

From: Simon Eldridge
To: S.47F
Cc: S.47F; MASHEFORD Scott S.47F; Rob McNamara S.47F
Subject: PW: Y2G PRG - Information required from ARTC re State Forest route option near Inglewood
Date: Wednesday, 25 October 2017 12:25:00 PM
Attachments: image001.png
170403 Inglewood to Millmerran briefing Eng and Env 21092016.pdf

Hi S.47F

Further to your email inquiry on Monday please see the below email covering this issue that was provided in April. The essential information you are seeking is covered off from about a third of the way into the email (the first third is redundant).

Cheers

Simon

Simon Eldridge

General Manager Communications & Engagement - Inland Rail

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From: Simon Eldridge

Sent: Monday, 3 April 2017 2:37 PM

To: S.47F

Cc: S.47F; Rob McNamara

Subject: RE: Y2G PRG - Information required from ARTC re State Forest route option near Inglewood

Hi S.47F

Please find below information provided further to your query about the options for Inland Rail to use a route through the State Forest near Inglewood.

S.47C

[Redacted content]

S.47C

The following information may also be of assistance, particularly if it is the Department's preference to close off any further work being done in relation to a route for Inland Rail near Inglewood that goes into part of the State Forest. Much of this has been covered previously.

Goondiwindi Regional Council's preference for a deviation from the 2010 Base Case using State Forrest land to providing 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 approximately 20k of floodplain between Yelarbon and Inglewood,

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 was adopted in the 2016 Concept Assessment Report. This corridor achieved four of the above outcomes; however land impacts were not reduced.

In discussions post the release of the Concept Assessment Report, Goondiwindi Regional Council (GRC) indicated 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(Dion Jones), Toowoomba Regional Council, the Department of National Parks, Sport and Racing, AECOM and ARTC.

Alternative routes were considered at this workshop which are provided in the attached presentation. Goondiwindi Regional Council did confirm at this meeting that the alternative routes proposed were consistent with their thoughts. However recently there has been an informal approach from Councillor Rick McDougall(also PRG representative for McIntyre Brook Irrigators Association) to S.47F were an alternative route to the east was discussed which was closer to the Inglewood to Millmerran Road. Further consideration of this route has not been undertaken at this stage and there is still some uncertainty regarding the alignment. As can be seen from the Table on Page 16 of the presentation all options investigated were inferior to the Base Case in regard to cost and operational characteristics; however the Base Case did impact more freehold properties than any other of the developed options.

It was agreed at the workshop that the cost and operational characteristics of the developed options meant that they would not be viable when considered in relation to the ARTC Inland Rail Service Offering.

No further investigation works were undertaken due to the decision to place 'on hold' the Base Case work and to proceed with investigations into the Wellcamp/ Charlton, SMEC and Warwick routes. Thus any further consideration of the Base Case route in the options development process was only in respect of the Base Case route presented in the 2016 Concept Assessment Report.

Hope this helps.

Simon Eldridge

Stakeholder Engagement Manager – Inland Rail

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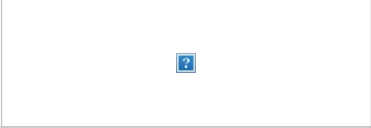
From: s.47F [mailto:s.47F@infrastructure.gov.au]
Sent: Monday, 3 April 2017 10:58 AM
To: Simon Eldridge; Rob McNamara
Cc: s.47F; Bruce Wilson AM s.47F
Subject: RE: Y2G PRG - Information required from ARTC [SEC=UNCLASSIFIED]

Hi Simon,
 We have received some further requests for clarification on previous decisions on the Forestry route. I note the info you sent through last Wednesday which, unless I'm ready it incorrectly, looks like we still need to source the referenced reports and extract the relevant sections to present to the PRG meeting on 10 April. In discussions with Bruce this morning, we agreed we need to have a clear statement on why the Forestry route was previously ruled out. s.47C



Cheers
 s.47F

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From: Simon Eldridge [mailto:s.47F@ARTC.com.au]
Sent: Tuesday, 28 March 2017 1:14 PM
To: s.47F@infrastructure.gov.au; Rob McNamara <s.47F@s4@ARTC.com.au>
Cc: s.47F@infrastructure.gov.au; s.47F@infrastructure.gov.au; Bruce Wilson AM (s.47F@infrastructure.gov.au)
Subject: RE: Y2G PRG - Information required from ARTC [SEC=UNCLASSIFIED]

Hi s.47F,
 We can send you some points/information. Largely point one has been addressed during various PRG meetings by the consultants so we will get you a consolidated section on that.
 In terms of point two, we will likely forward section 2 of an AECOM Options Assessment Report from April 2016 that will address many of those alternative routes previously examined. However, I will discuss this with Rob who may have additional information or a different perspective on the utility of this.
 Re the State Forest option around Inglewood, that has been covered off previously on a number of occasions (and even Rick McDougall has apparently conceded to s.47F that he was working on an outmoded notional alignment put forward as a notional option some time ago by officers of GRC that was no longer relevant). Nevertheless, we will also address that issue in a note that will come to the Department tomorrow that will set out our thinking on a viable way forward that should be considered by the Department, Minister and Bruce.

Cheers
 Simon
Simon Eldridge
Stakeholder Engagement Manager – Inland Rail
 Office of CEO



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From: s.47F [mailto:s.47F@infrastructure.gov.au]
Sent: Tuesday, 28 March 2017 10:53 AM
To: Simon Eldridge; Rob McNamara
Cc: CARLSON Anthony, s.47F; Bruce Wilson AM s.47F
Subject: Y2G PRG - Information required from ARTC [SEC=UNCLASSIFIED]

Hi Simon and Rob,
 I'm just following up on our post PRG meeting debrief from last Wednesday - there are a few action items that need to be completed prior to Bruce's meeting with the Minister on Thursday morning. Apologies if you are already working on these two issues.
 Can you provide details on the following two issues:

- What other routes in the Y2G region were looked at in the past and why they were ruled out – for instance the State Forest route near Inglewood.

This information will be important for us to have on hand when Bruce meets with the Minister -particularly the info on the State Forest route as that was one the Minister undertook to respond to when he met with the PRG on 15 March.

Let me know if you'll have any difficulties meeting the timeframe.

Cheers

s.47F

[Redacted]

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