

06 | Land Use and Tenure



Section 06 Land Use and Tenure

6.1 Introduction

The aim of this section is to undertake an assessment of land use, tenure and infrastructure within the footprint of the Alpha Coal Project (Rail) (herein referred to as the Project). The assessment aims to identify potential impacts of the Project and to prescribe corresponding mitigation measures that may avoid or mitigate such impacts.

6.2 Existing Environment

6.2.1 Regional Context and Land Use

From a regional perspective, the majority of the Project lies within the Whitsunday Hinterland and Mackay (WHAM) region, with a small area lying within the Central West (CW) Region at the Alpha Township. These regions are dominated by agricultural land use, primarily agricultural and horticultural industries. The beef cattle industry is one of the largest industries, with prime livestock producing areas lying within the Belyando, Broadsound and Bowen Shires which are part of the overall Whitsunday Hinterland and Mackay Region (WHAM Regional Plan, 2006). Beef cattle production is also the core of the regional economy in the Central West Region (CW Regional Plan 2009). Agriculture and horticulture are the key operations along the coastal plain of the region, while sugarcane processing, dry land farming of grains and sunflowers dominates the Bowen Shire (WHAM Regional Plan, 2006).

The Project corridor will cross the Barcaldine, Isaac and Whitsunday Regional Councils, as follows:

- Alpha Coal Mine (chainage 0) to chainage 45 km along the alignment lies within the Barcaldine Regional Council;
- chainage 45 km to approximately chainage 282.5 km of the alignment lies within the Isaac Regional Council area;
- chainage 282.5 km to approximately chainage 490 km of the alignment lies within the Whitsunday Regional Council; and
- chainage 490 km to the Abbot Point load out loop lies within the Abbot Point State Development Area (APSDA).

With the Galilee and Bowen Basins being located within these regions, the general landscape is dominated by existing and proposed extractive industries. Key extractive industries surrounding the Project include but are not limited to the following:

- established mines in the Bowen Basin:
 - Sonoma coal mine;
 - Collinsville thermal coal mine;
 - Newlands thermal coal mine; and
 - several other mines located in the surrounds of Moranbah, Clermont and Coppabella within the Bowen Basin.
- proposed coal mines in the Galilee Basin and Bowen Basin:

- Kevin’s Corner north of Alpha Township;
- Alpha Coal Mine that is immediately adjacent to chainage 0 to 500m of the alignment and will be serviced by the Project;
- China First north of Alpha Township; and
- Drake coal mine south east of Collinsville and in close proximity to the Project.

Hancock Prospecting Pty Ltd (HPPL) (the Proponent) has avoided existing and proposed mines and known coal resources as far as possible, working in consultation with stakeholders. For further information regarding mining tenements refer to Volume 3, Section 4.2.6 of this EIS.

Small mining townships are located in surrounds of the Project, consisting of residential, commercial and rural land uses. Key towns include Alpha, Clermont, Emerald, Collinsville, Glenden, Merinda, Bowen and others.

The northern section of the Project area, beginning from chainage 490 km to the railway loop lies within the APSDA. Land in the SDA is currently predominantly used for rural (grazing) use, however the APSDA development scheme identifies future land use as heavy industrial and related transportation activities. Land use has been identified as ‘special use’ at the Port of Abbot Point area.

Agricultural land use suitability is discussed further in Volume 3, Section 5.2.2 of this EIS. Further information on economic attributes of the Project area is provided in Volume 3, Section 22.2 of this EIS.

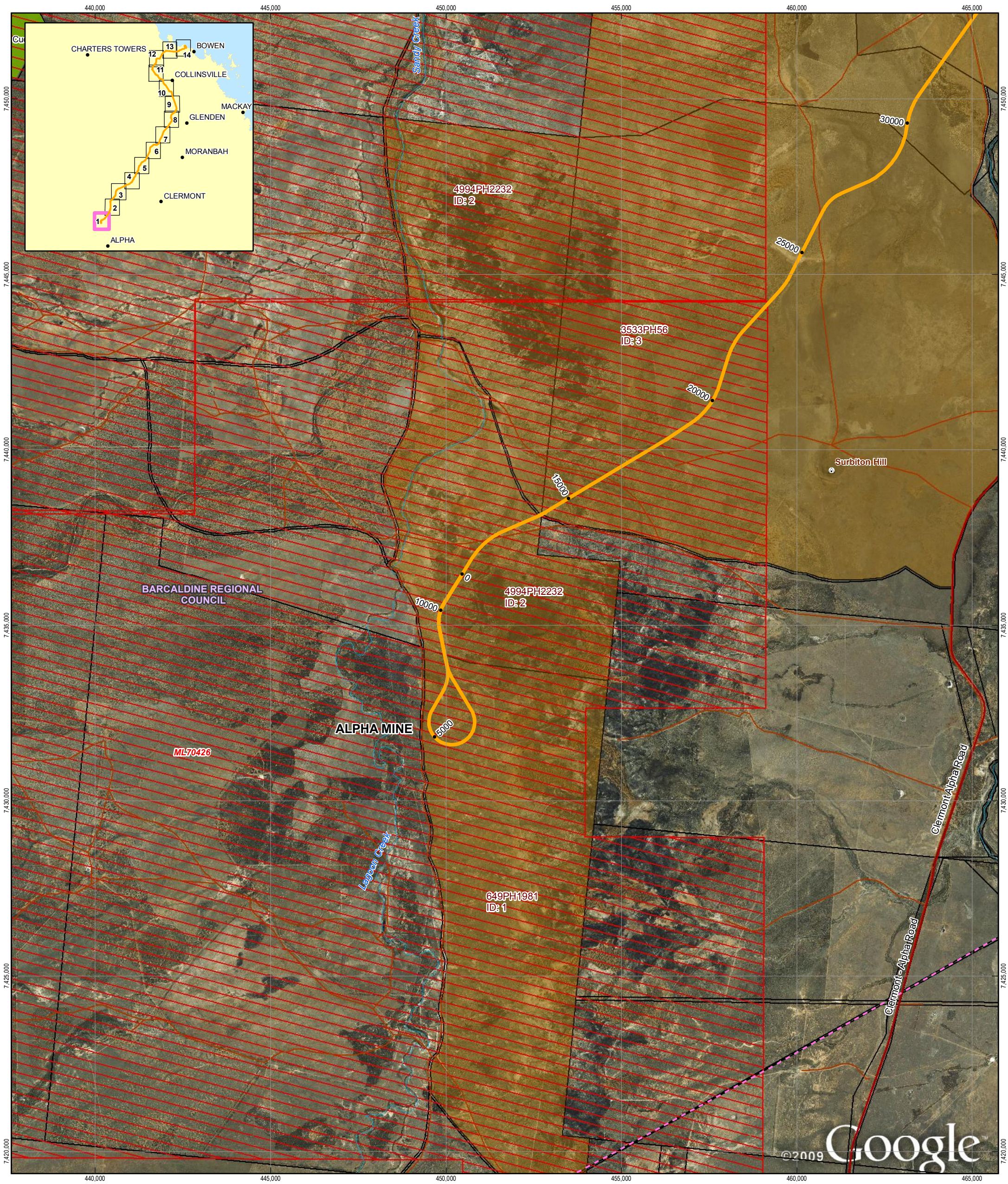
6.2.2 Tenure and Native Title

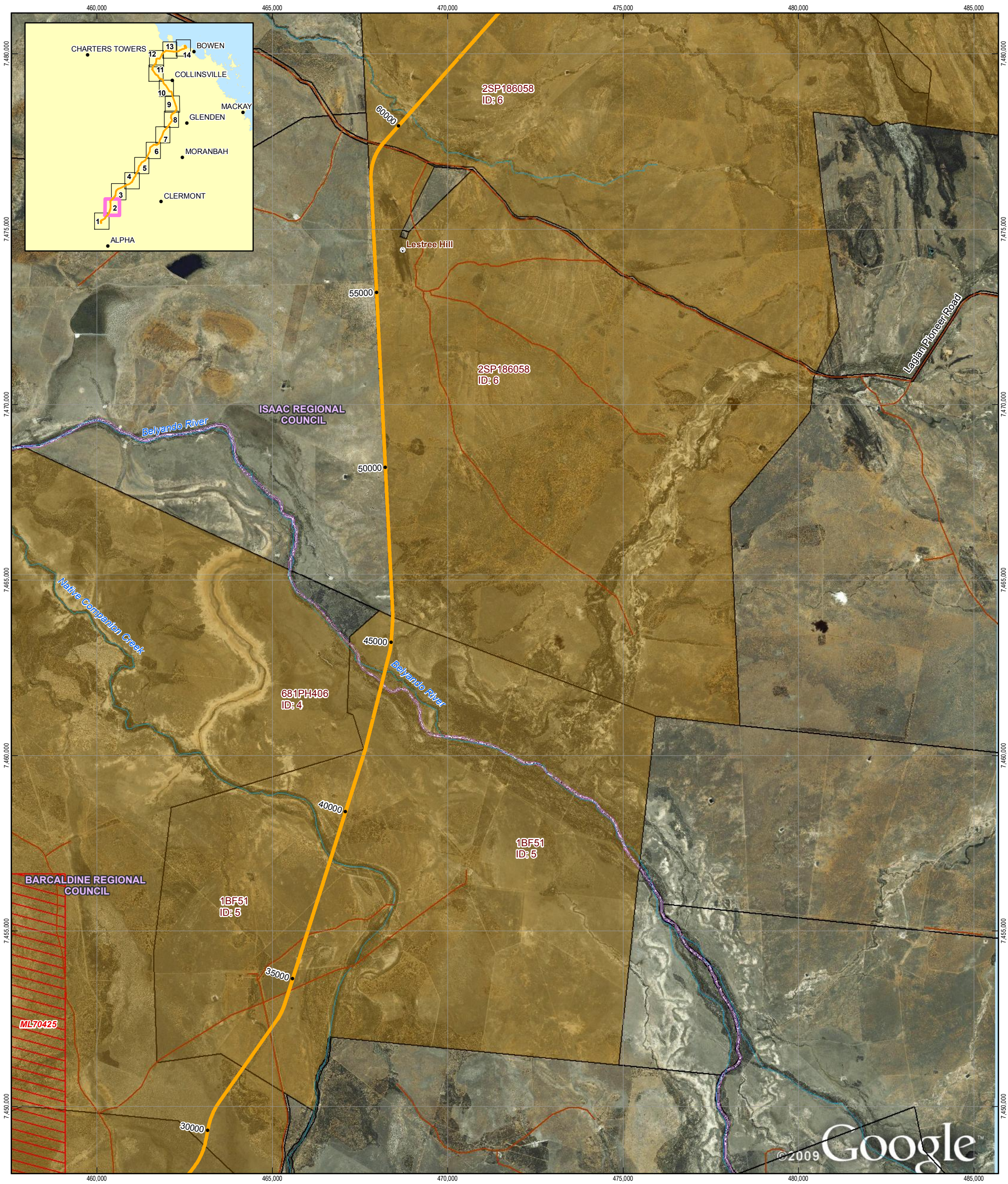
The predominant land tenure crossed by the Project is leasehold, relating to pastoral landholdings. Most freehold properties are located within the surrounds of the Port of Abbot Point area. Land tenure is shown in Figure 6-1. The Project crosses areas of mining tenure. This is discussed in Volume 3, Section 4.2.5 of this EIS.

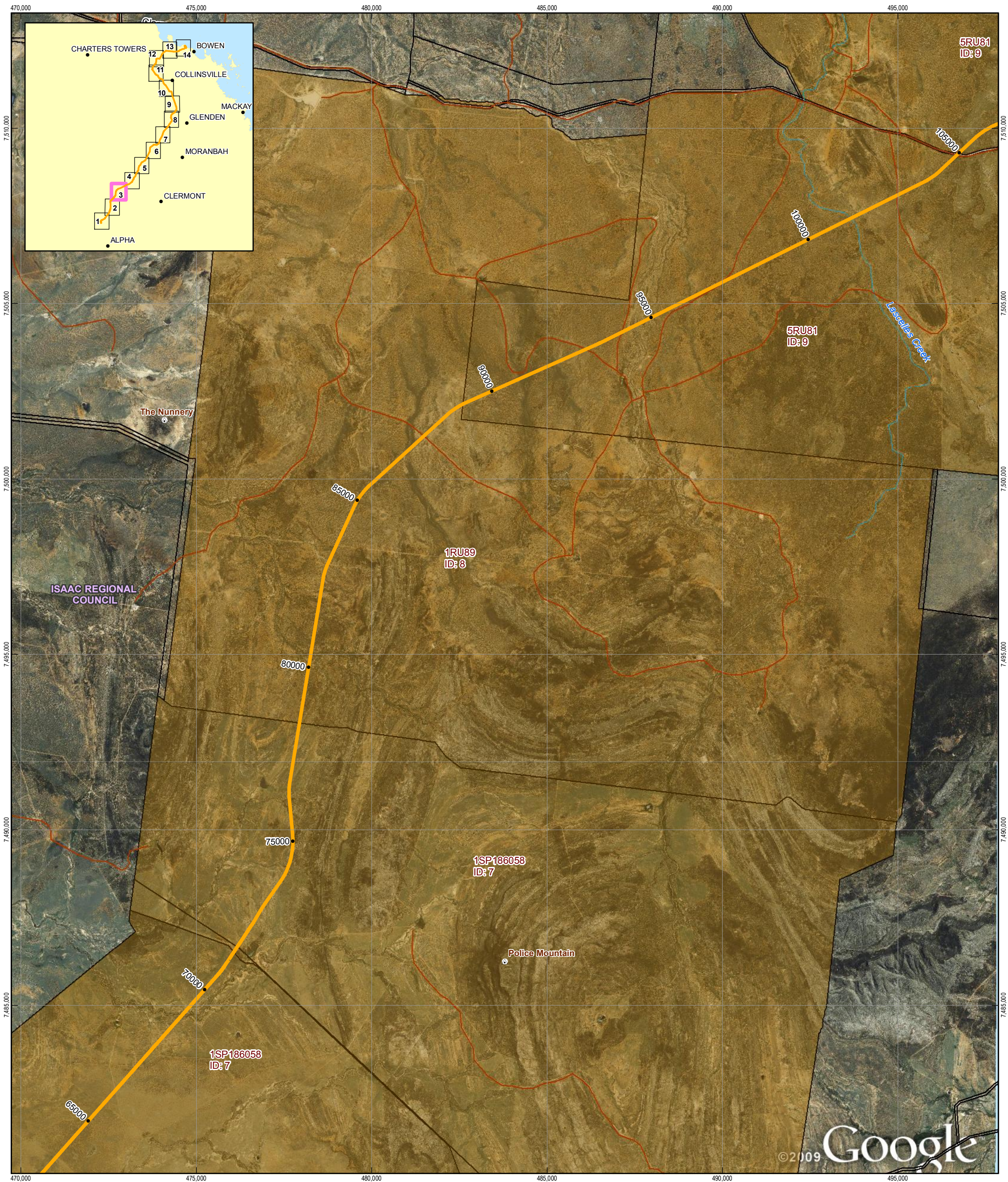
A Native Title search has been undertaken on properties impacted by the Project. The lands associated with the Project area are located across three registered native title claim areas namely: the Wangan and Jagalingou People; the Jangga People; and the Birri People. The northern portion of the study area is not subject to a Native Title Claim, and Native Title exists on one property within the proposed investigation corridor. Table 6-1 details the Aboriginal Party having registered Native Title claims over relevant to the various section of the rail corridor.

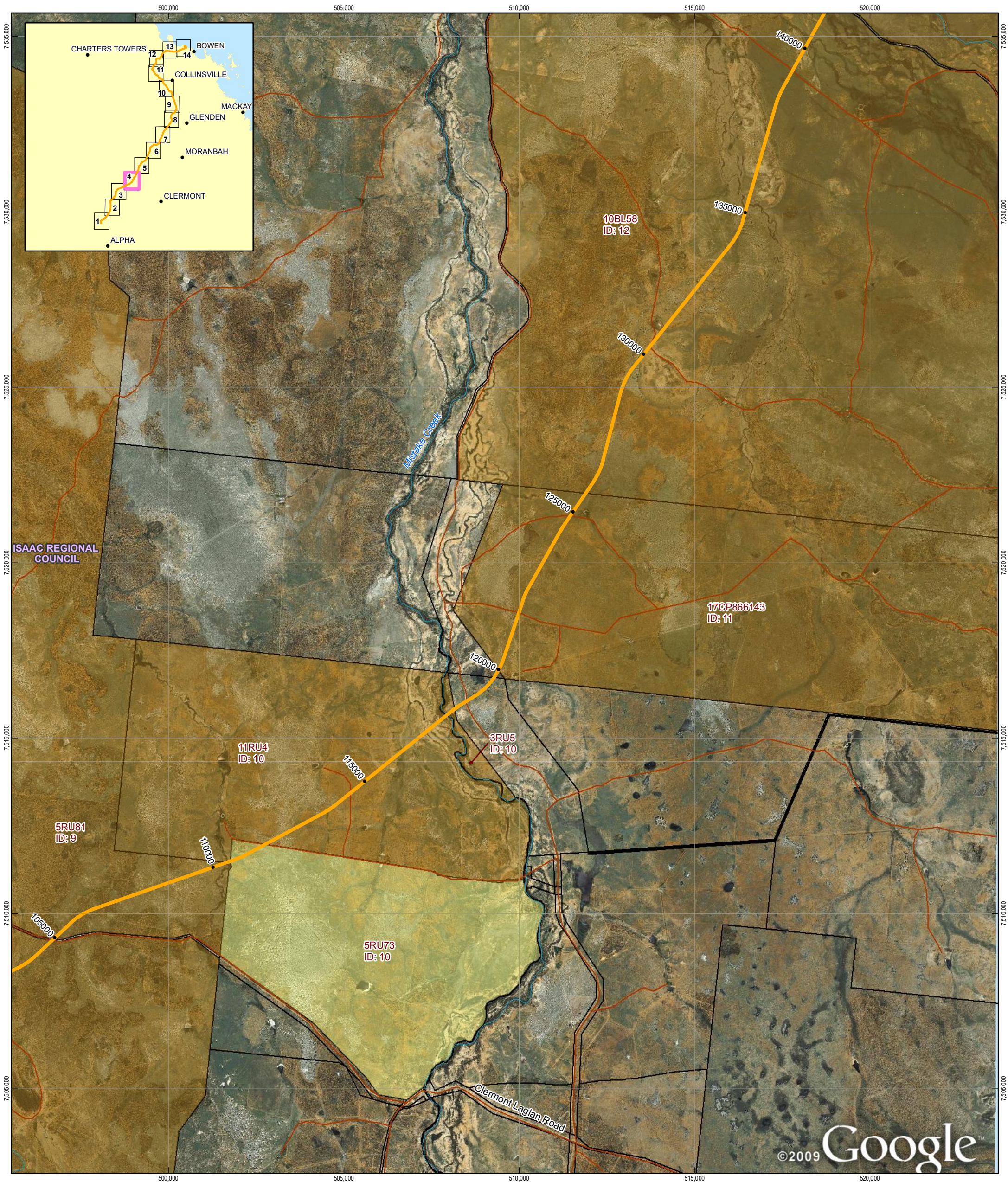
Table 6-1: Native title claims over the rail corridor

Aboriginal Party	Registered Claim	Applicable Area
Wangan and Jagalingou People	QUD85/04	From the Alpha Coal Mine to chainage 150 km.
Jangga People	QUD6230/98	Chainage 151 km to chainage 290 km
Birri People	QUD6244/98	Chainage 291 km to chainage 440 km
No registered claim	Not applicable	Chainage 441 km to chainage 500 km and applicable port and offshore areas









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| Mountain | State Road | Gas Pipeline | Reserve | Cadastre | Freehold | Application |
| Camp | Local Road | Water Pipeline | Great Barrier | Waterbody | Lands Lease | Granted |
| Marshalling Yards | Existing Railway | | Reef Marine Park | | Easement | |
| Depot | Watercourse | | | | | |

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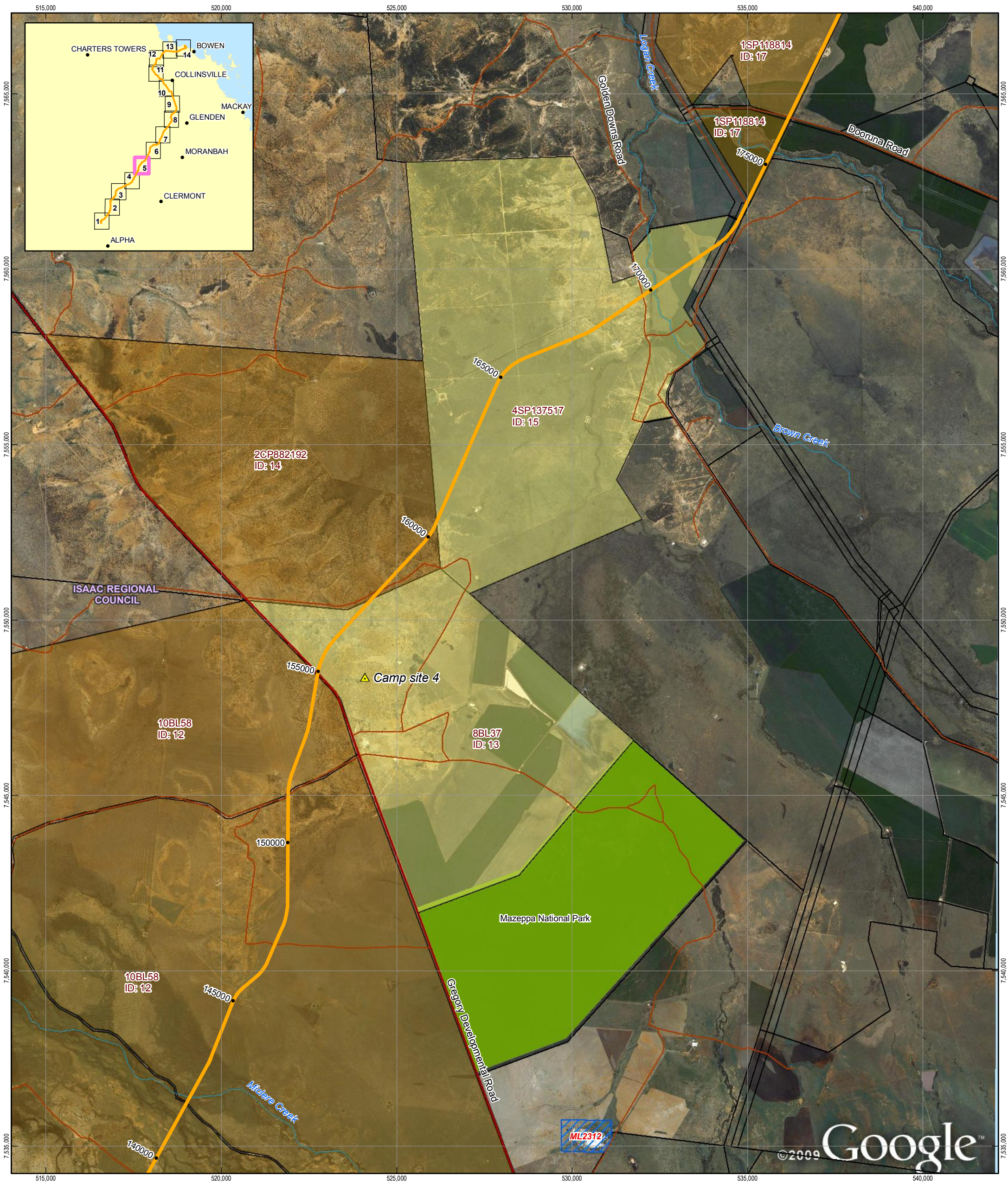
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Camp	Local Road	Water Pipeline	Great Barrier Reef Marine Park	Waterbody	Lands Lease	
Marshalling Yards	Existing Railway				Easement	
Depot	Watercourse					

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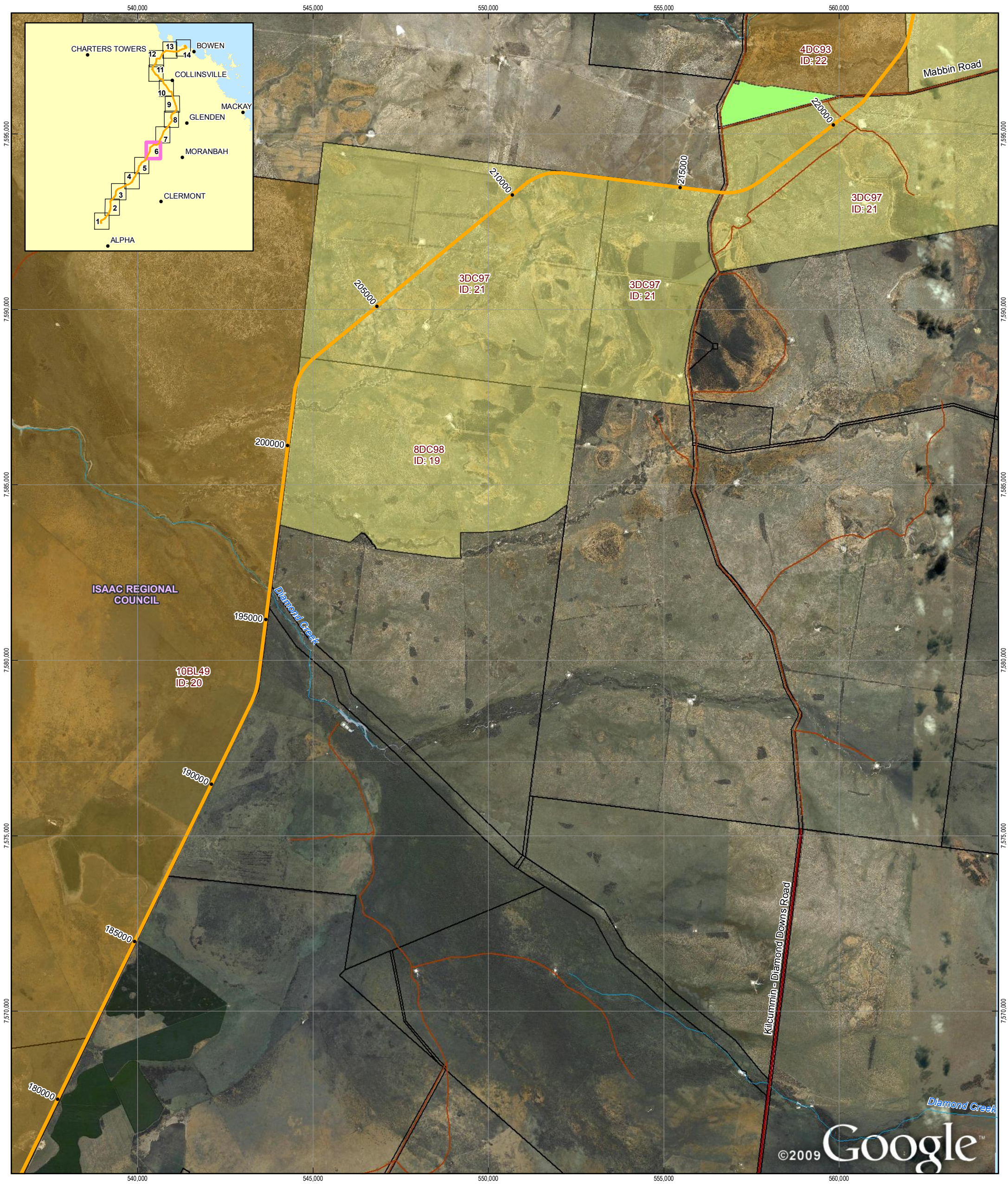
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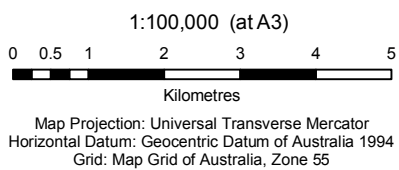


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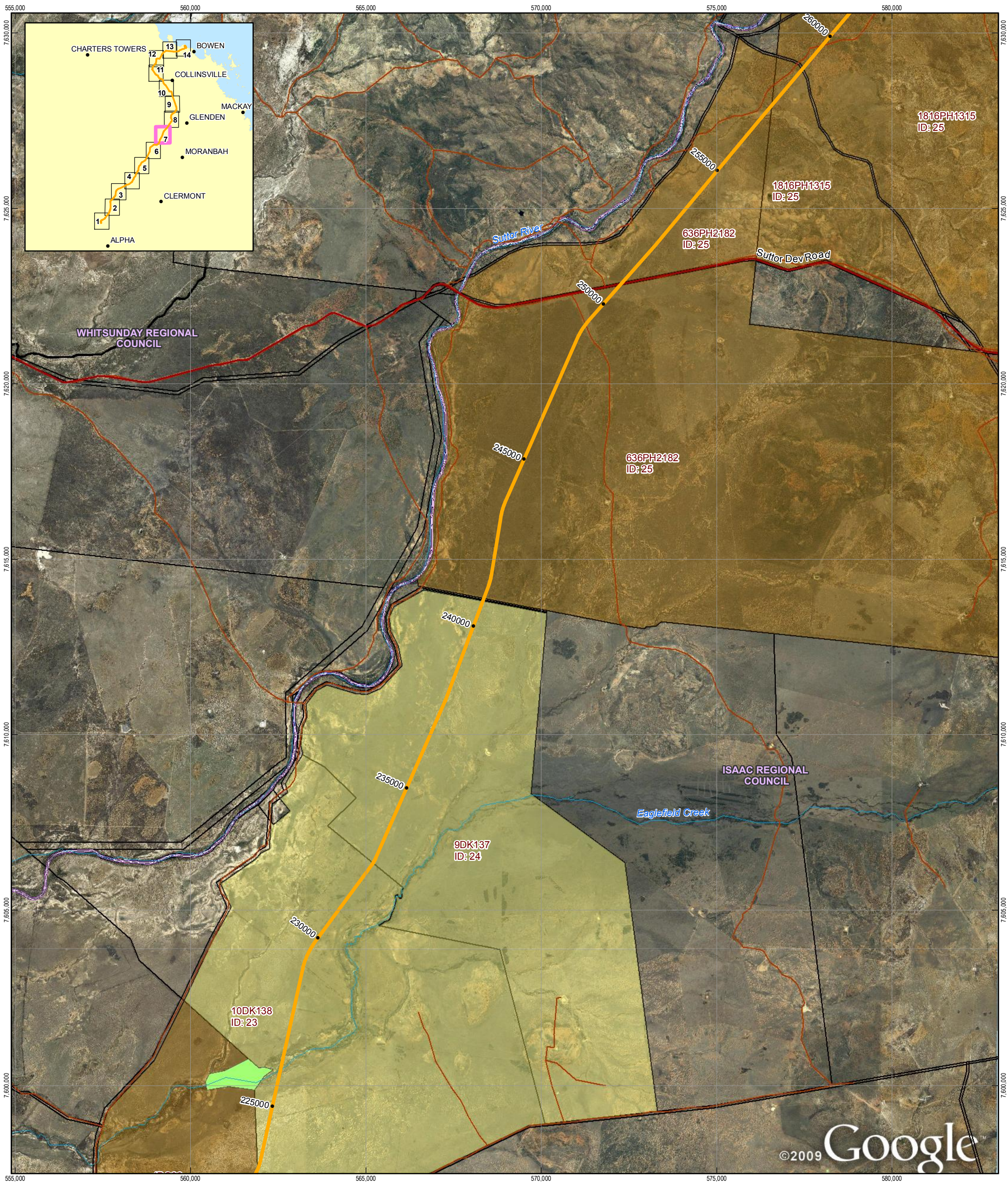
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Marshalling Yards	Existing Railway	Watercourse			Easement	
Depot						

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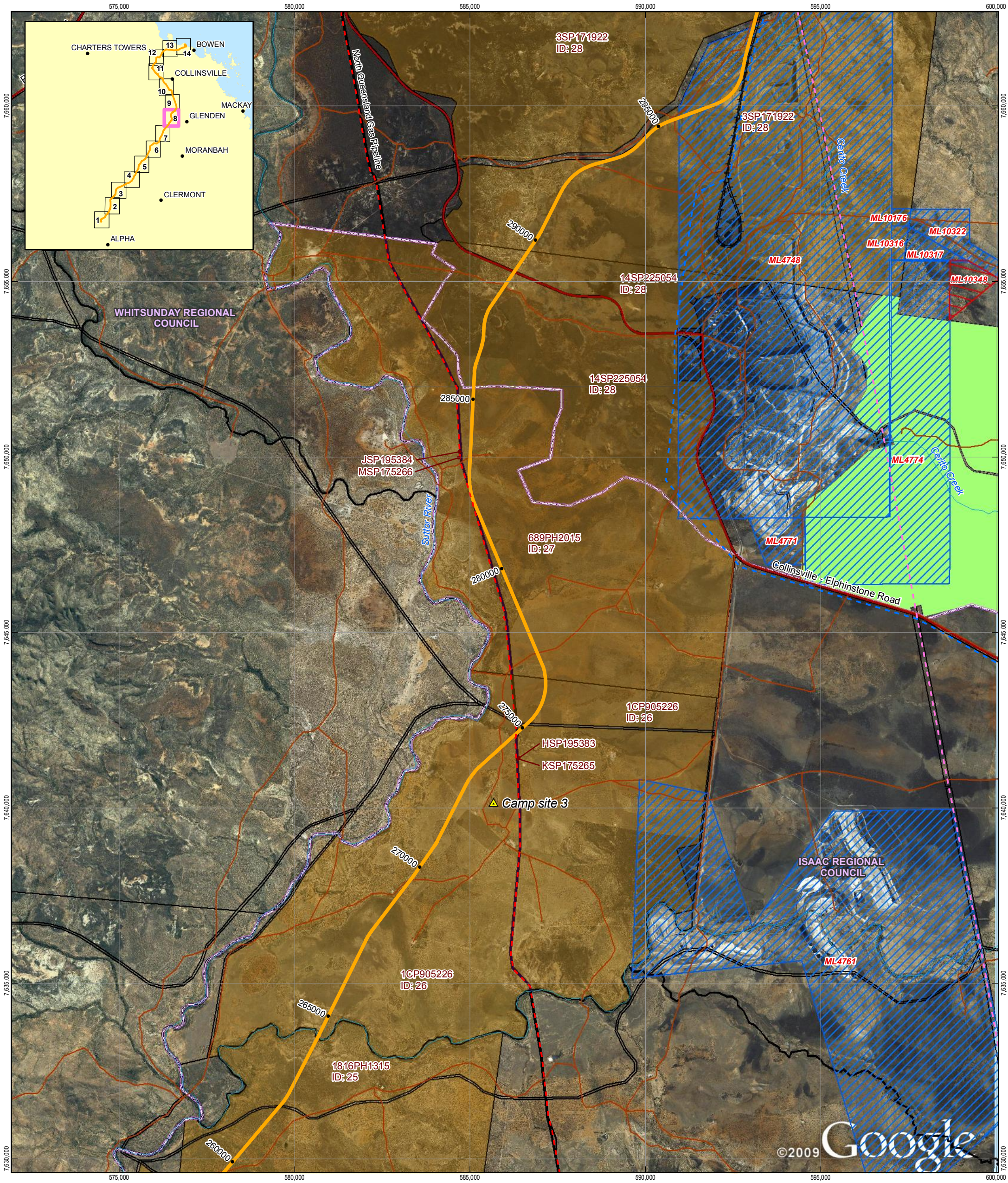
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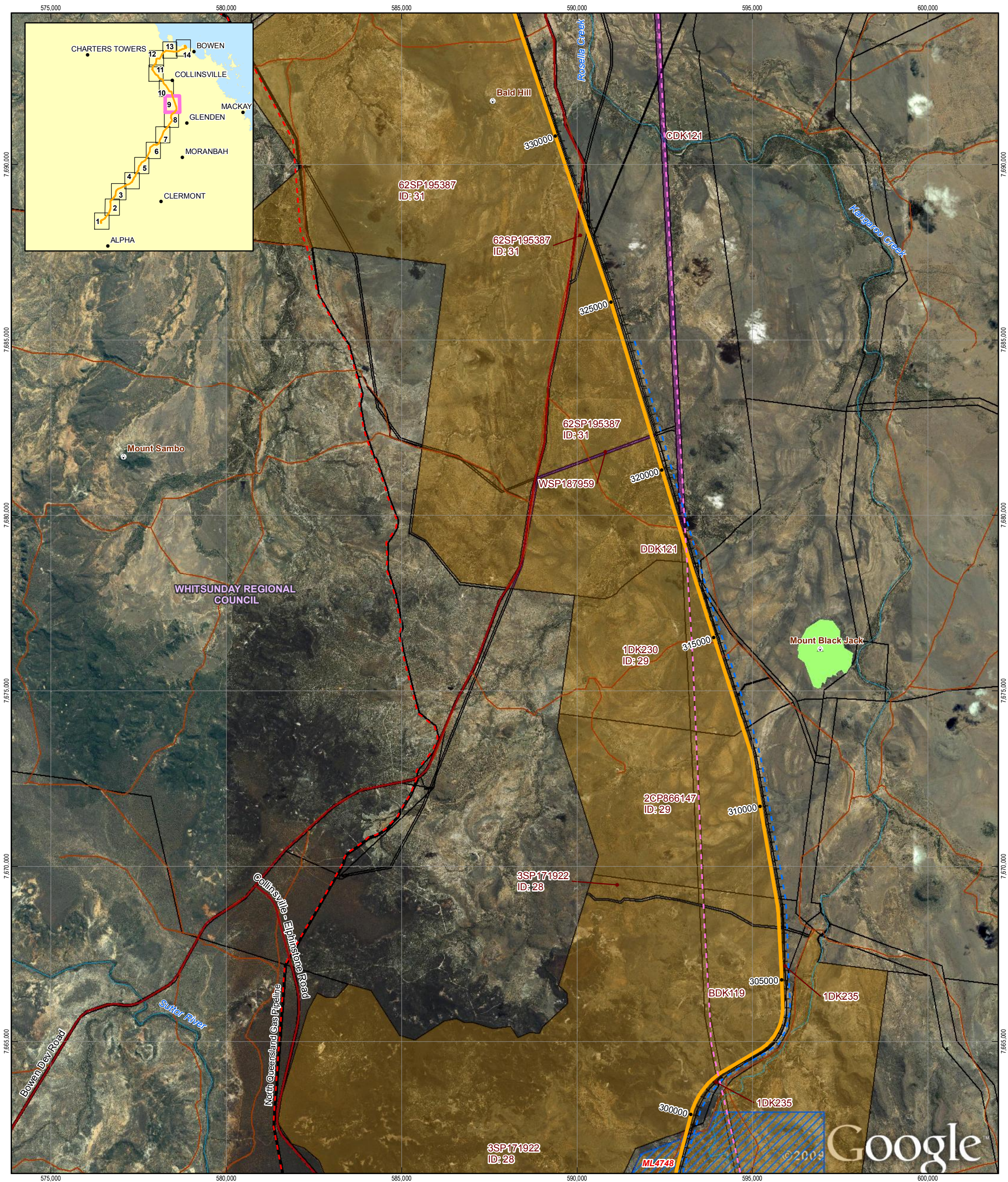
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Depot	Watercourse					

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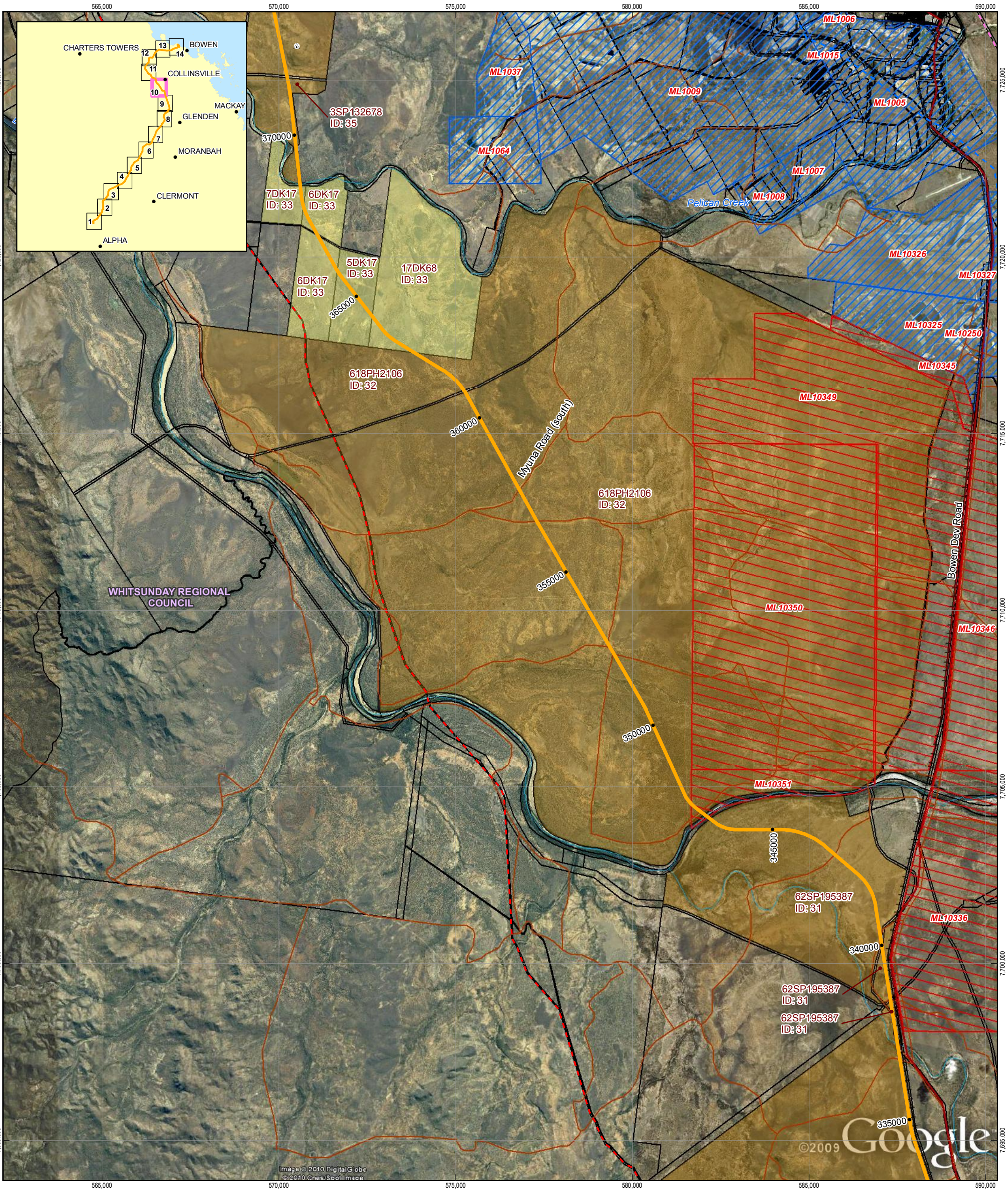
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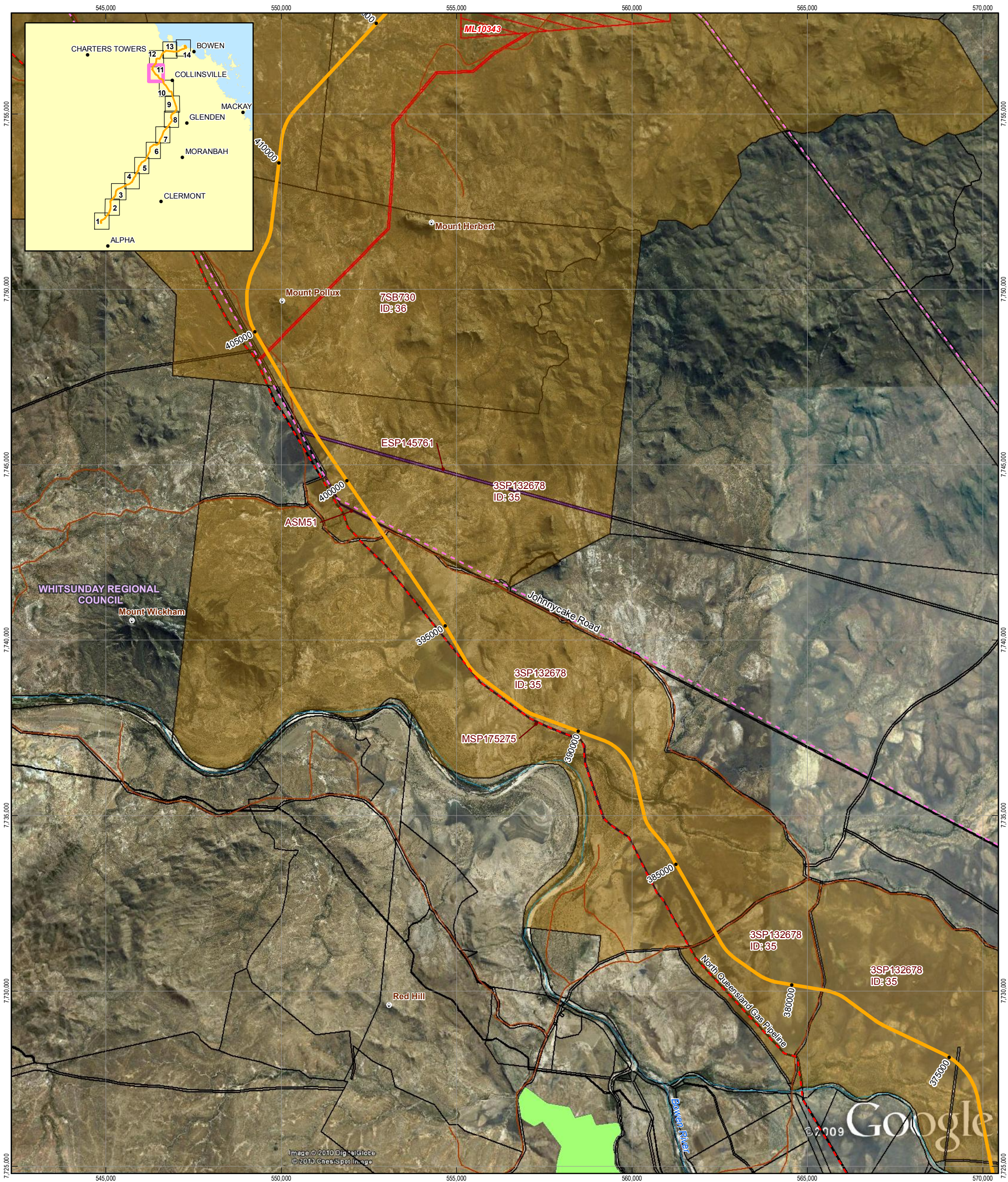
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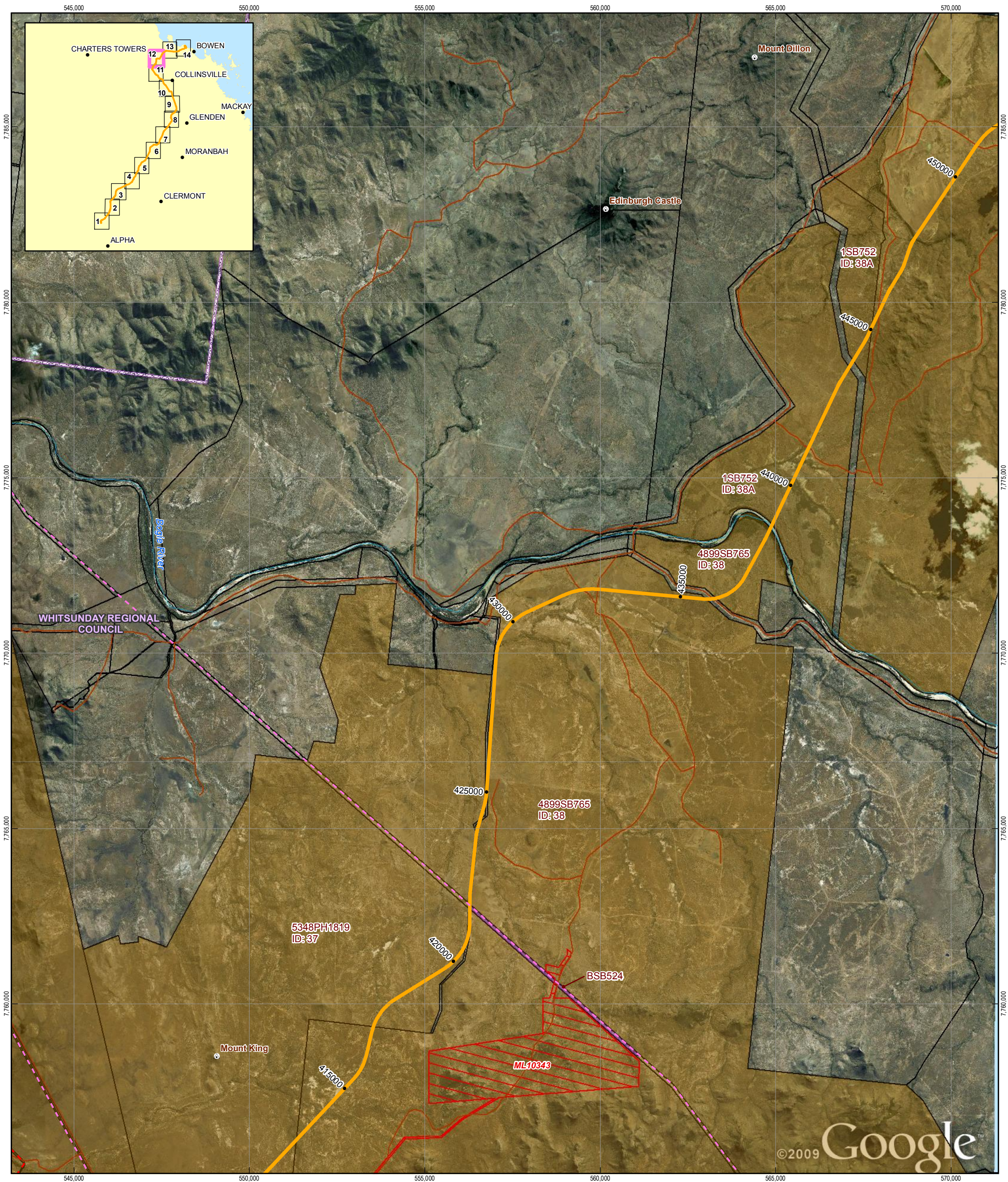
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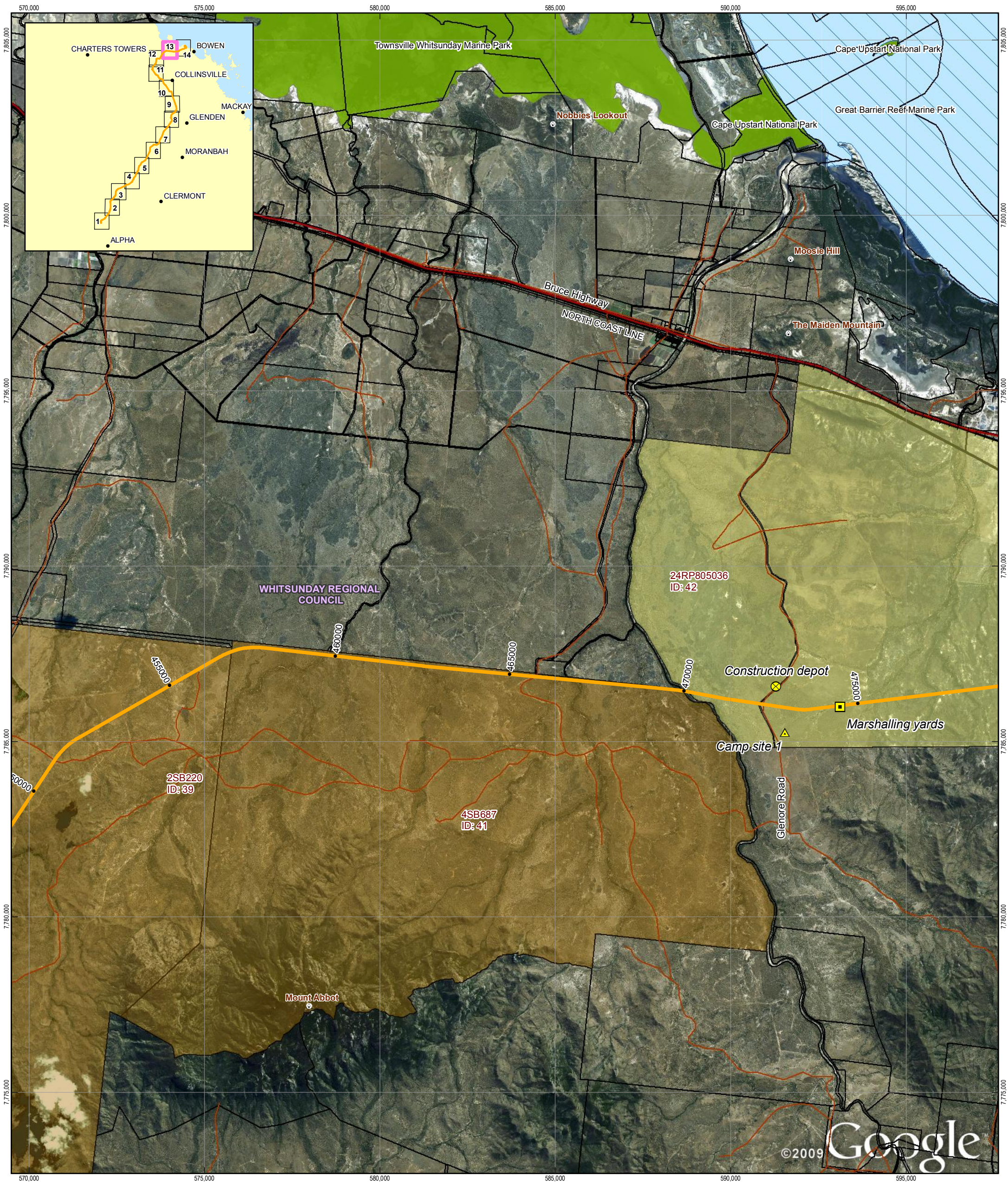
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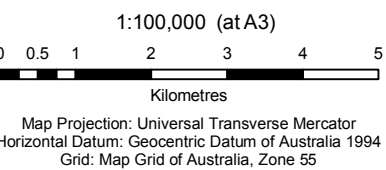


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6.2.3 Infrastructure Facility of Significance

The Project has been declared an Infrastructure Facility of Significance (IFS) under Section 125 (1) (f) of the *State Development and Public Works Organisation Act 1971 (Qld)*. The designation is for a corridor of land 60-100 m wide as shown on Figure 6-2. This designation was submitted to the Queensland Coordinator General in 16th February 2010 and was formally declared on 2nd July 2010 after a public notification and consultation period. Due to clerical errors around the designation, a judicial review initiated by an affected party led to the IFS being voided. This matter has been corrected and the Queensland Government approved the IFS on 1st October 2010.

For a declared IFS, a proponent can request the State to use its compulsory land acquisition powers to acquire land or easements for the Project. However, the proponent must first make every effort to negotiate a private land acquisition agreement and demonstrate that every effort has been made to minimize impacts on landholders.

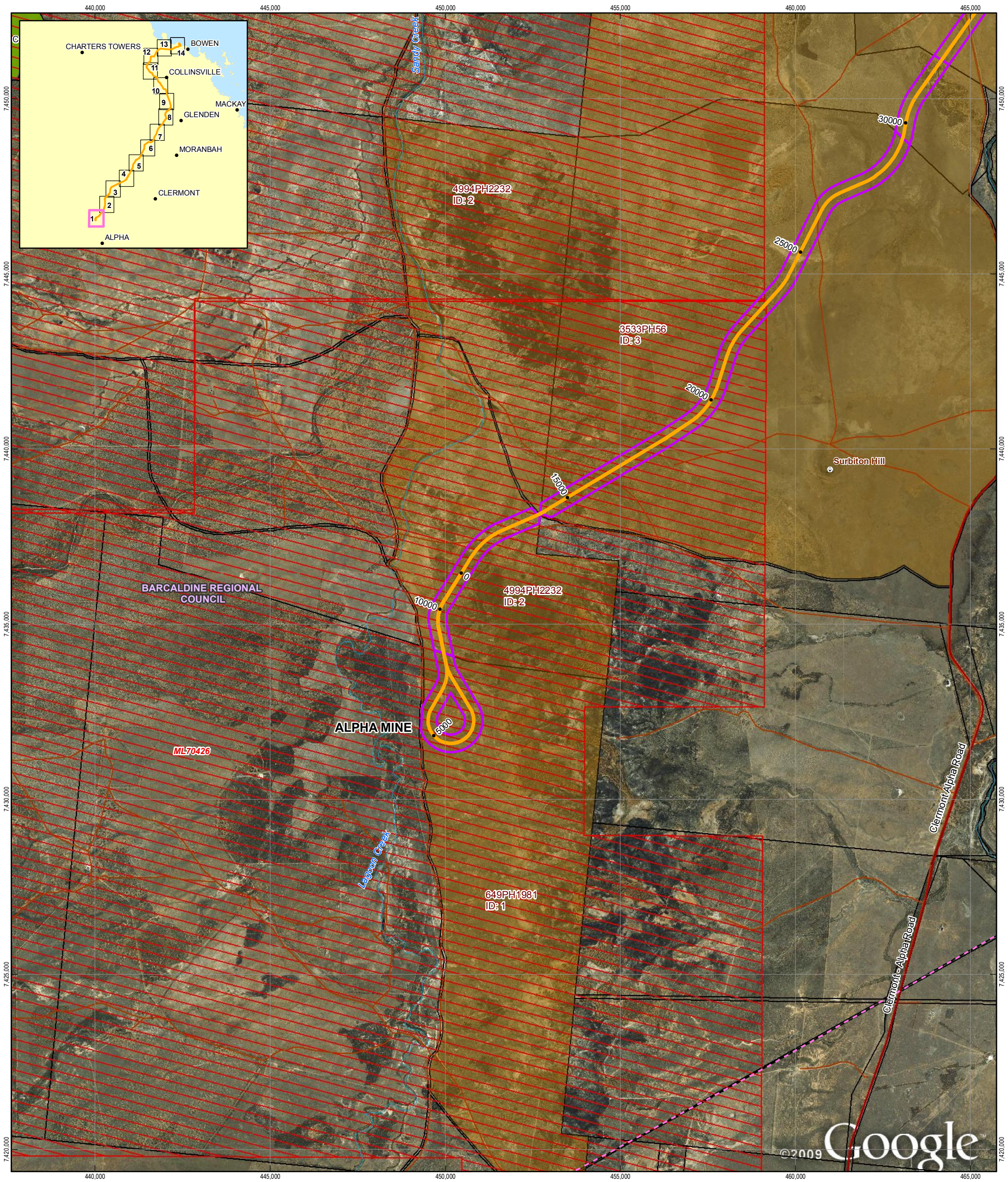
During negotiations undertaken since the IFS was declared, landholders have requested some changes in the alignment to reduce impacts on properties. Some additional alignment changes have arisen from consideration of impacts on existing infrastructure, for example the North Queensland Gas Pipeline. The current alignment, as shown on Figure 6-1 and throughout this EIS, is therefore different in some areas to the IFS corridor.

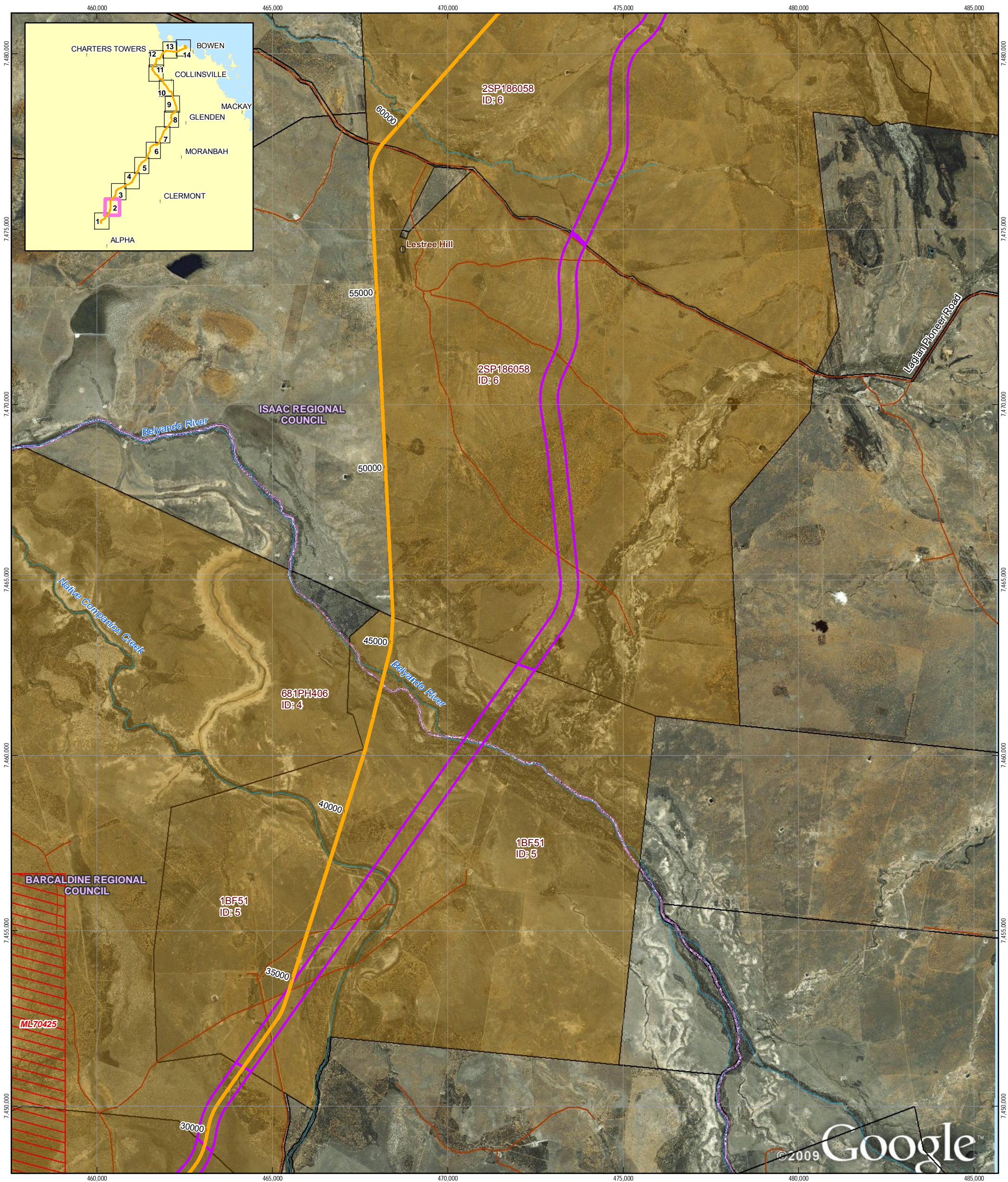
As the Project progresses to the detailed design stage, it is likely that further alignment modifications will be identified that reduce impacts on landholders, infrastructure and other values along the alignment. The Proponent will make every effort to incorporate landholder suggested changes.

However, as all of these changes take the alignment outside the corridor specified in the IFS declaration, the Proponent cannot request the Government to compulsorily acquire land over these route changes. Accordingly, if land acquisition negotiations collapse and compulsory acquisition is required, the Proponent will therefore need to revert to the IFS corridor for the relevant section of the alignment.

Liaison between the Proponent and each landholder is continuing in order to reach voluntary compensation agreements that ensure each property can be safely and effectively operated and environmental impacts are properly mitigated. Where alignment changes are identified, the Proponent will also review environmental, social and other impacts that may arise from the alignment change, such that the overall impact of the Project does not increase.

Further information pertaining to the proposed IFS is available on the Proponent's website at www.hancockcoal.com.au.



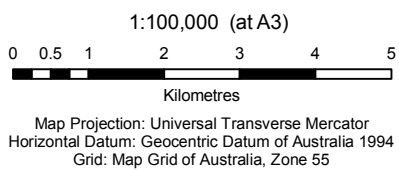


LEGEND

	Town		Proposed Alignment		Powerline		Nature Refuge		Local Government Area		Tenure		Mining Lease		IFS Corridor
	Mountain		State Road		Gas Pipeline		Reserve		Cadastral		Freehold		Application		
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	Marshalling Yards		Existing Railway				Reef Marine Park				Easement				
	Depot		Watercourse												

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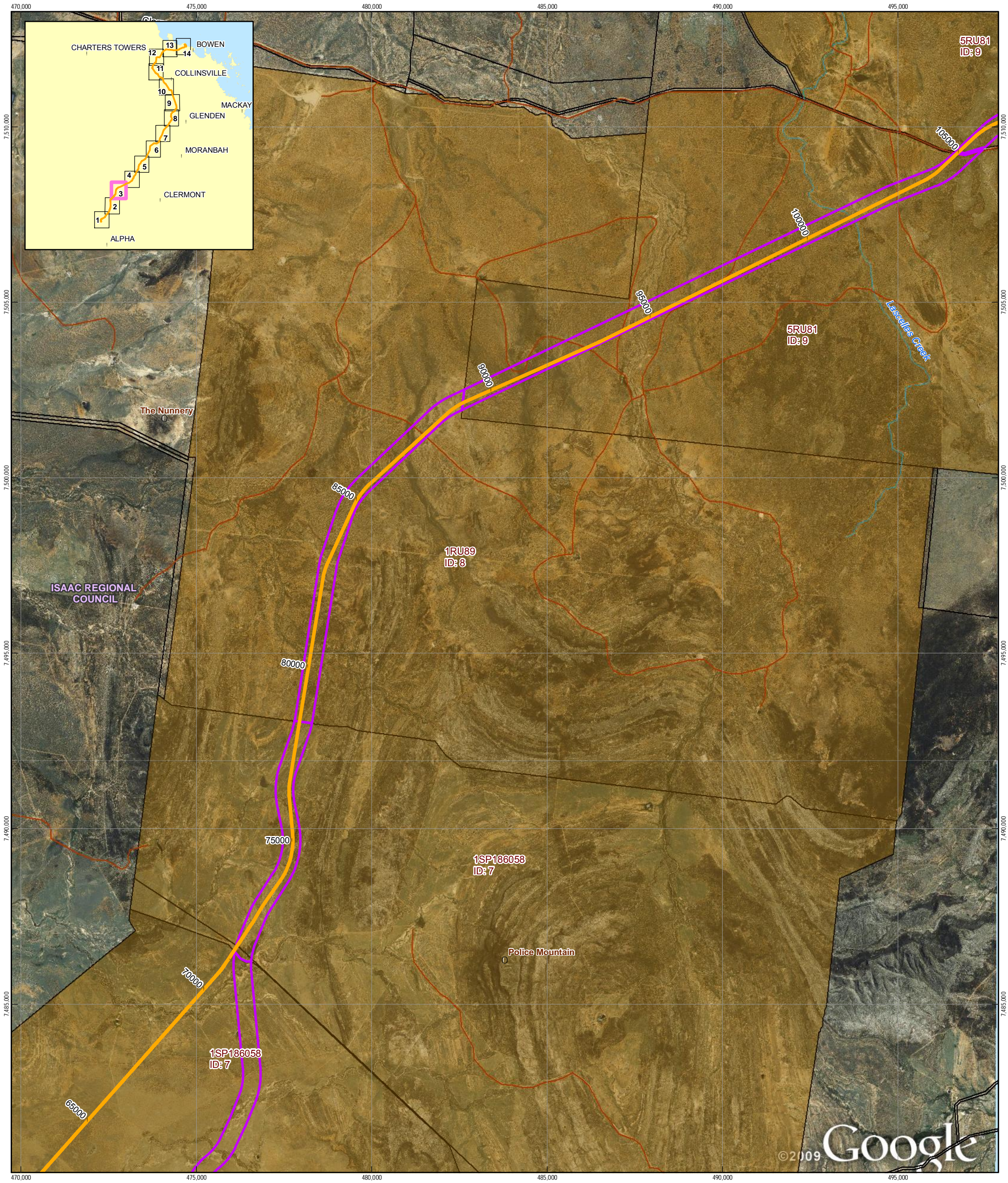
IFS CORRIDOR AND TENURE

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Kilometres

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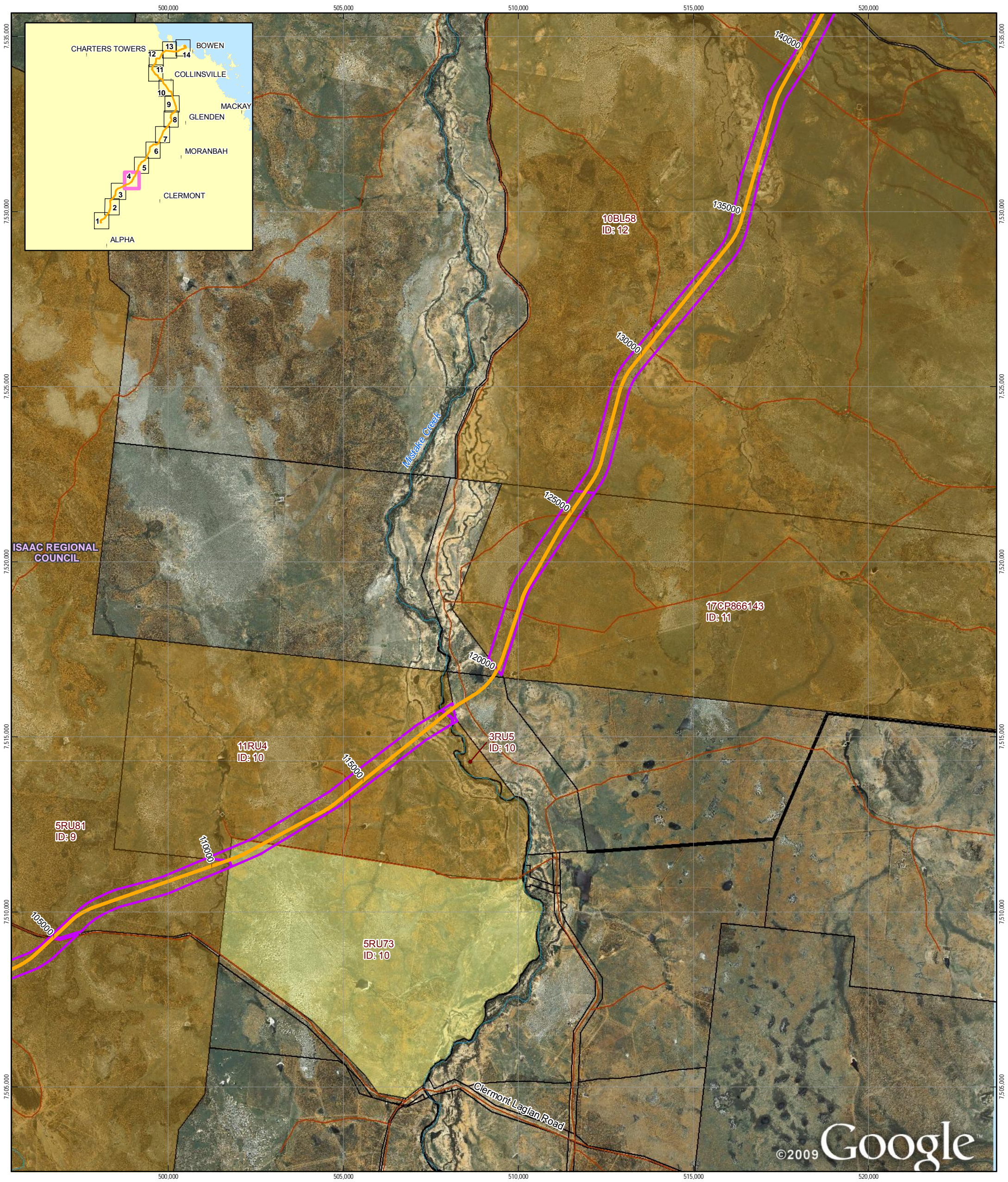
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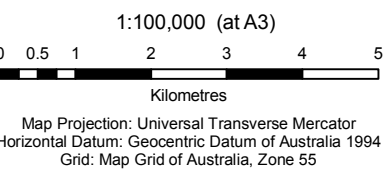


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| Town | Proposed Alignment | Powerline | Nature Refuge | Local Government Area | Tenure | Mining Lease | IFS Corridor |
| Mountain | State Road | Gas Pipeline | Reserve | Cadastral | Freehold | Application | |
| Camp | Local Road | Water Pipeline | Great Barrier | Waterbody | Lands Lease | Granted | |
| Marshalling Yards | Existing Railway | | Reef Marine Park | | Easement | | |
| Depot | Watercourse | | | | | | |

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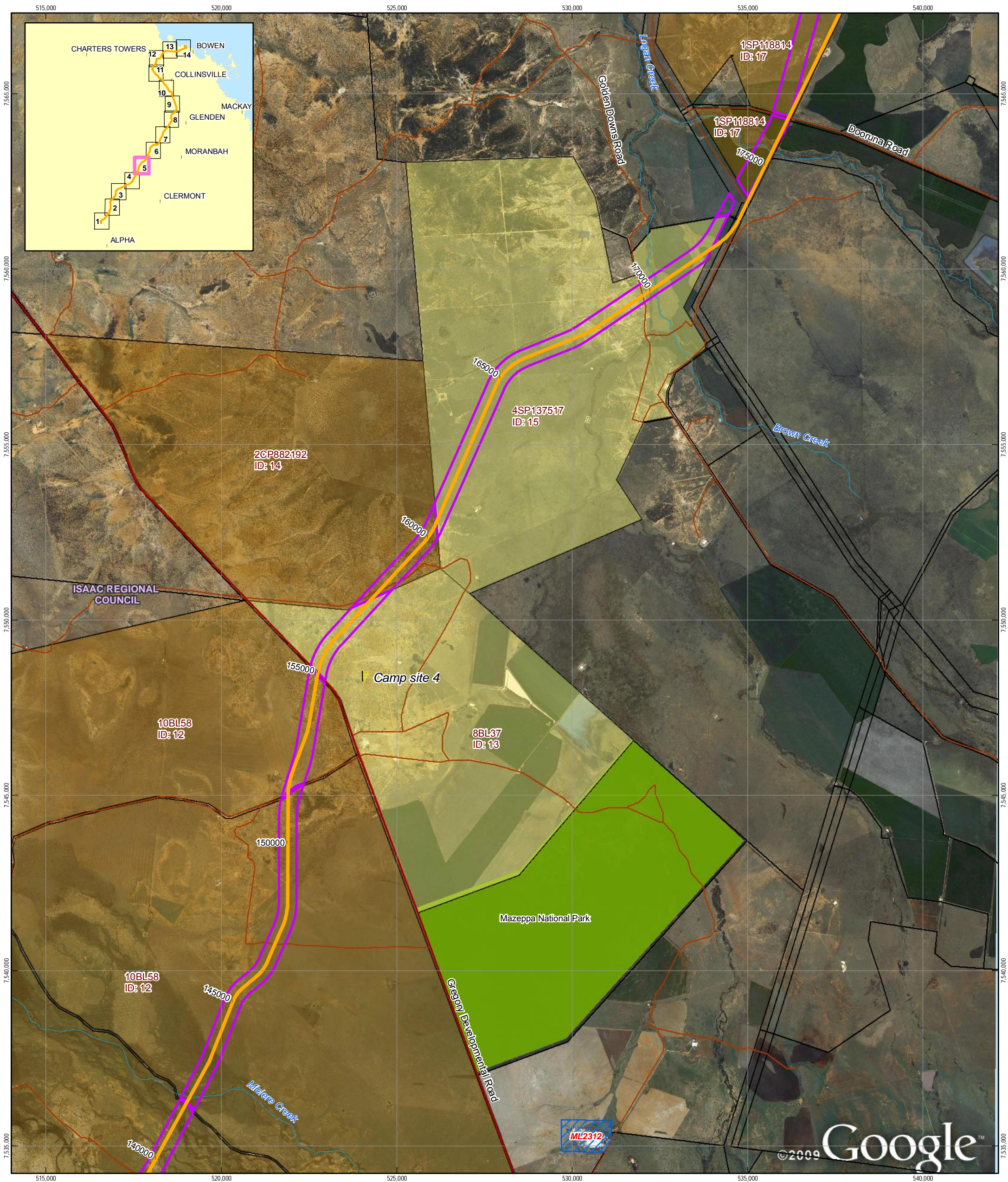
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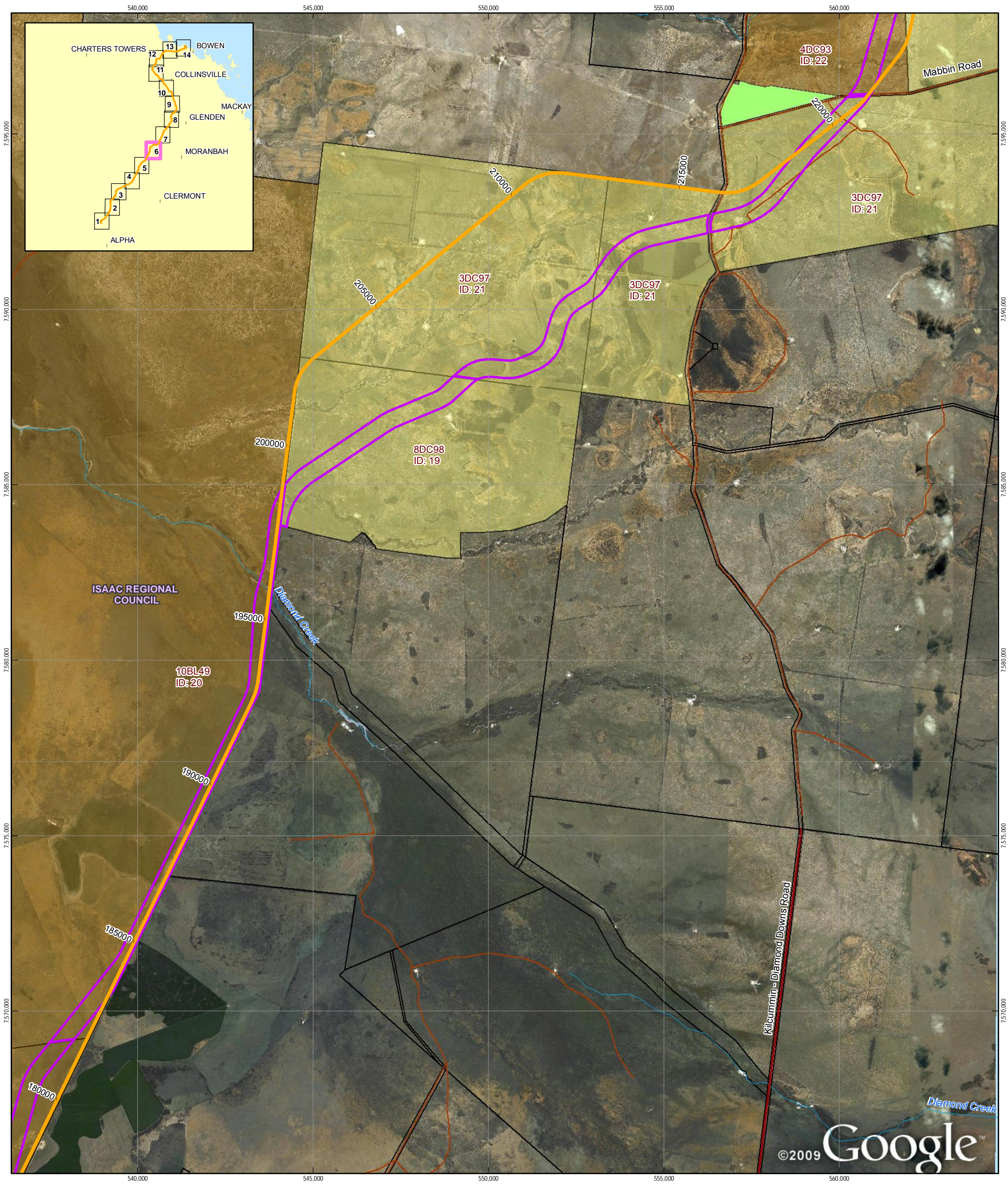
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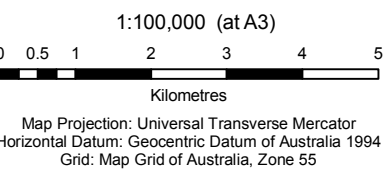


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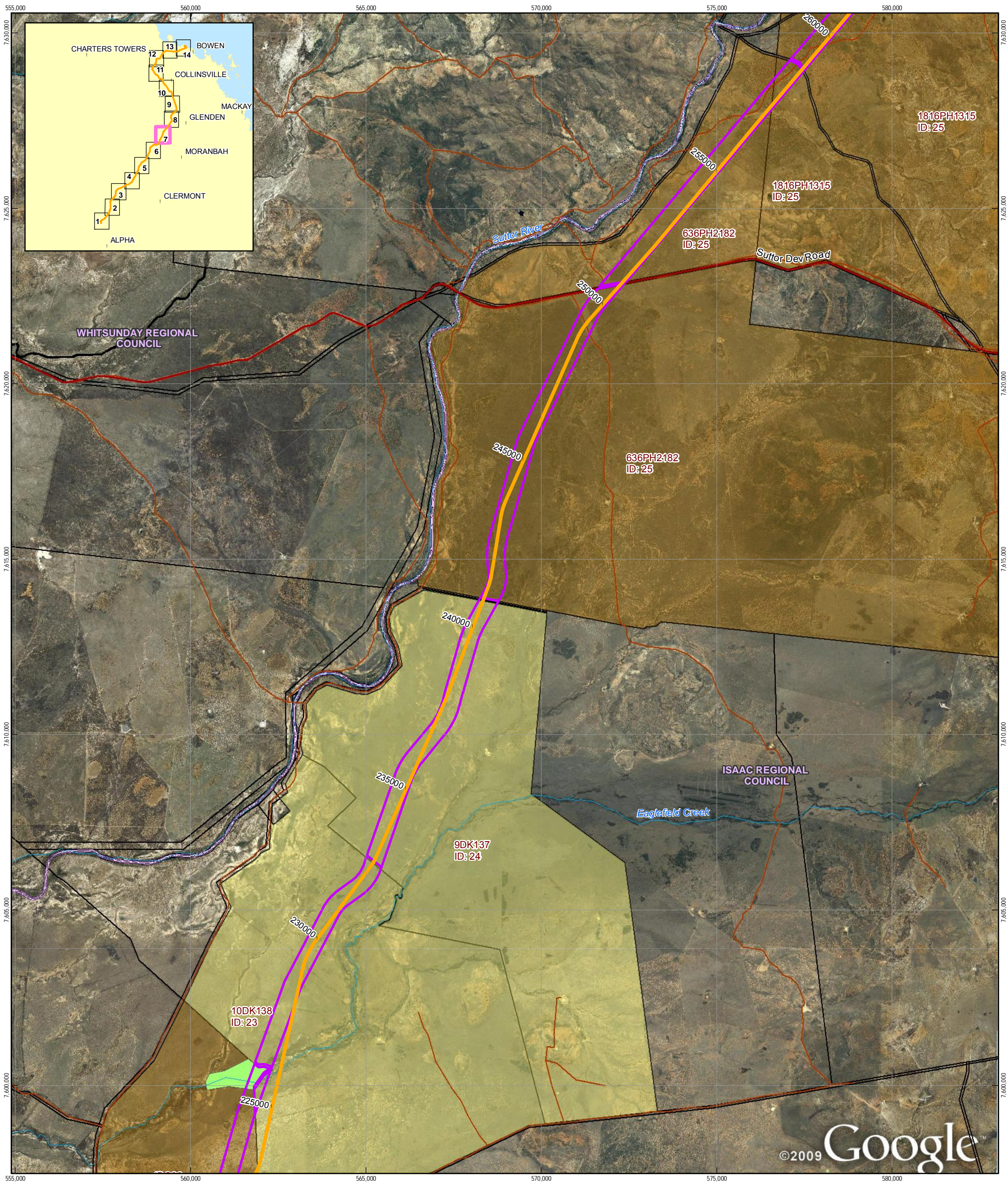
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Depot	Watercourse						

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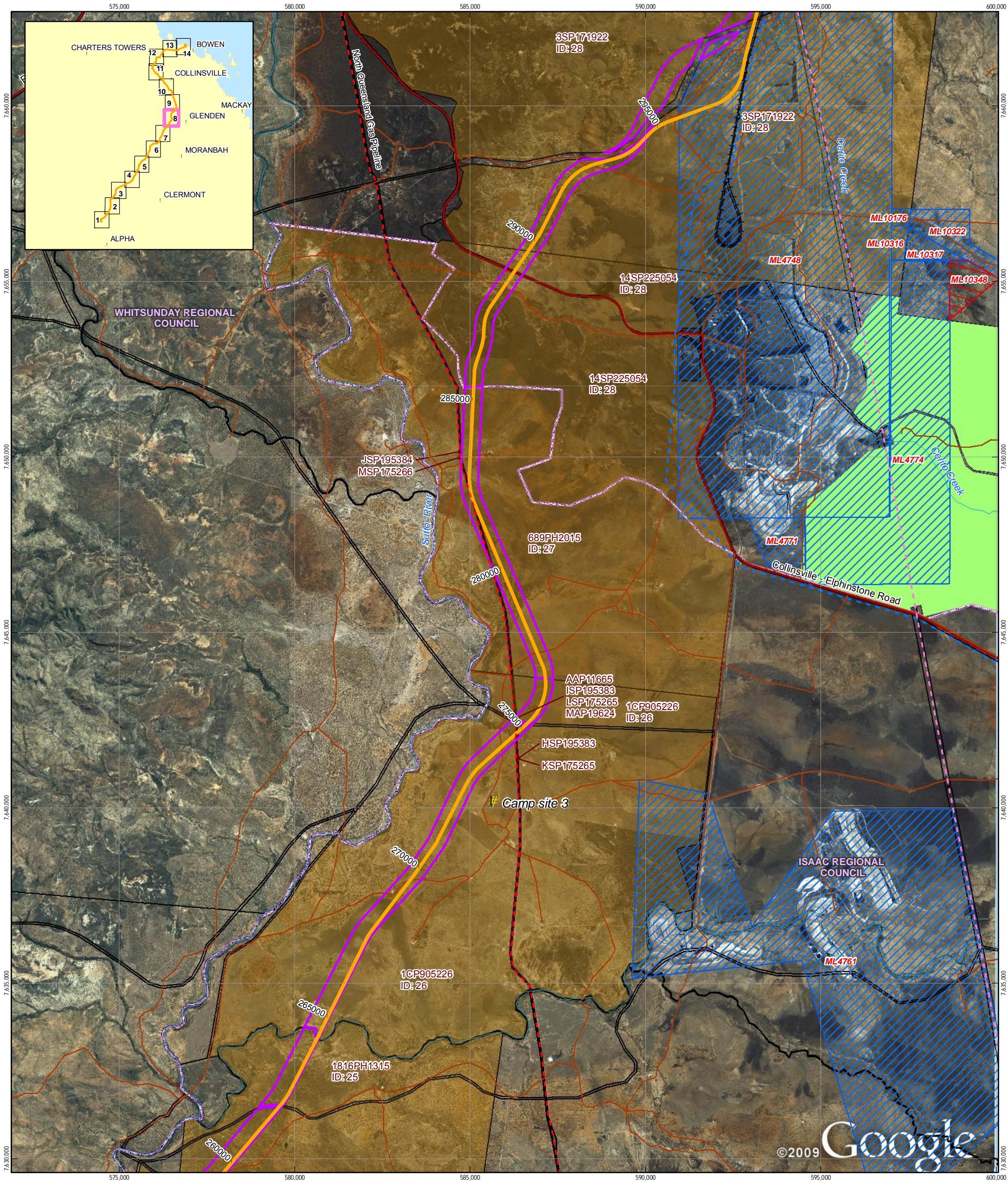
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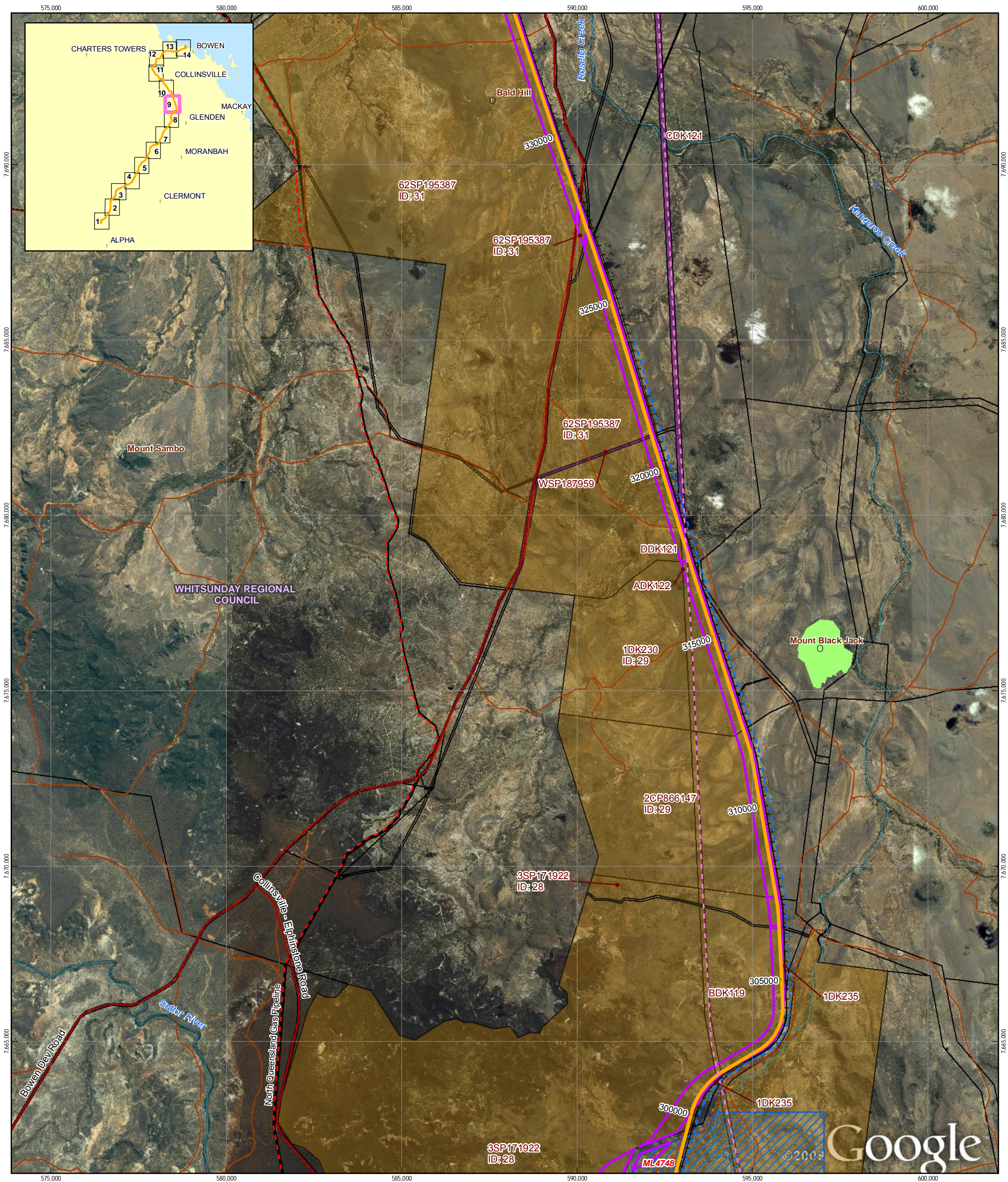
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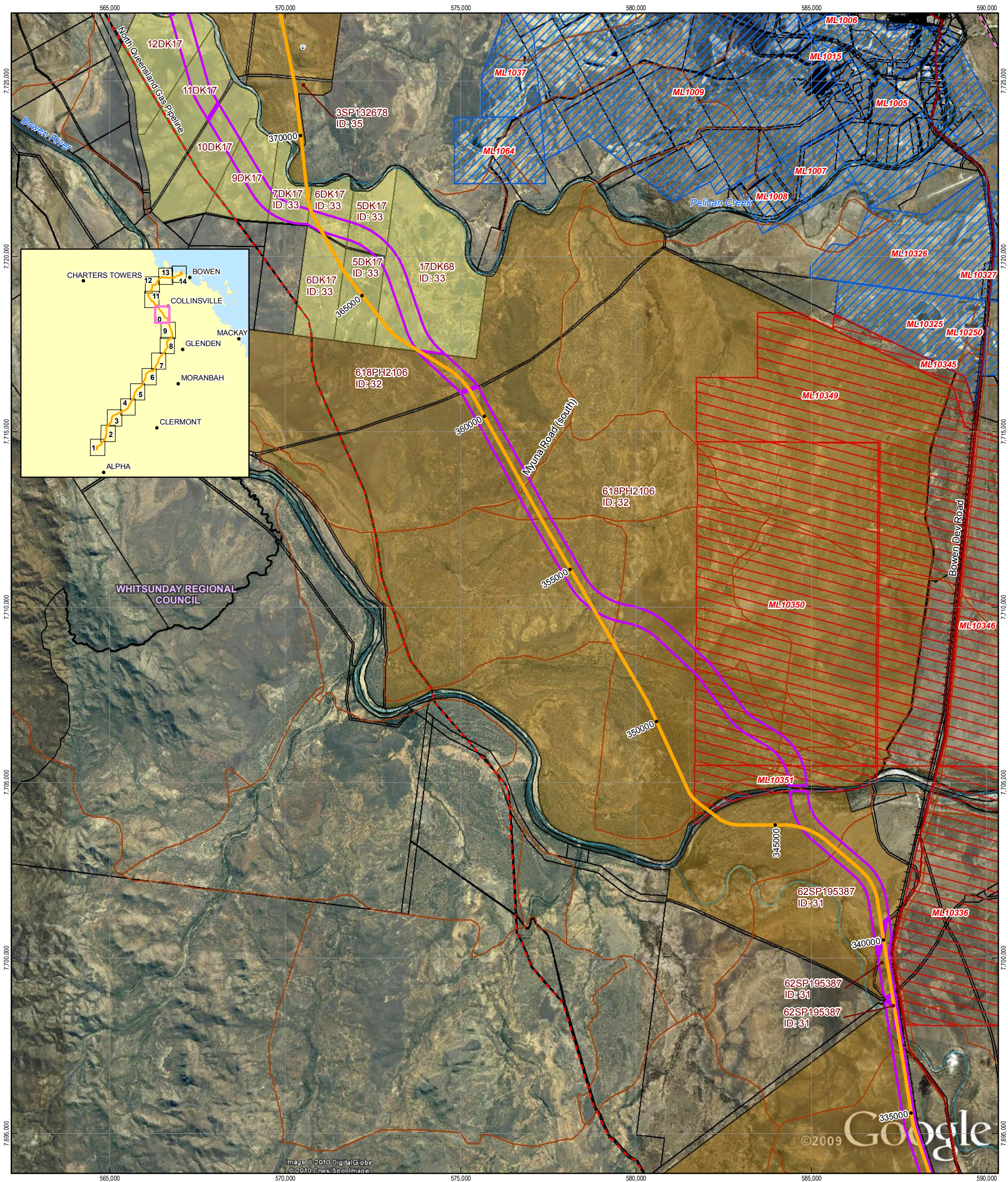
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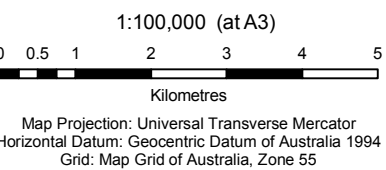


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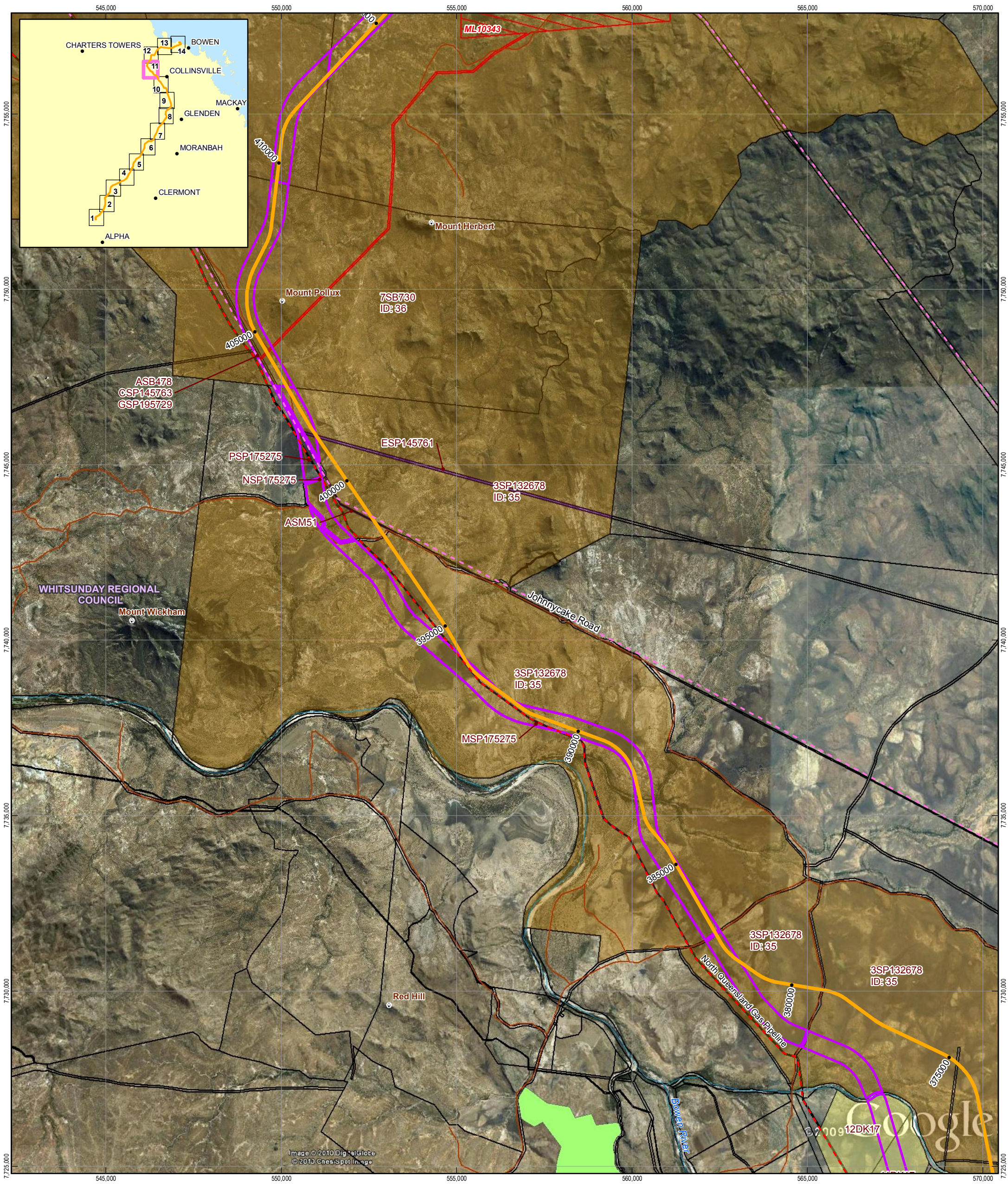
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Camp	Local Road	Water Pipeline	Great Barrier	Waterbody	Lands Lease		
Marshalling Yards	Existing Railway		Reef Marine Park	Easement			
Depot	Watercourse						

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Kilometres

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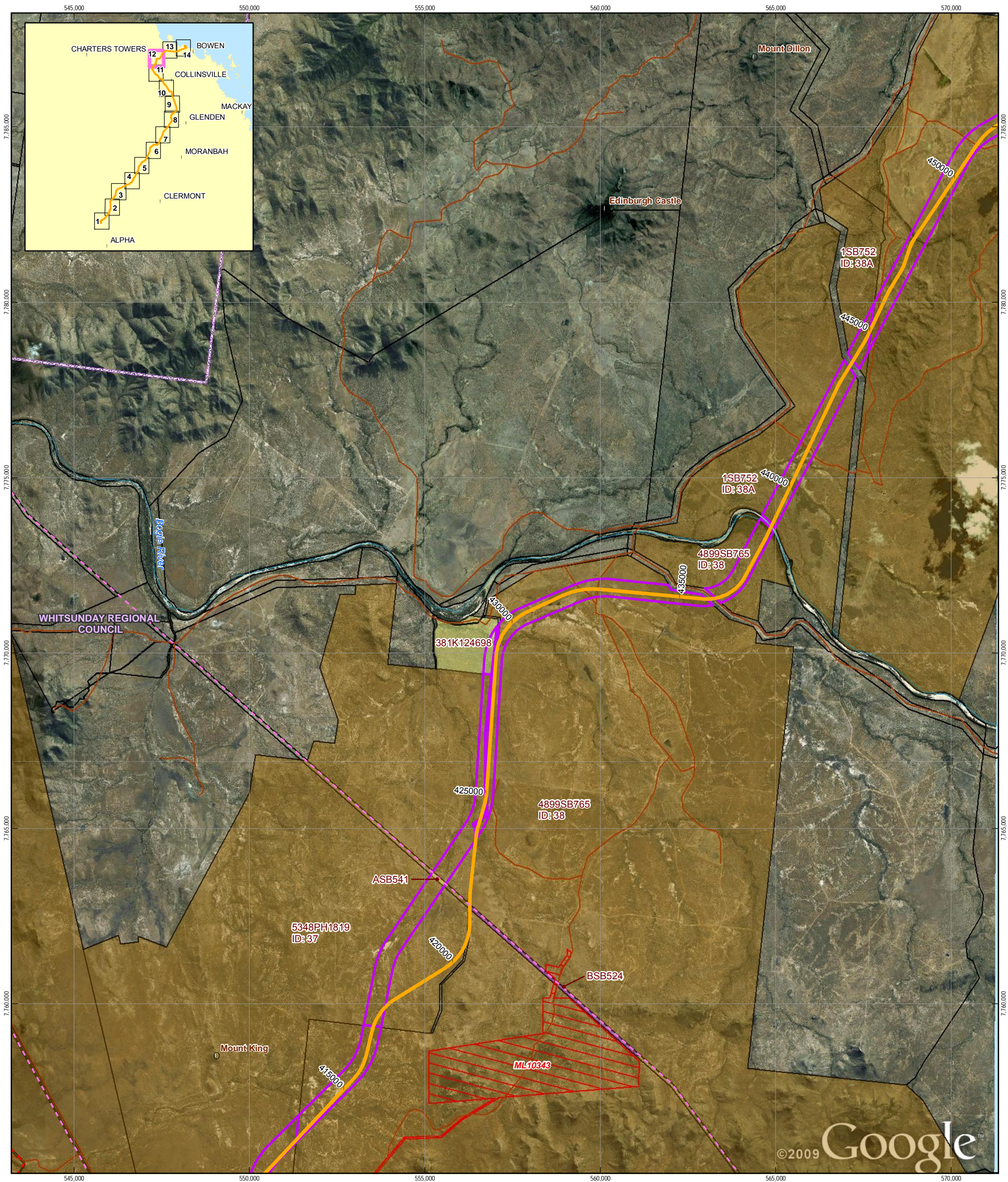
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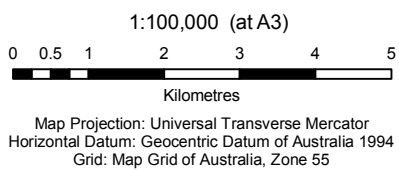


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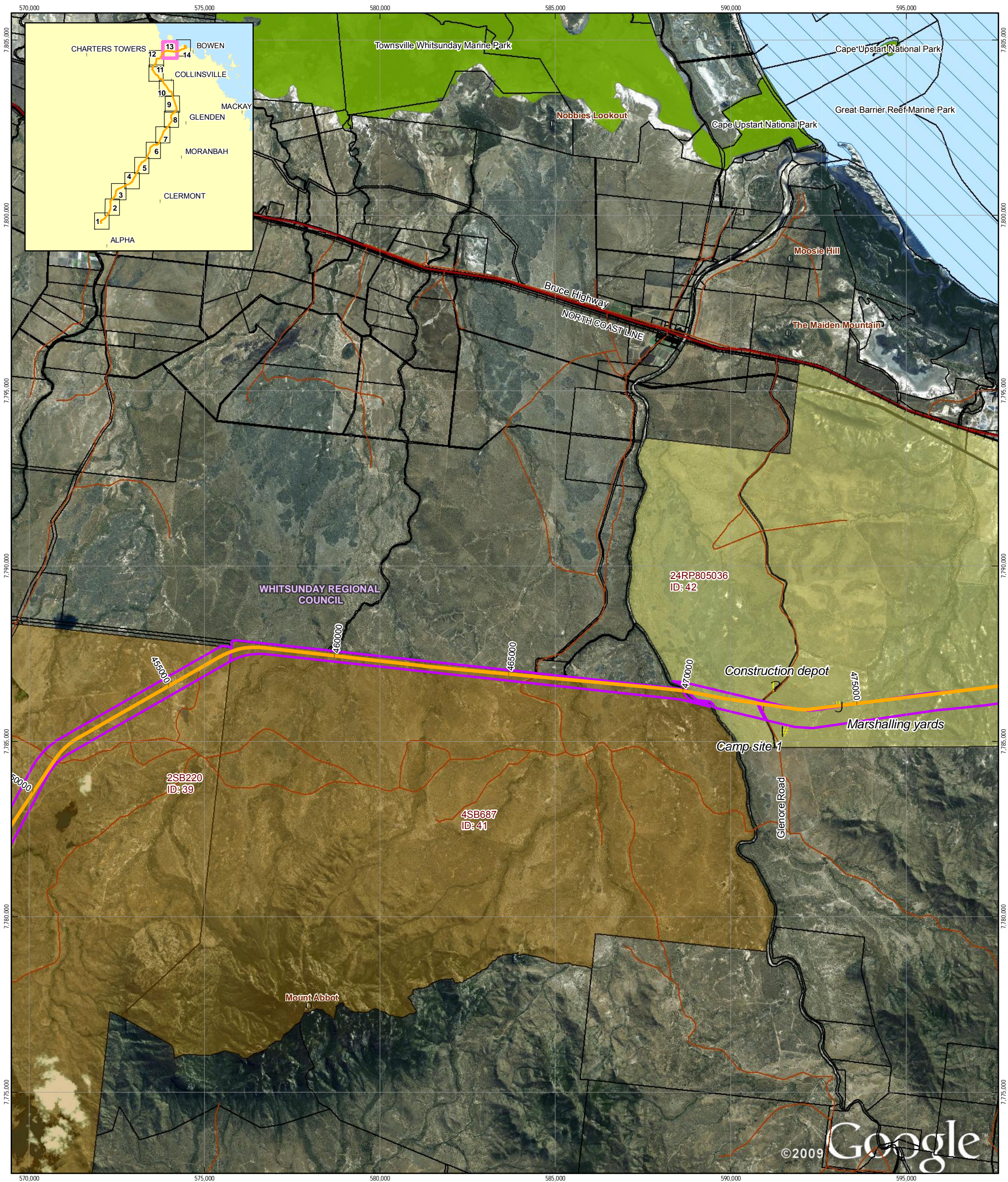
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Marshalling Yards	Existing Railway				Easement		
Depot	Watercourse						

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6.2.4 Zoning

The majority of the properties immediately affected by the Project are zoned as rural, as follows:

- properties located within the Barcaldine Regional Council (from the Alpha Coal Mine load out loop – chainage 0 to approximately chainage 45 km) regulated by the Jericho Shire Planning Scheme (2006);
- properties within Isaac Regional Council area (chainage 45 km – chainage 282.5 km) regulated by the Belyando Shire Planning Scheme (2008);
- properties within the Whitsunday Regional Council (chainage 282.5 km – chainage 490 km) regulated by the Bowen Shire Planning Scheme (2006); and
- properties within the APSDA (chainage 490 km to chainage 495 km) are zoned as the following under the *Development Scheme for the Abbot Point State Development Area 2008*:
 - Environmental Management/Materials Transportation Precinct;
 - Restricted Development Precinct; and
 - Industry Precinct.

A detailed assessment of the Project against the relevant planning schemes is provided in Volume 3, Section 1.12 of this EIS.

6.2.5 Reserves, Roads and Road Reserves

A number of local, State and National roads and road reserves are located within the Project corridor. The Project will intersect the following existing roads:

- Dugella Road;
- Surbiton Wendouree Road;
- Eulimbie Road;
- Albro Pioneer Road;
- Clermont Laglan Road;
- Frankfield Road South;
- Frankfield Road North;
- Golden Downs Road;
- Dooruna Road;
- Diamond Downs Eagle Field Road;
- Mabbing Road;
- Chesterfield Road;
- Suttor Developmental Road;
- Wollombi Road;
- Cerito Road;

- Collinsville Elphinstone Road;
- Bowen Developmental Road;
- Myuna Road North;
- Strathmore Road;
- Johnny Cake Road;
- Strathalbyn Road;
- Nevada Road;
- Glenore Road; and
- Bruce Highway.

Crossing of these roads will be managed through grade separation or grade controlled crossings where appropriate. Further detail on the potential impacts and mitigation measures regarding crossings is included in Volume 3, Section 17 of this EIS.

6.2.6 Stock Route Network

The stock route network (SRN) is the network of stock routes and reserves for travelling stock in the state. The term 'stock route describes a particular use of part of the state's road network (DERM, 2010). The Queensland Stock Route Network for the Project area is illustrated in Figure 6-3. The Project will intercept the SRN at 15 locations.

Management of the SRN is shared between the state government and local governments, with local government being responsible for its day to day management, and the DERM, as the custodian of the land, providing support, guidance and strategic directions for management (DERM, 2010).

In Queensland, a stock route is not a separate parcel of land but a term used to describe a road or route that is:

- declared under a regulation to be a stock route; and
- ordinarily used for moving stock on foot (DERM, 2010).

A road that is a stock route may also be used for other purposes. Apart from being a stock route, a road may also be used as a transport corridor for vehicles or a communication and utility infrastructure corridor for phone, power and gas lines. It may also be an area of land with rich biodiversity (DERM, 2010).

A 'reserve for travelling stock' is a reserve under the (*Land Act 1994*) that may be used for travelling stock purposes (e.g. camping and water reserves, stock trucking reserves). Every reserve has a primary purpose for which that land can be used. Reserves for travelling stock may have a primary purpose (e.g. camping and watering stock) but they may also be used in other ways that are a compatible secondary use. Reserves for travelling stock contribute greatly to the SRN and are managed as part of the network (DERM, 2010).

The general purpose of the *Land Protection (Pest and Stock Route Management) Act 2002* is to provide for the management of the SRN, recognising that the network has multiple uses with the primary purpose being for travelling stock (refer to Section 98 (2)(a)) (DERM, 2010).

Leases or permits to occupy may be granted over a reserve for travelling stock or part of a stock route. In these circumstances, conditions are placed on the lease or permit to protect the access rights of travelling stock. However, drovers encounter difficulties where there is a lack of compliance with lease or permit conditions. Additionally, unauthorised occupation of land adjoining or making up the network may have similar impacts upon drovers. As a result of any such pressures, parts of the network may become isolated or alienated if drovers find alternative routes (DERM, 2010).

The stock route network may play an increasingly important role in future responses to peak oil and rising fuel costs, as well as climate change.

Where the Project crosses the SRN, mitigation and management measures are being implemented to protect its inherent values and to ensure it is available to serve its intended purpose.

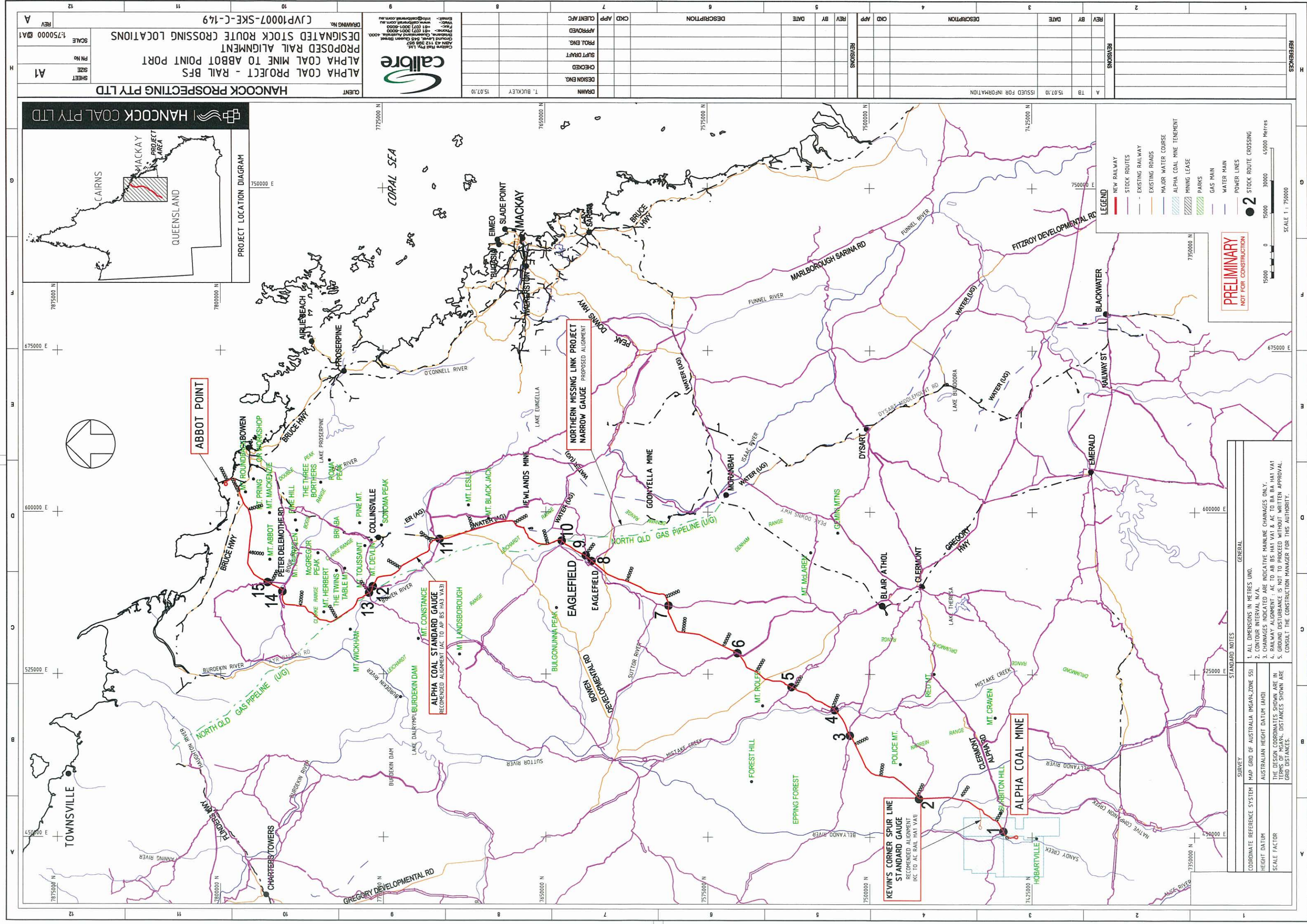
6.2.7 Railway Infrastructure

The Project runs in part parallel to the Queensland Rail (QR) Northern Missing Link (NML) railway line for 70 km, which is currently under construction and is located to the eastern side of the Project (east of Eaglefield). The Project also crosses the existing North Coast railway line prior to entering the APSDA. A bridge will be constructed so as to continue the flow of trains on both railway lines and eliminate any potential interference between the two railway lines. For further information on proposed bridges refer to Volume 3, Section 17 of this EIS.

6.2.8 Other Infrastructure

Water infrastructure is a significant industry with twelve major dams and weirs occurring throughout the general area of the Project (NRM, 2002; Beare et al. 2003). An underground water pipeline stretches on the eastern side of the Project and does not interfere with it.

The North Queensland Gas Pipeline stretches from Moranbah in a north westerly direction to Houghton River. The Project area is also traversed by overhead powerlines and some overhead and underground telecommunications.



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6.3 Potential Impacts and Mitigation Measures

6.3.1 Direct Property Impacts

6.3.1.1 Potential Impacts

The Project will cross 38 properties, a number of which have multiple parcels of land directly impacted. The corridor width will generally be 60 m allowing space for the railway line infrastructure, maintenance roads and passing loops. Land acquisition is expected to be by easement in almost all cases. In this case, the landholder retains the overall title to the land, however agrees to the Proponent using the land within the easement for certain purposes relating to the Project. The agreement may include special conditions and compensation payments.

The area of land directly impacted by the corridor and severance areas for each property is identified in Table 6-2. Property IDs are not listed in a consecutive order due to some properties, which were originally identified as being impacted, are no longer being impacted, as a result of realigning the corridor during the feasibility assessment and/or because the Project interacted with the property at some time in any way.

Table 6-2: Area of direct impact to properties

Property ID and Name	Total Area of Property	Area Required (ha)	Severance Area (ha)
1 – Hobartville	56,202.80	196.3	-
2 – Wendouree	38,849.00	59.2	-
3 – Surbiton South	19,166.00	154.9	-
4 – Surbiton Station	20,720.00	25.27	662.57
5 – Eulimbe	13,661.00	149.55	3,944.08
6 – Trelawney	28,500.00	270.62	3303.12
7 – Star of Hope	21,500.00	68.88	2,506.42
8 – Beresford – Saint Albans	35,600.00	118.10	16,102.30
9 – Beresford	48,800.00	225.00	10,542.60
10– Charlton			
Lot 3 on RU5	3,137.81	3.70	27.50
Lot 5 on RU73	4,768.06	12.00	28.10
Lot 11 on RU4	5,910.88	66.90	4,124.60
11 – Clonmell Station	20,800.00	56.80	6,127.50
12 – Frankfield	68,000.00	308.00	23,277.40
13 – Cudgee Park	5,201.22	30.70	270.18
14 – Willesley	5,879.20	32.23	100.88
15 – Amaroo	7,911.00	121.22	3,833.71
17 – Talki Station	15,902.10	99.40	Nil
19 – Myra	10,126.60	14.00	Nil

Property ID and Name	Total Area of Property	Area Required (ha)	Severance Area (ha)
20 – Avon Downs	90,100.00	245.90	Nil
21 – Double D	10,673.50	182.70	Area 1: 2,030.00 Area 2: 470.60
22 – Pasha	7,718.70	18.00	66.50
23 – Barrellan Station	8,522.40	92.19	3507.95
24 – Wavering Downs	7,534.40	81.00	1,700.50
25 – Eaglefield			
Lot 636 PH 2182	19,200.00	164.50	4,173.50
Lot 1816 PH 1315	10,500.00	70.60	781.00
26 – Wollombi Station	9,858.91	134.80	2,965.00
27 – Suttor North Station	6,734.00	103.00	2806.00
28 – Byerwen (Eastern Creek)	16,900.00	48.50	558.60
29 – Weetalaba			
Lot 1 on DK230	9,968.70	70.40	1,769.60
Lot 2 on CP866	10,664.70	71.60	2,316.60
31 – Havilah	30,100.00	357.40	11,902.70
32 – Birrallee Station	28,400.00	220.00	9,096.00
33 – Myuna			
Lot 5 on DK17	522.93	20.33	152.00
Lot 6 on DK17	525.27	23.22	178.82
Lot 7 on DK17	525.70	6.98	2.18
Lot 17 on DK68	1,150.27	18.10	35.49
35 – Strathmore	41,000.00	394.00	13,262.00
36 – Strathalbyn	29,100.00	68.30	4,601.30
37 – De Salis	10,700.00	236.50	Area 1: 258.40 Area 2: 182.10
38 – Strathbogie	22,300.00	345.43	Area 1: 379.64 Area 2: 1,088.30
38A – Castleview	8,421.92	81.09	859.80
39 – Glenroc	11,120.00	142.50	2,322.80
41 – Nevada Station	14,090.00	232.80	Nil
42 – Salisbury Plains	13,662.90	1,562.00	Area 1: 157.00 Area 2: 952.00

As shown in Table 6-2, for a large number of properties, the area of direct impact is minimal when compared with the total area of land held by the landholder. Fragmentation of grazing paddocks, in particular the important ‘fattening’ or finishing paddocks has been minimised as far as possible through consultation with landholders. Similarly areas of property infrastructure and improvements, such as cattle yards and dams have been identified and avoided as far as possible. Where they cannot be avoided they will be re-instated elsewhere with the landholders’ agreement.

The Project will have an impact on the current operations of properties in terms of paddock use and access across properties. Most landowners use purpose built cattle laneways to efficiently move stock from various sections of their properties to central cattle yards. The Project may cross these laneways thus impacting on the ability of cattle to be moved efficiently; however they will be re-instated as part of compensation.

6.3.1.2 Mitigation and Management Measures

The direct impact to individual properties has been mitigated as part of the feasibility phase of the Project. In a number of cases where possible, the Project alignment has been adjusted to travel parallel to property boundaries to minimise the area of land to be severed and to lessen the impact on property management. Impacts to individual landholdings will be further managed through the ongoing negotiations with landholders for acquisition of land required for the Project and with respect to mitigation of impacts, which may include infrastructure replacement, acquisition of severed areas etc.

Where possible areas of severance are amalgamated with adjoining parcels, the large landholdings in the region will be maintained.

Occupational crossings, either over or under the rail corridor are intended to be provided within properties to enable the continued safe and efficient use of properties. The exact location and number of these crossings is being identified with each individual landholder as part of an overall compensation/mitigation approach to each property.

6.3.2 Native Title

With respect to native title interests along the declared corridor, the Proponent has conducted extensive consultations with affected indigenous stakeholders and is in the process of finalising an Indigenous Land Use Agreement with each native title claim group.

HPPL have entered into Indigenous Land Use Agreement (ILUA) negotiations with each of the Aboriginal Parties identified in Table 6-1. The process adopted by HPPL to initiate ILUA negotiations is to notify the appropriate claimants of registered native title claims, through which the Project passes, of their intention to enter into ILUA negotiations. Relevant representative bodies and native title service providers were also consulted to assist with the identification of appropriate native title claimants. Where the Project passes through lands that are not covered by a registered native title claim, HPPL made sure that reasonable efforts have been made to identify all parties who have potential native title rights, through consultation with the relevant native title representative body and through public notification.

Once each ILUA has been negotiated with the appropriate parties, HPPL undertakes public notification to all potential native title holders of a meeting to which all parties are invited, to authorise the ILUAs. Following authorisation, the native title representative body or bodies may certify the ILUAs for registration, but in the case of the ILUAs authorised to date, have not taken this action. Once authorisation has occurred and the ILUA agreements have been executed by all parties, HPPL will lodge the ILUA with the National Native Title Tribunal (NNTT) which has the responsibility for checking that requirements have been met and receiving objections, if any. After a reasonable period, and if objections are not received or are found not to have standing, the ILUAs will be formally registered on the Register of Indigenous Land Use Agreements, and the agreement becomes a contract binding all parties. Table 6-3 details the status of ILUA negotiations with relevant native title parties.

Table 6-3: Status of Indigenous Land Use Agreements Negotiations

Aboriginal Party	Applicable Area	Indigenous Land Use Agreements Status		
		Public Notification of Authorisation	Indigenous Land Use Agreements Authorised	Registration Status
Wangan and Jagalingou People	From the Alpha Coal Mine to chainage 150 km.	To be actioned	Scheduled for 11 September 2010	To be actioned
Jangga People	Chainage 151 km to chainage 290 km	Courier Mail - 24 April 2010 Central Queensland News - 28 April 2010 Koori Mail - 5 May 2010	29 May 2010	Submitted for registration and awaiting approval
Birri People	Chainage 291 km to chainage 440 km	Courier Mail - 15 May 2010 Mackay Daily Mercury - 15 May 2010 North West Star - 19 May 2010 Cairns Post - 18 May 2010 Central Queensland News - 19 May 2010 Koori Mail - 19 May 2010	5 June 2010	Submitted for registration and awaiting approval
Juru People	Chainage 441 km to chainage 500 km and applicable port and offshore areas	To be actioned	To be actioned	To be actioned

6.3.3 Land Use Change

6.3.3.1 Potential Impacts

The Project will have a direct impact on the area of land developed for rail use. However, it is not expected that land use within the local and regional areas will change as a result of the development. As discussed previously operation of properties for grazing is expected to continue effectively unchanged following construction and with the proposed mitigation measures in place.

Three permanent workers camps are proposed to be developed at the Alpha Mine (Camp 1); Eaglefield (Camp 3) and north of Merinda (Camp 5).

An assessment of the Project against local, regional and State planning instruments is provided in Volume 3, Section 1.12 of this EIS.

6.3.3.2 Mitigation and Management Measures

Continue negotiations and open communication with landholders and stakeholders to address concerns and ensure impact is minimised.

6.3.4 Existing Infrastructure

The Project will cross and run adjacent to road, rail, power, gas, telecommunications and water infrastructure.

Road crossings will be a mix of level crossings and, on major roads, grade separations, where the rail line will pass over or under the existing road. More information on road crossings is provided in Volume 3, Section 17.1 of this EIS. Potential impacts of construction and operation are addressed in Volume 3, Section 17.2 of this EIS.

The Project runs adjacent to the northern missing link rail line for a section, and will also cross the north-coast railway line. This crossing will be via a bridge and there will be no ability to transfer trains between lines. There may be some short term disruptions to services on these lines during construction to manage safety issues, however with forward planning and communications with rail users, these disruptions should not cause any significant delays or other problems for the existing rail lines. Once the Project is operational, there will be no interactions with other rail infrastructure.

Where the Project crosses overhead powerlines, these may need to be raised either temporarily or permanently to allow construction activities and ongoing operations. Where the Project runs immediately adjacent to power lines, these may need to be permanently realigned or temporary measures may be required during construction to avoid risk of interaction of construction equipment with live powerlines.

Requirements for raising or realigning of power lines will be identified in the detailed design stage in consultation with service providers, and it is anticipated that the relevant service providers will undertake the actual works. Where raising or realignment is required, this may result in temporary, short term disruption of service. It is anticipated that service providers will assist with management of disruptions, particularly in relation to notification of customers.

Where powerlines cross construction and maintenance access tracks, there is a risk that equipment will interact with the powerlines, causing damage to the powerlines, as well as potentially serious workplace health and safety issues. Prior to construction, powerlines will be identified and marked with high visibility tape or similar to warn workers. This risk will also be covered in worker inductions.

Impacts on telecommunications will be similar to impacts on powerlines and will need to be managed in consultation with service providers.

The Project runs close to the North Queensland Gas Pipeline in some locations and will need to cross this pipeline at least once. Some re-alignments have been incorporated by the Proponent to avoid further crossings of this pipeline. Construction in the vicinity of high pressure gas pipelines introduces a risk that the pipeline will be damaged, with significant consequences both in terms of interruption of supply and workplace health and safety. It is unlikely that the pipeline will be able to be shut down during construction and careful planning and close consultation with the operator will be required to manage risk.

Detailed design will also need to address potential impacts from the ground loading of the Project on the gas pipeline and incorporate structural design measures to protect the gas pipeline. Again, this will require consultation with the operator.

Where the Project crosses water supply infrastructure, crossings will need to be designed and constructed so that the pipelines are protected. In some cases, pipelines may need to be relocated or buried more deeply to facilitate the rail crossing and prevent damage during operations. This may

result in temporary disruptions to service which will need to be managed in consultation with service providers.

6.4 Conclusions

Impacts of the Project on land tenure and land use have been avoided to the extent possible through negotiations with landholders and other stakeholders regarding the alignment. A number of minor route changes have already been incorporated into the alignment since the Infrastructure facility of Significance declaration and it is anticipated that additional minor route changes will occur as detailed design progresses. These changes will typically occur within the area studied for this EIS and will therefore not trigger the need for significant additional studies.

Impacts on other infrastructure will require further evaluation in the detailed design stage. Some infrastructure may need to be slightly relocated or raised or otherwise modified to allow operation of the Project without damaging the infrastructure. Close consultation with service providers will be required to minimise any planned or accidental disruptions to service.