

s.47F

From: s.47F
Sent: Friday, 3 March 2017 3:22 PM
To: Simon Eldridge; Inlandrail
Cc: Rob McNamara; s.47F
Subject: RE: Response to Clr McDougall re Inland Rail and options around Inglewood [SEC=UNCLASSIFIED]

Thanks Simon. Will discuss with the Chair.

Regards

s.47F

From: Simon Eldridge [mailto:s.47F@ARTC.com.au]
Sent: Friday, 3 March 2017 3:18 PM
To: Inlandrail ; s.47F
Cc: Rob McNamara ; s.47F
Subject: FW: Response to Clr McDougall re Inland Rail and options around Inglewood

Hi s.47F

Further to Clr McDougall's recent raising of route options related to Inglewood and the State Forest, of assistance in responding may be the below email provided on 9 February which was intended to provide the basis of an email or other 'formal' response to Clr McDougal s.47C

[REDACTED]

[REDACTED]

Cheers
Simon

Simon Eldridge
Stakeholder Engagement Manager – Inland Rail
Office of CEO



P. s.47F
M. s.47F
E. s.47F@ARTC.com.au

Australian Rail Track Corporation
Level 12
40 Creek Street

GPO Box 2462, Queen Street
Brisbane QLD 4000

The information in this email and any attachments to it is confidential to the intended recipient and may be privileged. Receipt by a person other than the intended recipient does not waive confidentiality or privilege. Unless you are the intended recipient, you are not authorised to disseminate, copy, retain or rely on the whole or any part of this communication. If you have received this communication in error please notify ARTC on +61 8 8217 4366. While we have taken various steps to alert us to the presence of computer viruses we do not guarantee that this communication is virus free.

From: Simon Eldridge
Sent: Thursday, 9 February 2017 11:07 AM
To: s.47F [redacted] <[redacted]@infrastructure.gov.au>; s.47F [redacted] <[redacted]@infrastructure.gov.au>
s.47F [redacted]
Cc: s.47F <[redacted]@infrastructure.gov.au>; s.47F [redacted];
Rob McNamara
Subject: Response to Goondiwindi Regional Council re Inland Rail and options around Inglewood

Hi s.47F [redacted] and s.47F [redacted]

Please find following the basis of a proposed response from DIRD/the PRG Chair to the recent inquiry from Goondiwindi Regional Council re Inland Rail alignment options around Inglewood – many thanks to s.47F [redacted] for the information.

In 2016 Goondiwindi Regional Council indicated its preference for a deviation from the 2010 Base Case using State Forrest land to provide the following outcomes :-

- Minimal disruption to freehold land with the State the main landowner.
- Two less river crossings (Macintyre Brook)
- Two less major highway crossings(Cunningham Highway)
- No town to run through the centre of(Inglewood)
- Would not have to traverse approx. 20k of floodplain between Yelarbon and Inglewood.

This was recognised in the development of the concept design and in fact a corridor was developed that bypassed Inglewood to the north by skirting along the southern extents of the State Forests of Whetstone and Bringalilly.

This corridor achieved four of the above outcomes; however, land impacts were not reduced.

It is understood that Goondiwindi Regional Council (GRC) did indicate that the proposed bypass was not what they had in mind and that their proposal was to make further use of the State Forest by travelling along the power line easement through the forest thus avoiding impact on properties along the Inglewood Millmerran Road. The consultant was requested to undertake a brief review of this proposal in June 2016 and advised that the alignment following the power line was approx. 7-12km longer, which would impact on travel times due to the gradients likely to be used and that a passing loop would also need to be located in the vicinity of hilly terrain and associated deep cuts which were not conducive for a passing loop. Also the alignment would travel much closer to Cypress Gardens, Millmerran Downs and Millmerran which was not a good social outcome. Additionally the alignment would be located to the south of the Millmerran airstrip separating it from the township.

This advice was discussed with representatives of GRC who expressed their desire for a more rigorous investigation to be carried out.

Further investigations were undertaken by the consultant and a workshop was held on 21st September 2016 attended by representatives from Goondiwindi Regional Council(s.47F [redacted]), Toowoomba Regional Council, the Department of National Parks, Sport and Racing, AECOM and ARTC. It was agreed at the workshop that the cost and operational characteristics of the developed options meant that they were not viable when considered in relation to the ARTC

Inland Rail Service Offering and that the 2010 Base Case, while it did impact more freehold properties, remained the superior option for further study.

In regard to the options presently being considered as part of the 'like-for-like' assessment, both the route through Karara and Leyburn and the route closer to Warwick include a bypass of Inglewood to the south. S.47C

Hope the above helps and apologies for the delay in providing this back to you.

Cheers
Simon

Simon Eldridge
Stakeholder Engagement Manager – Inland Rail
Office of CEO

ARTC

P. s.47F
M. s.47F
E. s.47F@ARTC.com.au

Australian Rail Track Corporation
Level 12
40 Creek Street

GPO Box 2462, Queen Street
Brisbane QLD 4000

artc.com.au

The information in this email and any attachments to it is confidential to the intended recipient and may be privileged. Receipt by a person other than the intended recipient does not waive confidentiality or privilege. Unless you are the intended recipient, you are not authorised to disseminate, copy, retain or rely on the whole or any part of this communication. If you have received this communication in error please notify ARTC on +61 8 8217 4366. While we have taken various steps to alert us to the presence of computer viruses we do not guarantee that this communication is virus free.