Application for Mining Lease
Mineral Resources Act 1989
Form MMOL-14 Version 3

## Permit Application (ID: 10006250) - COMPLETE

Lodged On: 29/08/2019 02:03 PM

PERMIT DETAILS

| Permit name: | Coppabella Moorvale Millennium Pipeline |
| :--- | :--- |
| Permit type: | Mining Lease - Transport s316 (Coal or oil |
|  | shale) |
| Permit term: | 21 Years |
| Permit subtype: | Coal or oil shale |
| General locality of the application: | 5 km north-east of Coppabella |
| Specific infrastructures: | Pipeline |

PERMIT HOLDER DETAILS

| Client name |  | Percent holding |  | Authorised |
| :---: | :---: | :---: | :---: | :---: |
| MAPELLA PTY LTD |  | 7.000000000000 |  | No |
| KC RESOURCES PTY. LTD. |  | 3.700000000000 |  | No |
| CITIC AUSTRALIA COPPABELLA PTY LTD |  | 14.000000000000 |  | No |
| NS COAL PTY LTD |  | 2.000000000000 |  | No |
| $\begin{array}{\|l\|} \hline \text { PEABODY COPPABELLA } \\ \text { PTY LTD } \\ \hline \end{array}$ |  | 73.300000000000 |  | Yes |
| Holder address details: |  |  |  |  |
| Holder: | PEABODY COPPABELLA PTY LTD |  | Address: | 100 Melbourne Street |
| ACN: | 095976042 |  | Town/City: | South Brisbane |
| Email address: |  |  | State: | QLD |
| Business number: | 0437828694 |  | Postcode: | 4101 |
| Mobile number: |  |  | Country: | Australia |
| Holder: | CITIC AUSTRALIA COPPABELLA PTY LTD |  | Address: | Level 7 CITIC House 99 King Street |
| ACN: | 067547442 |  | Town/City: | Melbourne |
| Email address: |  |  | State: | VIC |
| Business number: |  |  | Postcode: | 3000 |


| Mobile number: |  | Country: | Australia |
| :---: | :---: | :---: | :---: |
| Holder: | NS COAL PTY LTD | Address: | Level 2, Navision House 10 Market Street |
| ACN: | 082900972 | Town/City: | Brisbane |
| Email address: |  | State: | QLD |
| Business number: |  | Postcode: | 4000 |
| Mobile number: |  | Country: | Australia |
| Holder: | MAPELLA PTY LTD | Address: | Marubeni Coal Pty Ltd, Unit 3501, Level 35 Riverside Centre 123 Eagle Street |
| ACN: | 082873961 | Town/City: | Brisbane |
| Email address: |  | State: | QLD |
| Business number: |  | Postcode: | 4000 |
| Mobile number: |  | Country: | Australia |
| Holder: | KC RESOURCES PTY. LTD. | Address: | Suite 3B, Level 3352 Martin Place |
| ACN: | 081887130 | Town/City: | Sydney |
| Email address: |  | State: | QLD |
| Business number: |  | Postcode: | 2000 |
| Mobile number: |  | Country: | Australia |
| Authorised Holder Representative (AHR) address details: |  |  |  |
| Name: | Peabody Energy Australia Pty Ltd | Address: | GPO Box 164 |
|  |  | Town/City: | Brisbane |
| Email address: | Tenements@peabodyene rgy.com | State: | QLD |
| Business number: | 0437828694 | Postcode: | 4001 |
| Mobile number: |  | Country: | Australia |


| Size of area applied for (ha): | 255.6000 |
| :---: | :---: |
| Size of surface area applied for (ha): | 255.6000 |
| Local government area(s): | Isaac Regional Council |
| Has a datum post been inserted? | No |
| Datum post standard used: | GDA94 |
| Provide coordinates for the datum post: | Latitude $21^{\circ} 52^{\prime} 7.7199$ "S Longitude 14823'48.2190"E |
| Is surface area within the permit area required? | Whole. |
| Provide the name of the dedicated road: | Access to the Mining Lease via adjoining Mining Leases 70290, 70161, 70457, Daunia Road, Peak Downs Highway and Spring Creek Road. |

LAND INFORMATION DETAILS

| Does this application involve the surrender of a granted permit in favour of whole or part of this application? |  |  |  | No |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Is there any restricted land associated with this permit application? |  |  |  | Yes |  |  |
| Is the lease area within the surface of reserve? |  |  |  | No |  |  |
| Are you making this application jointly with the holder of the ATP permit? |  |  |  | No |  |  |
| Are you making this application with the consent of that holder? |  |  |  | No |  |  |
| Is the land applied for situated within an area of a greenhouse gas (GHG) permit? |  |  |  | No |  |  |
| Overlapping permits |  |  |  |  |  |  |
| Permit type | Permit number | Authorised holder |  |  |  | Expiry date |
| ATP | 1103 | CH4 PTY LTD |  |  |  | 31/12/2018 |
| Land details |  |  |  |  |  |  |
| Description |  |  | Proposed usage |  | Current usage | Compensation required? |
| Lot 3 on plan SP190266-Freehold |  |  | Permi |  | Grazing | Yes |
| Lot 2 on plan SP214498-Freehold |  |  | Permi |  | Grazing | Yes |
| Lot 1 on plan SP158697-Freehold |  |  | Permi |  | Grazing | Yes |
| Lot 0 on plan 0 - Road reserve - Daunia Road (SEGMENT:61926 PARCEL:15; SEGMENT: 61926 PARCEL: 37; SEGMENT: 61926 PARCEL: 38) |  |  | Permi |  | Transport | Yes |
| Lot 21 on plan GV264-Freehold |  |  | Permi |  | Grazing | Yes |
| Lot 0 on plan 0 - Road reserve - Peak Downs Highway (SEGMENT:61926 PARCEL:59) |  |  | Permi |  | Transport | Yes |
| Lot 131 on plan SP266905-Freehold |  |  | Permi |  | Grazing | Yes |
| Lot 0 on plan 0 - Road reserve - Spring Creek Road (SEGMENT:61926 PARCEL:194) |  |  | Permi |  | Transport | Yes |
| Lot 23 on plan SP130066-Freehold |  |  | Permi |  | Transport | Yes |
| Lot 0 on plan 0 - Road reserve - Unnamed Road (SEGMENT:61926 PARCEL:39) |  |  | Permi |  | Transport | Yes |
| Lot 25 on plan SP130068 - Lands lease Par Norwich Park Branch Railway |  |  | Permi |  | Transport | Yes |
| Lot 2 on plan SP158697 - Freehold Par Moorvale Spur Railway |  |  | Permi |  | Transport | Yes |

## NATIVE TITLE

```
Native title process:
Exclusive Land (100%)
I confirm that when a full assessment is
completed, if native title must be addressed,
a native title process will be required and
advertising fees will be requested by the
department:
```


## PROPOSED PROGRAM AND PLAN

| Duration: | 5 Years |
| :--- | :--- |

## OBLIGATIONS

As the authorised holder representative, I understand and agree to the obligations associated with the permit: Yes

## PAYMENT DETAILS

| Fee type | Details | Amount (\$) |
| :--- | :--- | ---: |
| APPMLS316COAL | Mining Lease - Transport s316 (Coal or oil shale) | $4,687.00$ |
| Total Fee: |  | $4,687.00$ |

UPLOADED DOCUMENTS

| Section | File name | Uploaded by | Date uploaded |
| :---: | :---: | :---: | :---: |
| AHR | Letter of authority - AHR | kodowd@peabo dyenergy.com | 29/08/2019 12:48 PM |
| Financial Capability | Financial capability statement | kodowd@peabo dyenergy.com | 29/08/2019 01:59 PM |
| Financial Capability | Financial Commitment | kodowd@peabo dyenergy.com | 29/08/2019 01:59 PM |
| Land availability | Adjoining land details | kodowd@peabo dyenergy.com | 29/08/2019 01:51 PM |
| Land availability | Land details | kodowd@peabo dyenergy.com | 29/08/2019 01:51 PM |
| Land availability | Restricted land feature details | kodowd@peabo dyenergy.com | 29/08/2019 01:51 PM |
| Permit area | Statement dealing permit location | kodowd@peabo dyenergy.com | 29/08/2019 01:04 PM |
| Permit area | Statement detailing adjoining resource authorities and land parcel details | kodowd@peabo dyenergy.com | 29/08/2019 01:04 PM |
| Permit area | Map of boundaries and access | kodowd@peabo dyenergy.com | 29/08/2019 01:04 PM |
| Permit area | Area file | kodowd@peabo dyenergy.com | 29/08/2019 01:04 PM |
| Permit area | Statement justifying the area | kodowd@peabo dyenergy.com | 29/08/2019 01:04 PM |
| Permit area | Graphic representation of area | kodowd@peabo dyenergy.com | 29/08/2019 01:57 PM |
| Permit area | Surface area justification statement | kodowd@peabo dyenergy.com | 29/08/2019 01:05 PM |
| Permit details | Permit term justification statement | kodowd@peabo dyenergy.com | 29/08/2019 12:28 PM |
| Technical capability | Other resource commitment statement | kodowd@peabo dyenergy.com | 29/08/2019 02:00 PM |
| Technical capability | Technical capability statement | kodowd@peabo dyenergy.com | 29/08/2019 01:59 PM |
| Work program | Proposed development plan | kodowd@peabo dyenergy.com | 29/08/2019 01:56 PM |

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MINING LEASE APPLICATION - COPPABELLA MOORVALE MILLENNIUM PIPELINE

## STATEMENT JUSTIFYING THE LENGTH OF THE TERM

The pipeline is designed to integrate the water storage capacity between the Coppabella, Moorvale and Millennium mine sites for the foreseeable future and therefore aligns with the renewed terms of the Coppabella mining leases

The CMM Pipeline is to be buried for the length of the route and will include pumps and a stage tank.
In addition, the proposed transport corridor is designed to accommodate the following:

- to remove water from Creek Pit to the Moorvale DSA Dam and then onto onto the dam/pit at Millennium
- drought proof Peabody's 3 existing mines - Coppabella, Moorvale and Millennium
- create a potential water supply for Peabody's Moorvale South project; and
- where commercially viable, may assist with the provision of water to surrounding mines such as Daunia, Poitrel and South Walker Creek.

Once the mining lease is granted, construction activities will commence and then ongoing operations to follow.

## STATEMENT JUSTIFYING THE AREA OF THE PERMIT AND ITS SHAPE

The proposed ML boundary is configured to provide sufficient area for pipeline construction, subsequent servicing and to minimise impacts on environmental and landowner areas whilst connecting the pipeline corridor to the existing Coppabella, Moorvale and Millennium mining operations.


MINING LEASE APPLICATION - COPPABELLA MOORVALE MILLENNIUM PIPELINE

## STATEMENT JUSTIFYING WHY SURFACE AREA IS REQUIRED

The Coppabella/Moorvale/Millennium pipeline will allow the mine sites to adequately manage the mine affected water between the three sites to minimize impact to the mining operations. The proposed Mining Lease will effectively link the three sites from a water management perspective allowing for the transfer of water between sites based on business needs and provide security for the water pipeline and water management structures for the designated corridor.


| LINE | BEARING | DISTANCE |
| :---: | :---: | :---: |
| 70-71 | 218028'59" | 183.737 |
| 71-72 | 220\%15 $15^{\prime \prime}$ | $420 \cdot 892$ |
| 72-73 | 218042'15" | 401.183 |
| 73-74 | 218022' | 207.521 |
| 74-75 | 219043'15" | 401.137 |
| 75-76 | 220²3'40" | $400 \cdot 648$ |
| 76-77 | 219042'40" | $540 \cdot 97$ |
| 77-78 | 264020'59" | 511.73 |
| 78-79 | $49^{\circ} 29^{\prime}$ | $130 \cdot 622$ |
| 79-80 | $315^{\circ} 29^{\prime}$ | 32.53 |
| 80-81 | 84*²0'59" | 385.58 |
| 81-82 | 39035'59" | 3073.754 |
| 82-83 | $5^{\circ} 08^{\prime} 16^{\prime \prime}$ | $630 \cdot 537$ |
| 83-84 | 323022' | 304.529 |
| 84-85 | 28013'15" | 1286.099 |
| 85-86 | $75^{\circ} 0^{\prime}$ | 431.429 |
| 86-87 | 95²9'50" | 597.512 |
| 87-88 | $5^{\circ} 27^{\prime} 38^{\prime \prime}$ | 283.963 |
| 88-89 | 26050'32" | 503.185 |
| 89-90 | 90030'15" | $602 \cdot 275$ |
| 90-91 | 20035 $38^{\prime \prime}$ | $490 \cdot 623$ |
| 91-92 | 48037'17" | 214.167 |
| 92-93 | 88**49'27" | 293.286 |
| 93-94 | 0015 111 | 596.005 |
| 94-95 | $338^{\circ} 21 / 50^{\prime \prime}$ | 245.136 |
| 95-96 | 6809'38" | $150 \cdot 238$ |
| 96-97 | 98053'12" | 1799.395 |
| 97-98 | 78014'39" | 117.214 |
| 98-99 | 38³2'55" | 101.86 |
| 99-100 | 20004'49" | 266.891 |
| 100-101 | 54017'42" | 550.838 |
| 101-102 | 38056'44" | 518.284 |
| 102-103 | 6003'33" | 165.787 |
| 103-104 | 35*19'32" | 499.984 |
| 104-105 | 359²8'06" | 1354.016 |
| 105-106 | $60^{\circ} / /^{\prime} 48^{\prime \prime}$ | 957.296 |
| 106-107 | 0031011 | 2201.388 |
| 107-108 | 21049'57" | $625 \cdot 406$ |
| 108-109 | 61048'51" | 882.032 |
| 109-110 | 331048'53" | 22.586 |
| 110-111 | $6^{\circ} 18^{\prime} 37^{\prime \prime}$ | 502.522 |
| 111-112 | 5059'02" | 333.921 |
| 112-1/3 | 6007'54" | $405 \cdot 806$ |
| 1/3-1/4 | 241048'45" | 311.888 |
| 114-1/5 | $331{ }^{\circ} 48^{\prime} 56^{\prime \prime}$ | 203.175 |
| 115-1/6 | $17^{\circ} 52^{\prime} 06^{\prime \prime}$ | 1302.291 |
| 116-117 | $6^{\circ} 38^{\prime \prime} 11 /$ | 438.019 |
| 1/7-1/8 | $6^{\circ} 23^{\prime} 55^{\prime \prime}$ | 356.463 |
| 118-119 | 6059'27" | $202 \cdot 0$ |
| 119-120 | 299³5'08" | $408 \cdot 174$ |
| 120-121 | 2044'54" | 358.616 |
| 121-122 | $76^{\circ} 18^{\prime} 46^{\prime \prime}$ | 571.621 |
| 122-1 | $187^{\circ} 37^{\prime} 36^{\prime \prime}$ | $107 \cdot 346$ |





M ining Lease Application
"Coppabella to M illennium"
M etes and Bounds Description

## MLa "Coppabella to Millennium"



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Prepared by
Cottrell Cameron & Steen Surveys Pty Ltd
8.8.2019
Doc No.: 10377-14-D3
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# MEIES\& BOUNDSDESGRIPIIONOFMLAPPLCATIONAREA "Coppabella to Millennium" 

## LOCATION OF REPERENC and COMMENCEMENT POINT

The Reference Point is located approximately 5 km North East of the town of Coppabella in Central Queensland at the North West corner of Lot 2 on SP113033 which is coincident with the western most corner of M L70161 in the Locality of Coppabella in the Local Government of Isaac Regional, at approximate MGA coordinates of East 644314.017 North 7581038.413 and Geographical Coordinates of Latitude $21^{\circ} 52^{\prime} 7.7199$ "S Longitude $148^{\circ} 23^{\prime} 48.2190$ " . It is marked as "Reference Point" and Station 1 on attached drawing 10377-14-SK5.

Note: Bearings are Grid(M GA zone 55, GDA94) and distances are in metres.
Bearings, Distances and coordinates derived from DCDB and compilation and geographical coordination of survey plans. All dimensions, coordinates and areas are subject to survey and may change as a result.

## EXIERNALBOUNDARY DESGRIPIION

Commencing at the commencement point
thence for the following bearings and distances (more or less)
$256^{\circ}{ }^{\prime} 8^{\prime} 46$ " 457.843 across Spring Creek Road to a point within Lot 131 on SP266905
$182^{\circ} 44^{\prime} 54^{\prime \prime} \quad 222.379$
$119^{\circ} 35^{\prime} 08$ " 413.396 to a point on the eastern boundary of Lot 131 on SP266905
thence for the following bearings and distances (more or less) along and coincident with the eastern boundary of Lot 131 on SP266905

18659'27" 268.182
186²3'57" 356.126
186³7'55" 448.098
19752'17" 1269.595 to the south east corner of Lot 131 on SP266905

Thence for a bearing of $151^{\circ} 48^{\prime} 47^{\prime \prime}$ and distance of 140.709 , more or less, across Lot 23 on SP130066(Rail Corridor) and Peak Downs Hway to a point on the northern boundary of Lot 21 on GV264
thence for the following bearings and distances (more or less) along and coincident with the boundary of Lot 21 on GV264
$61^{\circ} 48^{\prime} 45^{\prime \prime} \quad 249.755$

18607'54" 443.649
$185^{\circ} 59^{\prime} 02^{\prime \prime} \quad 333.952$
$186^{\circ} 18^{\prime} 37^{\prime \prime} \quad 516.233$ to the south east corner of Lot 21 on GV264
$186^{\circ} 36^{\prime} 08$ " 121.770 Along and coincident with eastern boundary of Lot 1 on SP158697 to a point on the boundary
thence for the following bearings and distances (more or less)

| $241^{\circ} 48^{\prime} 51^{\prime \prime}$ | 784.929 remaining 100 m offset from the northern boundary of Lot 1 on SP158697 |
| :--- | :---: |
| $201^{\circ} 49^{\prime} 57^{\prime \prime}$ | 570.208 |
| $180^{\circ} 31^{\prime} 01^{\prime \prime}$ | 2239.933 |
| $240^{\circ} 11^{\prime} 48^{\prime \prime}$ | 956.073 |
| $179^{\circ} 28^{\prime} 06^{\prime \prime}$ | 1327.785 |
| $215^{\circ} 19^{\prime} 32^{\prime \prime}$ | 554.722 |
| $24^{\circ} 33^{\prime} 33^{\prime \prime}$ | 169.082 |
| $219^{\circ} 10^{\prime} 10^{\prime \prime}$ | 520.079 |
| $234^{\circ} 17^{\prime} 42^{\prime \prime}$ | 525.858 to a point within ML 70290 |

thence for the following bearings and distances (more or less) remaining within ML 70290

| $200^{\circ} 04^{\prime} 49^{\prime \prime}$ | 252.370 |
| :--- | :---: |
| $218^{\circ} 32^{\prime} 55^{\prime \prime}$ | 154.214 |
| $258^{\circ} 14^{\prime} 39^{\prime \prime}$ | 171.522 |
| $278^{\circ} 53^{\prime} 12^{\prime \prime}$ | 1790.131 |
| $248^{\circ} 09^{\prime} 38^{\prime \prime}$ | 23.117 |
| $158^{\circ} 21^{\prime} 50^{\prime \prime}$ | 164.828 |
| $180^{\circ} 15^{\prime} 11^{\prime \prime}$ | 712.880 across Lot 2 SP158697 (Rail Corridor) |
| $268^{\circ} 49^{\prime} 27^{\prime \prime}$ | 354.225 |
| $228^{\circ} 37^{\prime} 17^{\prime \prime}$ | 152.611 |
| $200^{\circ} 35^{\prime} 38^{\prime \prime}$ | 484.258 |
| $214^{\circ} 16^{\prime} 47^{\prime \prime}$ | 113.940 |
| $186^{\circ} 03^{\prime} 58^{\prime \prime}$ | 226.861 |
| $276^{\circ} 03^{\prime} 58^{\prime \prime}$ | 100.000 |
| $6^{\circ} 03^{\prime} 58^{\prime \prime}$ | 251.992 |
| $34^{\circ} 16^{\prime} 47^{\prime \prime}$ | 14.214 |
| $270^{\circ} 30^{\prime} 15^{\prime \prime}$ | 475.192 |
| $206^{\circ} 50^{\prime} 32^{\prime \prime}$ | 422.229 |
| $185^{\circ} 27^{\prime} 38^{\prime \prime}$ | 272.908 |
| $104^{\circ} 08^{\prime} 13^{\prime \prime}$ | 130.401 |
| $128^{\circ} 15^{\prime} 13^{\prime \prime}$ | 478.570 |
| $101^{\circ} 24^{\prime} 41^{\prime \prime}$ | 138.135 |
| $17^{\circ} 10^{\prime} 07^{\prime \prime}$ | 98.866 |
| $101^{\circ} 08^{\prime} 27^{\prime \prime}$ | 175.135 |
| $13^{\circ} 17^{\prime} 07^{\prime \prime}$ | 60.127 |
| $103^{\circ} 17^{\prime} 07^{\prime \prime}$ | 100.000 |
| $193^{\circ} 17^{\prime} 07^{\prime \prime}$ | 156.453 |
| $281^{\circ} 08^{\prime} 27^{\prime \prime}$ | 181.465 |
| $197^{\circ} 10^{\prime} 07^{\prime \prime}$ | 99.294 |
| $281^{\circ} 24^{\prime} 41^{\prime \prime}$ | 252.422 |

$308^{\circ} 15^{\prime} 13^{\prime \prime} \quad 481.070$
284ํ0 $8^{\prime} 13^{\prime \prime} \quad 153.136$
$275^{\circ} 29^{\prime} 50^{\prime \prime} \quad 620.819$ across Lot 25 on SP130068 (Rail Corridor)
$255^{\circ} 00^{\prime} 00^{\prime \prime} \quad 370.096$ across Daunia Road and an Unnamed Road Remaining offset 100 m from the northern boundary of ML 70290 and crossing PPL 2016
$208^{\circ} 13^{\prime} 15^{\prime \prime} \quad 205.118$ to a point on the boundary of ML 70290
$255^{\circ} 00^{\prime} 00^{\prime \prime} \quad 54.459$ along and coincident with the boundary of ML 70290 to a corner in that boundary at approximate M GA coordinates of E.636113.922 N. 7568067.741
$180^{\circ} 00^{\prime} 00^{\prime \prime} \quad 83.924$ along and coincident with the boundary of ML 70290 to a point on that
boundary
208¹3'15" 862.959
$143^{\circ} 22^{\prime} 00^{\prime \prime} \quad 279.158$ to a point outside of ML 70290 and within M DL 495
thence for the following bearings and distances (more or less) remaining within M DL 495
$185^{\circ} 08^{\prime} 16^{\prime \prime} \quad 521.065$ across Emt PB on SP248599 to a point on the western boundary PPL 2016
$197^{\circ} 07^{\prime} 56^{\prime \prime} \quad 202.561$ along and coincident with the western boundary PPL 2016 to a corner in the
boundary at approximate M GA coordinates of E.635766.094 N. 7566286.874
$177^{\circ} 56^{\prime} 53^{\prime \prime} \quad 38.115$ to a point on the western boundary of Emt B on SP262651 within Lot 3 on
SP190266
thence for the following bearings and distances (more or less) along and coincident with the western
boundary of Emt B on SP262651
219¹6'00" 118.534
248²9'39" 41.298
208²8'50" $\quad 94.159$
$220^{\circ} 24^{\prime} 00^{\prime \prime} \quad 275.882$
218ㅇํ ${ }^{\prime} 59^{\prime \prime} \quad 183.737$
$220^{\circ} 15^{\prime} 15{ }^{\prime \prime} \quad 420.892$
218²4'15" 401.183
$218^{\circ} 22^{\prime} 00^{\prime \prime} \quad 207.521$
219³3'15" 401.137
$220^{\circ} 23^{\prime} 40^{\prime \prime} \quad 400.648$
$219^{\circ} 42^{\prime} 40^{\prime \prime} \quad 540.970$ to a point on the boundary of Emt B on SP262651
$264^{\circ} 20^{\prime} 59$ " 511.730 deviating off the western boundary of Emt B on SP262651 to a point on the boundary of ML 70457
$49^{\circ} 29^{\prime} 00^{\prime \prime} \quad 130.622$ along and coincident with the boundary of ML 70457 to a corner in that boundary at approximate M GA coordinates of E. 633392.771 N. 7563912.833
$315^{\circ} 29^{\prime} 00^{\prime \prime} \quad 32.530$ along and coincident with the boundary of ML 70457 to a point on that boundary
thence for the following bearings and distances (more or less) remaining within M DL 495
84ำ $0^{\prime} 59^{\prime \prime} \quad 385.580$
39³5'59" 3073.754
$5^{\circ} 08^{\prime} 16{ }^{\prime \prime}$ 630.537 across Emts B on SP262651 and PB on SP248599 to a point within Lot 2 on SP214498
$323^{\circ} 22^{\prime} 00^{\prime \prime} \quad 304.529$ to a point within ML 70290 and Lot 1 on SP158697
thence for the following bearings and distances (more or less) remaining within ML 70290 $28^{\circ} 13^{\prime} 15^{\prime \prime} \quad 1286.099$ to a point on the northern boundary of ML 70290
$75^{\circ} 00^{\prime} 00^{\prime \prime} \quad 431.429$ along and coincident with the northern boundary of ML 70290 to a point on that boundary, across Daunia Road and PPL 2016
$95^{\circ} 29^{\prime} 50^{\prime \prime} \quad 597.512$ across Lot 25 on SP130068 (Rail Corridor)
5²7'38" 283.963
2650'32" 503.185
90³0'15" 602.275
20³5'38" 490.623
48³7'17" 214.167
8849'27" 293.286
$0^{\circ} 15^{\prime} 111^{\prime \prime} \quad 596.005$ across Lot 2 on SP158697 (Rail Corridor)
$338^{\circ} 21^{\prime} 50^{\prime \prime} \quad 245.136$
6809'38" 150.238
9853'12" 1799.395
78¹4'39" 117.214
38³2'55" 101.860
2004'49" 266.891
$54^{\circ} 17^{\prime} 42^{\prime \prime} \quad 550.838$ exiting from ML 70290 to a point within M DL 494
thence for the following bearings and distances (more or less) remaining within M DL 494

```
38`56'44" 518.284
6033'33" 165.787
35``19'32" 499.984
359`28'06" 1354.016
6011'48" 957.296
0031'01" 2201.388
2149'57" 625.406 to a point on the northern boundary of Lot 1 on SP158697
6148'51" 882.032 along and coincident with the northern boundary of Lot 1 on SP158697 to the
south west corner of Lot 21 on GV264
33148'53" 22.586 along and coincident with the western boundary of Lot 21 on GV264 to a point
on that boundary
```

thence for the following bearings and distances (more or less) remaining 20 m offset from the eastern and northern boundaries of Lot 21 on GV264
$6^{\circ} 18^{\prime} 377^{\prime \prime} \quad 502.522$
559'02" 333.921
607'54" 405.806
$241^{\circ} 48^{\prime} 45^{\prime \prime} \quad 311.888$ to a point within Lot 21 on GV264

Thence for a bearing of $331^{\circ} 48^{\prime} 56$ " and distance of 203.175, more or less, across Lot 23 on SP130066 and Peak Downs Hway to a point within Lot 131 SP266905
thence for the following bearings and distances (more or less) remaining 100m offset from the eastern of Lot 131 SP266905
170 $2^{\prime} 06^{\prime \prime} \quad 1302.291$
6³8'11" 438.019
6²3'55" 356.463
659'27" 202.000 to a point within Lot 131 on SP266905
thence for the following bearings and distances (more or less) deviating off the 100 m offset to the eastern of Lot 131 SP266905
299ㅇ3'08" 408.174
$2^{\circ} 44^{\prime} 544^{\prime \prime} \quad 358.616$
$76^{\circ} 18^{\prime} 46^{\prime \prime} \quad 571.621$ across Spring Creek Road to a point on the western boundary of ML 70161 187³7'36" 107.342 along and coincident with the western boundary of ML 70161 back to the point of commencement and containing an area of approximately 255.6 hectares.

Name of ML: "Coppabella to Millennium"
Area of ML: 255.6 Hectares
Surface Area: Whole
ACCESS: $\quad$ Access to the M ining Lease via adjoining M ining Leases 70290, 70161, 70457,
Bearingsare Grid(M GA Zone 55) - (SubTract $8^{\circ} 45^{\prime}$ to convert to approxim ate m agnetic Bearings).
DISTANCES ARE GRID DISTANCES. TO CONVERT TO TERRAIN DISTANCESA SCALE FACTOR MUST BE APPLIED
LATITUDE AND LONGITUDE ARE SHOW IN GDA94 DATUM.

| MEIES DESCRIPIION- MAGNEIC BEARINGS |  |  | MEIESDESGRIPION- MGAGRID BEARINGS |  |
| :---: | :---: | :---: | :---: | :---: |
| Starting at the Comm | ement Point | STN Nos | Starting at the Com | ncement Point |
| 247033'46" | 457.843 | 1-2 | $256{ }^{\circ} 18^{\prime} 46{ }^{\prime \prime}$ | 457.843 |
| 17359'54" | 222.379 | 2-3 | $182^{\circ} 44^{\prime} 54{ }^{\prime \prime}$ | 222.379 |
| $110^{\circ} 50^{\prime} 08^{\prime \prime}$ | 413.396 | 3-4 | $119^{\circ} 35{ }^{\prime} 08{ }^{\prime \prime}$ | 413.396 |
| 1780 $14^{\prime} 27{ }^{\prime \prime}$ | 268.182 | 4-5 | 18659'27" | 268.182 |
| 177038'57" | 356.126 | 5-6 | 186²3'57" | 356.126 |
| 1770 $2^{\prime} 55^{\prime \prime}$ | 448.098 | 6-7 | 186³7'55" | 448.098 |
| $189{ }^{\circ} 07^{\prime} 17^{\prime \prime}$ | 1269.595 | 7-8 | 197052'17" | 1269.595 |
| $143^{\circ} 03^{\prime} 47^{\prime \prime}$ | 140.709 | 8-9 | $151{ }^{\circ} 48^{\prime} 47{ }^{\prime \prime}$ | 140.709 |
| 5303'45" | 249.755 | 9-10 | 6148'45" | 249.755 |
| 1770 $22^{\prime \prime} 54{ }^{\prime \prime}$ | 443.649 | 10-11 | $186^{\circ} 07^{\prime \prime} 54$ | 443.649 |
| $177^{\circ} 14^{\prime} 02^{\prime \prime}$ | 333.952 | 11-12 | $185{ }^{\circ} 59^{\prime} 02{ }^{\prime \prime}$ | 333.952 |
| 177033'37" | 516.233 | 12-13 | $186^{\circ} 18 \cdot 37{ }^{\prime \prime}$ | 516.233 |
| 17751'08" | 121.770 | 13-14 | 186³6'08" | 121.770 |
| $233^{\circ} 03^{\prime} 51{ }^{\prime \prime}$ | 784.929 | 14-15 | $241^{\circ} 48{ }^{\prime} 51{ }^{\prime \prime}$ | 784.929 |
| 19304'57" | 570.208 | 15-16 | 201* ${ }^{\circ} 9{ }^{\prime \prime} 57{ }^{\prime \prime}$ | 570.208 |
| $171^{\circ} 46{ }^{\prime} 01{ }^{\prime \prime}$ | 2239.933 | 16-17 | $180^{\circ} 31^{\prime} 01{ }^{\prime \prime}$ | 2239.933 |
| $231^{\circ} 26^{\prime} 48^{\prime \prime}$ | 956.073 | 17-18 | $240^{\circ} 11^{\prime} 48{ }^{\prime \prime}$ | 956.073 |
| $170^{\circ} 43^{\prime} 06{ }^{\prime \prime}$ | 1327.785 | 18-19 | $179^{\circ} 28^{\prime} 06{ }^{\prime \prime}$ | 1327.785 |
| 206³4'32" | 554.722 | 19-20 | $215{ }^{\circ} 19$ '32" | 554.722 |
| $231{ }^{\circ} 48^{\prime} 33^{\prime \prime}$ | 169.082 | 20-21 | $240^{\circ} 333^{\prime 3}{ }^{\prime \prime}$ | 169.082 |
| $210^{\circ} 25^{\prime} 10^{\prime \prime}$ | 520.079 | 21-22 | $219^{\circ} 10^{\prime \prime} 10^{\prime \prime}$ | 520.079 |
| $225^{\circ} 32^{\prime} 42$ " | 525.858 | 22-23 | $234^{\circ} 17^{\prime} 42{ }^{\prime \prime}$ | 525.858 |
| 191 ${ }^{\circ} 19$ '49" | 252.370 | 23-24 | 20004'49" | 252.370 |
| 209047'55" | 154.214 | 24-25 | 218*32'55" | 154.214 |
| 249029'39" | 171.522 | 25-26 | $258{ }^{\circ} 14^{\prime} 39{ }^{\prime \prime}$ | 171.522 |
| $270^{\circ} 08^{\prime \prime} 12^{\prime \prime}$ | 1790.131 | 26-27 | 278053'12" | 1790.131 |
| $239{ }^{\circ} 4^{\prime} 38^{\prime \prime}$ | 23.117 | 27-28 | $248^{\circ} 09^{\prime} 38^{\prime \prime}$ | 23.117 |
| 149 ${ }^{\circ} 36^{\prime} 50{ }^{\prime \prime}$ | 164.828 | 28-29 | $158^{\circ} 21^{\prime \prime} 50{ }^{\prime \prime}$ | 164.828 |
| $171^{\circ} 30^{\prime} 11^{\prime \prime}$ | 712.880 | 29-30 | $180^{\circ} 15^{\prime} 11{ }^{\prime \prime}$ | 712.880 |
| $260^{\circ} 04^{\prime 2} 2{ }^{\prime \prime}$ | 354.225 | 30-31 | 268* ${ }^{\circ}{ }^{\prime} 27{ }^{\prime \prime}$ | 354.225 |
| 219052'17" | 152.611 | 31-32 | 228037'17" | 152.611 |
| 191 ${ }^{\circ} 50{ }^{\prime} 38{ }^{\prime \prime}$ | 484.258 | 32-33 | 200³5'38" | 484.258 |
| 205³1'47" | 113.940 | 33-34 | $214^{\circ} 16^{\prime} 47{ }^{\prime \prime}$ | 113.940 |
| $177^{\circ} 18^{\prime} 58{ }^{\prime \prime}$ | 226.861 | 34-35 | $186^{\circ} 03^{\prime} 58{ }^{\prime \prime}$ | 226.861 |
| $267{ }^{\circ} 18^{\prime} 58{ }^{\prime \prime}$ | 100.000 | 35-36 | $276{ }^{\circ} 03^{\prime \prime} 58^{\prime \prime}$ | 100.000 |
| $357^{\circ} 18^{\prime} 58{ }^{\prime \prime}$ | 251.992 | 36-37 | $6^{\circ} 03^{\prime \prime} 58{ }^{\prime \prime}$ | 251.992 |
| $25^{\circ} 31{ }^{\prime} 47{ }^{\prime \prime}$ | 14.214 | 37-38 | $34^{\circ} 16^{\prime} 47^{\prime \prime}$ | 14.214 |
| $261{ }^{\circ} 45^{\prime} 15^{\prime \prime}$ | 475.192 | 38-39 | $270^{\circ} 30^{\prime} 15^{\prime \prime}$ | 475.192 |
| 198005'32' | 422.229 | 39-40 | 20650'32" | 422.229 |
| 1760 ${ }^{\circ} 2^{\prime} 38^{\prime \prime}$ | 272.908 | 40-41 | $185^{\circ} 27{ }^{\prime} 38{ }^{\prime \prime}$ | 272.908 |
| $95^{\circ} 23^{\prime} 13^{\prime \prime}$ | 130.401 | 41-42 | $104{ }^{\circ} 08^{\prime} 13{ }^{\prime \prime}$ | 130.401 |
| $119{ }^{\circ} 30^{\prime} 13^{\prime \prime}$ | 478.570 | 42-43 | $128^{\circ} 15^{\prime} 13{ }^{\prime \prime}$ | 478.570 |
| 92³9'41" | 138.135 | 43-44 | $101^{\circ} 24^{\prime} 41^{\prime \prime}$ | 138.135 |
| $8^{\circ} 25^{\prime} 07{ }^{\prime \prime}$ | 98.866 | 44-45 | $17^{\circ} 10^{\prime} 07^{\prime \prime}$ | 98.866 |
| $92^{\circ} 23^{\prime 2} 7^{\prime \prime}$ | 175.135 | 45-46 | $101{ }^{\circ} 08{ }^{\prime 2} 27^{\prime \prime}$ | 175.135 |
| $4^{\circ} 32^{\prime} 07{ }^{\prime \prime}$ | 60.127 | 46-48 | $13^{\circ} 17^{\prime} 07^{\prime \prime}$ | 60.127 |
| $94^{\circ} 32^{\prime} 07^{\prime \prime}$ | 100.000 | 48-49 | $103^{\circ} 17^{\prime} 07{ }^{\prime \prime}$ | 100.000 |
| 184*32'07" | 156.453 | 49-51 | $193{ }^{\circ} 17^{\prime} 07{ }^{\prime \prime}$ | 156.453 |
| $272^{\circ} 23^{\prime 2} 27^{\prime \prime}$ | 181.465 | 51-52 | $281{ }^{\circ} 08{ }^{\prime 2} 7^{\prime \prime}$ | 181.465 |



| $350^{\circ} 43^{\prime} 06{ }^{\prime \prime}$ | 1354.016 | 104-105 | $359{ }^{\circ} 28^{\prime} 06^{\prime \prime}$ | 1354.016 |
| :---: | :---: | :---: | :---: | :---: |
| 51²6'48" | 957.296 | 105-106 | 6011'48" | 957.296 |
| $351{ }^{\circ} 46{ }^{\prime \prime}{ }^{\prime \prime}$ | 2201.388 | 106-107 | $0^{\circ} 31^{\prime} 01{ }^{\prime \prime}$ | 2201.388 |
| $13^{\circ} 04^{\prime} 57{ }^{\prime \prime}$ | 625.406 | 107-108 | 2149'57" | 625.406 |
| 5303'51" | 882.032 | 108-109 | $61^{\circ} 48^{\prime} 51{ }^{\prime \prime}$ | 882.032 |
| $323^{\circ} 03^{\prime} 53{ }^{\prime \prime}$ | 22.586 | 109-110 | $331{ }^{\circ} 48^{\prime} 53{ }^{\prime \prime}$ | 22.586 |
| 357³3'37" | 502.522 | 110-111 | $6^{\circ} 18{ }^{\prime} 37{ }^{\prime \prime}$ | 502.522 |
| $357{ }^{\circ} 14^{\prime} 02{ }^{\prime \prime}$ | 333.921 | 111-112 | $5^{\circ} 59{ }^{\prime} 02^{\prime \prime}$ | 333.921 |
| $357{ }^{\circ} 22^{\prime \prime} 54{ }^{\prime \prime}$ | 405.806 | 112-113 | $6^{\circ} 07^{\prime \prime} 54{ }^{\prime \prime}$ | 405.806 |
| $233^{\circ} 03^{\prime} 45{ }^{\prime \prime}$ | 311.888 | 113-114 | $241{ }^{\circ} 48^{\prime} 45{ }^{\prime \prime}$ | 311.888 |
| $323^{\circ} 03^{\prime \prime} 56{ }^{\prime \prime}$ | 203.175 | 114-115 | $331{ }^{\circ} 48{ }^{\prime \prime} 56{ }^{\prime \prime}$ | 203.175 |
| $9^{\circ} 07^{\prime} 06^{\prime \prime}$ | 1302.291 | 115-116 | $17^{\circ} 52^{\prime} 06^{\prime \prime}$ | 1302.291 |
| 357053'11" | 438.019 | 116-117 | $6^{\circ} 38^{\prime} 11{ }^{\prime \prime}$ | 438.019 |
| 357038'55" | 356.463 | 117-118 | $6{ }^{\circ} 23^{\prime \prime} 55^{\prime \prime}$ | 356.463 |
| $358^{\circ} 14^{\prime 2} 7^{\prime \prime}$ | 202.000 | 118-119 | 659'27" | 202.000 |
| 29050'08" | 408.174 | 119-120 | 299035'08" | 408.174 |
| $353^{\circ} 59^{\prime \prime} 54{ }^{\prime \prime}$ | 358.616 | 120-121 | $2^{\circ} 44^{\prime} 54{ }^{\prime \prime}$ | 358.616 |
| 67³3'46" | 571.621 | 121-122 | $76^{\circ} 18^{\prime} 46^{\prime \prime}$ | 571.621 |
| $178^{\circ} 52^{\prime} 36{ }^{\prime \prime}$ | 107.342 | 122-1 | 187³7'36" | 107.342 |
| Refer to drawing 1037 numbers | 14-SK5 for station |  | Refer to drawing 10377-14-SK5 for station numbers |  |


|  | MLA CORNERCOORDINATES-MGA |  | MLACORNER COORDINATESLAT/ LONG |  |
| :---: | :---: | :---: | :---: | :---: |
| CORNR | EASIING | NORITING | LATITUDE (South) | LONGTUDE (East) |
| 1 | 644314.017 | 7581038.413 | 2152'07.7199" | 148²3'48.2190" |
| 2 | 643869.176 | 7580930.078 | 2152'11.3736" | 148²3'32.7574" |
| 3 | 643858.513 | 7580707.955 | 21052'18.5991" | 148²3'32.4560" |
| 4 | 644218.011 | 7580503.853 | 21 ${ }^{\circ} 2^{\prime \prime 25.1296 " ~}$ | 148²3'45.0437" |
| 5 | 644185.370 | 7580237.665 | 2152'33.7944" | $148^{\circ} 23^{\prime} 43.9908^{\prime \prime}$ |
| 6 | 644145.678 | 7579883.758 | 21052'45.3134" | 148²3'42.7200" |
| 7 | 644093.927 | 7579438.658 | 21052'59.8012" | 148²3'41.0579" |
| 8 | 643704.312 | 7578230.324 | 21053'39.2053" | 148²3'27.8656" |
| 9 | 643770.776 | 7578106.302 | 2153'43.2184" | 148²3'30.2204" |
| 10 | 643990.911 | 7578224.276 | 21 ${ }^{\circ} 33^{\prime} 39.3175^{\prime \prime}$ | 148²3'37.8528" |
| 11 | 643943.523 | 7577783.165 | 21053'53.6743" | 148²3'36.3412" |
| 12 | 643908.710 | 7577451.033 | $21^{\circ} 54{ }^{\prime} 04.4839^{\prime \prime}$ | 148²3'35.2332" |
| 13 | 643851.970 | 7576937.927 | 2154'21.1843" | $148^{\circ} 23^{\prime} 33.4184^{\prime \prime}$ |
| 14 | 643837.969 | 7576816.964 | $21^{\circ} 54^{\prime} 25.1216^{\prime \prime}$ | 148²3'32.9688" |
| 15 | 643146.118 | 7576446.215 | 21054'37.3801" | $148^{\circ} 23^{\prime} 08.9787^{\prime \prime}$ |
| 16 | 642934.061 | 7575916.905 | $21^{\circ} 54^{\prime} 54.6530^{\prime \prime}$ | 148²3'01.7559" |
| 17 | 642913.854 | 7573677.064 | 21 ${ }^{\circ} 56^{\prime} 07.4878{ }^{\prime \prime}$ | 148²3'01.7558" |
| 18 | 642084.234 | 7573201.873 | 21056'23.1815" | 148²2'32.9915" |
| 19 | 642096.555 | 7571874.146 | 2157'06.3493" | 148²2'33.8364" |
| 20 | 641775.803 | 7571421.559 | 21057'21.1588" | 148022'22.7980" |
| 21 | 641628.555 | 7571338.451 | 2157'23.9039" | 148²2'17.6915" |
| 22 | 641300.065 | 7570935.243 | 2157'37.1099" | $148^{\circ} 22^{\prime} 06.3671^{\prime \prime}$ |
| 23 | 640873.051 | 7570628.347 | 2157'47.2126" | 148021'51.5780" |
| 24 | 640786.403 | 7570391.317 | 2157'54.9447" | 148021'48.6312" |
| 25 | 640690.300 | 7570270.710 | 2157'58.8941" | 148²1'45.3186" |
| 26 | 640522.375 | 7570235.764 | $21^{\circ} 58^{\prime} 00.0790{ }^{\prime \prime}$ | 148021'39.4758" |
| 27 | 638753.733 | 7570512.304 | 2157'51.5950" | $148^{\circ} 20^{\prime} 37.7385^{\prime \prime}$ |
| 28 | 638732.275 | 7570503.704 | 2157'51.8807" | 148²0'36.9931" |
| 29 | 638793.049 | 7570350.489 | 2157'56.8453" | $148^{\circ} 20^{\prime} 39.1585^{\prime \prime}$ |
| 30 | 638789.899 | 7569637.616 | 21 ${ }^{\circ} 58{ }^{\prime} 20.0256^{\prime \prime}$ | 148²0'39.2668" |
| 31 | 638435.748 | 7569630.348 | 2158'20.3629" | $148^{\circ} 20^{\prime} 26.9232^{\prime \prime}$ |
| 32 | 638321.235 | 7569529.467 | $21^{\circ} 58$ '23.6757" | 148²0'22.9620" |
| 33 | 638150.900 | 7569076.155 | $21^{\circ} 58{ }^{\prime} 38.4639^{\prime \prime}$ | 148 ${ }^{\circ} 0^{\prime} 17.1622^{\prime \prime}$ |
| 34 | 638086.725 | 7568982.007 | $21^{\circ} 58{ }^{\prime} 41.5434^{\prime \prime}$ | $148^{\circ} 20^{\prime} 14.9537^{\prime \prime}$ |
| 35 | 638062.751 | 7568756.416 | $21^{\circ} 58{ }^{\prime} 48.8854^{\prime \prime}$ | $148^{\circ} 20^{\prime} 14.1866^{\prime \prime}$ |
| 36 | 637963.311 | 7568766.984 | $21^{\circ} 58{ }^{\prime} 48.5701{ }^{\prime \prime}$ | $148^{\circ} 20^{\prime} 10.7167^{\prime \prime}$ |
| 37 | 637989.941 | 7569017.565 | $21^{\circ} 58^{\prime} 40.4147^{\prime \prime}$ | $148^{\circ} 20^{\prime} 11.5688^{\prime \prime}$ |
| 38 | 637997.947 | 7569029.310 | 2158'40.0305" | $148^{\circ} 20^{\prime} 11.8443^{\prime \prime}$ |
| 39 | 637522.774 | 7569033.491 | $21^{\circ} 58{ }^{\prime} 40.0293{ }^{\prime \prime}$ | 148¹9'55.2776" |
| 40 | 637332.122 | 7568656.757 | 2158'52.3330" | 14819'48.7453" |
| 41 | 637306.152 | 7568385.087 | $21^{\circ} 59$ '01.1738" | 148 ${ }^{\circ} 19^{\prime} 47.9223^{\prime \prime}$ |
| 42 | 637432.605 | 7568353.238 | 2159'02.1737" | 148 ${ }^{\circ} 19^{\prime} 52.3405^{\prime \prime}$ |
| 43 | 637808.415 | 7568056.934 | 21059'11.7017" | $148^{\circ} 20^{\prime} 05.5325^{\prime \prime}$ |
| 44 | 637943.819 | 7568029.604 | 2159'12.5520" | $148^{\circ} 20^{\prime} 10.2616^{\prime \prime}$ |
| 45 | 637973.003 | 7568124.064 | 2159'09.4722" | $148^{\circ} 20^{\prime} 11.2503^{\prime \prime}$ |
| 46 | 638144.838 | 7568090.225 | $21^{\circ} 59{ }^{\prime \prime} 10.5237^{\prime \prime}$ | $148^{\circ} 20^{\prime} 17.2514^{\prime \prime}$ |
| 48 | 638158.655 | 7568148.743 | $21^{\circ} 59^{\prime} 08.6170 "$ | 148 ${ }^{\circ} 20^{\prime} 17.7153^{\prime \prime}$ |
| 49 | 638255.979 | 7568125.763 | 2159'09.3366" | $148^{\circ} 20^{\prime} 21.1153^{\prime \prime}$ |


| 51 | 638220.026 | 7567973.497 | 2159'14.2978" | 148²0'19.9084' |
| :---: | :---: | :---: | :---: | :---: |
| 52 | 638041.981 | 7568008.560 | 2159'13.2084" | 148²0'13.6903" |
| 53 | 638012.671 | 7567913.690 | 2159'16.3014" | $148^{\circ} 20^{\prime} 12.6973^{\prime \prime}$ |
| 54 | 637765.239 | 7567963.632 | 2159'14.7478" | 148²0'04.0556" |
| 55 | 637387.465 | 7568261.484 | 2159'05.1699" | 148¹9'50.7946" |
| 56 | 637238.968 | 7568298.886 | 2159'03.9957" | 148 ${ }^{\circ} 19^{\prime} 45.6061{ }^{\prime \prime}$ |
| 57 | 636621.004 | 7568358.360 | 2159'02.2360" | 148¹9'24.0438' |
| 58 | 636263.519 | 7568262.572 | 2159'05.4510" | 148¹9'11.6094' |
| 59 | 636166.525 | 7568081.836 | 2159'11.3550" | 148¹9'08.2822' |
| 60 | 636113.922 | 7568067.741 | 2159'11.8281" | 148¹9'06.4525' |
| 61 | 636113.922 | 7567983.817 | 2159'14.5569" | 148¹9'06.4777" |
| 62 | 635705.854 | 7567223.435 | 2159'39.3956" | $148^{\circ} 18^{\prime} 52.4785^{\prime \prime}$ |
| 63 | 635872.425 | 7566999.419 | 2159'46.6331" | 148¹8'58.3534" |
| 64 | 635825.764 | 7566480.447 | $22^{\circ} 00^{\prime} 03.5209{ }^{\prime \prime}$ | 148 ${ }^{\circ} 18^{\prime} 56.8821^{\prime \prime}$ |
| 65 | 635766.094 | 7566286.874 | $22^{\circ} 00^{\prime} 09.8318^{\prime \prime}$ | 148¹8'54.8596" |
| 66 | 635767.459 | 7566248.784 | $22^{\circ} 00^{\prime} 11.0700{ }^{\prime \prime}$ | 148¹8'54.9186" |
| 67 | 635692.435 | 7566157.014 | $22^{\circ} 00^{\prime} 14.0749{ }^{\prime \prime}$ | 148¹8'52.3302' |
| 68 | 635654.013 | 7566141.874 | $22^{\circ} 00^{\prime} 14.5779{ }^{\prime \prime}$ | 148¹8'50.9950' |
| 69 | 635609.112 | 7566059.110 | $22^{\circ} 00^{\prime} 17.2816^{\prime \prime}$ | $148^{\circ} 18^{\prime} 49.4542^{\prime \prime}$ |
| 70 | 635430.307 | 7565849.016 | 22 ${ }^{\circ} 00^{\prime} 24.1629^{\prime \prime}$ | 148¹8'43.2824" |
| 71 | 635315.970 | 7565705.188 | 22000'28.8715" | 148¹8'39.3386" |
| 72 | 635043.998 | 7565383.970 | $22^{\circ} 00^{\prime} 39.3920{ }^{\prime \prime}$ | 148¹8'29.9509" |
| 73 | 634793.139 | 7565070.893 | 2200'49.6417" | 148¹8'21.2967" |
| 74 | 634664.333 | 7564908.185 | $22^{\circ} 00^{\prime 5} 54.9681{ }^{\prime \prime}$ | 148¹8'16.8535' |
| 75 | 634407.987 | 7564599.644 | 2201'05.0717" | 148¹8'08.0061" |
| 76 | 634148.348 | 7564294.510 | 2201'15.0653" | 148¹7'59.0424' |
| 77 | 633802.713 | 7563878.355 | 2201'28.6924" | 148¹7'47.1123' |
| 78 | 633293.469 | 7563827.972 | 22 ${ }^{\circ} 01^{\prime} 30.4710^{\prime \prime}$ | 148¹7'29.3679' |
| 79 | 633392.771 | 7563912.833 | 2201'27.6843" | 148¹7'32.8059" |
| 80 | 633369.964 | 7563936.028 | 2201'26.9364" | 148¹7'32.0037" |
| 81 | 633753.671 | 7563973.991 | 2201'25.5963" | 148¹7'45.3737" |
| 82 | 635712.946 | 7566342.366 | $22^{\circ} 00^{\prime} 08.0423^{\prime \prime}$ | 148¹8'52.9898' |
| 83 | 635769.410 | 7566970.370 | 2159'47.6064" | 148¹8'54.7703" |
| 84 | 635587.701 | 7567214.746 | 2159'39.7111" | 148¹8'48.3615" |
| 85 | 636195.858 | 7568347.970 | 2159'02.6932" | 148¹9'09.2249' |
| 86 | 636612.586 | 7568459.632 | 2158'58.9455" | 148¹9'23.7198' |
| 87 | 637207.351 | 7568402.391 | 2159'00.6391" | 148¹9'44.4725' |
| 88 | 637234.372 | 7568685.065 | 2158'51.4401" | 148¹9'45.3289' |
| 89 | 637461.579 | 7569134.034 | 2158'36.7774" | 148¹9'53.1138' |
| 90 | 638063.830 | 7569128.734 | 2158'36.7790" | 148 ${ }^{\circ} 0^{\prime} 14.1108^{\prime \prime}$ |
| 91 | 638236.404 | 7569588.005 | 2158'21.7965" | 148²0'19.9870' |
| 92 | 638397.106 | 7569729.576 | 2158'17.1475" | $148^{\circ} 20^{\prime} 25.5459^{\prime \prime}$ |
| 93 | 638690.331 | 7569735.594 | 2158'16.8682" | 148²0'35.7659" |
| 94 | 638692.965 | 7570331.593 | 2157'57.4882" | 148²0'35.6755' |
| 95 | 638602.580 | 7570559.458 | 2157'50.1048" | 148²0'32.4551" |
| 96 | 638742.036 | 7570615.348 | 2157'48.2478" | 148²0'37.2992' |
| 97 | 640519.831 | 7570337.376 | 2157'56.7757" | 148²1'39.3556" |
| 98 | 640634.586 | 7570361.258 | 2157'55.9660" | 148²1'43.3484" |
| 99 | 640698.063 | 7570440.921 | 2157'53.3574" | 148²1'45.5364' |
| 100 | 640789.697 | 7570691.587 | 2157'45.1804" | 148²1'48.6528' |


| 101 | 641236.995 | 7571013.063 | 2157'34.5978" | 148²2'04.1445' |
| :---: | :---: | :---: | :---: | :---: |
| 102 | 641562.779 | 7571416.155 | 2157'21.3965" | 148 ${ }^{\circ} 22^{\prime} 15.3745^{\prime \prime}$ |
| 103 | 641707.157 | 7571497.643 | 2157'18.7049" | 148 ${ }^{\circ} 22^{\prime} 20.3815^{\prime \prime}$ |
| 104 | 641996.259 | 7571905.571 | 2157'05.3567" | 148²2'30.3307" |
| 105 | 641983.694 | 7573259.529 | 2156'21.3361" | 148²2'29.4695' |
| 106 | 642814.375 | 7573735.327 | $21^{\circ} 56{ }^{\prime} 05.6226^{\prime \prime}$ | 148²2'58.2706" |
| 107 | 642834.234 | 7575936.626 | $21^{\circ} 54{ }^{\prime} 54.0410^{\prime \prime}$ | 148 ${ }^{\circ} 22^{\prime} 58.2712^{\prime \prime}$ |
| 108 | 643066.819 | 7576517.174 | 2154'35.0962" | 148²3'06.1933' |
| 109 | 643844.260 | 7576933.788 | 2154'21.3212" | 148²3'33.1510" |
| 110 | 643833.592 | 7576953.696 | 2154'20.6770" | 148²3'32.7730" |
| 111 | 643888.825 | 7577453.174 | 2154'04.4201" | 148²3'34.5397" |
| 112 | 643923.635 | 7577785.276 | $21^{\circ} 53{ }^{\prime} 53.6115^{\prime \prime}$ | 148²3'35.6476" |
| 113 | 643966.981 | 7578188.760 | 2153'40.4794" | 148²3'37.0303" |
| 114 | 643692.081 | 7578041.437 | 2153'45.3506" | 148²3'27.4991" |
| 115 | 643596.119 | 7578220.522 | 2153'39.5559" | 148²3'24.0992" |
| 116 | 643995.704 | 7579459.995 | 2152'59.1364" | 148²3'37.6293' |
| 117 | 644046.325 | 7579895.080 | 2152'44.9746" | 148²3'39.2553" |
| 118 | 644086.051 | 7580249.323 | 2152'33.4446" | 148 ${ }^{\circ} 3^{\prime} 40.5273^{\prime \prime}$ |
| 119 | 644110.637 | 7580449.821 | 2152'26.9181" | 148 ${ }^{\circ} 23^{\prime} 41.3204^{\prime \prime}$ |
| 120 | 643755.681 | 7580651.345 | 2152'20.4701" | 148²3'28.8917" |
| 121 | 643772.875 | 7581009.548 | 2152'08.8179" | 148²3'29.3778" |
| 122 | 644328.263 | 7581144.805 | 2152'04.2563" | 148º $23^{\prime} 48.6816^{\prime \prime}$ |
|  | Coordinates are MGA Zone 55(GDA94) See Drawing 10377-14-SK5 for Stn Numbers |  | Latitudes and Longitudes are GDA94 See Drawing 10377-14-SK5 for Stn Numbers |  |

## Land information details

In this worksheet, input the land information details that will be included in your new permit application. The column headings with * are mandatory and require data to be completed either by selection of an item from a pick-list or entering some texts. You can 'copy and paste' multiple items in the same column. Each individual cell will give you instruction on how to enter the correct data.

| Lot number | Plan number | Land tenure type * | Land tenure name (if applicable) | Current land usage * | Proposed usage * | Land owner's name * | Land owners address | Is compensation required? | Land subject to erosion control works |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3 | SP190266 | Freehold |  | Grazing | Permit | MILLENNIUM COAL PTY LTD | GPO Box 164 BRISBANE QLD 4001 | Yes |  |
| 2 | SP214498 | Freehold |  | Grazing | Permit | DAVID JOSEPH DEGUARA Joy ellzabeth deguara | DAUNIA STATION NEBO QLD 4742 | Yes |  |
| 1 | SP158697 | Freehold |  | Grazing | Permit | PEABODY COPPABELLA PTY LTD, CITIC AUSTRALIA COPPABELLA PTY LTD, MAPELLA PTY LTD, KC RESOURCES PTY LTD, NS COAL PTY LTD | GPO Box 164 BRISBANE QLD 4001 | No |  |
| 0 | 0 | Road Reserve | Daunia Road (SEGMENT:61926 PARCEL:15; SEGMENT: 61926 PARCEL: 37; SEGMENT: 61926 PARCEL: 38) | Transport | Permit | Isaac Regional Council | PO Box 97 <br> MORANBAH QLD 4744 | Yes |  |
| 21 | GV264 | Freehold |  | Grazing | Permit | SHANE SAMUEL deguara | LOT 21, PEAK DOWNS HWY COPPABELLA QLD 4741 | Yes |  |
| 0 | 0 | Road Reserve | Peak Downs Highway (SEGMENT:61926 PARCEL:59) | Transport | Permit | THE STATE OF QUEENSLAND - DTMR | PO BOX 62 <br> MACKAY QLD 4740 | Yes |  |
| 131 | SP266905 | Freehold |  | Grazing | Permit | $\begin{aligned} & \text { PEABODY BISTROTEL PTY } \\ & \text { LTD } \\ & \hline \end{aligned}$ | GPO Box 164 <br> BRISBANE QLD 4001 | Yes |  |
| 0 | 0 | Road Reserve | Spring Creek Road (SEGMENT:61926 PARCEL:194) | Transport | Permit | Isaac Regional Council | PO Box 97 <br> MORANBAH QLD 4744 | Yes |  |
| 23 | SP130066 | Freehold |  | Transport | Permit | THE STATE OF QUEENSLAND - DTMR | PO BOX 62 <br> MACKAY QLD 4740 | Yes |  |
| 0 | 0 | Road Reserve | Unnamed Road (SEGMENT:61926 PARCEL:39) | Transport | Permit | Isaac Regional Council | PO Box 97 <br> MORANBAH QLD 4744 | Yes |  |
| 25 | SP130068 | Lands lease | Norwich Park Branch Railway | Transport | Permit | THE STATE OF QUEENSLAND - DTMR | PO BOX 62 <br> MACKAY QLD 4740 | Yes |  |
| 2 | SP158697 | Freehold | Moorvale Spur Railway | Transport | Permit | PEABODY COPPABELLA PTY LTD, CITIC AUSTRALIA COPPABELLA PTY LTD, MAPELLA PTY LTD, KC RESOURCES PTY LTD, NS COAL PTY LTD | GPO Box 164 BRISBANE QLD 4001 | No |  |

## Adjoining land information details for mining lease applications

In this worksheet, input the land information details that will be included in your new mining lease application. The column headings with * are mandatory and require data to be completed either by selection of an item
from a pick-list or entering some texts. You can 'copy and paste' multiple items in the same column. Each individual cell will give you instruction on how to enter the correct data

| Lot number | Plan number | Land tenure type * | Land tenure name (if applicable) | Land owner's name * | Land owners address |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 5270 | SP144274 | Lands lease | Harrybrandt West | EDWARD MARTIN BELLA, REGENA FRANCES BELLA, MARTIN JOSEPH BELLA, PETER ANDREW BELLA, STEPHEN EDWARD BELLA, ANTHONY JOHN BELLA,ROBERT JAMES BELLA | $\begin{aligned} & \hline \text { 'Oben Park' } \\ & \text { NEBO QLD } 4742 \end{aligned}$ |
| 22 | GV264 | Freehold |  | D AND C EXIT PTY LTD <br> A.C.N. 602654768 <br> TRUSTEE <br> UNDER INSTRUMENT 716187456 | c/- Pilot Partners <br> PO Box 7095 <br> RIVERSIDE CENTRE QLD 4001 |
| 9 | SP113033 | Lands lease |  | PEABODY BISTROTEL PTY LTD | GPO Box 164 <br> BRISBANE QLD 4001 |
| 2 | SP113033 | Lands lease |  | $\begin{aligned} & \text { PEABODY BISTROTEL PTY } \\ & \text { LTD } \end{aligned}$ | GPO Box 164 <br> BRISBANE QLD 4001 |
| 7 | RP856274 | Freehold |  | LISA MAE SMITH, GILBERT PATRICK SMITH | Lot 7 Peak Downs Highway COPPABELLA QLD 4741 |
| 23 | GV264 | Freehold |  | STEVEN BRADLEY BAUER, STELLA MAREE BAUER | PO Box 180 <br> MORANBAH QLD 4744 |
|  |  |  |  |  |  |


| Pt | CAT | DESCRIPTION | Easting (MGA Z55) | Northing (MGA Z55) | Lot |
| :--- | :--- | :--- | ---: | ---: | ---: | Plan

The Coppabella and Moorvale Joint Venture Participants are developing a water strategy for the Coppabella, Moorvale and Millennium operations.

The Moorvale mine is likely to have restrictions on production in 2020 due to limited water for the mining operation. The Coppabella mine has 11GL of water stored in a low strip ratio section of the mine.

The strategy is to utilise the empty void at Millennium to store water from Coppabella for both the Moorvale and Coppabella operations. This strategy will allow water to be transferred in either direction in both drought and wet weather events to ensure optimum management of water resources.

Engeny have carried out the design for the pipeline construction from Coppabella to Millennium with a total distance of approximately 30 km . A Mining Lease application (s316 MRA) is being sought for installation and operation of the proposed pipeline.

The design has the following requirements

- The pipe will be buried at a depth of 1.2 meters
- The trenching will be carried out with a designated trenching machine
- The trench will be 600 mm wide X 1200 mm deep with the trench covered daily
- Trenching will not allow open trenches over night during the construction process
- All pipe will be 450 mm in diameter and have a rating of PN 16
- Telemeter will be installed at all creek crossing and critical areas to manage the risk of discharge
- Telemeter will control pump operation
- Hydro vacuuming will be carried out by a recognised Telstra contractor
- The Pumping System will deliver mine affected water to Moorvale DSA dam at 200 $\mathrm{I} / \mathrm{s}$. This water will then be pumped to Millennium void as required
- The pumping system has been designed to be reversable to allow water transfers back and forth between the Coppabella, Moorvale and Millennium operations
- An inspection regime appropriate for the level of operational use and complementary to the installed sensors, telemetry and control systems will be implemented through the SAP maintenance system as part of the mine operation plan
- Rehab of the work area will involve replacing the disturber top soil to the trenched area and scarifying the top soil then seeding the area.
- Total workforce involved with the project will be between 10 to 15 people on construction
- Long term labour requirement will form be part of the mine services group



