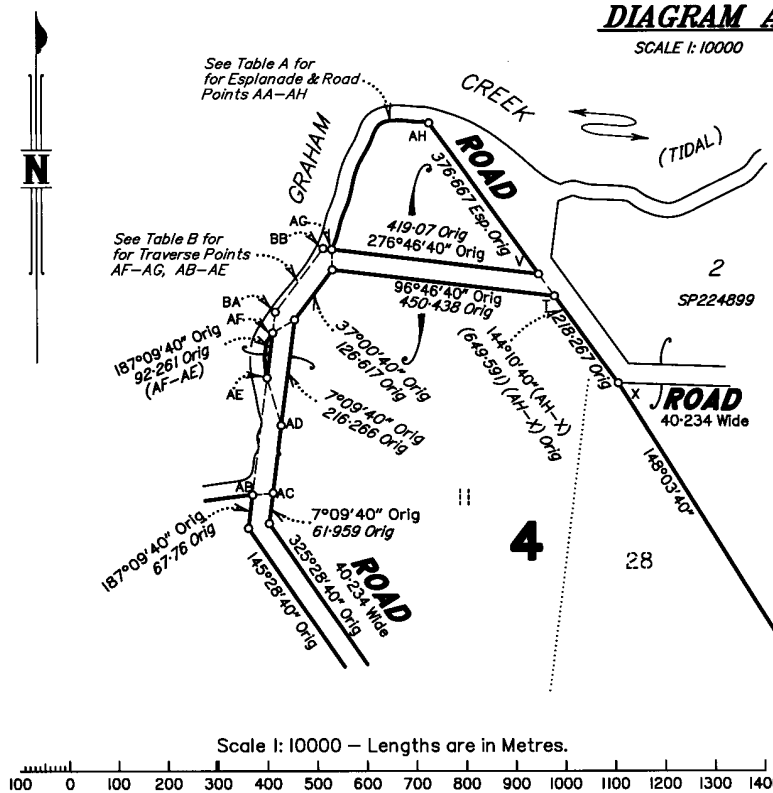


DIAGRAM C

SCALE 1: 1000

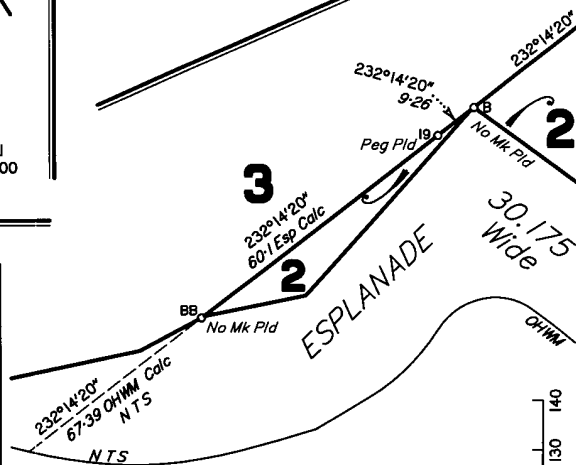


DIAGRAM D

Not to Scale

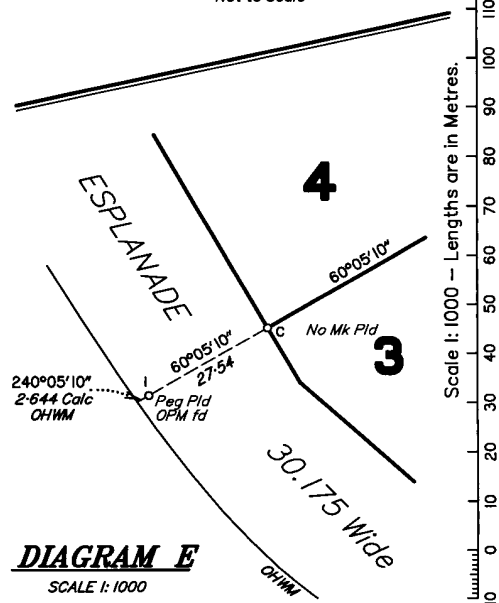
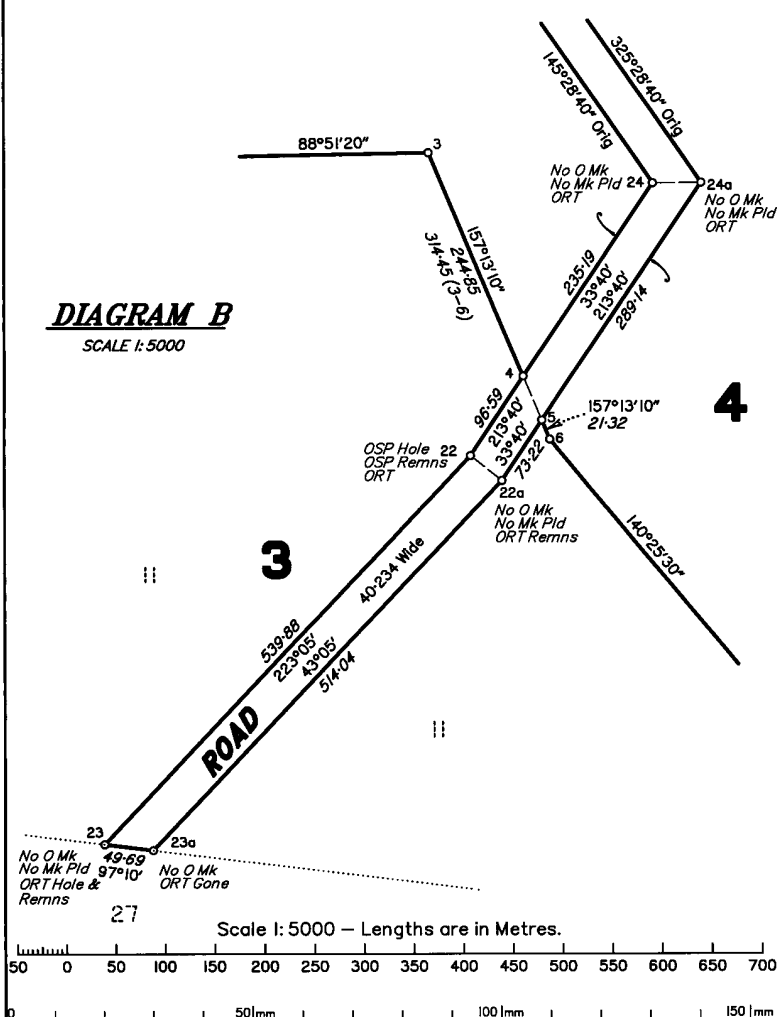


DIAGRAM E

SCALE 1: 1000

DIAGRAM B

SCALE 1: 5000



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Insert
Plan
Number

SP225924

TABLE A

BEARING	DISTANCE
AA 271°13'	46-876
272°32'10"	38-616
223°59'40"	46-222
178°59'40"	23-864
238°01'50"	28-869
221°08'	41-756
232°31'30"	42-2
215°27'50"	39-933
235°18'20"	80-493
221°17'20"	38-477
256°58'20"	78-162
285°08'40"	68-389
303°01'40"	133-88
273°30'40"	127-383
333°51'	23-636
331°01'50"	28-831
331°01'50"	12-664
330°46'10"	28-618
305°11'50"	37-458
324°54'50"	33-068
303°06'40"	99-325
291°48'	45-439
286°24'40"	35-132
317°08'50"	36-13
305°58'30"	42-374
309°14'40"	53-902
317°34'20"	37-068
325°58'	36-561
331°41'30"	81-014
324°16'30"	53-225
320°33'	38-086
329°07'30"	39-164
326°18'20"	41-927
323°27'30"	41-788
320°35'40"	44-284
308°07'30"	38-601
331°11'30"	65-399
12°25'30"	52-41
347°45'40"	45-904
2°57'20"	39-02
319°13'40"	52-026
313°55'40"	82-241
312°29'40"	79-738
316°47'30"	39-906
313°55'40"	33-37
268°55'40"	36-052
287°21'50"	32-962
313°55'40"	3-069
18°22'10"	17-765
339°28'50"	36-252
32°36'	16-399
45°11'10"	34-344
59°41'30"	39-094
51°09'40"	87-861
31°48'50"	27-388
11°22'50"	17-31
353°03'10"	46-982
332°06'40"	46-761
332°45'50"	32-942
3°43'40"	90-407
255°17'30"	109-921
327°15'30"	21-024
318°43'40"	36-008
342°57'20"	38-282
340°31'50"	49-783
318°43'40"	89-993
304°41'30"	95-017
273°43'40"	19-283
8°55'20"	20-298
340°31'50"	56-778
318°43'40"	89-603
306°09'20"	73-721
228°43'40"	50-91
241°46'50"	18-808
241°46'50"	14-154
257°53'10"	30-174
299°04'40"	129-38
307°45'40"	109-261
315°08'40"	75-506
291°33'40"	55-531
306°25'40"	39-029
323°25'40"	103-307
330°42'40"	174-634
348°15'40"	58-68
336°57'	44-089
336°40'50"	6-819
64°10'10"	28-463
25°28'	50-152
31°0'	37-454
36°46'40"	39-483
33°55'	39-529
39°38'30"	38-025
42°29'20"	35-419
58°34'50"	12-93
75°26'20"	12-069
109°25'30"	71-056
63°20'30"	84-454
340°28'	91-157
10°12'50"	29-846
36°46'40"	20-611
81°46'40"	56-899
36°46'40"	51-228
42°29'20"	41-947
31°04'	45-648
22°44'30"	41-472
31°04'	31-548
56°04'	41-065
36°46'40"	173-187
10°12'50"	64-452
325°42'40"	58-85
310°43'20"	79-156
266°14'20"	57-29
249°13'	48-962

TABLE A Cont.

BEARING	DISTANCE
236°18'	46-235
241°14'20"	41-595
240°13'	7-056
299°06'20"	21-215
301°38'30"	77-064
312°22'40"	58-204
234°29'40"	77-01
230°39'40"	44-231
219°21'	43-286
222°07'50"	78-385
230°39'40"	36-478
236°22'20"	41-542
226°28'30"	52-191
247°14'20"	17-706
235°49'	21-73
241°31'40"	81-95
230°13'	44-854
227°02'40"	17-815
276°41'50"	31-831
271°37'50"	43-355
285°15'	36-08
288°06'	40-814
283°14'30"	9-291
308°07'10"	35-29
305°26'30"	40-328
307°57'10"	17-679
319°49'40"	78-224
306°28'10"	41-884
311°27'40"	40-59
329°49'40"	12-89
329°49'40"	175-832
307°48'40"	148-393
277°40'40"	155-239
326°07'40"	180-716
344°48'40"	110-841
342°32'50"	39-786
348°13'	39-54
345°22'	39-679
351°04'40"	41-065
342°13'20"	15-218
119°42'40"	42-81
131°06'	13-51
148°58'20"	37-217
149°26'20"	41-817
143°43'40"	42-493
140°52'	82-072
138°01'	83-094
132°25'	33-76
164°44'40"	33-228
104°55'40"	43-601
53°47'50"	43-489
26°17'	49-297
20°41'	19-003
31°59'40"	58-867
26°17'	41-189
29°08'	42-485
17°57'30"	40-709
31°59'40"	33-531
43°18'20"	41-03
31°59'40"	77-956
52°39'	5-991
93°46'40"	72-862
79°44'30"	39-908
99°35'10"	12-815
111°00'30"	38-593
111°20'	83-365
112°01'50"	40-962
108°48'40"	40-213
112°06'30"	32-431
120°37'	40-851
112°07'50"	40-672
120°39'40"	36-478
126°22'20"	37-454
131°58'20"	51-048
90°16'10"	51-614
22°54'50"	49-794
15°46'	160-679
24°38'30"	35-339
31°31'20"	38-612
37°17'30"	41-025
28°43'	30-651
72°14'10"	14-289
71°55'40"	37-171
95°18'30"	14-878
117°44'20"	30-431
152°44'30"	56-328
128°46'40"	69-801
140°05'20"	40-271
131°38'30"	39-561
142°48'50"	42-235
128°46'40"	38-82
148°04'	44-188
123°04'	43-355
137°18'30"	37-657
134°29'20"	47-39
111°13'10"	140-998
352°01'40"	157-032
337°43'40"	40-304
351°45'50"	43-009
332°01'	49-951
315°55'40"	45-55
323°41'30"	42-736
311°09'50"	44-254
326°25'	35-114
333°31'50"	19-007
356°13'20"	36-868
351°03'40"	64-667
28°47'10"	24-935
110°26'20"	36-134
101°44'	44-304
122°02'30"	35-412
134°01'40"	40-258

TABLE A Cont.

BEARING	DISTANCE
128°38'20"	43-926
123°02'20"	43-415
117°19'40"	49-508
88°27'	45-716
69°58'40"	44-376
75°58'	32-666
101°18'50"	33-302
106°34'	46-37
87°16'40"	37-004
118°14'30"	36-532
125°56'20"	58-418
92°59'20"	50-863
87°16'40"	43-244
81°34'	81-525
84°47'20"	39-618

AB

AC

AD

AE

C

AG

AH

TRAVERSES ETC

LINE	BEARING	DISTANCE
AF-BA	7°09'40"	42-199
BA-BB	37°00'40"	160-411
BB-AG	96°46'40"	17-525
AB-AG	7°09'40"	139-264
AB-AC	84°47'20"	41-4
AF-AX	59°07'30"	40-582
AY-AG	358°49'	24-24
22-22a	128°22'30"	40-37
4-5	157°13'10"	48-28
24-24a	89°33'	48-6

LINE PEGS

STN	BEARING	DISTANCE
1-LP	60°05'10"	310-15
1-LP	60°05'10"	481-20
2-LP	88°51'20"	120-57
2-LP	88°51'20"	315-41
2-LP	240°05'10"	258-17
3-LP	268°51'20"	378-63
6-LP	140°35'30"	221-21
7-LP	320°25'30"	213-59
8-LP	316°41'20"	89-76
10-LP	145°08'50"	194-66
11-LP	148°30'20"	329-72
11-LP	148°30'20"	519-12
11-LP	325°08'50"	94-42
12-LP	328°30'20"	122-92
12-LP	328°30'20"	378-93
12-LP	328°30'20"	625-03
16-LP	243°48'	144-88
17-LP	63°48'	295-2
19-LP	52°14'20"	116-05
20-LP	205°18'	143-48
20-LP	205°18'	431-33
20-LP	205°18'	555-43
21-LP	25°18'	317-16
21-LP	25°18'	477-04
21-LP	25°18'	753-03

Traverse Table and Table A calculated from
original info on plan DS220 and original field notes.

REFERENCE MARKS

STN	TO	ORIGIN	BEARING	DIST
1	PIN		4°20'	1-076
2	PIN		20°16'	1-073
3	PIN		237°40'	1-23
6	PIN		235°36'	1-057
7	PIN		195°47'	0-862
8	PIN		33°48'	1-016
9	PIN		58°42'	0-622
10	PIN		9°02'	1-094
11	PIN		256°26'	0-959
12	PIN		157°38'	1-68
16	PIN		87°17'	1-265
17	PIN		278°31'	1-808
18	PIN		217°17'	1-018
19	PIN		17°35'	1-278
20	PIN		107°18'	1-254
21	PIN		340°20'	1-033
22	PIN		125°10'	1-687
22	ORT	DS220	31°14'	9-374
22a	ORT Remns	DS220	182°09'	7-866
23	PIN		348°45'	2-064
23	ORT Hole & Remns	DS220	25°10'	4-084
24	PIN		284°48'	2-692
24	ORT	DS220	284°39'	4-929
24a	ORT	DS220	115°54'	3-038
25	OIP	DP209057	127°12'	1-467
26	OIP	SP207281	239°42'	2-09
26	ORT Hole	DS220	319°35'	15-73
26	OIP (Orig)	SP207281	127°11'15"	107-317

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Insert
Plan
Number
SP225924

Appendix 2



KEVIN HOLT CONSULTING PSM DATA REPORT

Details of Registered Number: 043555

Information as at February 2009

ADMINISTRATIVE

Allocation Description: Brisbane Office
PSM Allocation Date: 16/03/1992
Alternative Name(s): B 428; SHIP HILL;
Locality Description: SEE RECCE BK 1125
Parish: CURTIS
Town:
LGA: GLADSTONE REGIONAL
NRW District: CAPRICORN
Cadastral Connections: ; ; ; ;

MARK DETAILS

Mark Type:	STAND	Mark Condition:	GOOD
Installed By:	DMS	Install Date:	28/07/1977
Suveyor Name:		Mark Access:	COPTER
Last Visit:	28/07/1977	Map Ref:	9150 31
Sketch Available:	Y		

HORIZONTAL DATA

Datum:	GDA94	Longitude DMS:	151 13 5.8515
Latitude DMS:	23 46 5.9371	Northing:	7370285.709
Easting:	318437.726		
Zone:	56	Class:	CLASS A
Order:	1st ORDER		
Fixed By:	TRIG		
Adj Name:	GDA - QLD2R1		
Adj Date:	6/12/1999		
Latitude Decimal:	-23.76831586	Longitude Decimal:	151.2182921

VERTICAL DATA

Height:	173.024	Datum:	AHD
Order:	3rd ORDER	Class:	Class C
Fixed By:	SPIRIT LEVELLING		
Geoid/Ellipsoid:	0	Ellipsoid Datum:	
(N-Value)			
Geoid Model:		Reduction Method:	

NATIONAL MAPPING COUNCIL OF AUSTRALIA
STATION SUMMARY

SHEET 1 of 2

Serial No

Authority OLD DEPT OF MAPPING AND SURVEYING

03423

Station Number and Name: B.428 SHIP HILL (PM 43555)

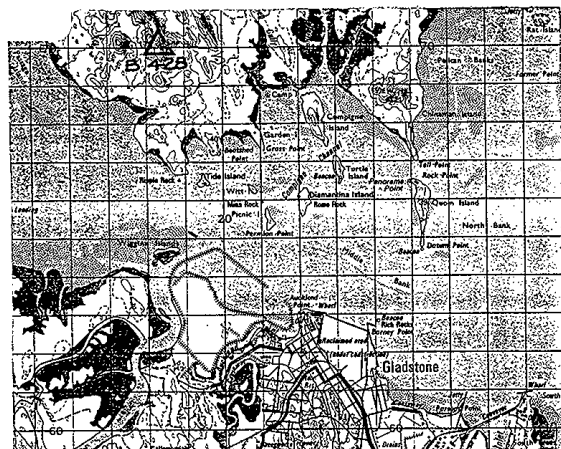
Order: HICON

Original Station Established by:	RASC	Date:	8/10/42
Existing Station Marked by:	DMS	Date:	28/7/77
Reference Books:	AA29 451 ; AAF/03-22A <i>JB 1125</i> File 100/2-5, 77 ; AMG B.27		
Cadastral Location:	State Queensland	County/District	Deas Thompson
Parish/Hundred	Curtis	Allotment/Section/Portion	
Local Authority:	Calliope S.C.	Working Map:	1:25 000 9150-31
Access and Locality Sketch:	Particulars of station marking and beacon: On south end of Curtis Island Cairn, pole & disc over subsurface bronze triangulation plaque set in conc, 1 foot below the surface. Note station updated now being standard permanent survey mark No. 43555		

Map Name:	ROCKHAMPTON	Map Number:	SF 56-13	Scale:	1:250 000
DATUM:	Australian Geodetic Datum 1956				
RECTANGULAR COORDINATES:	Australian Map Grid: In Metres				
GRID BEARING = ADJ AZIMUTH + CONVERGENCE	HEIGHTS: In Metres on the Australian Height Datum				
SHIP	B 428	SECTION BRISCKA SERIAL 63			
SOUTH LATITUDE	23 46 11.6193	EAST LONGITUDE	151 13 07.0397	ZONE	56
EASTING	318331.338	NORTHING	7370100.463	CONVERGENCE	-0 43 07.56
TO	SERIAL	ADJ AZIMUTH	OBS	LAPLACE	ADJ LENGTH
MAURICE	B 017 60	172 22 55.43	-1.32		18571.429
LARCOM	B 427 62	253 15 06.77	-1.76		14085.704
CENTRAL	B 429 64	320 58 55.28	1.08		17289.621

AT SHIP HILL 43555 B428 GLADSTONE CONTROL DATE 81/02/03 CONV.
===== *0 43 7.56
AMG PROV-RUNDLE ORIGIN LATITUDE LONGITUDE
318331.365 E 7370100.798 N ZONE 56 (23 46 11.6084 S 151 13 2.0407 E)

TO	SERIAL	GRID BEAR			SPHD DIST
		D	M	S	
* MAURICE 29891 B017		171	39	45.68	18571.665 MS
* 06S1120 70850 SPRING		245	45	29.49	10209.580 MS
* 06S1121 70852 BULTREY		274	35	20.40	13489.470 MS
* ELGATCOMBE 43609		126	0	51.50	20270.195 MS
* ELARCOM 43544		252	31	51.37	14085.557 MS
* 06S773 43545 CURRAN		212	15	56.47	19759.604 MS
* 06S776 43551 BLACKHEAD		27	59	46.38	11844.785 MS
* 06S777 43552 DUFFY		336	31	34.64	10452.762 MS
* VIEW HILL 71269		102	20	20.47	6425.230 MS



SCALE: 1:100 000

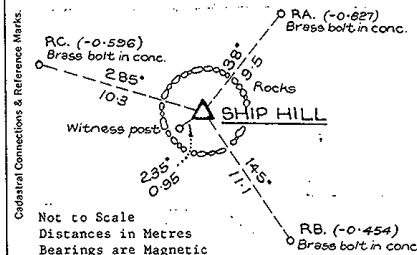


Photo Identification:

Certified free of transcription errors:

J.I.

Date: 8. 7. 82.

Approved by:

Date:

AHQ/DET/1094

SCS043555 V0 Page 1 of 2 Not To Scale

03423

KEVIN HOLT CONSULTING PSM DATA REPORT

Details of Registered Number: 072281

Information as at February 2009

ADMINISTRATIVE

Allocation Description: Brisbane Office
PSM Allocation Date: 16/03/1992
Alternative Name(s): LAIRD; QGS 1122;
Locality Description:
Parish: CURTIS
Town:
LGA: GLADSTONE REGIONAL
NRW District: CAPRICORN
Cadastral Connections: ; ; ; ;

MARK DETAILS

Mark Type:	STAND	Mark Condition:	GOOD
Installed By:	DMS	Install Date:	26/10/1980
Suveyor Name:		Mark Access:	
Last Visit:	26/10/1980	Map Ref:	9150 31
Sketch Available:	Y		

HORIZONTAL DATA

Datum:	GDA94	Longitude DMS:	151 10 53.3762
Latitude DMS:	23 45 1.2688	Northing:	7372227.616
Easting:	314661.515		
Zone:	56	Class:	CLASS A
Order:	1st ORDER		
Fixed By:	TRIG		
Adj Name:	GDA - QLD2R1		
Adj Date:	6/12/1999		
Latitude Decimal:	-23.75035246	Longitude Decimal:	151.1814934

VERTICAL DATA

Height:	61.787	Datum:	AHD
Order:	NO ORDER	Class:	NO CLASS
Fixed By:			
Geoid/Ellipsoid:	0	Ellipsoid Datum:	
(N-Value)			
Geoid Model:		Reduction Method:	

NATIONAL MAPPING COUNCIL OF AUSTRALIA STATION SUMMARY

11122

Authority QLD DEPT OF MAPPING AND SURVEYING

Station Number and Name: QGS 1122 LAIRD (PM 72281)

Serial No

Order: HICON

Original Station Established by: DMS	Date: 26/10/81	Map Name: ROCKHAMPTON	Map Number: SF 56-13	Scale: 1:250 000
Existing Station Marked by:	Date:	DATUM: Australian Geodetic Datum 1966	61.787m AHD GLADSTONE CONTROL 5-10KM NETWORK	
Reference Books: DMS F/B 2918		RECTANGULAR COORDINATES: Australian Map Grid: In Metres		
		GRID BEARING = ADJ AZIMUTH + CONVERGENCE	HEIGHTS: In Metres on the Australian Height Datum	
Cadastral Location: State QUEENSLAND County/District DEAS THOMPSON		GLADSTONE CONTROL 5-10KM NETWORK	AMG PROV-GLAD 10-40KM ORIGIN CONV.	
Parish/Hundred CURTIS	Allotment/Section/Portion	AT QGS1122 72281 LAIRD	26.11.81 0 43 59.12	
LOCAL AUTHORITY: CALLIOPE S.C.	WORKING MAP: 9150-31	AMG PROV-GLAD 10-40K	LATITUDE LONGITUDE	
Access and Locality Sketch: Small hill on S side of Graham Creek abt 1km SE of Laird Pt on Curtis Island. Access by sea to Laird Pt		ORIGIN 314555.112 E 7372042.687 N ZONE 56 (23 45 6.9400 S 151 10 49.5635 E)		
Particulars of station marking and beacon: Being standard permanent mark No. 72281 Recoveries are standard recovery plaques in conc.		AGNES WATERS/ROCKHAMPTON CONTROL PROVAMG ORIGIN GYMPIE/AGNES WATERS		

SPEEDO TRAVERSE

- 0.00km Shelter Shed on Esplanade, Southend
- 0.1 Turn right
- 0.55 Take branch to left
- 0.95 Road to left is "View" Take RH Rd.
- 1.50 Remains of homestead on top of hill, hard turn left 100ms before this
- 1.70 3-barb, 3 plain fence
- 7.60 Turn right at blaze on trees (blue flagging tape) turn right over small gully through break in 1-barb fence
- 8.1 Climbing out of valley
- 8.4 Top of saddle
- 8.7 Top of second saddle, go over saddle at 225° mag.
- 8.9 Through 4-plain fence
- 9.5 Through small creek crossing
- 10.45 Through second creek crossing
- 11.00 Through third creek crossing
- 11.85 Salt pans of Graham Creek, turn left & head in W direction following edge of pans

- 12.40 Start of small ridge
- 13.30 Edge of salt pans, head west along Graham Creek
- 13.35 Cross small creek
- 13.75 Row of old fence posts, keep heading west
- 13.90 Over top of ridge
- 14.20 Through remains of old cattle yard
- 14.90 Small creek crossing
- 15.30 Small gully crossing
- 15.40 Over top of ridge
- 16.10 Head NW along edge of salt plains
- 16.30 Head west up ridge
- 16.65 Over top of ridge
- 17.30 Head west up ridge
- 17.50 Top of ridge - station



AHQ/DET/1094

1:100 000 9150

TO	ORIGIN	LATITUDE	LONGITUDE
QGS1122 LAIRD	AGNES WATERS/ROCKHAMPTON CONTROL PROVAMG ORIGIN GYMPIE/AGNES WATERS	26.11.81	0 43 59.12
QGS1122 LAIRD	AGNES WATERS/ROCKHAMPTON CONTROL PROVAMG ORIGIN GYMPIE/AGNES WATERS	314555.112 E 7372042.687 N ZONE 56 (23 45 6.9400 S 151 10 49.5635 E)	
QGS1122 LAIRD	AGNES WATERS/ROCKHAMPTON CONTROL PROVAMG ORIGIN GYMPIE/AGNES WATERS	314555.202 E 7372044.189 N ZONE 56 (23 45 6.8912 S 151 10 49.5674 E)	

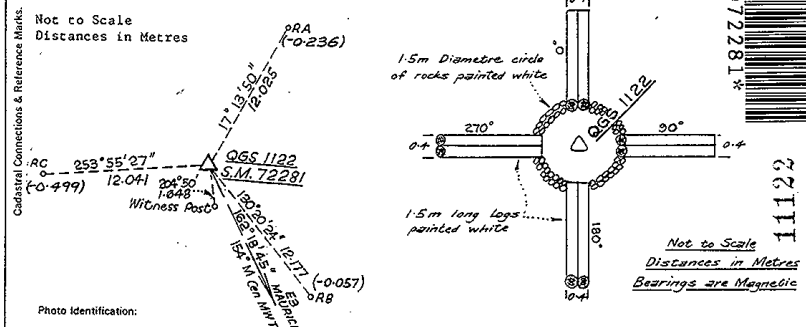


Photo Identification:

Certified true of transcription errors: J. I. Date: 8. 4. 82

Approved by: W. S. Date: 7. 2. 84



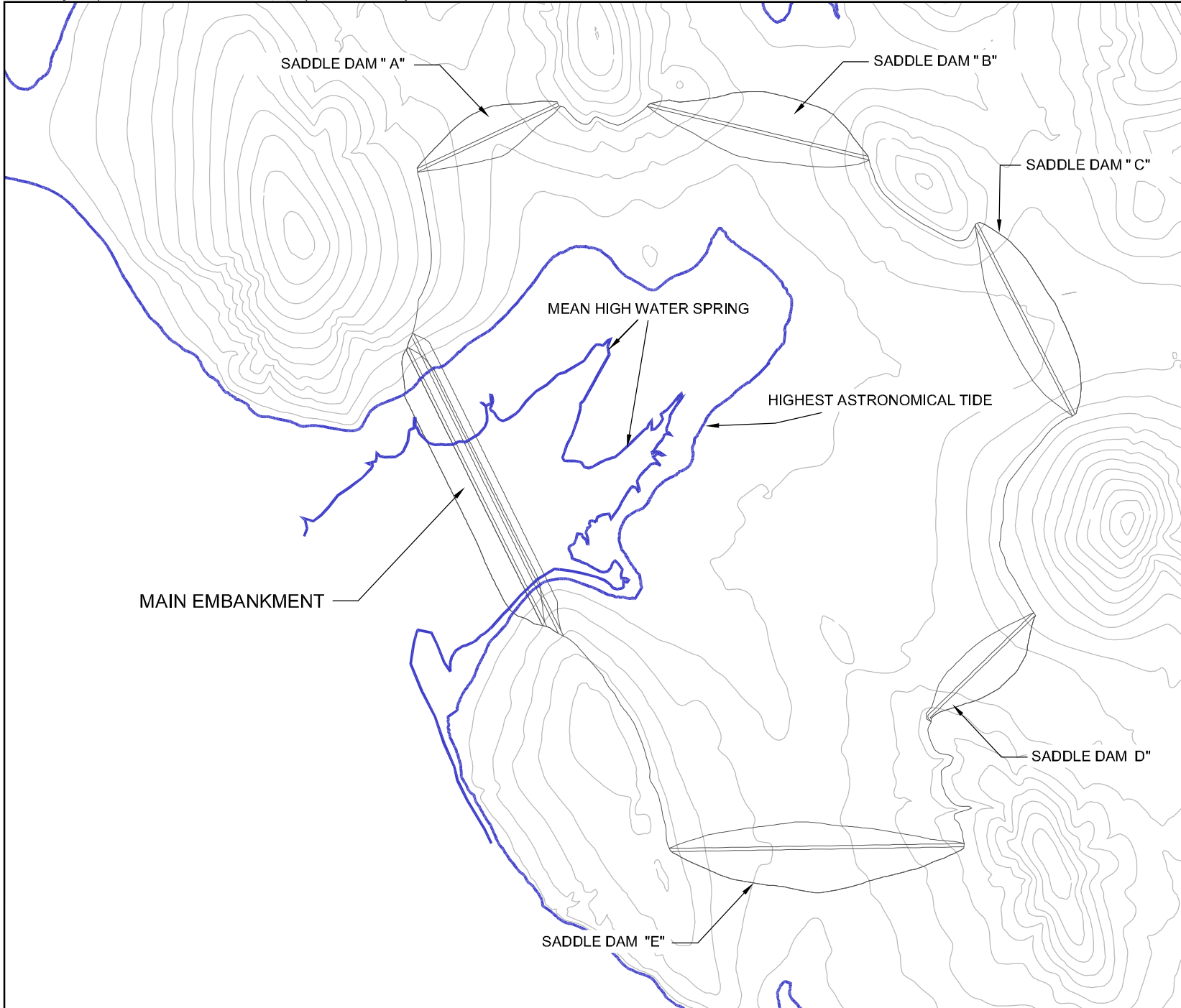
72281

11122

Not to Scale
Distances in Metres
Bearings are Magnetic

Appendix 3





100 0 100
1 : 10 000 (A4)

Source: 42626450

Drawn: TMA/CA Approved: JW Date: 06/11/2009

Job No.: 4262 6444 /6220 File No.: 42626440-g-2178.dwg

Client



Project
GLADSTONE LNG PROJECT
ENVIROMENTAL IMPACT STATEMENT
SUPPLEMENT
METES AND BOUNDS

Title
MEAN HIGH WATER SPRING
AND
HIGHEST ASTRONOMICAL TIDE

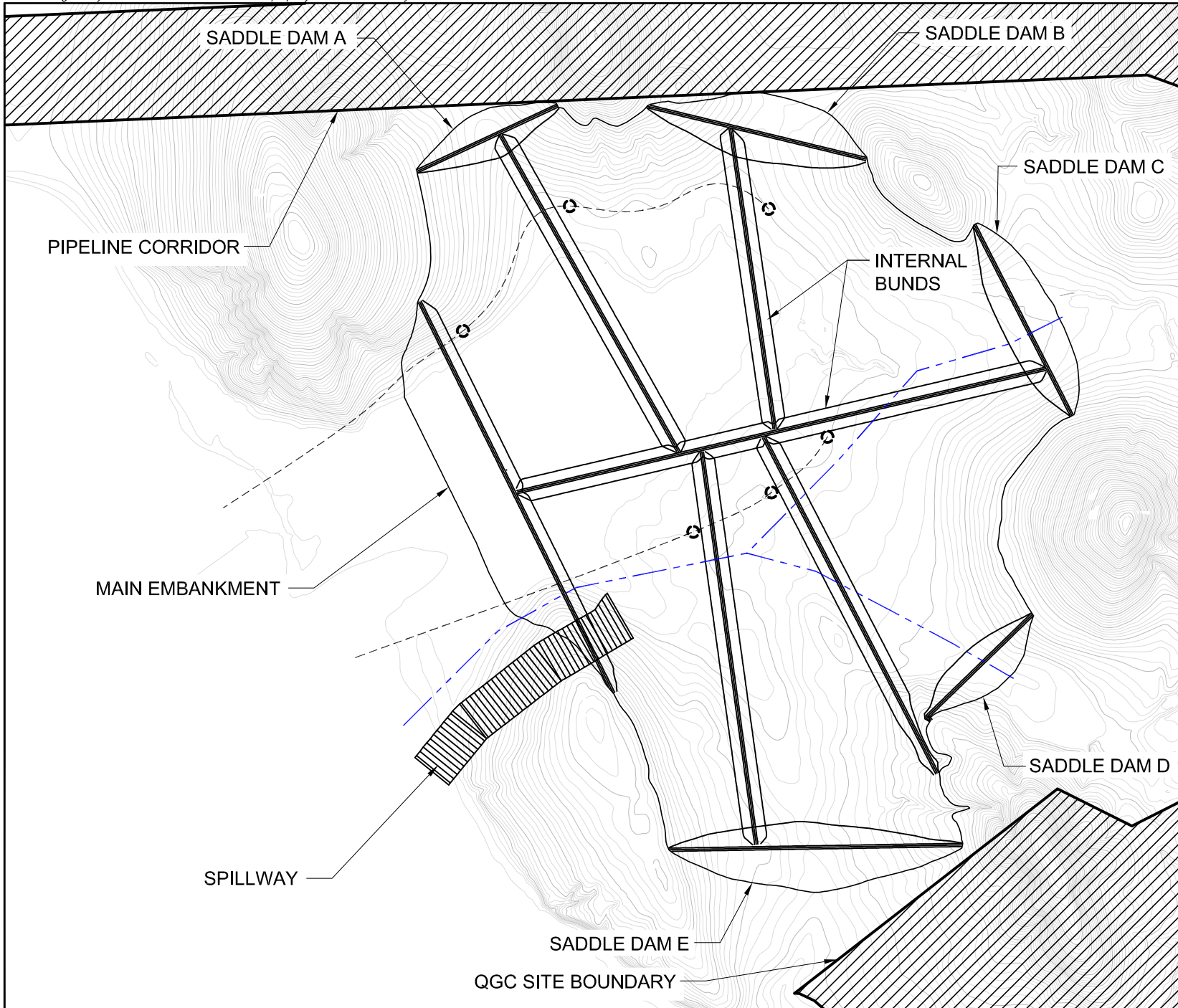
Figure: Appendix 3

Rev. A
A4

URS

Appendix 4





LEGEND

- SLUICE INTAKE
- EFFLUENT PIPELINE
- STORMWATER DRAIN

100 0 100
1 : 10 000 (A4)

Source: 42626445

Drawn: TMA Approved: JW Date: 28/10/2009

Job No.: 4262 6444 (622) File No.: 42626440-g-2091-b.dwg

Client



Project
GLADSTONE LNG PROJECT
ENVIROMENTAL IMPACT STATEMENT
SUPPLEMENT
GEOTECHNICAL ASSESSMENT AND
DESIGN

Title

GENERAL
ARRANGEMENT

Figure: **6-2**

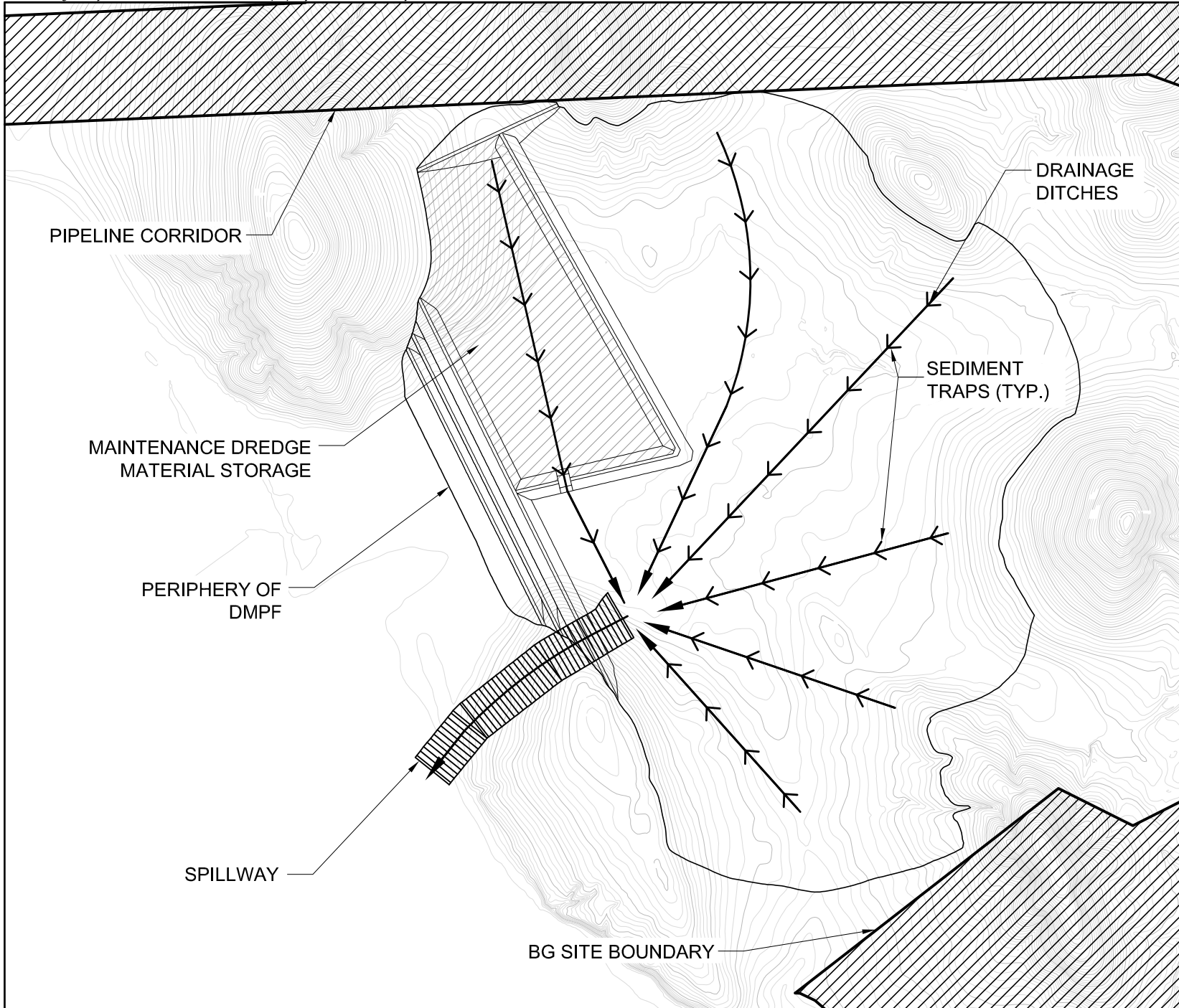
Rev. A

A4

URS

Appendix 5





LEGEND

100 0 100
1 : 10 000 (A4)

Source: 42626445

Drawn: TMA Approved: JW Date: 29/09/2009

Job No.: 4262 6444 (622) File No.: 42626440-g-2099.dwg

Client



Project
GLADSTONE LNG PROJECT
ENVIROMENTAL IMPACT STATEMENT
SUPPLEMENT
GEOTECHNICAL ASSESSMENT AND
DESIGN

Title

CONCEPT LAYOUT OF
FINAL LANDFORM

Figure: **6-19**

Rev. A



A4

URS

Appendix 6



Client

Project

GLADSTONE LNG PROJECT
ENVIRONMENTAL IMPACT STATEMENT
SUPPLEMENT
MARINE ECOLOGY MANGROVE ASSESSMENT

Title

LNG FACILITY
POTENTIAL IMPACTS TO MANGROVES
AND SALT MARSH COMMUNITIES

Drawn: CA

Approved: JB

Date: 22-10-2009

Job No: 4262 6440

6220

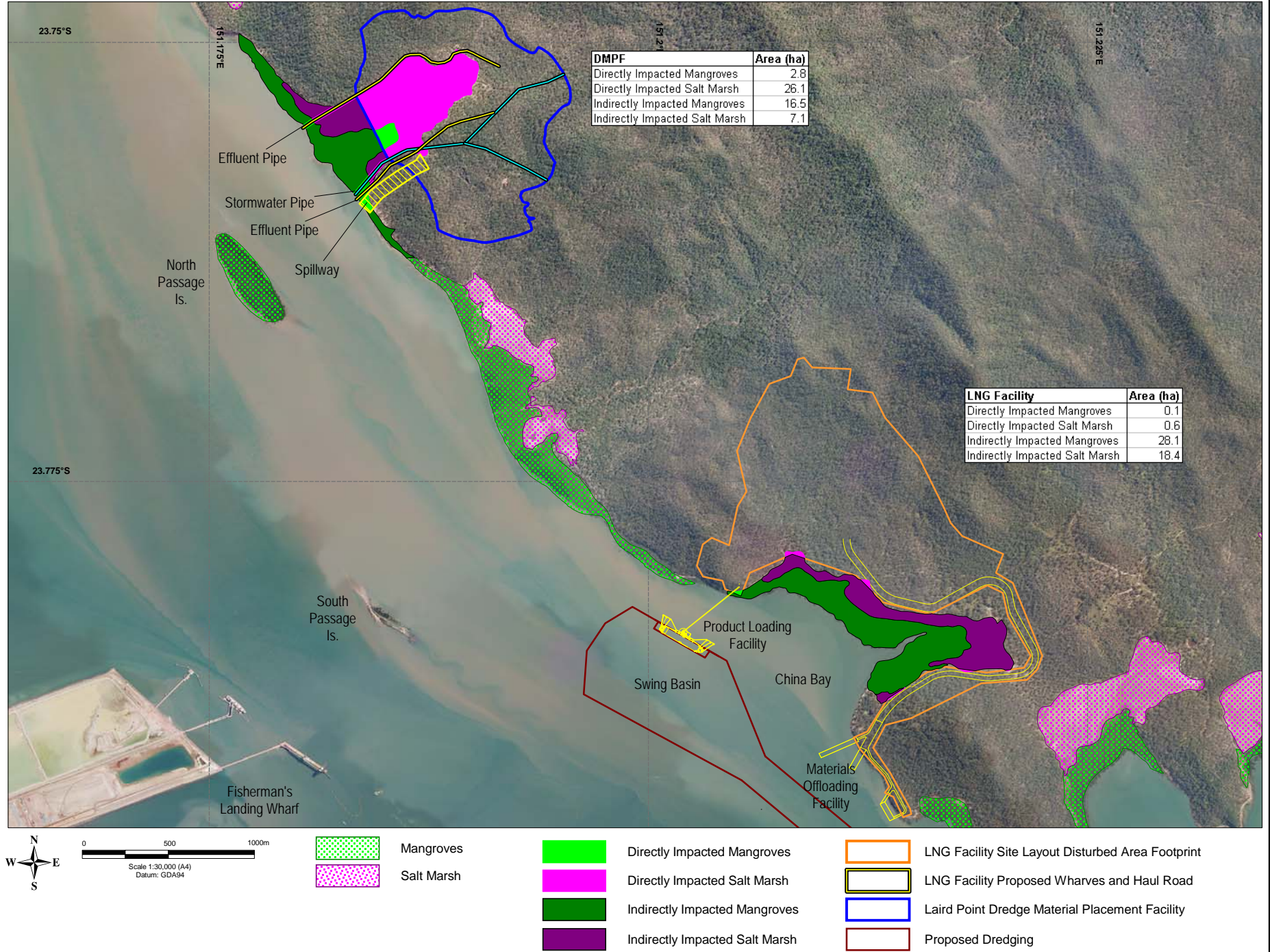
File No: 42626440-g-2074.wor

Figure: 1-1

Rev: B

A4

Source: This map may contain further data which is sourced and Copyright. Refer to Section 18.2 of the EIS for Ownership and Copyright.



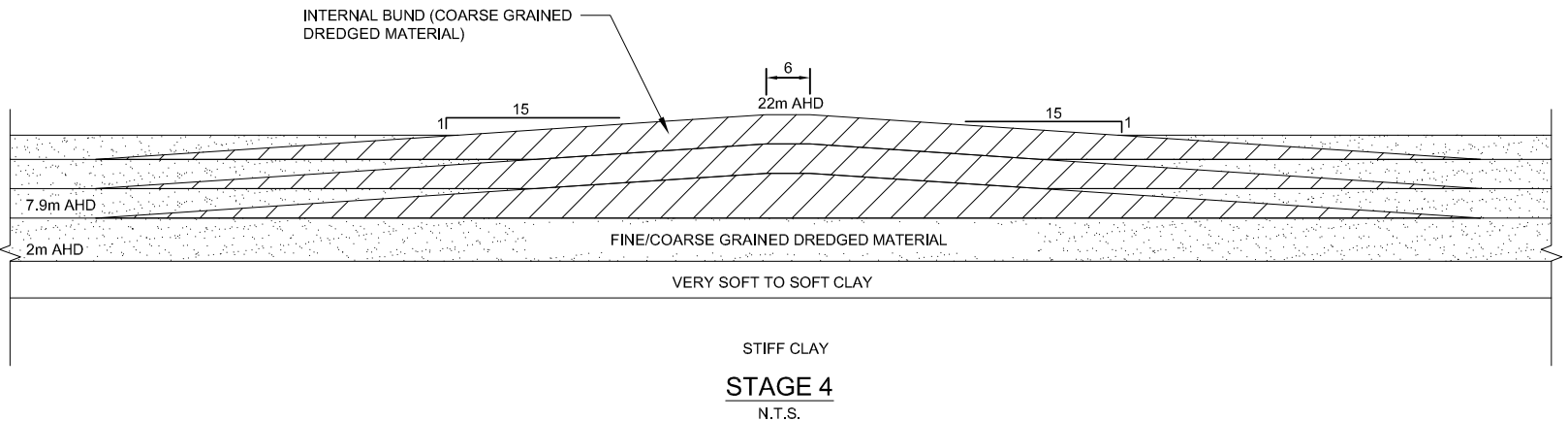
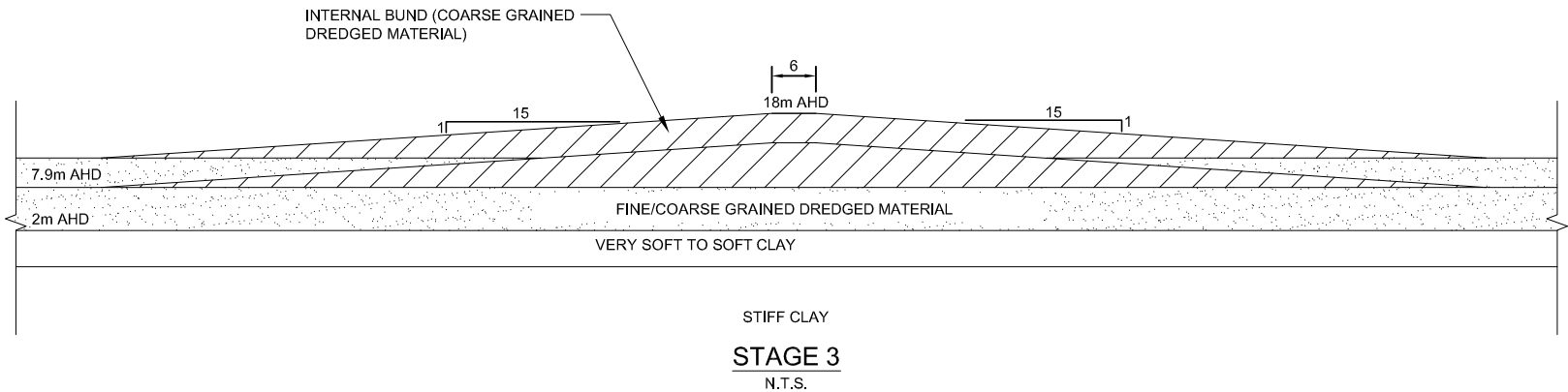
Appendix 7



URS

Appendix 8





Source: 42626445

Drawn: TMA Approved: JW Date: 29/09/2009

Job No.: 4262 6444 /6220 File No.: 42626440-g-2104.dwg

Client



Project GLADSTONE LNG PROJECT
ENVIROMENTAL IMPACT STATEMENT
SUPPLEMENT
GEOTECHNICAL ASSESSMENT AND
DESIGN

Title **INTERNAL BUNDS
TYPE 2 CONCEPTUAL
CONSTRUCTION
SEQUENCE**

Figure: **6-16**

Rev. A

A4

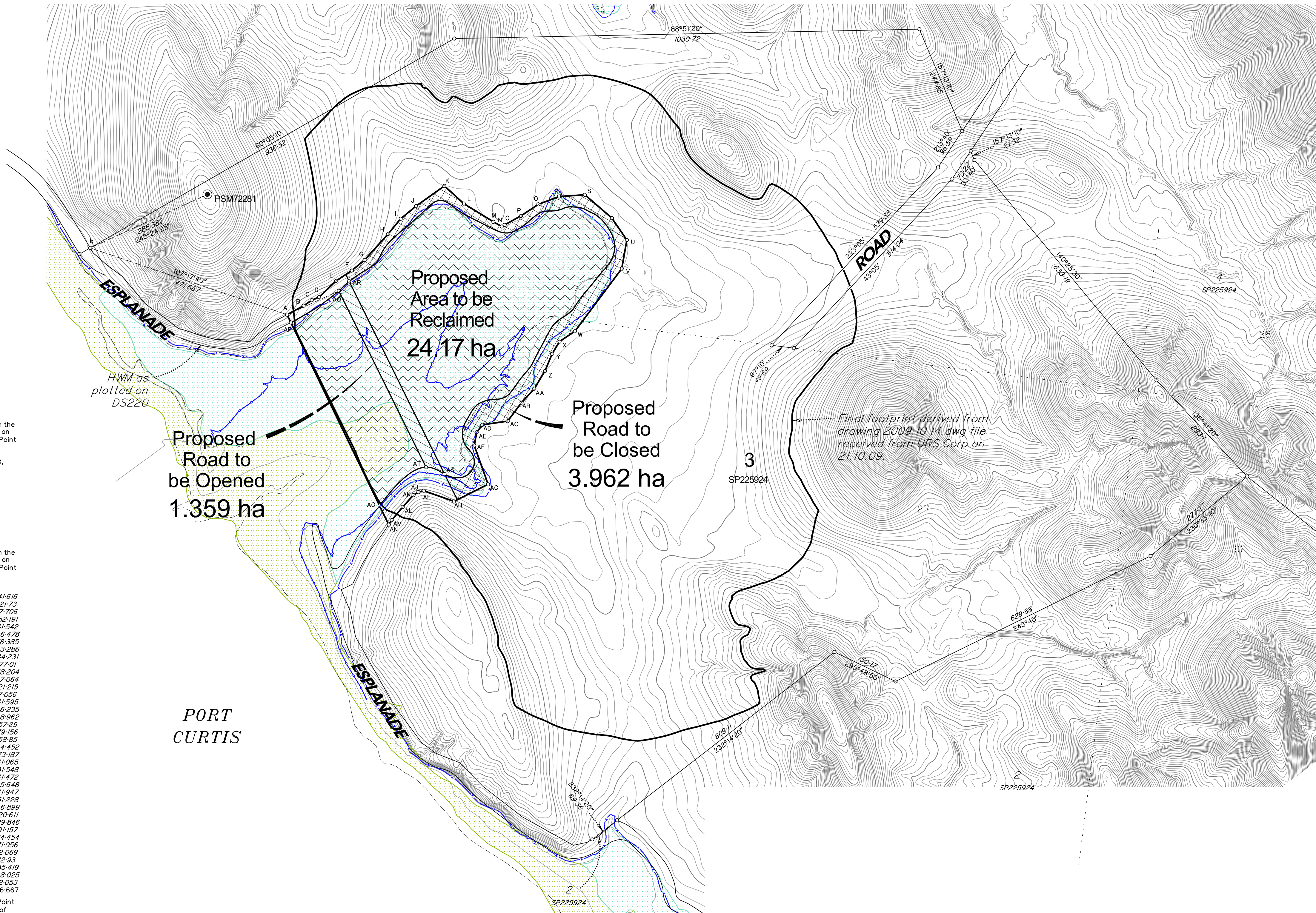
URS

Appendix 9



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

4
SP225924



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

Commencing at PSM72281 thence on a bearing of 245°24'25\"/>

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

Commencing at PSM72281 thence on a bearing of 245°24'25\"/>

A-B Bearing 61°31'40\"/>

thence bounded by the High Water Mark through to Point A, then on a bearing of 334°11'15\"/>

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\"/>

Datum: Geocentric Datum of Australia (GDA94)

Projection: Map Grid of Australia (MGA94).

Based on the following marks:

PSM72281 E: 314661.515 N: 7372227.616 H: 61.787 1st Order, Class A Survey Mark
PSM43555 E: 318437.726 N: 7370285.709 H: 173.024 1st Order, Class A Survey Mark

Notes:

PSM – Permanent Survey Mark. Data derived from Survey Control Data Base in the Department of Environment and Resource Management.

All areas are approximate and are subject to survey

PROPOSAL
PLAN

CLIENT: URS Australia

SITE ADDRESS:

Lot 3 Esplanade

Curtis Island

REAL PROPERTY DESCRIPTION

Lot: 3

on: SP225924

Parish of: Curtis

County of: Deas Thompson

Area: 230.5 ha

UBD Ref: Map - Ref -

Local Authority: Gladstone R. C.

Contour Interval: -

Datum: GDA

LEGEND

- HIGHEST ASTRONOMICAL TIDE (HAT)
- MEAN HIGH WATER SPRINGS (MHWS)
- MANGROVES
- SALT MARSH

KEVIN HOLT CONSULTING
SURVEYORS AND TOWN PLANNERS

18Technology Office Park
107 Miles Platting Road
Eight Mile Plains Qld 4113
Phone 07 3219 0400
Fax 07 3219 0900
Email brisbane@kevinholtconsulting.com

DATE SURVEYED: -
SURVEYOR: TP (AL)

SCALE: 1:5000
DATE DRAFTED: 16/10/2009

JOB NO. 093094
PLAN NO. REV 093094-01A

Scale 1:5000 - Lengths are in Metres.

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

Appendix 10



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

Commencing at PSM72281 thereon a bearing of 245°24'23" for a distance of 285.382 to a Point on the North Western Corner of Lot 3 of SP25924, thereon a bearing of 91°36'15" for a distance of 1668.379 to Point C, then defined on follows:

Bearing	153°53'25"	for a distance of	0.415
Bearing	153°53'25"	for a distance of	5.001
Bearing	17°47'20"	for a distance of	10.037
Bearing	158°22'10"	for a distance of	10.046
Bearing	158°07'20"	for a distance of	10.042
Bearing	159°10'25"	for a distance of	8.775
Bearing	22°30'05"	for a distance of	183.858
Bearing	97°10'	for a distance of	49.69
Bearing	43°05'	for a distance of	231.525

and containing an area of 8369m² more or less

[illegible]

Bearing 10°40'45"	for a distance of 2.006	Bearing 183°11'0"	for a distance of 4.016	Bearing 145°28'20"	for a distance of 2.347	Bearing 329°03'25"	for a distance of 11.217
Bearing 03°09'20"	for a distance of 2.106	Bearing 174°56"	for a distance of 4.014	Bearing 134°49'25"	for a distance of 5.666	Bearing 332°28'05"	for a distance of 2.676
Bearing 99°59'10"	for a distance of 2.026	Bearing 167°20'00"	for a distance of 2.004	Bearing 143°29'25"	for a distance of 4.955	Bearing 339°31"	for a distance of 2.190
Bearing 94°32'45"	for a distance of 2.01	Bearing 169°32'30"	for a distance of 2.042	Bearing 138°05'00"	for a distance of 4.121	Bearing 349°18'40"	for a distance of 2.043
Bearing 101°30'55"	for a distance of 0.002	Bearing 164°02'30"	for a distance of 2.071	Bearing 133°08'30"	for a distance of 4.625	Bearing 352°56'50"	for a distance of 0.008
Bearing 99°42'10"	for a distance of 0.002	Bearing 160°15'10"	for a distance of 2.003	Bearing 129°40'15"	for a distance of 3.788	Bearing 352°10'10"	for a distance of 0.008
Bearing 81°53'25"	for a distance of 4.032	Bearing 150°10'40"	for a distance of 6.889	Bearing 110°05'10"	for a distance of 2.763	Bearing 352°05'00"	for a distance of 0.008
Bearing 77°42'55"	for a distance of 2.067	Bearing 161°55'25"	for a distance of 0.004	Bearing 104°30'50"	for a distance of 0.006	Bearing 352°00'00"	for a distance of 0.008
Bearing 73°40'05"	for a distance of 2.064	Bearing 156°29'20"	for a distance of 4.357	Bearing 106°10'40"	for a distance of 2.797	Bearing 350°39'25"	for a distance of 4.059
Bearing 62°45'15"	for a distance of 2.404	Bearing 160°30'10"	for a distance of 2.098	Bearing 96°59'00"	for a distance of 4.026	Bearing 343°58'45"	for a distance of 0.008
Bearing 59°42'10"	for a distance of 2.002	Bearing 164°31'40"	for a distance of 2.003	Bearing 92°49'31"	for a distance of 5.01	Bearing 340°59'00"	for a distance of 0.008
Bearing 39°51'20"	for a distance of 3.205	Bearing 168°27'45"	for a distance of 12.473	Bearing 91°53'35"	for a distance of 0.016	Bearing 340°17'55"	for a distance of 12.731
Bearing 33°04'40"	for a distance of 0.002	Bearing 158°05'50"	for a distance of 6.239	Bearing 90°21'30"	for a distance of 7.999	Bearing 340°45'45"	for a distance of 0.017
Bearing 32°51'25"	for a distance of 5.456	Bearing 157°29'20"	for a distance of 0.004	Bearing 129°10'45"	for a distance of 5.154	Bearing 340°34'40"	for a distance of 4.236
Bearing 29°31"	for a distance of 18.419	Bearing 153°14'45"	for a distance of 4.377	Bearing 125°05'35"	for a distance of 8.507	Bearing 344°44'15"	for a distance of 12.424
Bearing 27°19'15"	for a distance of 7.559	Bearing 150°15'10"	for a distance of 6.073	Bearing 120°40'15"	for a distance of 5.01	Bearing 344°29'10"	for a distance of 0.004
Bearing 62°47'45"	for a distance of 7.449	Bearing 154°17'40"	for a distance of 13.806	Bearing 125°20'50"	for a distance of 16.725	Bearing 344°59'40"	for a distance of 4.136
Bearing 10°55'40"	for a distance of 6.725	Bearing 147°13'45"	for a distance of 0.004	Bearing 125°25'05"	for a distance of 0.007	Bearing 342°29'30"	for a distance of 0.004
Bearing 115°48'00"	for a distance of 6.269	Bearing 151°59'20"	for a distance of 9.047	Bearing 128°10'15"	for a distance of 5.669	Bearing 341°25'25"	for a distance of 4.215
Bearing 181°25'25"	for a distance of 6.026	Bearing 148°35'35"	for a distance of 13.428	Bearing 121°59'35"	for a distance of 2.232	Bearing 333°02'15"	for a distance of 13.811
Bearing 181°25'25"	for a distance of 6.026	Bearing 148°35'35"	for a distance of 13.428	Bearing 121°59'35"	for a distance of 2.232	Bearing 333°02'15"	for a distance of 13.811
Bearing 122°58'15"	for a distance of 5.769	Bearing 148°03'30"	for a distance of 13.652	Bearing 170°46'30"	for a distance of 3.412	Bearing 336°29'40"	for a distance of 8.365
Bearing 123°44'45"	for a distance of 11.45	Bearing 145°46'20"	for a distance of 0.005	Bearing 158°03'45"	for a distance of 3.07	Bearing 335°12'35"	for a distance of 0.004
Bearing 123°25'00"	for a distance of 5.744	Bearing 149°26'50"	for a distance of 4.651	Bearing 143°30'25"	for a distance of 2.048	Bearing 331°52'20"	for a distance of 4.893
Bearing 126°40'10"	for a distance of 11.147	Bearing 148°18'25"	for a distance of 0.008	Bearing 143°31'00"	for a distance of 0.012	Bearing 333°27'05"	for a distance of 0.005
Bearing 122°22'25"	for a distance of 4.453	Bearing 147°42'20"	for a distance of 8.743	Bearing 143°12'30"	for a distance of 1.472	Bearing 330°29'10"	for a distance of 0.005
Bearing 130°19"	for a distance of 5.345	Bearing 146°18'05"	for a distance of 0.003	Bearing 156°56'30"	for a distance of 7.403	Bearing 326°25'10"	for a distance of 0.951
Bearing 132°12'25"	for a distance of 0.388	Bearing 200°23'05"	for a distance of 5.537	Bearing 146°49'50"	for a distance of 0.005	Bearing 327°26'45"	for a distance of 0.01
Bearing 137°10'10"	for a distance of 0.388	Bearing 199°18'30"	for a distance of 5.537	Bearing 151°10'10"	for a distance of 0.005	Bearing 327°26'45"	for a distance of 0.01
Bearing 140°16'20"	for a distance of 0.388	Bearing 196°21'10"	for a distance of 5.537	Bearing 150°53'40"	for a distance of 0.005	Bearing 326°50'50"	for a distance of 0.005
Bearing 145°55'30"	for a distance of 0.5037	Bearing 191°15'35"	for a distance of 6.743	Bearing 160°28'25"	for a distance of 4.239	Bearing 318°24'25"	for a distance of 4.554
Bearing 149°55'30"	for a distance of 0.5037	Bearing 190°12'15"	for a distance of 6.112	Bearing 164°46'30"	for a distance of 4.141	Bearing 319°52'40"	for a distance of 5.995
Bearing 149°05'05"	for a distance of 0.063	Bearing 190°42'10"	for a distance of 6.184	Bearing 157°43'30"	for a distance of 0.013	Bearing 321°00'20"	for a distance of 0.015
Bearing 147°19'10"	for a distance of 5.01	Bearing 193°48'10"	for a distance of 6.086	Bearing 156°15'00"	for a distance of 0.064	Bearing 320°50'00"	for a distance of 0.004
Bearing 149°19'25"	for a distance of 5.01	Bearing 191°05'05"	for a distance of 6.086	Bearing 154°40'25"	for a distance of 0.007	Bearing 322°06'25"	for a distance of 0.004
Bearing 149°20'25"	for a distance of 5.033	Bearing 194°33'45"	for a distance of 5.85	Bearing 170°17'20"	for a distance of 4.012	Bearing 326°05'30"	for a distance of 4.814
Bearing 145°21'25"	for a distance of 0.087	Bearing 185°56'15"	for a distance of 6.513	Bearing 163°37'25"	for a distance of 7.295	Bearing 329°07'55"	for a distance of 4.608
Bearing 148°50'05"	for a distance of 0.025	Bearing 191°40'35"	for a distance of 6.047	Bearing 180°37'15"	for a distance of 8.815	Bearing 327°57'10"	for a distance of 0.015
Bearing 149°19'25"	for a distance of 5.033	Bearing 200°40'20"	for a distance of 5.206	Bearing 203°35'25"	for a distance of 1.298	Bearing 333°27'05"	for a distance of 0.005
Bearing 145°08'10"	for a distance of 5.046	Bearing 210°33'45"	for a distance of 5.183	Bearing 241°21'25"	for a distance of 5.549	Bearing 332°32'30"	for a distance of 4.716
Bearing 143°57'20"	for a distance of 0.123	Bearing 209°50'15"	for a distance of 5.223	Bearing 246°19"	for a distance of 0.843	Bearing 328°20'45"	for a distance of 0.005
Bearing 143°57'20"	for a distance of 0.562	Bearing 209°55'35"	for a distance of 5.199	Bearing 247°20'10"	for a distance of 5.382	Bearing 329°49'25"	for a distance of 4.621
Bearing 143°57'20"	for a distance of 0.562	Bearing 209°55'35"	for a distance of 5.199	Bearing 247°20'10"	for a distance of 5.382	Bearing 329°49'25"	for a distance of 4.621
Bearing 151°32'40"	for a distance of 5.001	Bearing 209°55'35"	for a distance of 5.199	Bearing 247°20'10"	for a distance of 5.382	Bearing 329°49'25"	for a distance of 4.621
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REAL PROPERTY DESCRIPTION Lot: 3 & 4 on: SP225924 Parish of: Curtis County of: Deas Thompson Area: UBD Ref: Map - Ref - Local Authority: Gladstone R. C. Contour Interval:		 KEVIN HOLT CONSULTING SURVEYORS AND TOWN PLANNERS 18 Technology Park Park 107 Miles Platting Road Eight Mile Plains Qld 4113 Phone 07 22 19 0400 Fax 07 22 19 0900 Email kholts@kevinholtconsulting.com 	
		<h2 style="text-align: center;">PROPOSAL PLAN</h2>	
		CLIENT: URS Australia	DATE SURVEYED: - SURVEYOR: TP (AL)
		SITE ADDRESS: Lots 3 & 4 Esplanade Curtis Island	SCALE: 1:6000 DATE DRAFTED: 21/10/2009
		JOB NO. 093094	PLAN NO. REV 03