




Speech by

Shane Knuth

MEMBER FOR DALRYMPLE

Hansard Tuesday, 24 May 2011

HERBERTON HISTORICAL VILLAGE; RAIL CORRIDORS

 **Mr KNUTH** (Dalrymple—LNP) (8.52 pm): I wish to raise a serious issue relating to the economic and social future of the township of Herberton. Since its reopening in 2009, the Herberton Historical Village has breathed life into the community—creating jobs, raising funds for charities and increasing tourism. It has been rated one of the best tourism attractions in the country, and the village owners are now looking towards better security of tenure to plan for the future.

The museum is situated across two holdings—one freehold title and the other leasehold. The owners have applied to purchase the leasehold block. DERM has rejected this application and is intending to release the block for public sale. The leasehold block is a pivotal part of the museum and contains nine buildings and a coach-house which is under construction. How on earth can you put half the land and buildings that are on a leasehold block that is part of the museum up for public auction?

Section 122 of the Land Act states that a deed of grant may be granted without competition if the minister decides that the land is not needed for a public purpose or that the intended use is the most appropriate use of land. The Tablelands Regional Council has expressed its full support for the continued development of the museum. I table a petition of 618 concerned residents and 25 letters of support from community groups and businesses calling for the minister to recognise the historical, social and economic importance of the Herberton Historical Village. I ask the minister to intervene to do away with the red tape and bureaucracy that threatens this pillar of the Herberton community.

Tabled paper: Non-conforming petition and correspondence relating to the Herberton Historical Village application to the Department of Environment and Resource Management [\[4524\]](#).

On another note, I would like to express my deep concern about the three separate rail corridors traversing the rich grazing lands north-west and north-east of Clermont. While the mine projects bring much needed revenue to our struggling economy, that does not mean that grazing and farming should be expendable. The infrastructure required to service the Adani, Hancock and Waratah projects must be channelled into a single corridor to minimise the impact on landowners. Common sense must prevail. Some landowners have three corridors running through different areas of their properties. This is an impractical situation and a failure of infrastructure planning.

The affected landowners are having to cope with huge ongoing expenses to manage disruption caused by a single corridor, let alone three corridors, through a property. These corridors are 200 metres wide, requiring landowners to reorganise and rebuild existing infrastructure. Any changes to watercourses will increase the potential for flooding and damage to property along the corridors.

It is unbelievable that the minister and the Premier have not intervened in the control of infrastructure development when it has become obvious that the companies involved could not agree on a single corridor. Consequently, the interests of the affected landholders have been overridden. There is a lot of anger in the community because landowners believe that they have not been listened to and their interests have not been represented, despite numerous pleas to the minister to regulate the rail infrastructure for these corridors. I call on the government to show leadership and define a single rail corridor and have the companies put their infrastructure into that corridor.