



**Queensland  
Government**

Queensland Transport

Cunningham Industry Precinct Pty  
PO BOX 15  
DAYBORO QLD 4521

4 October 2007

Dear Property Owner/s,

**RE: Southern Freight Rail Corridor Study - Landowner Briefing  
Your Property: 226RP220388**

Queensland Transport (QT), on behalf of the State Government, is undertaking a corridor planning study to identify a potential route for a rail freight corridor in the Ipswich – Beaudesert area.

The study is being undertaken in response to the South East Queensland Regional Plan 2005-2026, which identified that freight movements across Queensland are forecast to double by the year 2020. Much of this growth will be in South East Queensland (SEQ) and the ability to move freight into and around SEQ efficiently will be essential for economic growth.

The Southern Freight Rail Corridor Study Team will investigate the potential for connecting the Western Railway near Rosewood to the interstate rail line north of Beaudesert. The State Government has outlined the study in the *South East Queensland Infrastructure Plan and Program 2007-2026* and the study corridor is shown in the newsletter enclosed.

Maunsell Australia has been appointed to undertake this study on behalf of QT, to determine if there is a preferred feasible option within the study corridor and report its findings to the State Government.

The Study Team would like to contact all residents and businesses whose properties could be affected by the corridor option to brief them about the study. We invite you to attend such a briefing.

The purpose of the briefing is to:

- Provide you with an overview and content for the study;
- Inform you of the potential impact of the corridor on your property;
- Seek your opinion about the corridor; and
- Help the Maunsell Study Team understand the benefits and challenges of the corridor to report objectively to Government.

To arrange a briefing date and time, please contact the Project's 1800 freecall number and leave your name, property address and daytime telephone number.

Involvement of landowners affected by the potential corridor is an important part of this study and you are encouraged to contact the Study Team to organise a briefing.

03 OCT 2007

BY: \_\_\_\_\_

In the meantime, if you have any questions or issues about the project, please feel free to contact the Study Team on freecall 1800 116 215 or visit [www.transport.qld.gov.au](http://www.transport.qld.gov.au) (search under projects and initiatives).

We look forward to hearing from you about this study.

Yours Sincerely

Lawrence Hannah  
Director Rail Network and Strategy



# Notice of Entry

Transport Infrastructure Act 1994



Queensland Government  
Queensland Transport

Name: Cunningham Industry Precinct Pty

Address: PO BOX 15 QLD

Ref No.	
Road name	0 CUNNINGHAM HIGHWAY MUTDAPILLY 4307
Local Gov	IPSWICH CITY COUNCIL
Property Description	226RP220388

## QT Reference Information

Dear Sir/Madam

A Rail Feasibility Investigator's Authority has been granted to Maunsell Australia Pty Ltd under the *Transport Infrastructure Act 1994*. Maunsell Australia Pty Ltd is carrying out the Southern Freight Rail Corridor Study on behalf of Queensland Transport (QT).

The purpose of this notice is to seek your permission for agents of QT or Maunsell Australia Pty Ltd (or its associated person/s) to enter onto the land mentioned above. The reason for this entry is to facilitate various field studies to investigate a potential rail corridor in the area— more detailed information is set out below.

This notice also serves to give you advance notice that QT or Maunsell Australia Pty Ltd (or its associated person/s) wishes to enter onto your land. While the minimum notice that must be given to you is seven (7) days, QT endeavours where possible to give as much notice as practicable so that any concerns you may have can be addressed.

QT or Maunsell Australia Pty Ltd (or its associated person/s) may enter onto your property either upon your written permission or after seven (7) days following receipt of this notice. The preferred method of entry is with your written permission. To assist us in this matter would you please grant QT or Maunsell Australia Pty Ltd (or its associated person/s) entry onto your land by completing the approval section below.

If you require more details, please call **Free call 1800 116 215**. Please sign below and either fax to (07) 3858 6705 or email [SFRCStudy@maunsell.com](mailto:SFRCStudy@maunsell.com) or mail to:

SFRC Study

Reply Paid 1823

MILTON BC QLD 4064 (no stamp required)

## Purpose of entry:

To enter and re-enter where necessary, any land for the purpose of investigating its potential and suitability as a rail corridor.

## Activities that may be undertaken are:

- Field survey of flora and fauna;
- Cultural heritage investigations;
- Survey of creek hydrology;
- Noise monitoring; and
- Geological investigations (non-invasive).

Estimated commencement date: 24 September 2007

Period of occupation/use: 1 November 2007

## Written approval (completed by the Owner or Occupier)

I/we authorise officer/s or agents of Queensland Transport or Maunsell Australia Pty Ltd (or its associated person/s) to enter/temporarily occupy the abovementioned land from this date for the duration and purpose specified above.

Owner or Occupier's full name (please print)

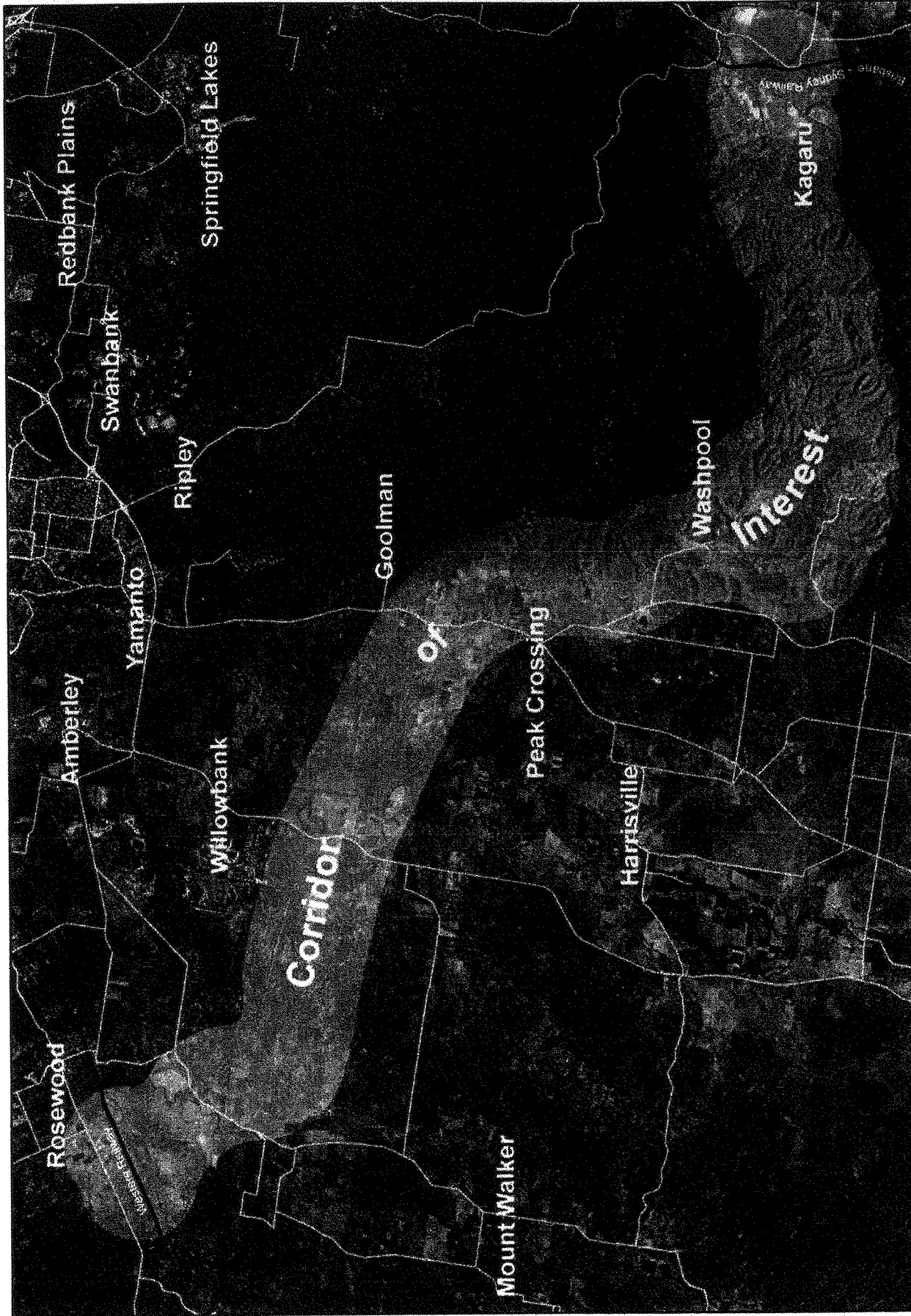
Signature

Date

MICHAEL FLANIGAN - GENERAL MANAGER DULACRA FOR CUNNINGHAM INDUSTRY PRECINCT P/L		27, 9, 07
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Are you the owner or occupier (that is, only renting the property) – Owner / Occupier (Cross out the one that does not apply)

BY: \_\_\_\_\_



# PROPOSED SOUTHERN FREIGHT RAIL CORRIDOR STUDY

## LOCALITY MAP





**Queensland  
Government**

- 9 AUG 2007

Queensland Transport

## **TO THE LANDHOLDER**

### **Re: Southern Infrastructure Rail Corridor Study - Upcoming consultation and field investigations**

Queensland Transport on behalf of the State Government is undertaking a corridor planning study to identify a potential route for a rail freight corridor in the Ipswich - Beaudesert area.

The study is being undertaken in response to the South East Queensland Regional Plan 2005-2026, which identified that freight movements across Queensland, are forecast to double by the year 2020. Much of this growth will be in South East Queensland (SEQ) and the ability to move freight into and around SEQ efficiently will be essential for economic growth.

The Project Team as part of the "Southern Infrastructure Rail Corridor Study" will investigate the potential for connecting the western rail line near Rosewood to the interstate rail line in the area to the north of Beaudesert. The State Government has outlined the study in the SEQ Regional Plan and Program and the study area is shown on the attached map.

The consulting firm Maunsell Australia Pty Ltd on behalf of Queensland Transport will undertake the study. As part of this study, the Project Team will investigate the feasibility of the area as a rail corridor, and assess any impacts that may arise from such a proposal.

The Project Team has identified your property as an area that would require access in order to undertake field studies relevant to the corridor study. These field studies may include investigations in relation to flooding, geology, cultural heritage, and ecology.

It is important that we are able to conduct these studies to help us understand the environmental, social and cultural attributes of the area.

All consultants working on behalf of Queensland Transport will carry identification and will contact you prior to entering your property. Your assistance in allowing them to enter your property if required would be appreciated.

We are committed to keeping you updated on our community engagement activities throughout the planning study. If you would like any further information or have any concerns please do not hesitate to contact the Project Team on 1800 116 215.

Yours sincerely

Colin Jensen  
A/Director General

Enc (1)

Office of the Director-General  
85 George Street Brisbane  
GPO Box 1549 Brisbane  
Queensland 4001 Australia

**Rail Feasibility Investigator's Authority  
(s112) Transport Infrastructure Act 1994**

Under section 112 of the *Transport Infrastructure Act 1994* a Rail Feasibility Investigator's Authority ("authority") is hereby granted to Maunsell Australia Pty Ltd under the following terms.

- Definitions:** Consistent with section 109 of the *Transport Infrastructure Act 1994* the following definitions apply for the purposes of this authority -
- investigator means the authority holder
  - associated person, of the investigator, means any of the following -
    - the investigator's employees or partners who are individuals;
    - a person who is an agent of, or contractor for, the investigator, and engaged in writing for the purposes of the investigator's authority
- Authority Holder:** Mr Leo Hammett, on behalf of Maunsell Australia Pty Ltd.
- Area:** The authority applies to the area known as "Route Option C3" named in the *Southern Infrastructure Corridor Final Report 2005* and any variation of Route Option C3 which may arise as a result of stakeholder consultation.
- Purpose:** The authority authorises the investigator, and any associated person, to enter and re-enter land within the area to which this authority applies to enable the land's potential and suitability as a rail corridor to be investigated.
- The authority authorises the investigator and associated persons, to the extent necessary or convenient to do anything on the land, or to bring anything onto the land, or to temporarily leave machinery, equipment or other items on the land.
- Examples of things authorised by this authority include, but are not limited to, work necessary to conduct hydrological surveys, flora and fauna investigations, cultural heritage assessment.
- Expiry:** The authority expires on completion of the Southern Infrastructure Rail Corridor Stage 2 Study.
- Conditions:** Nil

Consistent with section 113(3) of the *Transport Infrastructure Act 1994*, and to remove any doubt, granting of this authority is not an indication of a commitment or approval by the State, the chief executive or any other person in relation to any proposal, and in particular does not commit the State to acquiring any land as a rail corridor.

.....  
**Colin Jensen**  
A/Director-General, Queensland Transport

21/03/07

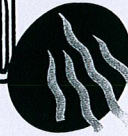


13 DEC 2007

30 November 2007

Cunningham Industry Precinct Pty  
PO BOX 15  
DAYBORO QLD 4521

RECEIVED  
04 DEC 2007  
BY: \_\_\_\_\_



Queensland  
Government

Dear Property Owner,

Queensland Transport

**RE: Southern Freight Rail Corridor Study - Landowner Briefing  
Your Property: 226RP220388**

You may have recently received a letter from Queensland Transport inviting you to contact our study team to arrange a time to receive a briefing about the Southern Freight Rail Corridor Study currently underway. That letter was sent as your property has been identified as potentially being within the 2 km wide corridor of interest under investigation in the study.

In order to assist you to understand the location of the corridor of interest in relation to your property we have included a detailed map. As part of the study, work is underway to refine this 2km wide corridor of interest to a 50-100m wide preferred future rail alignment.

It is very important that the study team meet with as many residents and business owners as possible, within the 2km corridor of interest, to ensure that their input is included in the draft Impact Assessment Report that will be developed as part of the study. The timeline for the release of the draft report is currently being reviewed, as the field work necessary to undertake the impact assessment has been postponed due to the presence of Equine Influenza virus in the study area. Field work cannot commence until the Department of Primary Industries gives Queensland Transport the clearance to do so, and this has implications for the timing of completion of the draft report.

The project team has already met with a number of landowners in the 2 km wide corridor of interest and have held Community Information Days in the Rosewood, Peak Crossing, Boonah and Beaudesert areas.

If you have not already met with the study team and would like a briefing we would be pleased to speak with you. The purpose of the briefing is to:

- Inform you of the potential affect of the corridor of interest on your property;
- Seek your opinion about the issues affecting your property; and
- Help the study team understand the benefits and challenges of the Southern Freight Rail Corridor to report objectively to Government.

To arrange a time and date for a briefing please contact the study team on free call 1800 116 215 **by Friday 14 December 2007** and leave your name, property address and daytime telephone number. A member of the study team will then call you back to arrange a convenient time.

In the meantime, if you have any questions or issues about the project, please feel free to contact the Study Team on **freecall 1800 116 215** or visit [www.transport.qld.gov.au](http://www.transport.qld.gov.au) (search under projects and initiatives).

We look forward to hearing from you about this study.

Yours Sincerely,

Lawrence Hannah  
**Director Rail Network and Strategy**  
**Enc Southern Freight Rail Corridor Study Detailed Map**

Rail Ports and Freight  
Rail Network Strategy

ABN13 200 330 520

Our ref 645/00070  
Enquiries  
Telephone 1800 116 215  
Website [www.transport.qld.gov.au](http://www.transport.qld.gov.au)  
Email [SFRStudy@maunsell.com](mailto:SFRStudy@maunsell.com)



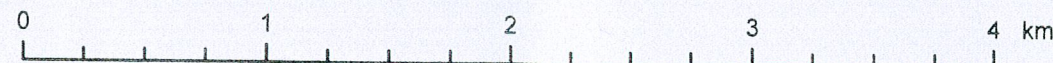
# Mount Forbes



**CONCEPT ONLY**  
Preliminary Investigations

**MAP 2**

**Southern Freight Rail Corridor Study**



**Property Map**



11 December 2008

The Honourable John Mickel MP  
Minister for Transport, Trade,  
Employment and Industrial Relations  
Attention: SFRC Study  
GPO Box 2644  
BRISBANE QLD 4001

Dear Sir,

**RE: SUBMISSION – SOUTHERN FREIGHT RAIL CORRIDOR STUDY -  
226 ON RP 220388 (OWNED BY CUNNINGHAM  
INDUSTRY PRECINCT PTY LTD)**

We refer to the above and a meeting recently attended at Maunsell's office to discuss how the preposed route impacts on the above property and the ultimate development of the Ebenezer area.

The above property is approximately 265Ha in area and forms part of what will be the Ebenezer / Willowbank Industry Area.

The company which owns this land holding is part of the Doyle Group which has undertaken large scale industrial projects such as Motorway Business Park at Larapinta and Southlink Business Park at Parkinson.


The Doyle Group and other adjoining owners have been master planning this area over the last 2- 3 years.

As a group we have been cognisant of the need for the SFRC and as such have indicated a conceptual alignment on our master plan (road concept plan). A copy of this plan was previously presented to your team through the course of the study and is enclosed.

You will note, that the corridor that we have shown is to the south of what is proposed for the alignment (refer Map 2 – Mount Forbes plan, QT). In fact, the proposed SFRC alignment enters our site at the same point as where the future grade separated interchange (for the whole Ebenezer / Willowbank Area) is proposed.

The SFRC alignment also conflicts with the location of the main distribution road through the precinct.





We can only ascertain that Maunsell and QT have disregarded our previous advices in respect to this property and the likely development of the whole industrial precinct.

In this respect our Traffic Consultant TTM has prepared a letter addressing this matter and reiterating its importance (refer attached letter and plans).

Essentially the proposed alignment of the SFRC conflicts with the proposed road access location for the whole industrial precinct. This would impact the development of this land holding and the opportunity for the whole industry precinct to be developed to capacity.

In addition:

1. The SFRC alignment should not rely on the current topography of this site as substantial bulk earthworks will be undertaken as part of the industrial development which may influence the ultimate land form.
2. Industrial roads and services will need to cross this alignment.
3. The detention basin for the site is to be located in the south east corner of the Doyle Group property, the rail alignment will need to cater for this (i.e. maintain flows across the alignment)
4. The surrounding road network will need to be utilised when the area is ultimately developed for industry. The SFRC needs to consider this in closing any roads. This matter will also impact on the future development of the Industry precinct.

#### **Alternative Alignment over Lot 226 on RP 220388**

1. Ideally we would prefer the alignment along the southern boundary of this site with a 90m corridor catering for intermodal activities. This would enable the balance of the site to be developed in an "un-fragmented" manner (refer alternative 1 attached).

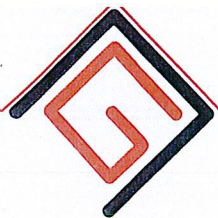
Or

2. An alignment following alternative 2 attached.

In reviewing the supporting documentation of the SFRC study this alignment would still achieve the SFRC aims to the west and east of our site. It also effectively preserves the Industry precinct's access location along the Cunningham Highway.

This alignment also achieves a straight rail alignment through the site with a length greater than 2 km.





We trust that the above information is sufficient for Maunsell / QT to alter their alignment through this property. Failure to do so will impede the development of not only this property but the whole Ebeneza / Willowbank area.

We take this opportunity to request a follow up meeting with Maunsell / QT on this matter.

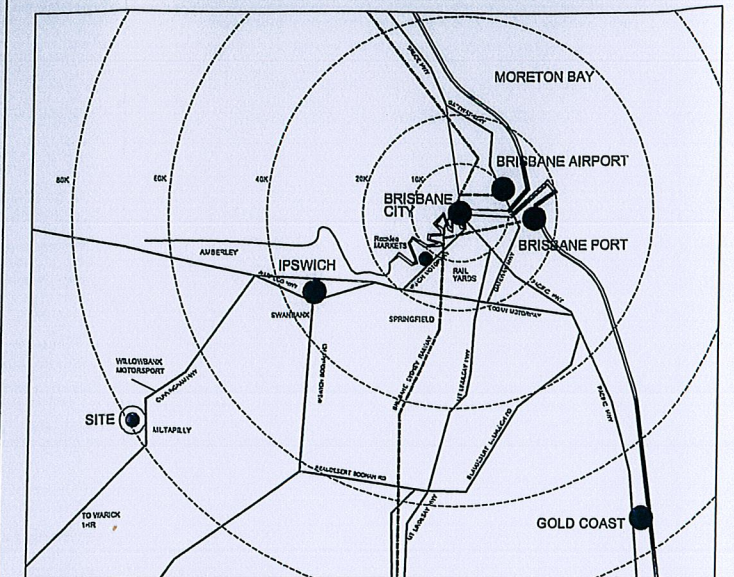
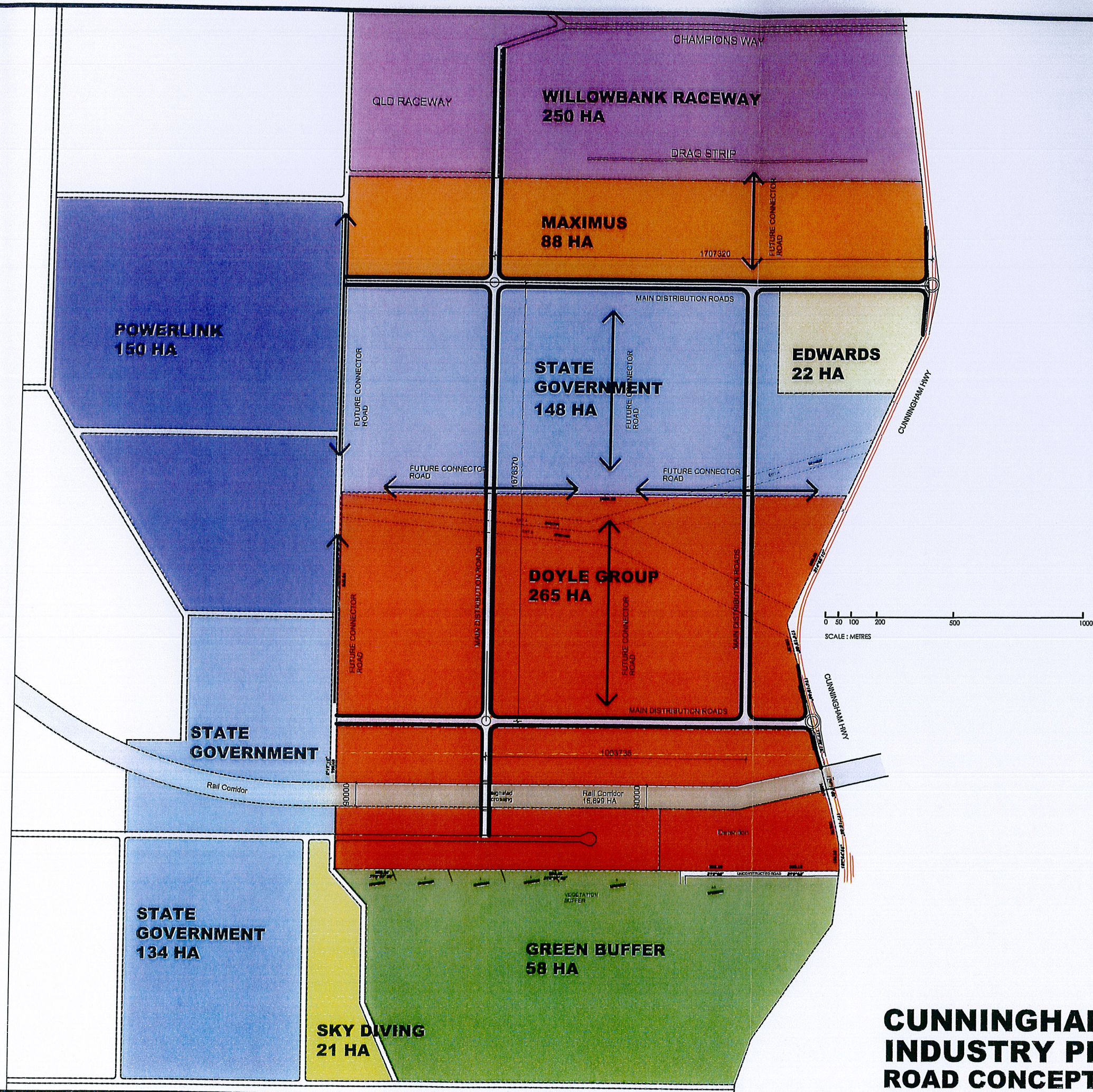
In addition please note that development applications will be made for the industrial precinct within the next month.

Any representations made in this submission (or in any previous meetings) are made in a "non prejudice" manner and does not represent any agreement with any proposed alignment. We reserve our full rights to compensation and the ability to pursue all legal avenues should the need arise.

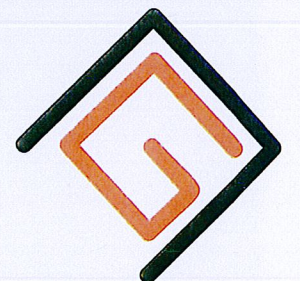
Yours Faithfully,  
DOYLE GROUP

Greg Connors  
MANAGER  
PROJECTS, PLANNING & DEVELOPMENT





**LOCATION PLAN**



**DOYLE GROUP**



PROJECT  
PROPOSED INDUSTRIAL  
DEVELOPMENT

ADDRESS  
LOT 226 CUNNINGHAM HWY  
MUTDAPILLY

DRAWING TITLE  
ROAD CONCEPT PLAN

SCALE 1:7500 (AT A1)  
DRAWN GTE  
CHECKED CM  
DATE 20.06.08

JOB NUMBER  
DRAWING NUMBER MAX-SK10  
ISSUE  
A

# **CUNNINGHAM INDUSTRY PRECINCT ROAD CONCEPT PLAN**



Attention : Greg Connors  
Doyle Group

11<sup>th</sup> December 2008

To Whom it May Concern,

**Queensland Transport Southern Freight Rail Corridor Study  
Cunningham Industry Precinct Access**

I refer to your request for comment regarding road desirable access arrangements for the above Industry Precinct (see attached Master Plan as Fig 1) In particular I refer to your request for us to comment on the desirable location of the southern most road access on Cunningham Highway and the proximity to the proposed rail corridor.

TTM has been advising Doyle Group and Maximus Group regarding opportunities and constraints affecting development access options since late 2004. This has included site inspections to establish engineering constraints and desirable access locations along the Cunningham Highway frontage of the precinct. This has subsequently lead to advice regarding the desirable structure and scale of an internal road network for the development precinct.

Our advice regarding desirable access locations along the Cunningham Highway frontage is summarised in attached Fig 2. The advice is based on the following

- It is our understanding that DMR expect to ultimately upgrade Cunningham Highway to Motorway standard across the site frontage. The timing of such upgrade is not yet decided but is likely to be many years away.
- We estimate that the industry precinct has the potential to generate up to 50,000 vehicle movements per day. This is of such scale as to ultimately require at least two convenient primary points of road access on the Cunningham Highway frontage. This will be necessary to ensure adequate accessibility for the development area and to avoid traffic congestion at future intersections and interchanges on the Cunningham Highway frontage. Traffic estimates also indicate that two convenient primary points of access on the Highway frontage will be required in order to ensure that the internal road network can operate satisfactorily without points of traffic congestion.
- Champions Way (via intersection marked "A" in Fig 2) is an established access road which needs to be maintained to service existing development and which has the potential to provide access for early stages of development in the northern sector of the industry precinct. As shown in Fig 1, the route has the potential to provide connectivity and continuity to an internal development road network extending to the southern extremity of the precinct.
- Sight inspections indicate that the topography and approach road characteristics of the intersection location marked "C" in attached Fig 2 are ideal for a major primary access in the short/medium term and a grade separated interchange in the long term.
- In the short/medium term the location marked "B" on attached Fig 2 could potentially function as an access intersection for the precinct. However, in the long term this intersection could not co-exist with major access at the locations marked "A" and "C" due to the need to separate grade separated interchanges by at least 3.0 kilometres in order to satisfy adequate ramp separations, weaving lengths etc.

**TTM Consulting (Qld) Pty Ltd**

A Division of TTM Consulting Pty Ltd  
ABN 65 010 868 621

**Brisbane Gold Coast Maroochydore Sydney Melbourne**

P O Box 1120  
BC TOOWONG 4066

579 Coronation Dve, TOOWONG

t (07) 3327 9500

f (07) 3327 9501

e [ttmbris@ttmgroup.com.au](mailto:ttmbris@ttmgroup.com.au)



Given each of these considerations and conclusions, we have advised that the precinct should be planned in the context of grade separations being provided in the long term at locations marked "A" and "C" on Fig 2. However, we have also advised that in the short/medium term there is a potential to provide at-grade access intersections at locations marked "A" and "C" in combination with at least another at-grade intersection at the location marked "B". The latter intersection "B" (if provided in the short term) would be eliminated in the long term when DMR upgrades the Cunningham Highway to Motorway standards.

It is important to recognise that the potential to provide an adequate long term access arrangement for the precinct is contingent upon the ultimate provision of an interchange at the location marked "C" in Fig 2. If an interchange was not to be obtained at this location it would have the effect to effectively limit long term access between the site and Cunningham Highway to a single interchange. This would arise from the need to ensure at least 3km between interchange locations and the consequence to make alternative interchange locations to location "C" lie at or beyond the southern boundary of the precinct. This importance of this conclusion is underlined by preliminary traffic estimates which indicate that the satisfactory operation of both the primary precinct access points and the internal road network will be highly dependent upon ultimately obtaining two interchanges located conveniently along the development frontage.

### Summary

In respect to the Southern Freight Rail Corridor Study we advise that the location of the rail corridor should not be such as to prejudice the ultimate construction of a future grade separated interchange at the location marked "C" on Fig 2. The consequence of not allowing an interchange to ultimately be constructed in that location would be to effectively make the development precinct reliant upon a single interchange on the Highway frontage due to the inability to provide an alternative interchange to the north of the rail corridor. This would severely diminish the development potential of the precinct due to the constraint which would be imposed on development by the limited capacity of a single primary access.

**Glen Holdsworth**  
**Senior Transport / Traffic Engineer**  
Ref: 24320let5













# ALTERNATIVE-1 ALONG SOUTHERN BOUNDARY

**Legend**

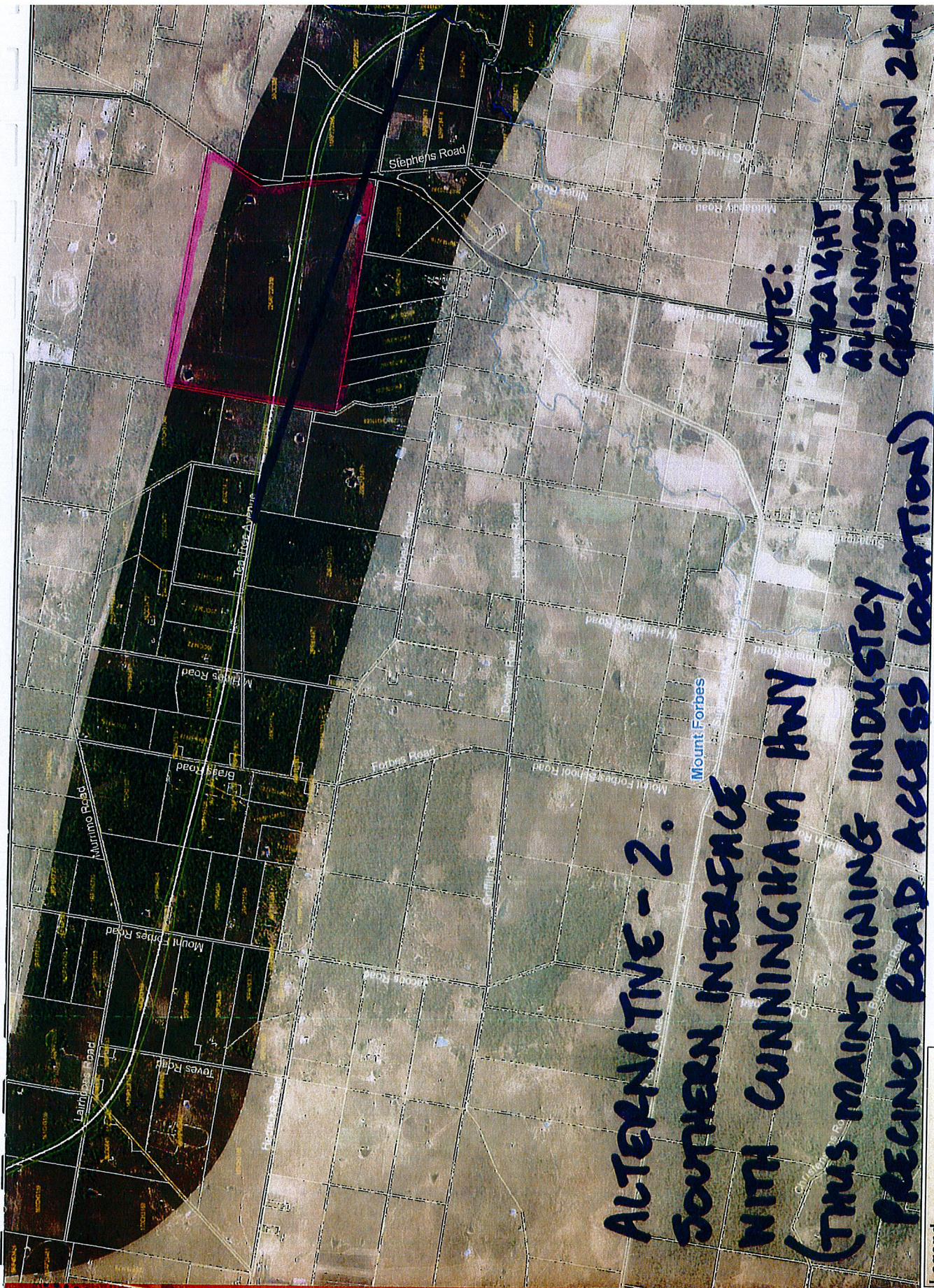
- Original Corridor of Interest
- Centreline of Preferred Alignment
- Area for proposed
- Community Infrastructure Designation



Southern Freight Rail Corridor Study





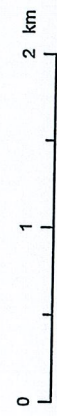


### Legend

- Original Corridor of Interest
- Centreline of Preferred Alignment
- Area for proposed
- Community Infrastructure Designation



Southern Freight Rail Corridor Study



Queensland Government  
Queensland Transport