

Airport Link

Phase 2 – Detailed Feasibility Study

TECHNICAL REPORT 14

COMMUNITY CONSULTATION

■ October 2006

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1. Introduction

This report provides an overview of the community consultation for the Airport Link Environmental Impact Statement (EIS) undertaken between July 2005 and July 2006. It describes the consultation approach and process, activities undertaken, consultation issues and outcomes.

This report was prepared prior to the exhibition of the EIS. Details of activities, results and outcomes of the final stage of consultation will be addressed by a supplementary report following the public exhibition of the EIS.

This report addresses Section 1.4 of the Terms of Reference (TOR) for the Airport Link EIS, which requires reporting of:

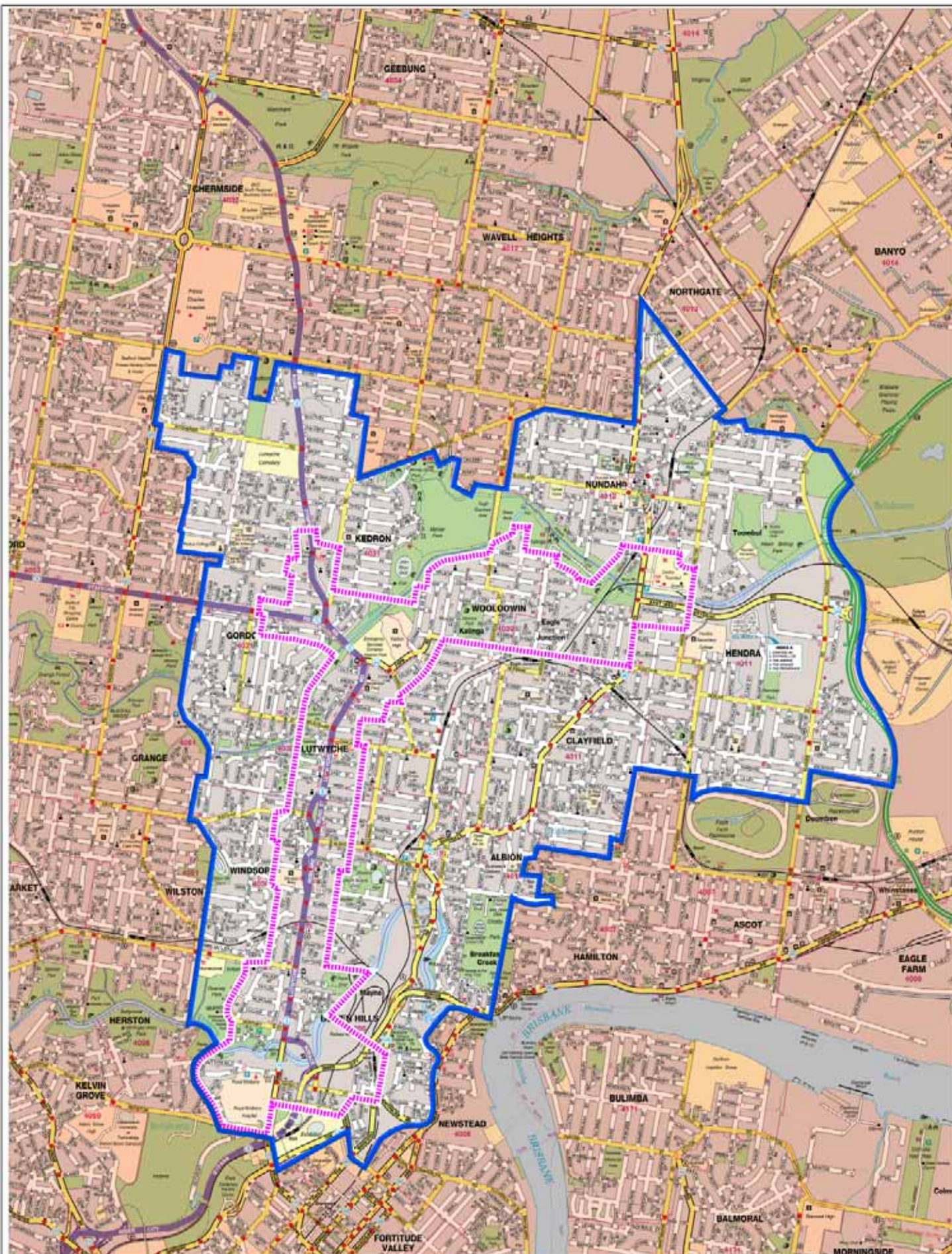
- Consultation methodology, including criteria for identifying stakeholders and the communication methods used;
- Stakeholders consulted;
- Issues raised;
- Strategies put into place to resolve these concerns and or enhance particular positive impacts; and
- The extent to which the public consultation program satisfied the requirements under the State Development and Public Works Organisation Act 1971.

The consultation objectives for the EIS included:

- Provide clear communication to community members of project objectives, project definition, EIS process, and scope of assessment;
- Obtain community input to identifying local values to be considered as part of the assessment and project design process;
- Provide inclusive and regular opportunities for community members to participate in consultation;
- Seek community input at the neighbourhood and community level in identifying potential impacts, mitigation and regeneration strategies in areas which may accommodate project infrastructure or where the local environment may change during construction or operation;
- Seek consultation input to impact assessment, urban design and regeneration outcomes, mitigation strategy development, and development of the project reference design; and
- Achieve the statutory requirements for consultation under the *State Development and Public Works Organisations Act 1971* and other statutory requirements as appropriate.

The consultation catchment for Airport Link generally covers the inner northern suburbs of Bowen Hills, Windsor, Albion, Lutwyche, Clayfield, Hendra, Herston, Kalinga, Woolloowin, Kedron, Nundah, Toombul and Gordon Park (refer **Figure 1**).

In addition, a further 147,000 households, businesses, property owners and organisations in Brisbane's northern suburbs received five Airport Link newsletters, while city wide communication strategies provided information to other Brisbane residents.



LEGEND

- Level 1 Stakeholders
- Level 2 Stakeholders
- Level 3 Stakeholders

AIRPORT LINK - Figure 1
Consultation Catchment

0 0.5 1km

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SKM Connell Wagner
JOINT VENTURE

2. Consultation Approach and Program

This section provides an overview of the consultation approach and program for the Airport Link EIS.

Preparation of the EIS has involved an in-depth investigation of local conditions, potential benefits and impacts resulting from Airport Link, and issues of concern related to Airport Link during construction and operation. Community consultation contributed to the preparation of the EIS by ensuring technical studies examined areas of interest to members of the community, and helping to identify ways to minimise potential impacts and maximise potential benefits of Airport Link.

Community consultation was integrated with both the preparation of the EIS and development of the project reference design. Community feedback gathered during community consultation was considered in the development and refinement of the project design, assessment of potential benefits and impacts, and identification of mitigation measures.

2.1 Consultation Approach

A three-level consultation approach was adopted for the Airport Link EIS, which sought to ensure that those people with a direct interest in the project's outcomes were provided with the highest level of consultation and communication. **Table 2-1** provides a summary of the consultation approach adopted for the Airport Link EIS.

■ **Table 2-1 Consultation Approach**

Stakeholder Level	Consultation approach
Level 1:	Residents, property owners, businesses, community facilities and community groups in those neighbourhoods where the local environment may change during construction or operation. Level 1 Stakeholders will receive the highest level of consultation and communication with the EIS team, including targeted briefings and meetings with community groups.
Level 2:	Residents, property owners, businesses, community facilities and community groups in those suburbs closest to the alignment and connections, including Bowen Hills, Windsor, Albion, Lutwyche, Clayfield, Hendra, Herston, Kalinga, Woolloowin, Kedron, Nundah, Toombul and Gordon Park. Level 2 includes those stakeholders that may experience the benefits or impacts of the project, with strategies including newsletters and information sessions.
Level 3:	Other stakeholders in greater Brisbane, including people that register in response to community information and consultation strategies. Strategies included 1800 project information line, news articles and media releases.

The consultation process was supported by the broader project team, enabling a high level of information to and personal contact with residents, businesses and property owners. The consultation team also worked closely with the Airport Link Communication and Stakeholder Management team to provide information to the broader community and regional stakeholders.

2.2 Consultation Program

The consultation program ran concurrently with the environmental assessment and project design processes. Four rounds of community consultation were undertaken between July 2005 and July 2006 to input into the development of the project reference design and preparation of the EIS. A further round of consultation will be undertaken with the display of the EIS for community comment in accordance with the statutory requirements of the *State Development and Public Works Organisation Act 1971*.

Details of each consultation stage, including timing and purpose, are outlined in **Table 2-2**.

■ **Table 2-2 Consultation Program**

Consultation Stage	Timing	Purpose of Consultation
Corridor Investigations	August – September 2005	<ul style="list-style-type: none"> ■ Raise community awareness of Airport Link and the detailed feasibility study, including timing and process; ■ Identify issues, impacts and values for consideration in the corridor investigation process; ■ Establish community involvement mechanisms for the next stage; ■ Register people for participation in further consultation activities for the detailed feasibility study.
Preferred Corridor and draft Terms of Reference	November-December 2005	<ul style="list-style-type: none"> ■ Fulfil the statutory requirements of the <i>State Development and Public Works Act 1971</i> in relation to exhibition of the draft Terms of Reference for the EIS and invitation for written submissions; ■ Provide information about the preferred corridor; ■ Gather community issues and values on the preferred corridor for consideration in the development of the early concept designs and existing environment; ■ Encourage community and stakeholder review of the draft Terms of Reference; ■ Obtain input from Brisbane City Council and Queensland Government agencies on the draft Terms of Reference; ■ Identify specific stakeholders that are impacted by the concept designs.
Preliminary concept design and impact assessment	March – April 2006	<ul style="list-style-type: none"> ■ Gather information on community issues and potential impacts of the preliminary concept designs, including for the Kedron and Toombul connections, for input into the refinement of the project design; ■ Obtain community input to the preparation of the EIS on issues, potential impacts and mitigation strategies.
Revised concept design and impact assessment	June 2006	<ul style="list-style-type: none"> ■ Gather information on community issues and potential impacts of the revised concept designs, including for the Bowen Hills connection, and refined Kedron and Toombul connections; ■ Obtain community input to the preparation of the EIS on issues, potential impacts and mitigation strategies, including on construction worksites and potential locations for ventilation outlets.
Public display of EIS and project reference design	August – September 2006	<ul style="list-style-type: none"> ■ Notify the community that the EIS and project reference design have been lodged for assessment; ■ Satisfy the statutory requirements of the <i>State Development and Public Works Organisation Act 1971</i> in relation to the exhibition of the EIS and invitation for written submissions; ■ Provide information to stakeholders and community members to enable their review of the EIS and project reference design; ■ Obtain input from Brisbane City Council and Queensland Government agencies on the EIS.

2.3 Proposed Northern Busway

The Queensland Government, through TransLink, is planning the Northern Busway to connect the Inner Northern Busway at Royal Children's Hospital (Herston) to Aspley/ Bracken Ridge via Windsor, Lutwyche, Kedron and Chermside.

Planning for that section of the busway between Herston and Kedron has been brought forward by TransLink to allow for planning of the Busway in parallel with Airport Link. The proposed Northern Busway follows a similar corridor to Airport Link between Bowen Hills and Kedron.

Consultation for Airport Link was undertaken concurrently with the proposed Northern Busway to allow community members to understand and consider the potential benefits and impacts of both projects. This included shared consultation activities, including community information sessions and staffed library displays, and reference to each of the projects in community information and consultation activities.

3. Consultation Activities

A range of consultation activities were undertaken as part of the EIS investigations to allow people with different interests in the project to learn more about the project and provide input to the preparation of the EIS and the development of the project reference design.

The following provides a detailed outline of consultation activities undertaken, including level of participation.

3.1 Public Displays

Four public displays were held during the preparation of the EIS, at each stage of the consultation process. The displays included information on the corridor options, preferred corridor, preliminary concept design, and EIS investigations.

A fifth public display will also be established during the EIS public exhibition period.

Public displays were located at ward offices, Council libraries, State electoral offices and Council offices within or near the study corridor. These are outlined in **Appendix A**.

3.1.1 Draft Terms of Reference

The draft ToR was on public exhibition between Monday, 7 November 2005 and Wednesday, 21 December 2005, in accordance with the requirements of the *State Development and Public Works Organisation Act 1971*. This included:

- Notification in the Courier Mail and Weekend Australian of Airport Link's designation as a project of State significance, the requirement for an EIS to be prepared, and public display details;
- Public displays at nine locations within or near the study corridor, providing information on the preferred corridor and draft ToR, including how community members could make a submission on the draft ToR, as well as copies of the Initial Advice Statement and draft ToR;
- Four community information sessions and four staffed library displays;
- Display of the draft ToR on the project website and website for the Office of Coordinator-General;
- Staffing of the project information line and email to provide information on the project and draft ToR; and
- Notification of the draft ToR through the project newsletter, distributed to approximately 147,000 households, businesses and property owners in the northern suburbs.

Statutory display locations included:

- State Development and Trade Innovation Centre, 111 George Street, Brisbane City;
- Queensland Transport Customer Centre, 477 Boundary Street, Spring Hill;
- Queensland Transport Customer Centre, Chermside, 766 Gympie Road, Chermside;
- Central Library, City Plaza, 69 Ann Street, Brisbane City;
- Chermside Library, 375 Hamilton Road, Chermside;
- Nundah Library, 1 Bage Street, Nundah;
- Grange Library, 79 Evelyn Street, Grange;
- Grange Ward Office, Corner McGregor Street and Kedron Brook Road, Wilston; and

- Hamilton Ward Office, 42 Racecourse Road, Hamilton.

A total of 29 submissions were received from Government agencies and community members in response to the call for submissions on the draft ToR.

3.2 Project Newsletters

Four newsletters were distributed to provide information on Airport Link, including the EIS, concept designs, and community consultation activities.

Distribution of each newsletter included:

- Delivery by Australia Post to approximately 147,000 households and businesses in Brisbane's northern suburbs;
- Mail-out to about 2,500 individuals and organisations on the stakeholder register;
- Direct mail to about 2,500 absentee property owners within the preferred corridor;
- Distribution through ward and electoral offices within the study corridor;
- Distribution through all Council offices and Council libraries;
- The project website; and
- On request to the 1800 project information line.

Table 3-1 provides details on the timings and objectives of each newsletter edition:

■ Table 3-1: Newsletter Timings and Details

Newsletter	Aim of Newsletter
Newsletter 1 – August 2005	<ul style="list-style-type: none"> ■ Inform community members of the commencement of the Airport Link Detailed Feasibility Study, and about the study process and timing; ■ Provide background information on Airport Link; ■ Provide information on the corridor investigations, including issues to be considered in identifying a preferred corridor; ■ Provide information on consultation activities and on how people could input into the corridor investigations. <p>A feedback form was included with Newsletter 1, inviting people to register their interest in future consultation events and to identify preliminary issues and benefits of Airport Link.</p>
Newsletter 2 – November 2005	<ul style="list-style-type: none"> ■ Notify community members about the preferred corridor, including reasons for its selection; ■ Provide a project update and information on the EIS process and development of the project design; ■ Inform community members about the draft ToR, including the invitation to make a submission to the Coordinator-General; ■ Provide information on the study process, including program and timing; ■ Provide information on consultation activities, including issues identified in previous consultation and how to comment on the draft ToR.

Newsletter	Aim of Newsletter
Newsletter 3 – March 2006	<ul style="list-style-type: none"> ■ Inform community members about the availability of the preliminary concept design, including for Kedron and Toombul, and encouraging them to provide their comments; ■ Provide an update and information on the EIS, including air quality and ventilation, and issues for investigation in the EIS; ■ Provide information on consultation activities, including issues identified in previous consultation and how people could comment on the preliminary concept design.
Newsletter 4 – June 2006	<ul style="list-style-type: none"> ■ Inform community members about the revised concept design, including the concept design for Bowen Hills, and refinements made to the preliminary concept design; ■ Provide information on possible site options for ventilation outlets and construction work sites; ■ Update community members on the study process, including timing and program; ■ Provide information on consultation activities, including issues identified in previous consultation and how people could comment on the revised concept design.

A fifth newsletter will be issued during the public exhibition of the EIS. The purpose of this newsletter will be to:

- Notify community members about the public display of the EIS and project reference design;
- Provide information on the EIS, including identified benefits, impacts and possible mitigation measures; and
- Provide information on consultation activities, including the process for making written submissions to the Coordinator-General.

Copies of the project newsletters are in **Appendix B**.

3.3 Level One Stakeholder Letters

Approximately 8,000 letters were distributed to residents, businesses and property owners within the preferred corridor on four occasions (August 2005, November 2005, March 2006 and June 2006). The letters distributed in March and June were in conjunction with the proposed Northern Busway.

The purpose of the Level One stakeholder letters were to inform residents, businesses and property owners closest to the project, about Airport Link and to encourage them to participate in community consultation activities.

A fifth letter will be distributed during the public exhibition of the EIS to notify local residents, business owners and property owners of the release of the EIS for public comment.

A copy of all Level One stakeholder letters is in **Appendix C**.

3.4 Community Information Sessions

Four rounds of community information sessions were conducted between July 2005 and July 2006. Information sessions were designed as a “drop in” style session, which provided opportunities for community members to find out more about the project and to meet with members of the project team.

In total, approximately 2,100 people attended the four rounds of community information sessions. Issues raised by community members at the information sessions were captured on “flip charts” for input to the preparation of the EIS and development of the project reference design. Comments captured on the “flip charts” were provided for community review on the EIS website.

The community information sessions were advertised through the project newsletters, Level One stakeholder letters, advertisements in Quest newspapers, project website and the 1800 information line.

A fifth round of community information sessions will be held during the public exhibition period for the EIS.

Table 3-2 provides a summary of the community information sessions. Further details on community information sessions are provided in **Appendix D**.

■ Table 3-2 Community Information Sessions

Community Information Session	Dates	Attendance
Community Information Session 1	Thursday, 1 September 2005 Friday, 2 September 2005 Saturday, 3 September 2005 (morning) Saturday, 3 September 2005 (afternoon)	430
Community Information Session 2	Thursday, 24 November 2005 Friday, 25 November 2005 Saturday, 26 November 2005 (morning) Saturday, 26 November 2005 (afternoon)	400
Community Information Session 3	Saturday, 18 March 2006 Thursday, 23 March 2006 Saturday, 25 March, 2006	770
Community Information Session 4	Saturday, 17 June 2006 Thursday, 22 June 2006 Saturday, 24 June 2006	505
Total		2,105

3.5 Staffed Library Displays

Four rounds of staffed library displays were conducted between July 2005 and July 2006. Library displays provide additional opportunities for community members to speak with a member of the project team and find out more about the project.

The staffed library displays were advertised through the project newsletters, Level One stakeholder letters, advertisements in Quest newspapers, project website, and 1800 information line.

Approximately 630 people attended the staffed library displays. A fifth round of staffed library displays will be held during the public exhibition of the EIS.

Table 3-3 provides a summary of the staffed library displays. Further details are provided in **Appendix D**.

■ **Table 3-3 Staffed Library Displays**

Staffed Library Display	Dates	Attendance
Staffed Library Display 1	Saturday, 27 August 2005 Saturday, 27 August 2005 Saturday, 10 September 2005 Saturday, 10 September 2005	250
Staffed Library Display 2	Saturday, 3 December 2005 Saturday, 3 December 2005 Saturday, 10 December 2005 Saturday, 10 December 2005	150
Staffed Library Display 3	Friday, 24 March 2006 Thursday, 30 March 2006 Thursday, 30 March 2006 Saturday, 1 April 2006 Saturday, 1 April 2006	170
Staffed Library Display 4	Wednesday, 28 June 2006	60
Total		630

3.6 Community Liaison Groups

Two community liaison groups (CLGs) and one local business liaison group (LBLG) were established to provide input into the development of the project reference design and EIS investigations.

The CLGs are comprised of representatives from community organisations within the study corridor including Parent and Citizen groups, scout groups, Neighbourhood Watch, historical societies and sporting clubs. The LBLG comprises representatives of local businesses and major community facilities (i.e. schools) in the study corridor.

To date six meetings of the CLGs and five meetings of the LBLG have been held to present information and gather feedback on the EIS investigations and concept design. One further meeting of each group is also planned during the exhibition of the EIS.

The dates of CLG meetings held to date and the topics covered during the meeting are outlined in **Table 3-4**.

■ **Table 3-4: Liaison Group Meetings**

Meeting	Date	Topics Covered
Meeting 1	23-24 August 2005	Project background and introduction Project process
Meeting 2	6-7 September 2005	Corridor investigation Prefeasibility options Community values
Meeting 3	15-16 November 2005	Draft Terms of Reference EIS process Northern Busway
Meeting 4	14-15 March 2006	EIS process update Preliminary concept design

Meeting	Date	Topics Covered
Meeting 5	15 June 2006 (joint meeting of the two CLGs)	Revised concept design, including Bowen Hills connection Air quality Construction and work sites
Meeting 6 (CLG only)	12 July 2006 (joint meeting of the two CLGs)	Air quality and health impact

Another meeting of the community and business liaison groups will be held during the public exhibition of the EIS.

A list of CLG members and the CLG Terms of Reference is provided in **Appendix E**. An outline of the key issues raised by the CLGs and LBLG is in **Section 5**.

3.7 Neighbourhood Briefings

A briefing was held with five local neighbourhoods near to proposed surface infrastructure and construction works to discuss issues relating to Airport Link that were relevant to their local neighbourhood, and to understand concerns for local neighbourhoods for consideration in the EIS investigations and development of the project reference design. **Table 3-5** provides details of the neighbourhood briefings.

■ **Table 3-5 Neighbourhood Briefings**

Date	Neighbourhood	Attendance
Saturday, 8 April 2006	Colton Avenue/ Perry Avenue	8
Saturday, 8 April 2006	Windsor Avenue/ Norman Avenue	20
Saturday, 8 April 2006	Alma Road/ Stuckey Road/ Elliott Street/ Mabel Street	35
Saturday, 8 April 2006	Lewis Street/ Kalinga Street	25
Thursday, 25 May 2006	Stafford Road	2
Total		90

3.8 Stakeholder Briefings

Briefings have been conducted with a range of stakeholder groups during the preparation of the EIS. The purpose of the briefings was to provide information on the project and to identify any specific issues or concerns for consideration in the EIS investigations and development of the project reference design. Some of the briefings were held in conjunction with the Northern Busway project team.

3.8.1 Community Stakeholder Briefings

Project briefings have been held with a number of community stakeholders during the EIS investigations and development of the project design. These include local schools, environmental groups, and historical groups, and included:

- Windsor and District Historical Society;
- Nundah and District Historical Society;
- Kedron State High School;
- Windsor State School;
- Woolloowin State School;

- Woolloowin State School Parents and Citizen's Group;
- Holy Rosary Primary School;
- Kedron Park Catchment Network;
- St Andrew's Anglican Church;
- Kalinga Community Group; and
- Kalinga residents (Alma Road/ Stuckey Road).

Details of meeting times are available in Appendix F.

3.8.2 Industry Stakeholder Briefings

Table 3-6 provides summary of briefings with relevant industry groups. Details of industry stakeholders who participated in community consultation is provided in **Appendix F**.

■ Table 3-6 Industry Stakeholder Briefings

Briefing	Meeting Date
Road Users and Environmental Groups	15 September 2005 9 November 2005 9 March 2006 21 June 2006
Property and Development Groups	12 September 2005 10 November 2005 8 March 2006 21 June 2006
Engineers Associations	12 September 2005 10 November 2005 7 March 2006 19 June 2006
Real Estate Agents	22 June 2006

3.8.3 Government Stakeholder Briefings

Whole of Government agency briefings were held on Thursday, 3 November 2005 and Thursday, 11 May 2006 with representatives of Queensland Government and Brisbane City Council agencies with an interest in the EIS.

The purpose of the first briefing was to provide agencies with information on the project background, timing, process and EIS, including the draft ToR. The second briefing was an update on the EIS and final ToR, as well as the preliminary project design and outcomes of community consultation. A third agency briefing will be held during the public exhibition of the EIS.

Individual briefings have also been held with Government stakeholders during the preparation of the EIS, including local, state and federal government elected representatives and senior officers of the Queensland Government and Brisbane City Council agencies.

A list of agencies involved in agency briefings and individual stakeholder briefings are outlined in **Appendix F**.

3.9 Project Information Line/Email/Reply Paid

A 1800 free call project information line (1800 990 038), reply paid mailing address (Brisbane City Council, Reply Paid 1434 (KKA), Brisbane Qld 4000), and email address (airportlink.eis@skm.com.au) have been established for the Airport Link EIS to enable community members to provide input and obtain information on the project.

Details of the information line, email and reply paid were advertised through consultation activities including project newsletters, website, public displays, media releases, community information sessions and newspaper advertisements.

Approximately 2,770 enquiries or comments have been received from community members since the commencement of the project. **Table 3-7** provides a breakdown of the number of the community inquiries by feedback mechanism.

■ **Table 3-7 Community Enquiries**

Feedback Mechanism	Corridor Investigations	Draft Terms of Reference	Preliminary Concept Design	Revised Concept Design*	Total
1800 project information line	247	347	458	96	1,148
Comment form	861	26	114	41	1,042
Email	136	174	162	18	490
Letters/ faxes	13	12	48	17	90
Total	1,257	559	782	172	2,770

* until 2 July 2006

3.10 Public Advertisements

Public advertisements were placed in local and state newspapers throughout the EIS process, to provide updates on the project, and invite people to participate in consultation activities. The following outlines details of the public advertisements.

3.10.1 Draft Terms of Reference

In accordance with the State Development and Public Works Organisation Act, a public notice advising of the exhibition period for the draft ToR was placed in the Courier Mail and The Weekend Australian on Saturday, 5 November 2005. The advertisement outlined that Airport Link had been declared a project of State significance and that an EIS was required for the project. It also included details of where copies of the draft ToR could be obtained and invited people to make submissions on the draft ToR.

A copy of the advertisement is in **Appendix G**.

3.10.2 Detailed Feasibility Study

Public advertisements were placed in local Quest newspapers to update community members on the progress of Airport Link and provide information on how people could input into investigations for the EIS and project design. Public advertisements were published in the following Quest Newspapers:

- North-West News;
- Northside Chronicle;
- City News; and

- City North News.

Details of public advertisements are outlined in **Table 3-8**, including date and aim of the advertisements.

■ Table 3-8 Public Advertisements

Advertisement Dates	Aim of advertisement
Corridor Investigations	
Week commencing 8 August 2005	<ul style="list-style-type: none"> ■ Inform community members of the commencement of the Airport Link Detailed Feasibility Study, including timing and scope.
Week commencing 15 August 2005 Week commencing 29 August 2005	<ul style="list-style-type: none"> ■ Provide information on how people could input into the corridor investigations, including details of community information sessions and staffed library displays.
Preferred Corridor and draft Terms of Reference	
Saturday, 29 October 2005 (Courier Mail)	<ul style="list-style-type: none"> ■ Announcement of the preferred corridor.
Week commencing 31 October 2005	<ul style="list-style-type: none"> ■ Announcement of the preferred corridor.
Week commencing 14 November 2005 Week commencing 21 November 2005	<ul style="list-style-type: none"> ■ Provide information on Airport Link and the proposed Northern Busway; ■ Provide details of community information sessions and staffed library displays.
Week commencing 5 December 2005	<ul style="list-style-type: none"> ■ Provide information on how people can comment on the draft Terms of Reference; ■ Provide details of community information sessions and staffed library displays for Airport Link and the proposed Northern Busway.
Preliminary Concept Design	
Tuesday, 14 March 2006 (Courier Mail)	<ul style="list-style-type: none"> ■ Provide information on the preliminary concept design.
Week commencing 13 March 2006 Week commencing 20 March 2006 Week commencing 29 March 2006	<ul style="list-style-type: none"> ■ Invite people to provide feedback on the preliminary concept design; ■ Provide details on community information sessions and staffed library displays for Airport Link and the proposed Northern Busway.
Revised Concept Design	
Week commencing 12 June 2006 * Week commencing 19 June 2006	<ul style="list-style-type: none"> ■ Inform people of the revised concept design and invite people to provide feedback on the revised concept; ■ Provide details on community information sessions for Airport Link and the proposed Northern Busway.

* Advertisement also published in The Independent

Another series of public advertisements will be published in local newspapers and the Courier Mail during the public exhibition of the EIS.

A copy of each of the advertisements is in **Appendix G**.

3.11 Project Website

A website has been established for the Airport Link EIS (www.airportlinkeis.com) to provide information on the EIS, project design, traffic and transport studies and community consultation activities. The project website also includes a copy of the Initial Advice Statement and ToR.

3.12 Ongoing Consultation

The Airport Link EIS consultation process is ongoing and will continue for the duration of the EIS to provide community input into the project design, impact assessment and mitigation strategies. The EIS will be placed on public exhibition and written submissions invited from community members. Ongoing consultation activities include:

- Public display of the draft EIS and project reference design;
- Round five of community information sessions and staffed library displays;
- One meeting of the community liaison groups;
- One meeting of the local business liaison group;
- Stakeholder briefings to identify specific concerns relating to the project design and EIS;
- Staffing of the 1800 project information line, email and reply paid mailing address; and
- Airport Link EIS website, to provide information of the outcomes of the EIS investigations.

4. Stakeholders

This section provides an overview of the stakeholders consulted during EIS investigations and preparation of the project design.

4.1 Identification of stakeholders

A stakeholder database was developed to register stakeholders with an interest in the Airport Link EIS. A stakeholder analysis was undertaken to identify a range of stakeholders who were considered to have a potential interest in Airport Link. This included:

- Individuals who previously registered interest in the project through TransApex correspondence;
- Individuals who registered interest in Airport Link through Council's Neighbourhood Fairs during June and July 2005;
- Community facilities and groups within the study area, such as schools, child care, environmental groups, neighbourhood watch, sporting clubs and business groups; and
- Queensland Government and Brisbane City Council agencies considered to have an interest in the project.

In addition, residents, business owners, property owners and interested community members were invited to register their interest in the project through consultation events, the 1800 project information line, email, correspondence, comment forms included with Newsletter 1 and at community information sessions.

4.2 Stakeholders

Approximately 3,624 stakeholders have been identified as having an interest, or have registered their interest in the project. These have been categorised into a range of stakeholder groups relevant to government agencies, individuals, business stakeholders, and community organisations and facilities.

A summary of stakeholder groups and number or stakeholders is shown in **Table 4-1**.

■ **Table 4-1 Stakeholders**

Stakeholder Group	Number	%
Resident/ property owner – Study Corridor	1,975	54.5%
Resident/ property owner – Other (including prospective)	1,063	29.3%
Community organisations (including childcare, family and youth, church, historical societies, environmental groups, parent and citizen associations, etc)	151	4.2%
Industry and business association	101	2.8%
Government agency (including Local, State and Commonwealth)	69	1.9%
Sport and recreation (including clubs and facilities)	56	1.5%
Business – Other	51	1.4%
Education facilities (including primary, secondary and tertiary education)	40	1.1%
Aged care facilities and services	29	0.8%
Business – Study Corridor	23	0.6%
Elected representatives (including Commonwealth, State and Local elected representatives)	21	0.6%

Stakeholder Group	Number	%
Real estate agent	16	0.4%
Health facilities and hospitals	7	0.2%
Media	4	0.1%
Other stakeholder	18	0.5%
Total	3624	100%

Residents and property owners comprised the largest stakeholder group, representing over 80% of all stakeholders. Community organisations were the second largest stakeholder group representing about 4% of stakeholders.

4.3 Location of Stakeholders

About 53% of stakeholders on the stakeholder register have a postal address within the study corridor. The number and proportion of stakeholders within the study corridor suburbs is in **Table 4-2**.

The suburb of Woolloowin had the largest proportion of stakeholders, with 23% of registered stakeholders located within the study corridor. Other suburbs with high proportions of stakeholders include Clayfield, Windsor, Kedron and Lutwyche. This is consistent with the high residential populations of these suburbs and the location of the tunnel alignment and possible surface infrastructure.

■ **Table 4-2 Study Corridor Stakeholders**

Study Area Suburb	Number	%
Albion	99	5.2%
Bowen Hills	21	1.1%
Clayfield	303	15.8%
Gordon Park	71	3.7%
Hendra	46	2.4%
Herston	16	0.8%
Kalinga	43	2.2%
Kedron	253	13.2%
Lutwyche	234	12.2%
Nundah	97	5.1%
Toombul	17	0.9%
Windsor	279	14.5%
Woolloowin	440	22.9%
Total	1919	100.0%

5. Community Issues

The Airport Link consultation program was designed to provide a range of consultation options from ‘one-off’ participation to ongoing involvement, and to address a diversity of topics including design, impacts, benefits and environmental management.

This section provides an overview of the predominant issues raised during consultation for the EIS investigations and project design, from different sources. It includes input from community and local business liaison group meetings, community information sessions, stakeholder meetings, comment forms, the 1800 project information line and emails to the project team.

5.1 Key Issues – General Community Consultation

Input gathered from community information sessions, comment forms, stakeholder briefings, submissions, emails and calls to the 1800 project information line was analysed to identify the range of issues being commented on by community members. More than 5,600 individual comments were received and recorded in the stakeholder database. These were reported to the EIS and engineering teams during the EIS investigations.

The following provides an overview of the key issues raised from community feedback. The ‘top five’ categories of issues accounted for about 63% of total issues raised from community feedback. These included:

- Property impacts (e.g. property acquisition, impact on property values, volumetric acquisition);
- Consultation process (e.g. registration for involvement, consultation activities, etc);
- Traffic issues (e.g. impact on adjacent roads, increases in traffic, interchanges with existing roads);
- Ventilation outlets (e.g. number and location, filtration, visual impact); and
- Transport policy and strategic options (e.g. congestion, integration with other projects, cycle and pedestrian facilities, public transport).

Categories of comments with a percentage of more than 2% of total issues raised are outlined in **Table 5-1**. A complete summary of comments is included in **Appendix H**.

■ Table 5-1 Number and Percentage of Comments by Category

Issue Category	Number (issue category)	% (issue category)
Air quality (i.e. air quality modelling, health effects, local and regional air quality impacts)	247	4.4%
Construction impacts (i.e. noise, dust, vibration, spoil haulage, construction methods)	305	5.4%
Consultation process and activities	1,005	17.9%
Design (i.e. surface connections, safety, tunnel depth, tunnel design)	311	5.5%
Property impacts (i.e. property acquisition, impact on property values, uncertainty about future property decisions, volumetric acquisition)	1,296	23.0%
Social and community (i.e. accessibility, health, impact on community facilities)	268	4.8%
Ventilation outlets (i.e. number and location, design, filtration, visual impact and property impact)	380	6.8%
Traffic (i.e. changes to traffic on local and regional road network, traffic modelling, connections to adjoining roads)	478	8.5%

Issue Category	Number (issue category)	% (issue category)
Transport policy and strategic options (i.e. congestion, cycle and walk ways, public transport, integration)	380	6.8%
Governance / project justification (i.e. cost, project need, policy)	245	4.4%
Urban renewal/ land use (i.e. urban design and visual amenity, changing character of area, housing and liveability)	118	2.1%
Other comment (i.e. other projects, employment opportunities, geotech drilling, clarification of terminology, timing of information)	153	2.7%

Table 5-2 summarises the frequency of issues raised according to participants' postal address. It indicates that the issues of highest priority for people based in the study corridor suburbs relate to property impacts, consultation, ventilation outlets, and traffic.

Issues of highest priority for residents in other suburbs outside of the study corridor included property impacts, consultation, traffic, project design and ventilation outlets.

■ Table 5-2 Frequency of Issues by Area

Issue Category	Study Corridor	Other Suburbs
Property impacts (property acquisition, impact on property values, uncertainty about future property decisions, volumetric acquisition)	22.5%	26.8%
Consultation process and activities	18.9%	13.2%
Ventilation outlets (number and location, design, filtration, visual impact and property impact)	9.4%	6.0%
Traffic (changes to traffic on local and regional road network, traffic modelling, connections to adjoining roads)	7.5%	11.8%
Transport policy and strategic options (congestion, cycle and walk ways, public transport, integration)	6.5%	9.3%
Construction impacts (noise, dust, vibration, spoil haulage, construction methods)	5.9%	4.9%
Design (surface connections, safety, tunnel depth, tunnel design)	5.7%	6.1%
Social and community (accessibility, health, impact on community facilities)	5.6%	3.5%
Governance / project justification (cost, project need, policy)	4.0%	5.6%
Air quality (air quality modelling, health effects, local and regional air quality impacts)	3.1%	3.2%
Urban renewal/ land use (urban design and visual amenity, changing character of area, housing and liveability)	2.6%	1.8%
Flora and fauna (loss of vegetation)	2.3%	1.1%
Operation (noise and toll)	1.9%	1.5%
Timing of construction and operation	1.6%	2.4%
Economic impact (affordability, impact on businesses)	1.4%	1.5%
Environmental management (flooding)	0.5%	0.5%
Cultural heritage (impact on Indigenous and non-Indigenous heritage buildings and places)	0.5%	0.6%
Other comments (i.e. other projects, employment opportunities, geotech drilling, clarification of terminology, timing of information)	2.4%	3.7%
Total	100.0%	100.0%

The following provides a description of the key issues raised by community members through the project information line, email, community information sessions and feedback forms. A more detailed list of issues identified by community members during consultation are summarised in **Appendix H**.

5.1.1 Property Impacts

Potential for direct and indirect impacts on property were key concerns raised during consultation on the EIS and project reference design. This included:

- Direct property impacts of surface infrastructure and construction works;
- Property resumptions, including the process and timing of property resumptions, level of compensation payable to affected property owners (i.e. market value, relocation costs), and stress and anxiety caused by potential for property resumptions;
- Volumetric acquisition, including process for volumetric acquisition and level of compensation payable to property owners with properties over the tunnel alignment;
- Impact of tunnelling construction on properties above or near the tunnel alignment, including potential for damage to properties due to vibration or subsidence caused by construction and compensation arrangements for likely damage;
- Potential impact on property values in those areas near the surface connections, ventilation outlets or tunnel alignment, including concern about loss of money for property owners who need to sell their property in a period of uncertainty, and concern about financial hardship caused to property owners if their asset value is affected by the project; and
- Uncertainty relating to future property decisions, including buying, selling or renovating properties near to surface works or the tunnel alignment.

5.1.2 Air Quality and Ventilation

The number and location of ventilation outlets and concerns about air quality, community health, property values and community facilities are key community issues. The potential need for and effectiveness of filtration were also identified as important issues for some community members.

Specific issues relating to air quality and ventilation included:

- The number and location of ventilation outlets, including concern about the proximity of ventilation outlets to sensitive land uses such as schools, child care, aged care and open space and recreation areas;
- Visual impact of ventilation outlets from open space and residential areas, including potential impacts on property values;
- The need for filtration to be incorporated into ventilation outlets to reduce potential long-term health impacts;
- Changes to air quality near ventilation outlets and potential health effects for nearby residents and school children from ventilation outlets, including Woolloowin State School, Kedron State High School, and Hendra College;
- Potential for a higher level of commercial vehicles to be attracted to Airport Link and subsequent concerns about diesel emissions, if Airport Link is connected (via NSBT) to Ipswich Road;
- Need for online real time monitoring and reporting of air quality during construction and operation of Airport Link, including monitoring at Kalinga Park; and

- Cumulative air quality impacts of NSBT ventilation outlet at Bowen Hills and Airport Link ventilation outlet at Windsor.

5.1.3 Traffic and Transport

Traffic and transport issues were key community concerns. This included construction related issues such as traffic disruptions and impact of construction vehicles, as well as operational issues such as changes to traffic on local and regional road networks.

A concern for many community members is the potential for Airport Link to exacerbate existing congestion issues at the intersection of the East-West Arterial and Nudgee Road and at the Airport roundabout, causing further delays for motorists accessing the Airport and Gateway Motorway.

Community members also identified benefits resulting from reduced traffic on some surface roads and opportunities to provide better local environments.

Other traffic and transport issues identified during consultation on the EIS and concept design include:

- Concern about an increase in traffic and “rat-running” on local streets, as a result of traffic accessing Airport Link, changes to local traffic access during construction and operation, motorists trying to avoid the toll and motorists avoiding traffic congestion caused by construction works;
- Need to ensure that Airport Link decreases “rat-running” through residential streets;
- Concerned about “funnelling” of traffic into the tunnel through the closure of some surface roads and loss of traffic lanes on surface roads;
- Need to maintain safe and easy access for local streets near surface connections;
- Consideration of a congestion tax for users of existing roads to discourage car use; and
- Need for consideration of alternative transport options and improvements to public transport facilities to reduce dependence on private vehicles.

5.1.4 Construction Impacts

Impacts for residents near construction works and concerns about impacts on properties and community facilities as a result of construction activities were frequently raised issues.

Impacts of vibration on buildings and building occupants were raised as a key concern, especially for residents above the tunnel alignment in Woolloowin and Clayfield. Particular concerns included:

- Operation hours of tunnelling and disruption for residents caused by night-time tunnelling works;
- Potential damage to buildings and structures, including swimming pools, caused by vibration and subsidence; and
- Process for compensation and rectifying damage to properties caused by vibration or subsidence.

The need for safe pedestrian and cycle access (including for elderly, school children, and people with disability) to be maintained near construction worksites and surface works was an important issue for many community members. This included:

- In the vicinity of Kedron State High School (to Kedron Brook) and Woolloowin State School (across and along Lutwyche Road) for school students, due to trucks and heavy machinery, including the need for regular communication with students and parents of changes to pedestrian access near schools during construction;
- Across and along Lutwyche Road/ Gympie Road including to Kedron Brook and community facilities such as schools, St Andrew's Anglican Church, and bus stops;
- From the Stuckey Road/ Alma Road neighbourhood to Kalinga Park, Toombul railway station and Toombul shopping centre; and
- Need to avoid confusion and uncertainty for pedestrians (particularly children and elderly) in the vicinity of worksites.

Other concerns raised in relation to construction included:

- Impacts of construction noise from surface works on nearby residents, businesses, and community facilities (specifically schools), including the need to provide temporary noise barriers to reduce impacts of construction noise;
- Air pollution resulting from construction activities, such as dust generated from surface works and spoil haulage, and impacts of emissions from construction vehicles;
- Timing and duration of construction activities, including concern if construction activities were to occur 24 hours a day;
- The removal of spoil from construction worksites, including haulage routes, need for consideration of rail for spoil haulage and timing and duration of spoil haulage;
- Disruption to drop-off and pick-up areas at Woolloowin State School, including impact on parking for parents;
- Need to provide safe access near worksites to avoid confusion and uncertainty for motorists;
- Impact on open space and recreation areas and facilities from construction activities, including loss of open space at Kalinga Park and Kedron Brook, disruption to bicycle paths and pedestrian access, loss of amenity for park users due to construction noise, and loss of land area or use of Kedron State High School ovals;
- Impact of traffic disruptions and changes to local access near worksites and construction works, and the need to maintain access to properties during construction works; and
- Impact on parking for residents and businesses near construction work sites due to workers parking in local streets.

5.1.5 Community Facilities

Potential impacts on community facilities, particularly local schools and open space and recreation areas, are important community issues. This included construction impacts as well as longer-term operational impacts.

Impact on open space and recreation areas, particularly Kedron Brook and Kalinga Park, was a key concern of many residents and frequently raised during all consultation activities. This included:

- Loss of open space and recreation areas due to construction activities (i.e. construction worksites and cut and cover tunnel) and surface infrastructure (i.e. transition structures);
- Disruption to pedestrian and cycle access along and to Kedron Brook and Kalinga Park, including at Sandgate Road and Gympie Road;

- Loss of amenity for park users, from construction activities and operation of Airport Link, such as noise, visual impact of surface infrastructure, and disruption to park access;
- Loss of vegetation, including vegetation that has high community or ecological value, particularly the Hoop Pines at Kalinga Park (adjacent to Sandgate Road);
- Need to replace the loss of open space at Kedron Brook and Kalinga Park, including replacement of mature tree species; and
- Need for the playground at Kalinga Park (adjacent to Lewis Street) impacted by cut and cover construction activities to be replaced and improved following construction.

Other impacts for community facilities identified during community consultation included:

- Impacts for Kedron State High and Woolloowin State schools, including;
 - Noise and dust from construction activities;
 - Increased traffic noise from transition structures, including the need to provide appropriate noise attenuation measures;
 - Pedestrian safety for students in the vicinity of worksites and transition structures, including across Lutwyche Road and between Kedron State High and Kedron Brook;
 - Concern about the effect of school enrolments due to parents' perception of construction impacts and proximity of the project; and
 - Proximity of ventilation outlet at Kedron, and potential health effects for school children;
- Impacts for St Andrew's Anglican Church, including visual impact of surface infrastructure on the historical context of the church, noise and dust from construction activities, traffic noise from elevated and transition structures, impact on property access and potential impact on the historical value of the lych-gate; and
- Impact on Department of Emergency Services site, including loss of building, changes to access and disruption to workers.

5.1.6 Project Design

A number of issues were raised which were directly related to the project design, including the tunnel alignment and location and surface connections. Many of these issues also related to impacts on property, open space and traffic and transport. They include:

- Suggestion that the tunnel to be located under Kedron Brook rather than the residential area of Woolloowin and Clayfield, to avoid impact on residential properties;
- Suggestion that the tunnel to pass under Sandgate Road to connect to the East-West Arterial east of Sandgate Road;
- Potential for the transition structures at Toombul (west of Sandgate Road) to be covered to reduce noise impacts for residents at Alma Road/ Stuckey Road neighbourhood;
- Airport Link should be extended beyond the Airport roundabout to reduce traffic congestion caused by this roundabout; and
- Elevated structure at Stafford Road restricts right turn access to properties on the southern side of Stafford Road (i.e. for traffic heading east).

5.1.7 Integration with Northern Busway

The need for integration of planning for Airport Link and the Northern Busway was a frequent issue raised during consultation. Many community members identified the need to consider the cumulative effects of both projects for local residents and businesses such as construction impacts, visual impacts, changes to air quality, property impacts, and changes to local access. Many people also recognised a number of benefits of integrating the construction of both projects, such as reduced community impacts, including possibility to combine construction worksites and potential to reduce the combined construction period of both projects.

5.1.8 Project Benefits

There is widespread community recognition that Brisbane has a traffic congestion problem and that there is a need to “do something” to address the increasing traffic and transport issues. Many people who expressed concern about potential impacts of Airport Link also expressed support for the project. However, many were concerned that potential impacts in local areas near construction works, tunnel alignment and surface connections would outweigh the broader benefits.

Project benefits identified by consultation participants included:

- Reduced traffic congestion, including on local roads that are currently used as “rat runs”;
- Better air quality near existing heavily congested roads where surface traffic is reduced;
- Potential to reduce freight vehicle numbers on surface roads;
- Opportunities to facilitate urban regeneration outcomes;
- Improved amenity for areas with reduced congestion; and
- Faster, more direct routes between homes and businesses.

5.2 Key Issues - Liaison Groups

CLG and LBLG members are able to receive comprehensive briefings, explore issues in depth and generate ideas across the spectrum of social, economic and environmental issues. The following outlines the key issues identified by CLG and LBLG members in relation to Airport Link.

5.2.1 Community Liaison Groups

CLG members represented a range of local community organisations, including local schools, parent and citizen groups, heritage groups, environmental groups and local churches. The following provides an outline of the key issues raised by CLG members. A more detailed summary is provided in **Appendix H**.

Key issues for CLG members included:

- Rationale and need for the project, including need for consideration of the “do-nothing” scenario and need for more to be done to improve public transport;
- Important that Airport Link is integrated with the Northern Busway in terms of planning, consultation and construction;
- Need for consideration of other regional and local planning initiatives, such as the SEQ Regional Plan, Brisbane City Council Neighbourhood Planning, and the Albion Masterplan;
- Traffic and transport issues, including need to resolve existing congestion problems at the Airport roundabout before Airport Link is constructed, changes to local traffic access, and need to address regional traffic and transport issues to reduce impacts for inner city residents of people travelling from Brisbane’s outer suburbs to access key employment nodes;

- Visual impact of elevated structures, and need to provide safe and attractive pedestrian environments near surface infrastructure following construction;
- Air quality and ventilation outlet locations, including long term health impacts of emissions for ventilation outlets, proximity of ventilation outlets to schools and residential areas, and need for filtration to be included in ventilation outlets;
- Construction impacts, including potential impacts on local schools and other community facilities (i.e. St. Andrew's Church, Kalinga Park and Kedron Brook), spoil haulage, vibration from tunnelling construction, noise and dust from surface construction activities;
- Social and community impacts, including need to consider potential impacts for the changing demographics of Brisbane's inner northern suburbs, and safety for pedestrians (particularly school children) during construction and operation;
- Community involvement;
- Affordability, including affordability of the toll, need for multi-tier tolling system, and potential increase in property rates as a result of high costs; and
- Impact on heritage values, including Digger's Drive, Windsor Police Station, Wooloowin State School and St Andrew's Anglican Church.

5.2.2 Local Business Liaison Group

LBLG members represent key organisations and local businesses within the study corridor. Many of the issues raised by LBLG members related to the short and longer term impacts of Airport Link on businesses and economic development within the study corridor.

The following provides an outline of the key issues raised by LBLG members. A more detailed summary is provided in **Appendix H**.

Key issues for LBLG members included:

- Traffic and transport issues, including impact of increased traffic at the Toombul connection and ability for traffic to reach the Airport taking into account surface impediments, impact of staff travelling to work in the study corridor, opportunities for bicycle paths within the study corridor particularly to the Airport;
- Social and community impacts, including impacts on Kedron State High School of construction and operation, impacts of increased traffic or traffic disruptions on major events such as the RNA Show, impact on Windsor Police Station, and facilitation of students from other communities to commute to Hendra Secondary College;
- Impacts on local business, including possibility for local businesses to be bypassed, opportunities for business to increase in times that are currently avoided due to congestion, impact on access to commercial areas along Lutwyche and Gympie roads, benefits for customers due to improved access, and impact on parking for businesses at Lutwyche and Kedron; and
- Construction impacts, including disruption to traffic and potential for increased congestion and duration and timing of construction.

6. Outcomes

The following provides an outline of the design modifications, urban design proposals, and mitigation strategies developed in response to consultation with local residents, businesses, and the broader community.

6.1 Design Modifications

Consultation with community members and other stakeholders assisted in the identification of potential impacts during the development of the project design. Some potential impacts were therefore mitigated by design modifications. General modifications are outlined below.

- Modifications to surface connections, including:
 - Provision of u-turn facility at intersection to Stafford and Gympie roads to provide access for motorists travelling east to properties on the southern side of Stafford Road;
 - Refinement of the transition structures at the Department of Emergency Services to reduce impact on the sports oval;
 - Refinement to the transition structure from Sandgate Road to allow pedestrian access to Kalinga Park to be achieved from Stuckey Road;
 - Change to road layout at the Kedron connection to decrease the surface footprint and reduce property impacts;
 - Refinement of the design at Windsor and Kedron to allow for the construction of the proposed Northern Busway.
- Consideration of visual impacts in recommending the location and height of ventilation outlets;
- Modifications to construction planning, including
 - Refinement of the construction worksite at Kedron to provide safe and easy access between the Kedron State High School and Kedron Brook for students;
 - Refinement to the construction worksite at Toombul to maintain access to Toombul shopping centre and railway station from Alma Road/ Stuckey Road;
 - Changes to the proposed construction methods to reduce potential property impacts resulting from subsidence; and
 - Changes to proposed construction methods of the east-west tunnel, including provision to allow turning of the tunnel boring machine, to decrease impacts for local residents.

6.2 Urban Design

The following outlines proposed urban design measures for each of the connections identified in response to issues raised by community members during community consultation undertaken for the preparation of the EIS.

General

- Create themed urban design and landscape treatments for retaining and transition structures, flyovers, portals, ventilation outlets and sound barriers and integrate these with the existing environment of Bowen Hills/ Windsor, Kedron and Toombul.

Bowen Hills/ Windsor

- Ensure integration of connections to and from open space connecting the north and south banks of Enoggera Creek and the pedestrian/ cycle bridge provided by the NSBT;
- Create themed urban design and landscape treatments for retaining and transition structures, flyovers, portals, ventilation outlets and sound barriers and integrate these with the existing environment of Bowen Hills; and
- Adopt a high quality design approach integrating architecture and landscape design to achieve a visually acceptable outcome for the southern ventilation station and ventilation outlet. The ventilation outlet could form part of a city gateway to or from the Airport.

Kedron

- Rehabilitate and revegetate areas impacted during construction to Kedron Brook (if any), including the construction of a 'natural' waterway including pools and riffles in the low-flow channel of Kedron Brook;
- Provide high amenity planting to screen the sound barriers, ramp and transition structures impacting on the local residential precinct at Lutwyche (Colton and Windsor Avenues), Gordon Park (Swan and Suez Streets) and Kedron (Gympie Road, Erskine Street, Lasseter Street, Leckie Road and Park Terrace);
- In consultation with Education Queensland, and the school community, explore options for an attractive, safe and accessible entrance for the Woolloowin State School, and to the extent reasonable and practicable, contribute with appropriate works, towards the improvement of this entrance.
- Adopt an intense screen planting program for the above-ground infrastructure, particularly the acoustic screens at and above ground level, to achieve an acceptable urban landscape in an intense transport corridor.
- Adopt a high-quality design response, integrating architecture and landscape planning to achieve a visually pleasing outcome for the ventilation station and ventilation outlet.

Toombul

- reconstruct Schulz Canal to form a 'natural' wetland and waterway suitable for floodway performance and consistent with the urban design objectives for an attractive urban wetland habitat, such that the works include board walks and viewing platforms;
- reinstate the drainage path from Jackson Street to Schulz Canal, with planted beds and banks for landscape effect, ecological robustness and streambank stability;
- provide equitable pedestrian and cycle connections north-south crossing of Stuckey and Alma Roads across Schulz Canal through to Ross Park, the Toombul rail station and the bus station;
- create areas of high quality landscape amenity and recreation, including the reinstatement of the playground, picnic and barbeque facilities in Kalinga Park, adjacent to Lewis Street;
- Adopt a high-quality design response for the ventilation station and ventilation outlet, having regard for the proximity of residential development and the scale and form of nearby buildings. The design response should integrate architecture and landscape planning to achieve a desirable visual and urban outcome in this sensitive location, without compromising the air quality outcome sought for the tunnel ventilation system.

6.3 Mitigation Strategies

The EIS identifies a range of mitigation strategies in response to issues raised by community members in community consultation, to maximise the benefits and reduce the impacts of Airport Link on local communities. Some of the mitigation strategies identified during consultation or identified to reduce impacts raised by

community members during consultation are outlined below. A full list of mitigation strategies for construction and operation is outlined in *Chapter 19 – Draft Outline Environmental Management Plans*.

Proposed mitigation strategies include:

- Measures to reduce impacts of construction, including:
 - restrictions on hours of surface construction works,
 - use of enclosed, acoustic lined work sheds and temporary noise barriers;
 - use of established truck routes and arterial roads for the haulage of construction materials and spoil, and where practicable, providing direct access from worksites to arterial roads to minimise truck traffic in local streets;
 - avoiding haulage tasks during peak traffic periods and school drop-off and pick-up times in the vicinity of Kedron State High School and Woolloowin State School;
 - Managing impacts of vehicle emissions on adjacent properties; and
- Traffic management measures near construction works to minimise impacts on local streets and of workers parking, and notifying the broader and local community about changed traffic conditions;
- Maintaining safe pedestrian and cycle access near construction works, including to community facilities such as schools, child care facilities, churches, aged care accommodation, open space, health care and shopping facilities, including notifying the local community, and in particular, local schools, about changes to pedestrian and cycle access;
- Minimising disturbance to vegetation communities and potential for harming native fauna during construction;
- Conducting building condition surveys on buildings of State Heritage significance along the tunnel alignment prior to construction works;
- Implementation of community information program to inform residents, businesses, community groups and motorists of project activities and potential impacts; and
- Establishing an air quality monitoring station near each ventilation outlet no less than 12 months before commencement of the tunnel operations.

A full list of mitigation strategies is outlined in **Chapter 19 – Environmental Management**.

7. Conclusion

Approximately 3,600 people have participated in consultation during the preparation of the EIS and project design and more than 147,000 households and businesses have received direct communications from the project team. More than 5,600 individual comments have been analysed to inform this consultation report.

Consultation undertaken for the Airport Link EIS involved:

- Distribution of four newsletters to more than 150,000 households, businesses, property owners and register stakeholders;
- Fourteen community information sessions;
- Fourteen staffed library displays;
- Distribution of four Level One Stakeholder letters to approximately 8,000 residents, businesses and property owners in the study corridor;
- Ten CLG meetings;
- Five neighbourhood briefings;
- Thirteen industry briefings; and
- More than twenty briefings with community stakeholder groups.

Community consultation identified a range of social, economic and environmental issues for consideration in the EIS investigations and development of the project design. These related to local and regional benefits and impacts as well as local benefits and impacts near surface infrastructure, the tunnel alignment and construction activities.

Key regional benefits and impacts identified during community consultation include:

- Potential for Airport Link to exacerbate existing congestion issues at the intersection of the East-West Arterial and Nudgee Road and at the Airport roundabout, causing further delays for motorists accessing the Airport and Gateway Motorway;
- Opportunities to reduce traffic on some surface roads;
- Potential impacts of spoil disposal, including impacts of spoil haulage on traffic congestion, on Kingsford Smith Drive, and cumulative impacts of Airport Link and the North-South Bypass Tunnel;
- Traffic disruption and increase in congestion caused by construction works;
- Impact on regional open space and recreation areas and facilities, including loss of land areas in Kalinga Park and Kedron Brook, and need for the bicycle paths and pedestrian access to be maintained during construction and operation;
- Benefits and impacts for regional education facilities, including impacts on Kedron State High School, which provides education to many students from outside of the local area, and opportunities to improve access to Hendra Secondary College for regional students;
- Impact on Emergency Services Complex, including loss of buildings, access, disruption to workers; and
- Impacts of tolling, including cost of toll and the need to consider differential tolls, including for pensioners, commercial vehicles, peak periods, and shorter distances, to encourage people to use the tunnel, and the need to maintain alternatives to Airport Link.

Key local benefits and impacts identified by community members during consultation included:

- Property impacts, including near surface infrastructure, tunnel alignment and construction works, impact on property values and property resumptions;
- Construction impacts on residential neighbourhoods, local businesses, community facilities and transport networks, including noise, dust, and parking for construction workers;
- Air quality and ventilation, including changes to air quality and potential health effects, location of ventilation outlets and proximity to residential areas, schools, aged care and open space areas, need for filtration to be included in ventilation outlets, and visual impact of ventilation outlets including impact on property values and potential for mitigation of visual impacts;
- Air quality impacts of increase in diesel trucks using the Airport Link if it connects to the Western Freeway and Ipswich Road is a concern for the local community.
- Social and community benefits and impacts, such as impact on community facilities, changes to local neighbourhoods, and opportunities to improve urban landscapes to create better conditions in residential areas and local centres;
- Visual impact of tunnel infrastructure, including elevated roadways, transition structures and ventilation outlets;
- Local traffic issues, including opportunities to decrease “rat-running” in residential areas and changes to local traffic access; and
- Benefits and impacts for local businesses such as improved access to local businesses following construction, and impacts for businesses near construction works.

Consultation will continue for the duration of the EIS, including the public exhibition and invitation for written submissions from community members.

Appendix A Public Display Venues

Libraries

- Banyo Library
- Hamilton Library
- Grange Library *
- Nundah Library *
- Zillmere Library
- Bracken Ridge Library
- Central Library *
- Chermside Library *

Council Ward Offices

- Office of the Lord Mayor
- Office of the Deputy Lord Mayor
- Bracken Ridge Ward Office
- Central Ward Office
- Deagon Ward Office
- Grange Ward Office *
- Hamilton Ward Office *
- Marchant Ward Office
- McDowall Ward Office
- Northgate Ward Office

State Electoral Offices

- Aspley State Electoral Office
- Brisbane Central State Electoral Office
- Clayfield State Electoral Office
- Nudgee State Electoral Office
- Stafford State Electoral Office

Federal Electoral Offices

- Brisbane Federal Electoral Office
- Lilley Federal Electoral Office
- Petrie Federal Electoral Office

Government Agencies

- Queensland Transport Customer Centre, Brisbane City
- Queensland Transport Customer Centre, Zillmere
- Queensland Transport Customer Centre, Spring Hill (Statutory displays only) *
- Queensland Transport Customer Centre, Chermside (Statutory displays only) *
- State Development and Trade Innovation Centre, Brisbane City (Statutory displays only) *
- Royal Brisbane Hospital, James Mayne Building, Herston

* Statutory display location

Appendix B Project Newsletters

Jointly funded by the Queensland Government and Brisbane City Council

Tell us what you think

Community input into the Airport Link corridor investigation will be crucial in achieving the best possible transport solution for Brisbane's northern suburbs.

You can register your interest in being involved in these and other consultation activities by completing and returning the attached reply paid form or by contacting the Airport Link information line on 1800 990 038 or emailing airportlink.es@bcm.com.au.

People from non-English speaking backgrounds can phone 13 14 50 to arrange for an interpreter.

Details of these and other upcoming consultation activities will be advertised



Investigations extend to busway link

In line with the South East Queensland Regional Plan and the South East Queensland Infrastructure Plan and Program, the Queensland Government and Brisbane City Council are examining ways to integrate Airport Link and the proposed Northern Busway.

The Northern Busway is a \$50 million plan to connect the Inner Northern Suburbs to Aspley via Windsor, Lutwyche, Kedron and Chermide to encourage more people to catch public transport. As well as providing fast, frequent and reliable public transport connections to the CBD, the busway would improve local amenity along this important city gateway.

TransLink has begun a concept planning study for the busway to identify a preferred



Airport Link consultation schedule

Phase 1: Corridor investigation

Date	Time	Activity	Venue
Saturday 27 August	9:30am-11:30am	Staffed library display	Grange Library 79 Evelyn Street, Grange
Saturday 27 August	9:30am-11:30am	Staffed library display	Chermide Library 3/3 Hamilton Road, Chermide
Thursday 1 September	5:00pm-8:00pm	Community information session	Brisbane Strikers Football Club Abbottford Road, Bowen Hills
Friday 2 September	11:00am-2:00pm	Community information session	King George Square Adelaide Street, City
Saturday 3 September	9:30am-12:30pm	Community information session	Kedron High School Kedron Park Road, Kedron
Saturday 3 September	1:30pm-4:30pm	Community information session	Hendra-Nundah Bowls Club 25 Lettlem Street, Hendra
Saturday 10 September	9:30am-11:30am	Staffed library display	Nundah Library 1 Bage Street, Nundah
Saturday 10 September	9:30am-11:30am	Staffed library display	Hamilton Library Cnr Racecourse Road and Rossiter Parade, Ascot

Airport Link Consultation Team
Brisbane City Council (KKA)
Reply Paid 1434
BRISBANE QLD 4001



Jointly funded by the
Queensland Government
and Brisbane City Council

Jointly funded by the
Queensland Government
and Brisbane City Council

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GPO Box 1434
BRISBANE QLD 4001



Airport Link is part of Council's Transport Plan, TransApex and the Queensland Government's South East Queensland Infrastructure Plan and Program.

Working together for a better future

Brisbane City Council and the Queensland Government are working in partnership to carry out the Airport Link Detailed Feasibility Study.

On Tuesday 2 August, Premier Peter Beattie and Lord Mayor Campbell Newman signed a Memorandum of Understanding signalling the official start of the study.

The Detailed Feasibility Study is expected to cost about \$2 million to complete, with the Queensland Government committing \$16 million and Council \$5 million.

The study is being conducted by the Airport Link project team, which includes representatives from Brisbane City Council, the Queensland Government, TransLink's Northern Busway project team and leading consultants such as Camell Wagner, Sinclair Knight Merz, ERM, HNTB, Guyon Utz and Burns Bridge Transactions.

Inside this edition

Why we need Airport Link page 2
Airport Link benefits page 2
Corridor investigations page 3
Assessing the impacts page 3
Northern Busway study page 4
Getting involved page 4

Detailed feasibility investigations begin

Welcome to the first in a series of newsletters designed to provide you with information on the Detailed Feasibility Study into the proposed Airport Link.

This will be achieved by connecting the northern arterials of Gympie Road, Sandgate Road and the Gateway Motorway (via the East-West Arterial) to the Inner City Bypass and the proposed North-South Bypass tunnel at Bowen Hills.

Detailed investigations into Airport Link have now begun and are expected to take about 12 months to complete. The Detailed Feasibility Study will include traffic, transport and engineering studies, an environmental assessment, extensive community consultation, and a business case prepared based on the Queensland Government's Value for Money Framework.



Part of Council's Transport Plan, TransApex and the Queensland Government's South East Queensland Infrastructure Plan and Program.



Dedicated to a better Brisbane



Airport Link will allow motorists to travel from Bowen Hills to the airport precinct in just six minutes.

Why we need Airport Link

With a population of about 1.8 million, Brisbane is a rapidly growing city in the heart of the fastest-growing region in Australia.

In less than 50 years Brisbane's population is expected to be more than three million. While this rapid growth is strengthening our economy, the huge increase in traffic is placing intense pressure on our existing road network.

Each year our roads are becoming more and more congested. On Brisbane's northside, major arterials such as Lutwyche Road and Sandgate Road are already highly congested resulting in frustrating delays for both private motorists and public transport users.

Unless we move quickly to address this situation, these roads will soon come to a standstill in peak periods, adversely affecting the social and economic health of our entire community.

This situation will be intensified by the continued rapid development of the Australia TradeCoast precinct – a massive employment centre comprising 8000ha of commercial and industrial land surrounding Brisbane's seaport and domestic and international airports.

Airport Link benefits

- By directly linking the northern arterials of Gympie Road, Sandgate Road and the Gateway Motorway (via the East-West Arterial) to the Inner City Bypass and the proposed North-South Bypass Tunnel at Bowen Hills, Airport Link is expected to:
 - improve traffic flow across and within Brisbane's northern suburbs
 - significantly reduce peak-period traffic on Sandgate Road
 - relieve traffic congestion on Lutwyche Road and Kingsford Smith Drive
 - dramatically improve travel times for motorists travelling to and from the airport precinct
- allow motorists to avoid 14 sets of traffic lights between Bowen Hills and Kedron and 14 sets of lights between Bowen Hills and Toombul
- free-up surface road space for bus or transit lanes
- improve journey time reliability for motorists and public transport
- improve freight connections
- meet the needs of tourism, trade and industry
- reduce through-traffic and heavy vehicle on suburban streets
- provide opportunities for urban renewal in key locations.

Identifying a corridor for Airport Link

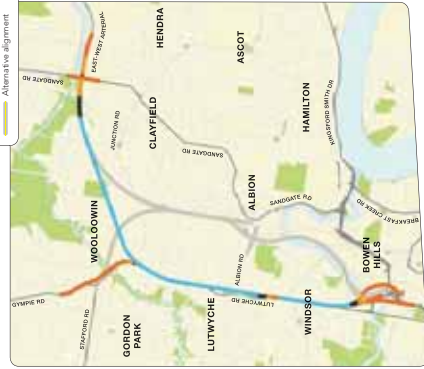
Preliminary investigations were conducted on several routes for the Airport Link proposal during the TransApex Prefeasibility Study.

Completed in March 2005, this study investigated two routes for Airport Link. Both routes were found to be potentially viable and it was recommended that Council investigate the proposal further.

The first step in the Airport Link Detailed Feasibility Study will be to re-evaluate the prefeasibility options (as shown below) and identify a preferred corridor for further investigation and evaluation.



This map has been updated since the TransApex Prefeasibility Study was produced in March 2005.

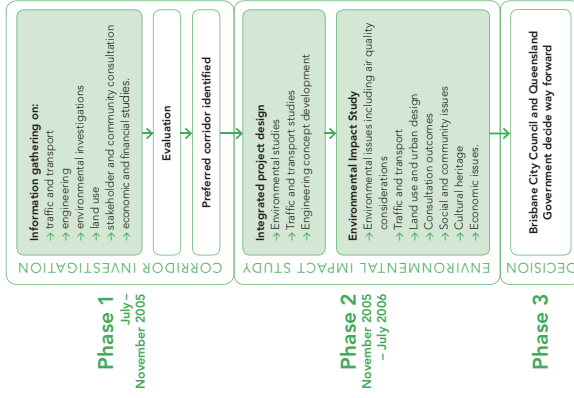


Key considerations

- When identifying a preferred corridor for Airport Link the project team will consider:
- land use patterns, including regional planning initiatives
 - social and community benefits and impacts
 - construction methods, impacts and costs
 - affordability
 - economic development opportunities
 - engineering issues, including geological (ground) conditions and stormwater management.
- environmental issues

Assessing the impacts

- Once a preferred corridor has been identified, a detailed Environmental Impact Study (EIS) will be prepared to assess the potential environmental, social and economic benefits and impacts of the proposal. This study will begin later this year and will include:
- identification of issues to be considered during the study
 - consultation with local businesses, residents, community groups and key stakeholders
 - public notification and comment
 - a review of public submissions.
- The study will be conducted by a team of specialist consultants with extensive experience in assessing the impacts of major infrastructure.



Community consultation
The diagram above is indicative only.



Tell us what you think

Please fill in your details then fold and insert this form (making sure the reply paid address is on the outside) and post it to us. A stamp is not required. Thank you.

Please tick

- ☐ Register me for further information on Airport Link.
- ☐ Register me for invitations to Airport Link consultation events.
- ☐ Register me for further information about the Northern Busway study.

Name: _____

Organisation/business name (if applicable): _____

Address: _____

Postal address: _____

Postcode: _____

Phone number: _____

Email: _____

Comments: _____

Privacy
Brisbane City Council and Queensland Government use the information you provide, we only use it for the purposes for which it has been obtained.

Preferred corridor announced

'Corridor' will be in detail for Airport Link. The Airport Link would be Brisbane's northern bypass, connecting the Inner City and proposed Bypass Tunnel to Bowen Hills.

City and Lord Mayor announced the preferred corridor for further study late last year, following a study that generally followed the route from Bowen Hills to Kedron and across to Lutwyche at Toombul, as opposed to the opposite.

The corridor was assessed during the Airport Link Detailed Design Study, including several options for the central and southern city options.

The corridor was chosen for its ability to allow better connectivity between Airport Link and other public transport projects.

The Airport Link to be built primarily as a tunnel through the commercial and residential areas of the city, from Junction and Kalinga, to the community of Bowen Hills.

The corridor, which runs through the northern part of the city, included elevated sections that were preferred because of the benefits and greater connectivity to residential areas, and the construction.

The corridor of the preferred route will be the end of Phase 1.



Airport Link is predominantly underground and proposed between Bowen Hills and the ICB at Bowen Hills, and the NSBT at Bowen Hills.

Advantages of preferred corridor

Preliminary investigation of the preferred corridor shows:

- mean motorist travel time from Bowen Hills to the city center roundabout in a 10-minute journey
- cut cross-town travel time by up to 50% between the Story Bridge and the city center, between Toombul and the city center
- reduce arterial travel time by up to 40% on Sandgate Rd and up to 20% on Lutwyche Rd
- improve residential connectivity, reducing through traffic on city streets. As an elevated corridor, travel time can be reduced by 10% on Sandgate Rd, 10% on Wickham St, 18% in Dickson St

Corridor selection first of many steps

The identification of a preferred corridor for further study is the first of many steps necessary to test and refine the Airport Link proposal.

Before further decisions can be made the preferred corridor will undergo a series of in-depth studies during Phase 2 to assess its potential benefits and impacts.

Within the preferred corridor, an Environmental Impact Statement (EIS) and a business case.

A team of specialist consultants will prepare the EIS, which will be evaluated by the Coordinator-General.

The outcomes of Phase 2 will help the

Inside this

Why the western...
What you said...
Phase 2 begins...
Getting down to...
Similar corridor f...
Get involved.....



shows the broad area investigated during Phase 1.

What you said during Phase 1

The Airport Link project team received input from over 1500 people.

Input came from residents and business people in the area via community information sessions and displays, feedback forms, the 1800 information line and stakeholder group meetings.

Issues raised during Phase 1 consultation included:

- impacts on property values from tunnelling, surface construction and construction activities
- physical impacts on properties and property

• impacts on traffic on local and arterial roads from construction and operation

• health impacts and the possibility of filtration of dust from ventilation outlets

• location of ventilation outlets, particularly in residential areas, schools, aged care facilities and commercial areas

• amenity, character and livability of residential areas during construction and operation

• investment in public transport to address transport issues

• planning with other projects, including the Northern Busway proposal, Transit Oriented Developments

The western corridor was chosen as the preferred corridor for Airport Link following a four-month investigation during Phase 1 of the detailed feasibility study.

Phase 1 involved a range of preliminary studies and community consultation to determine how Airport Link could connect Bowen Hills to Gympie Road at Kedron and the East-West Arterial and Sandgate Road at Toombul. Factors considered during the corridor assessment included:

- traffic and transport – strategic road network improvements, traffic congestion, travel times, accessibility, safety
- public and active transport – scope for improved services and opportunities for possible integration of the Airport Link and Northern Busway proposals, and improved pedestrian and cycle facilities
- social and community – local amenity, construction impacts, community facilities
- environment – air quality, noise and vibration, contaminated land, flora and fauna, cultural heritage
- urban design and landscape – preserving existing urban character, visual and landscape impacts

- engineering – existing infrastructure, construction methods, traffic management
- land use – city and regional planning, support for future development
- affordability – balancing construction and operating costs, and tolling

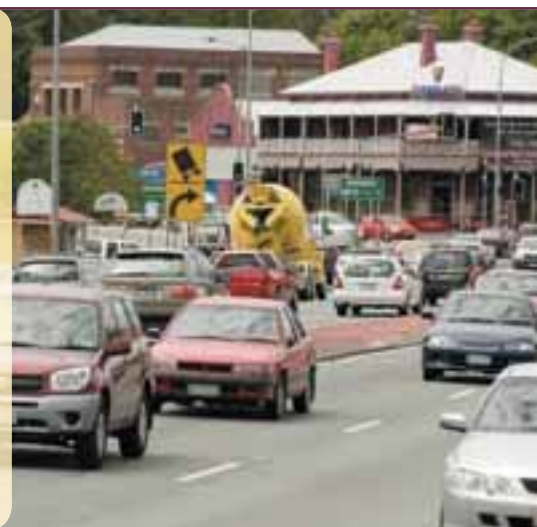
Information gathered during Phase 1 showed that a western corridor would have fewer impacts on the local area than other options because it would:

- allow better connections to existing public transport projects
- allow better opportunities for integration of Airport Link and Northern Busway
- affect fewer residential properties
- cause fewer surface disruptions during construction
- better support future urban development opportunities like the revitalisation of Albion centres
- have fewer environmental impacts

All corridor options investigated showed that the western corridor would have shorter travel times and improve road conditions.

While the preferred corridor is not perfect, it has fewer impacts than other options, it would have fewer impacts and fewer local impacts, making it a more sustainable long-term solution.

Unless we address traffic congestion in our northern suburbs, major arterials such as Lutwyche Road and Sandgate Road will come to a standstill in peak periods.



Questions you asked during Phase 1

Q: What will Airport Link look like?

A: Airport Link is proposed as a predominantly underground toll road. Development of the project design during Phase 2 will determine a possible route for Airport Link and what it would look like.

Q: Will my property be affected?

A: The number of properties affected by Airport Link will not be known until the project design has been developed in early to mid-2006. As the project design develops

it is expected the main portal station will be at Bowen Hills, Kedron. An intermediate connection at Sandgate Road is also being investigated.

Q: How many ventilation outlets and where will they be located?

A: The number, design and location of ventilation outlets will be determined during the development of the project design. Preparation of the EIS, which includes community consultation,



Phase 2 begins

detailed
has now
continue
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development
project design for
the preferred corridor,
Impact Statement (EIS)

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The EIS will involve many detailed investigations, including:

- traffic issues, such as changes to local and regional traffic volumes, congestion and possible changes to the local road network
- public transport opportunities, such as improved services
- active transport opportunities, such as improved pedestrian and cycle connections
- environmental issues, including air and water quality, noise and vibration, landscape and biodiversity
- land use and urban character, including current and future planning, urban design and urban regeneration opportunities
- Indigenous and non-Indigenous cultural heritage
- neighbourhood amenity and community values, including access to community services and facilities
- economic benefits and impacts
- accessibility to local businesses and employment centres.

For more information on the Airport Link EIS, visit the technical website at www.airportlinkeis.com

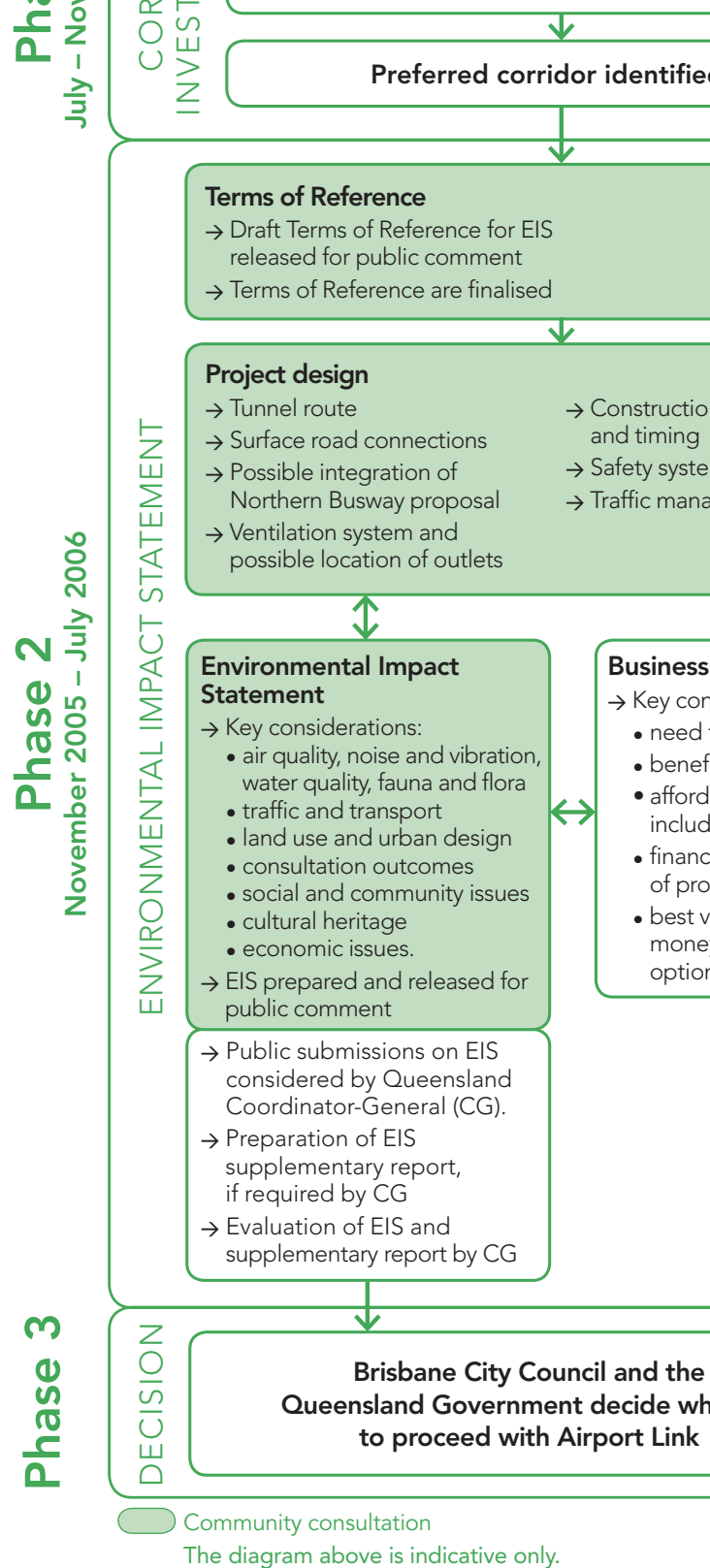
g down to business

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- the delivery option most likely to provide value for money.

This will involve consideration of tolling levels, road user benefits, environmental impacts, cultural heritage, native title, employment and training opportunities, economic benefits, local planning, and technical



Project design will help determine possible route

The development of the project design will help determine a possible route for Airport Link through the preferred corridor and how it could be constructed if approved to proceed.

This process will include input from environmental studies and community consultation to achieve the best possible outcome for the local and wider community.

- a possible intermediate station to Lutwyche Road
- a possible Stafford Road station to the East-West Arterial
- opportunities for integration with Airport Link and Northern Busway proposals
- the type of ventilation system for managing air quality
- the number and location of ventilation outlets

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Copies of the draft ToR are available on the Coordinator-General's website at www.coordinatorgeneral.qld.gov.au

Copies of the draft ToR are available at several venues throughout the northern suburbs, including Chermside, Nundah and Grange libraries, and at the community information sessions and staffed library displays listed below.

For a full list of draft ToR displays, visit the Airport Link technical website or call the Airport Link information line on 1800 99 00 38.

Your submission on the draft ToR should outline the issues you think the EIS should consider and must be signed.

Written submissions will be accepted until the close of business on Wednesday 21 December 2005.

Submissions should be typed in black ink on A4 paper (for copying) and addressed to: The Coordinator-General, Attention: Airport Link EIS Project Manager, PO Box 15009, Brisbane City East QLD 4002.

Community consultation continues

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site at
ink.com.au

Community information sessions and library displays provide you with information about Airport Link and the chance to have input into the study by speaking directly with a range of technical experts. Staffed library displays are much smaller than community information sessions.

You can register your interest to be involved in these and other consultation activities by phoning

the Airport Link information line on 1800 99 00 38 (freecall).

People from non-English speaking backgrounds can phone 13 14 50 to arrange for an interpreter.

For more information on the detailed feasibility study, visit the new Airport Link website at www.brisbaneairportlink.com.au

on schedule December 2005

Information sessions

ber 05	5 - 8pm	Brisbane Women's Hockey Association* Downey Park, Noble Street, Windsor
05	11am - 2pm	King George Square Adelaide Street, City
ber 05	9.30am - 12.30pm	Kedron High School Kedron Park Road, Kedron
ber 05	1.30 - 4.30pm	Nundah State School 41 Bage Street, Nundah



Your views will help us
the best transport out
Brisbane's northern su

Busway corridor s

The Queensland Government's planned Northern Busway will follow a similar corridor preferred corridor being investigated for

Premier Peter Beattie announced the construction of a similar corridor to the preferred corridor for the Airport Link after preliminary investigations showed it would maximise the benefits for the community and minimise the impacts.

Community consultation for the Airport Link Northern Busway studies is being conducted concurrently. This will enable the community to consider the cumulative effects of both projects. The Queensland Government and Brisbane City Council are looking for ways to integrate the projects to achieve the best outcome for the local and wider community.

The Northern Busway will encourage more people to catch public transport by connecting the Airport Link Busway at Herston to Aspley/Bracken Ridge, Lutwyche, Kedron and Chermside.

For more information about the Northern Busway proposal visit www.translink.com.au/northernbusway or phone 1800 28 92 10 (freecall).



Contact the Airport Link consultation team

Phone:
1800 99 00 38 (freecall)

Email:
airportlink.eis@skm.com.au

Write to:

Early design ready for review

The preliminary concept design developed for the underground Airport Link is proposed to connect northern suburbs to the Northern Suburban Tunnel (NSBT) at Bowen Hills.

The first step in the design process for the underground link is to determine where it could be built in the ground. This was identified during the preliminary feasibility study.

At this stage the concept design includes:

- a proposed route for the tunnel
- the possible location and design of connections to existing roads at Kedron and Toombul.

A preliminary concept for the Bowen Hills connection will be developed in the coming months to assess how Airport Link could connect to the proposed NSBT. This concept is expected to be ready for the next round of community consultation in May 2006.

Community consultation on the preliminary concept design is now under way to help identify its benefits, impacts and opportunities.

The outcomes of consultation and the results of ongoing technical, traffic and environmental studies will be used to refine the concept design throughout Phase 2 of the study.

See page 2 for details.

Design considerations

Key considerations that influenced the preliminary concept design included:

- the need to minimise community and environmental impacts and help prevent any net loss of parkland
- outcomes of previous community consultation
- the need to connect Airport Link to major arterials (such as Gympie Road, Sandgate Road and the East-West Arterial) to improve Brisbane's traffic and transport network
- the need to relieve already congested surface roads, given high population growth forecasts
- the potential to provide an east-west connection between Stafford Road and the East-West Arterial
- geological conditions
- engineering and safety standards for tunnels and roads
- opportunities for potential integration with the proposed Northern Busway.

These issues will be considered further in Phase 2 of the detailed feasibility study as the concept design is refined. The Queensland Government and Brisbane City Council will make a decision in Phase 3 on whether to proceed with Airport Link.

Airport Link is predominantly underground and is proposed between Brisbane's northern suburbs and the ICB at Bowen Hills.

Expected benefits of Airport Link

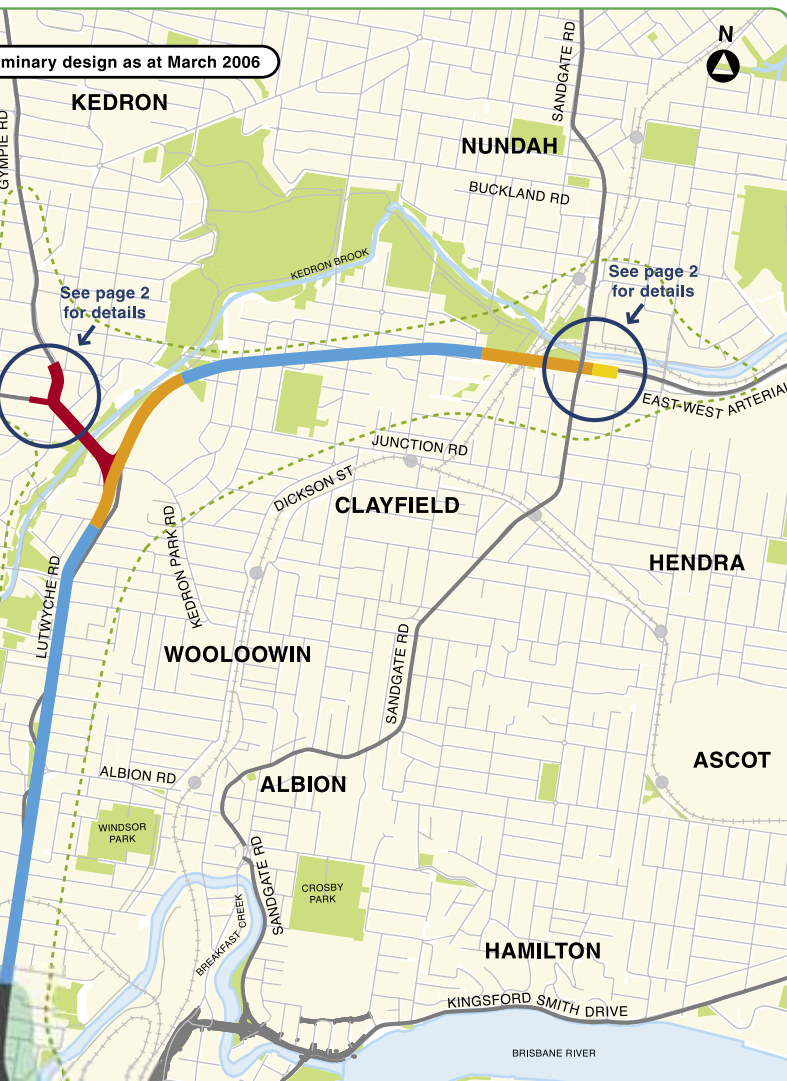
Airport Link would provide a direct link between the CBD and the airport, reducing travel time for motorists to travel between the CBD and the airport from six minutes.

Latest traffic studies suggest that Airport Link could:

- cut cross-town travel time by 45% between the CBD and the Airport Road intersection, the Airport Bridge, and about 30% between Toombul and the Airport
- reduce arterial road congestion by 30% on Lutwyche Road and 40% on Sandgate Road
- improve residential amenity through traffic reduction, for example, traffic on Sandgate Road up to 35% in Rosalie.

Inside this report

Refining the concept design
What studies are being undertaken
Minimising property impacts
Maintaining our air quality
Busway planning considerations
Community consultation



Primary concept design for the Airport Link will be refined over the coming months with input from ongoing environmental studies and community consultation.

The surface road network are proposed at Bowen Hills, Kedron and Toombul. Preliminary concepts for the Kedron and Toombul connections. The preliminary concept for the Bowen Hills connection is expected to be ready for consultation in May 2006.

Locations for ventilation outlets and worksites will be identified as part of the design development. These are likely to be known by May 2006 and community. The project design is expected to be available in July 2006 for formal assessment as part of the Environmental Impact Statement (EIS).



Connecting to Kedron

The preliminary concept design for the Kedron connection includes links to and from the existing road network and Stafford Road.

The design shows that Gympie Road traffic entering Airport Link to the west could connect to the ICB, NSBT and city. Stafford Road traffic entering Airport Link could also make these connections.

Traffic leaving Airport Link at Kedron could connect to the ICB, NSBT and city, or remain in the tunnel and travel east to Toombul.

Traffic leaving Airport Link at Toombul could enter the tunnel and travel west to Kedron, or remain in the tunnel and travel east to Toombul.

Traffic leaving Airport Link at Toombul could either leave Airport Link at Kedron near the Emergency Services Complex to connect to the northern suburbs, or remain in the tunnel and travel east to the ICB, NSBT and city.

What would Airport Link look like?

The Airport Link would be mainly underground and could consist of two parallel tunnels 10m apart up to 50m long between Bowen Hills and

Stafford roads, with a branch continuing underground east to Sandgate Road and the East-West Arterial at Toombul.

Connections to the existing road



Connecting to Toombul

The preliminary concept design for the Toombul connection includes links to and from Sandgate Road and the East-West Arterial.

At this stage, the design shows traffic from the East-West Arterial entering Airport Link to the east of Sandgate Road.

Traffic entering at this point could travel west to Kedron or remain in the tunnel and travel south to the ICB, NSBT and city.

The design also shows that northbound and southbound traffic could enter the tunnel at Toombul and make these same connections.

Traffic leaving Airport Link at Toombul could also travel north to Sandgate Road, or continue onto the East-West Arterial.



Did you know?

Lutwyche carries 60,000 vehicles per day. Environmental studies show that the Airport Link

Develop design

detailed
, completed
2005, identified
corridor for

- flora and fauna
- cultural heritage
- economic issues.

The EIS will be completed and displayed for public comment later this year.

Preparation of a business case for Airport Link will also involve a range of studies to determine the:

- need for the project
- benefits of the project
- affordability of the project
- financial viability of the project, including tolling
- delivery option most likely to provide value for money.

It is expected the business case will be completed by mid-2006 and evaluated by the Queensland Government and Brisbane City Council.

age of detailed
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Phase 2 Nov – Jul 2006

- Preliminary concept design
- Concept design:
 - ventilation system and possible location of outlets
 - potential surface worksites
 - potential spoil removal routes.
- Reference project
- Revision of reference project, if required

- Draft Terms of Reference (ToR)
- Final ToR
- Impact assessment
- Public submission of EIS considered by Coordinator-General
- Preparation of EIS supplementary information, if required
- Evaluation of EIS supplementary information by Coordinator-General
- EIS prepared and displayed for public comment

BUSINESS CASE

- Need
- Benefits
- Affordability
- Financial viability
- Value for money

Queensland Government and Brisbane City Council decide whether to proceed with Airport Link.

Community consultation
The diagram above is indicative only.

Improving our air quality

quality in and around the
being investigated during
the EIS. Steps in assessing
changes include:

existing air quality and
of the local and regional
in congested arterial roads
amount and types of
d from tunnel and

dict likely changes to air
e emissions from the

- comparison of predicted air quality (with and without Airport Link) with air quality goals.

A study on the potential health impacts of predicted air quality will also be undertaken as part of the EIS. The outcomes of air quality and health impact investigations will be discussed during future consultation activities.

The EIS will investigate if filtration for ventilation outlets would significantly benefit local air quality.

Designing the Airport Link tunnels

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business and working

required for Airport Link, with one near each of the main connections at Bowen Hills, Kedron and Toombul.

Possible locations for ventilation outlets are being investigated and will be assessed against a range of criteria including:

- outcomes of air quality modelling and the ability to achieve air quality objectives
- impacts of the local landscape (including tall buildings) on dispersion
- surrounding land uses

Minimising property impacts

Any major urban infrastructure project will inevitably impact on surrounding properties.

A key objective of Airport Link is to minimise these impacts and protect people's livelihoods, lifestyles and local amenity for existing congestion and future growth.

One of the advantages of tunnels over surface roads is that tunnels often require extensive acquisition of property along the corridor, is that tunnels generally only require acquisition of the entrances/exits and surface connections.

The more common requirement for tunnels is the purchase of sub-surface land through the resumption of volumetric rights, which refers to a person's rights to the space/land directly above or below their property.

If Airport Link proceeds it would occupy a corridor up to 50m wide and up to 50m underground and would be likely to pass beneath some private properties.

The Queensland Government and Brisbane City Council would need to acquire sub-surface volumetric titles for the properties above the tunnel.

During construction some properties could experience impacts such as vibration and noise as the tunnelling machines pass below them. These impacts and ways to minimise them will be investigated as part of the EIS process.

As potential impacts for Airport Link become clearer, the Queensland Government and Brisbane City Council will work with affected property owners to develop a plan to manage and minimise impacts.

an environment by congestion to improve traffic noise and free space for other uses.

opportunities made possible improve the livability of the improved land use and development. This could include:

rian and cycle links
nities for better public transport

text to the project for community
nities to revitalise local streets



→ planning for a better mix of residential, commercial and community uses.

Opportunities for urban regeneration will be included in the EIS for public comment in July 2006.

Northern Busway planning continues

g for the Queensland
ed Northern Busway between
hospital at Herston and Gympie

designs for the busway are now
omment.

gun preliminary planning for the
rn Busway between Kedron and

ern Busway would be built in the
Link, the teams for each project
to identify opportunities to
to better manage impacts
s.

northern Busway will be available
ies listed below.

For more information on the Northern Busway, contact the project team on 1800 289 210 or visit www.translink.com.au/northernbusway



The Airport Link and Northern Busway teams have been working together to come up with the best possible transport solution for the local and wider community.

on schedule 2006

ormation sessions

6	9am – 1pm	Kedron High School Park Road, Kedron
06	5 – 8pm	Table Tennis Brisbane 86 Green Terrace, Downey Park, Windsor
6	9.30am - 12pm	Anglican Church Centre 23 Victoria Street, Clayfield

displays

	12 – 2pm	Central City Library Lower ground level, City Plaza, Cnr Ann, George & Adelaide streets, City
06	3 - 5pm	Hamilton Library Racecourse Road (Cnr Rossiter Parade), Ascot

during this round of consultation inclu

- potential property impacts
- potential impacts on local heritage
- potential disturbances to neighbour community facilities, particularly d
- the importance of open spaces, pa Brook and Kalinga Park
- traffic impacts on roads connecting including Nudgee Road and the E
- air quality and potential health imp
- the number and location of ventila the use of filtration
- integration of planning for the Airp other major projects, including the Northern Busway
- affordability of tolls.

The Coordinator-General is currently

Consultation in t coming weeks

Community consultation will continue Phase 2 with all activities timed to coincide being carried out for the proposed N

Local residents and business owners a to participate in upcoming consultation find out more and provide input into of each project.

The table below outlines upcoming a will be also advertised in selected Qu the northern suburbs and on the Airp at www.brisbaneairportlink.com.au



Contact the Airport Link consultation team

Phone:
1800 99 00 38 (freecall)

Email:
airportlink.eis@skm.com.au

Write to:
Airport Link Consultation Team

Concept design moves forward

to the preliminary design are now community

mainly road, proposed he's northern er City Bypass ned North- nel (NSBT) at efined following atation in March her technical and estigations.

ary concept ed in March the ction was still The refined es:

concept for the nnection to the Kedron onnections sites et site options. litation on Airport Link ll be conducted ks to help nefits, impacts

overnment Council will seek market ct following e business case

whether or Airport Link end of the oletion of the ct Statement



Environmental studies continue

Investigations for the Airport Link EIS began in November 2005 and are continuing with the assessment of the concept design.

The draft EIS is scheduled to go on public display in August 2006.

The EIS will include an assessment of the potential social, environmental and economic benefits of Airport Link

The EIS and submissions received during the formal public display period will be evaluated by the Coordinator-General.

The Terms of Reference (ToR) for the EIS, which outline key issues being considered during the EIS process, have now been finalised by the Coordinator-General and can be viewed on the Airport Link technical

Airport Link is predominantly a toll road proposed for Brisbane's north and the ICB and NSBT at Bowe

Did you know

- Providing an alternative route for through traffic northside will reduce travel time on surface streets by reductions of up to 10% on Park Road, up to 10% on Sandgate Road, up to 10% on Lutwyche Road, up to 20% in Rocklea.
- Airport Link is expected to be running in local streets from the Woolloowin area to the Park Road, up to the Kingsford Smith Drive and up to the Brisbane River in 2012.
- Motorists using Airport Link will avoid 16 sets of traffic lights between Bowen Hills and the Brisbane River of lights between Bowen Hills and Toombul.
- A trip between Bowen Hills and the airport roundabout will take as little as six minutes using Airport Link.

Inside this

How the design has evolved
Considering the wider context
Managing construction
Air quality and ventilation
Busway design development
Upcoming consultation

consultation
 of ongoing
 traffic and
 tal studies have
 refinements to the
 concept design
 March 2006.

design have been
 connection to the tunnel
 Kedron and Toombul
 ove the project's
 ovide better local
 es, pedestrians and
 road safety and reduce
 acts.

ements include:
 to improve traffic

- entering and exiting Airport Link at Kedron
- changes to the road layout at the intersection of Stafford Road and Swan Street to provide better access for local residents and buses
- adjustment of the Sandgate Road tunnel ramps and intersection to accommodate freight traffic
- reduced surface works.

These refinements can be viewed at upcoming community information sessions and staffed library displays.

The project team will continue to refine the concept design in the coming months as more information comes to hand from ongoing community consultation and technical, traffic and environmental studies.

Connecting to Bowen Hills

preliminary concept
 ght, has connections
 Link and the ICB, NSBT,
 e Valley via Campbell
 nnell Terrace.

outh from Kedron and
 eave Airport Link to

west to the city and

el to Shaftson Avenue
 Point, Ipswich Road

- at Woolloongabba or the Pacific Motorway (M3) at Woolloongabba
- Valley and the city via Campbell Street and O'Connell Terrace.

Traffic heading north on the NSBT and ICB could enter the Airport Link tunnel north of Enoggera Creek.

Traffic from the city and Fortitude Valley could also enter the Airport Link tunnel north of Enoggera Creek.



The map above shows the preliminary design for the Bowen Hills connection as of March 2006. This map is indicative only and subject to change.

Managing the wider road network

impact of Airport Link
 traffic network is being
 ng the Airport Link EIS

ntifying potential
 ing traffic conditions
 network as a result of

being given to the
 nk have on the
 such as the airport
 the intersection of
 nd the East-West

r the roads that feed
 ns is shared by Council
 Department of Main

Roads (East-West Arterial) and Brisbane Airport Corporation (Airport Drive).

While neither intersection falls directly within the scope of the Airport Link project, the project team is working closely with these authorities to examine current and future transport needs in this area.

This includes consideration of other planned projects such as the Queensland Government's Gateway Upgrade Project, which is expected to reduce traffic on the existing road network through the provision of a new northern access road to the airport and increased motorway capacity.

Managing construction impacts

A key aspect of the Airport Link EIS process will involve an assessment of potential construction impacts and the identification of ways to manage them.

Major temporary work sites are proposed at Windsor and Kedron to allow construction of the tunnels and surface works.

Potential impacts would include noise and vibration from surface works and tunnelling, settlement, changes to vehicle, pedestrian and

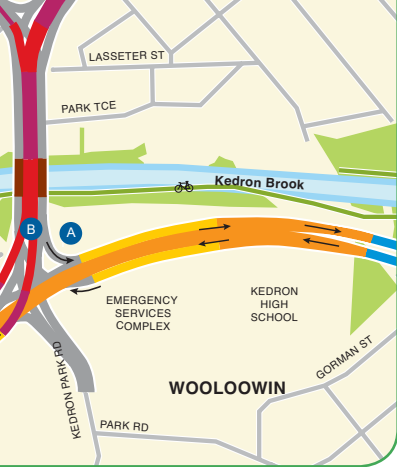
Street, Windsor, which is a proposed work site is proposed at the grounds of the Department of Emergency Services near Gympie Road.

Other work sites would be located next to Sandgate Road and West Arterial.

Work sites will be sited on a basis that they provide access to arterial roads for public vehicles and have few impacts on surrounding residential locations.

Possible measures to manage construction impacts are outlined in the EIS, along with

Did you know?



Ventilation options connect the map at the T... are shown are indi subject

ventilation outlet site options

ventilation system is
ch of the Airport Link
ve in-tunnel air quality

amounts of air would be drawn
the tunnel portals then pushed
vehicle movement, for collection and
through ventilation outlets.

three ventilation outlets near
connections at Bowen Hills, Kedron

Several locations near each of the connections have been investigated as possible sites for ventilation outlets and a range of options are now available for comment.

At Bowen Hills the options are located next to and within the proposed transition structure west of Enoggera Creek and near the proposed connection to the NSBT.

At Kedron the options are in the grounds of the Department of Emergency Services (DES) complex and between the elevated structures proposed on Gympie Road next to the DES complex.

The options at Toombul are above the cut-and-cover tunnel west of Sandgate Road, within the shopping centre, in Ross Park and next to the railway station.

Ventilation outlets are designed, located to disperse air from the tunnel in a way the impact on local air quality.

The outlets push air from the tunnel at second to allow high-level dispersion a

The location and design of ventilation on the performance required to achieve goals, surrounding land uses, visual im amenity.

The design and height of the outlets w during the EIS investigations.

Come along to an upcoming informati have your say on the ventilation outlet s

air quality studies

is affected by many sources, such as transport, power generation, agriculture, dust storms

ons include a range of pollutants environmental conditions and

present in varying concentrations of traffic congestion.

n Brisbane increases, due to our there is potential for air quality to arterial roads where traffic flows

lp to improve air quality along y easing traffic congestion, c and dispersing diluted vehicle

nnel and ambient (external) air igated for the EIS, which involves:

sting air quality and potential ity as a result of the project

Study phases

Phase 1
Jul – Nov 2005

Nov 05 – July 06

Phase 2

Aug – Dec 06

CORRIDOR INVESTIGATION

Preferred corridor identified

PROJECT DESIGN

- Preliminary concept design
- Concept design including:
 - ventilation system and possible location of outlets
 - potential surface work sites
 - potential spoil removal routes.
- Reference project

- Revision of reference project, if required

ENVIRONMENTAL IMPACT STATEMENT

- Draft Terms of Reference (ToR)
- Final ToR
- Impact assessment
- Environmental management plans

- EIS prepared and released for public comment

- Public submissions on EIS considered by Coordinator-General
- Preparation of EIS supplementary report, if required

BUSINESS CASE

- Need
- Benefits
- Affordability
- Financial viability
- Value for money

- Decision on

- If approved by industry corridor
- industry body
- seeking m

sign for the Queensland
proposed Northern
n Herston and Kedron.

would be a vital part of
network, delivering faster, more
reliable bus services.

design, which follows a similar
along Lutwyche Road, have been
ults of ongoing technical studies
consultation conducted concurrently
investigations in March and April.

Busway project team has
the Airport Link team to identify
es to integrate the projects to
maximise benefits for both



While there is still more work to be done on the Northern Busway concept design, the refinements to date are available for public comment to help the Northern Busway project team identify further impacts and opportunities.

Refinements to the Northern Busway concept design will be displayed at the consultation activities listed below. Alternatively, phone 1800 28 92 10 (freecall) or visit www.translink.com.au/northernbusway

What is happening in public transport?

Implement ongoing commitments
Government and Brisbane City
Public transport in Brisbane.

ing the feasibility of the proposed
which would ultimately extend
TransLink is in the process of
our plan to improve bus and rail
Queensland.

are outlined in the *Draft*
an, which provides a 10-year
program of public transport
South East Queensland.

me on top of a range of other
t initiatives including:

Government's:

rn Busway proposed between
alaba
n Street to Upper Roma Street
Inner Northern Busway
o Road Busway between
cia.

il's:

n Bridge for buses, pedestrians
g Dutton Park to UQ

- new high-speed CityCat for which tenders have been called, and 12 new articulated (banana) buses, currently on order
- new MaxiCab services for another four communities by July 2006
- new \$850,000 Journey to Work bike routes in Ashgrove and Kelvin Grove, due to be completed in June 2007.

In the past two years Council has also purchased 120 new airconditioned gas buses as part of a plan to put an extra 240 buses on the road by 2008. Council is also committed to improving pedestrian and cycling networks throughout Brisbane.



Construction of the Green Bridge, due to open in February 2007, is well under way.

Q: Why don't you tunnel under Kalinga Park?

A: Depending on the tunnelling method used under Kalinga Park would turn much of the area into a work site for four years, causing significant disruption to recreation facilities, vegetation and wildlife.

A tunnel under Kalinga Park would also be expensive and riskier to build. It may need to be significantly deeper (to avoid poor ground conditions) and would result in a tunnel 600m longer than the current design. A longer tunnel would have significant long-term environmental, social and economic impacts due to:

- additional vehicle emissions from increased kilometres travelled
- increased electricity being required to power the tunnel infrastructure (such as the ventilation system) and the consequent rise in vehicle operating costs
- higher tolls for tunnel users.

Q: Will I be compensated if my house is damaged?

A: If Airport Link proceeds and your property is acquired, compensation will be payable under the *Acquisition of Land Act 1967*. The process for compensation for any property with an interest in a property to be acquired. Compensation will be assessed on a case-by-case basis.

Q: What happens if my house is damaged during construction of the tunnel?

A: If the project is approved, measures will be in place to protect all parties concerned. An assessment would be undertaken to identify properties near the tunnel that could be damaged. A pre-condition (building) survey will be carried out on properties that could be damaged. A copy of the survey would be given to the property owner. This would allow for potential damage to be assessed and repairs undertaken. Tunnel-related settlement or vibration damage would be payable if the damage was not caused by the project.



**Contact the Airport Link
consultation team**

Phone:
1800 99 00 38 (freecall)

**on schedule
e 2006**

Information sessions

9am – 1pm

Kedron High School
Park Road, Kedron

Appendix C Level 1 Stakeholder Letters

19 August 2005

Dear resident/business owner

AIRPORT LINK DETAILED FEASIBILITY STUDY COMMUNITY CONSULTATION

You are invited to participate in the community consultation process for the proposed Airport Link – a predominantly underground toll road proposed between Brisbane's northern suburbs and the CBD bypass network.

The primary purpose of Airport Link is to relieve traffic congestion and promote free-flowing traffic in Brisbane's northern suburbs. This would be achieved by connecting the northern arterials of Gympie Road, Sandgate Road and the Gateway Motorway (via the East-West Arterial) to the Inner City Bypass and the proposed North-South Bypass Tunnel at Bowen Hills.

Brisbane City Council and the Queensland Government are working in partnership to investigate Airport Link through a detailed feasibility study. The 12-month study will include traffic, transport and engineering studies, an environmental assessment, community consultation and a business case. The first step will be to identify a preferred corridor for investigation and evaluation.

Many consultation activities are planned in the coming weeks to enable you to speak to members of the project team and have your views considered in the corridor investigation. These will include four community information sessions and four staffed library displays in the Airport Link study area.

Details of upcoming consultation activities will be advertised in your local Quest newspaper and are available by contacting the Airport Link information line on **1800 99 00 38** (freecall). A newsletter will also be distributed shortly to provide more information on the detailed feasibility study and consultation activities.

You can register your interest in future consultation activities by completing and returning the enclosed registration form. If you have any questions about the detailed feasibility study please contact the consultation team on **1800 99 00 38** (freecall).

We look forward to your participation in this important study.

AIRPORT LINK CONSULTATION TEAM

November 2005

Dear resident/business owner

AIRPORT LINK DETAILED FEASIBILITY STUDY – PREFERRED CORRIDOR ANNOUNCED

The Queensland Government and Brisbane City Council are working in partnership to investigate Airport Link through a detailed feasibility study.

Airport Link is a mainly underground toll road proposed between Brisbane's northern suburbs and the Inner City Bypass (ICB) and proposed North-South Bypass Tunnel (NSBT) at Bowen Hills.

Phase 1 of the detailed feasibility study began in June to identify a preferred corridor for Airport Link for further investigation in Phase 2. This involved investigation of environmental, social and engineering factors and consideration of community views gathered in August and September 2005.

On Sunday 23 October 2005, Premier Peter Beattie and Lord Mayor Campbell Newman announced the preferred corridor, which generally follows Lutwyche Road from Bowen Hills to Gympie Road at Kedron and across to the East-West Arterial at Toombul. A map outlining the preferred corridor is attached.

The preferred corridor is similar to the western option outlined in the TransApex Prefeasibility Report and was chosen for further study because it would allow Airport Link to be constructed mainly as a tunnel beneath the Lutwyche commercial precinct and the residential areas of Woolloowin, Eagle Junction and Kalinga. It would also allow better connections to other road and public transport projects and have fewer impacts on the community during and after construction.

Phase 2 of the detailed feasibility study has now begun and will continue through to mid-2006. This phase will involve an in-depth investigation of local conditions and issues related to the preferred corridor. It will also include development and preparation of a project design, an Environmental Impact Statement (EIS) and a business case.

Development of the project design will help to determine a possible route for Airport Link through the preferred corridor and how it could be constructed if approved to proceed.

Key considerations for the development of the project design will include:

- the location and design of tunnel connections to the surface road network
- possible intermediate connections to Lutwyche Road
- a possible connection between Stafford Road and the East-West Arterial
- opportunities for integration of the Airport Link and Northern Busway proposals
- the type of ventilation system for managing air quality
- the number and location of ventilation outlets
- construction methods, timing and staging
- safety systems, including emergency service facilities
- traffic management systems above and below ground.

As the project design develops, property owners who may be in the vicinity of proposed surface works will be contacted by the project team.

TransLink has also commenced a separate detailed feasibility study for the Queensland Government's \$530 million Northern Busway proposal. The Northern Busway would connect the Inner Northern Busway at Herston to Aspley/Bracken Ridge via Windsor, Lutwyche, Kedron and Chermside. This study will investigate a similar corridor to the preferred corridor being investigated for Airport Link between Bowen Hills and Kedron. The shared corridor is shown on the attached map.

Community consultation for the Airport Link and Northern Busway studies is being conducted concurrently. This will enable the community to consider the cumulative effects of both projects and allow the Queensland Government and Brisbane City Council to look for ways to integrate the projects to achieve the best outcome for the local and wider community.

The next round of community consultation for both studies will begin shortly. During this round of consultation you will have the opportunity to provide input into the draft Terms of Reference (ToR) for the Airport Link EIS. This document will determine the factors to be considered during the preparation of the EIS.

Consultation activities will be advertised in Quest newspapers and in the upcoming Airport Link and Northern Busway newsletters. Alternatively, you can visit the Airport Link and Northern Busway websites or call one of the information lines listed below.

AIRPORT LINK

Phone: 1800 99 00 38 (freecall)

Web: www.brisbaneairportlink.com.au

NORTHERN BUSWAY

Phone: 1800 28 92 10 (freecall)

Web: www.translink.com.au/northernbusway

We look forward to your continued participation in these important studies.

AIRPORT LINK CONSULTATION TEAM

March 2006

Dear resident / business owner

UPCOMING CONSULTATION – AIRPORT LINK AND THE NORTHERN BUSWAY

The Queensland Government and Brisbane City Council are working together to investigate Airport Link and the Northern Busway – two major infrastructure projects proposed for Brisbane's inner northern suburbs.

Combined community consultation on the preliminary concept designs for each of these proposals is now under way.

Airport Link is a mainly underground toll road proposed to connect Brisbane's northern suburbs to the Inner City Bypass (ICB) and proposed North-South Bypass Tunnel (NSBT) at Bowen Hills.

The Northern Busway is proposed to connect the Inner Northern Busway at Herston with Bracken Ridge via Windsor, Lutwyche, Kedron, Chermside and Aspley, and would follow a similar corridor to the preferred corridor being investigated for Airport Link.

The Queensland Government and Brisbane City Council are working in partnership to investigate Airport Link through a detailed feasibility study, which includes the preparation of an Environmental Impact Statement (EIS).

At the same time, the Queensland Government through TransLink is undertaking a separate detailed feasibility study on the Northern Busway, which includes the preparation of a Concept Design and Impact Management Plan (CDIMP).

As a resident or business owner in the study area, we encourage you to participate in upcoming consultation activities to find out more and provide input into the development of designs and environmental investigations for each project.

A schedule of consultation activities is enclosed and project newsletters containing maps and details of the preliminary concept designs will be delivered shortly.

For more information on either project, visit the project websites or call one of the information lines listed below.

We look forward to your continued participation in these important studies.

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Web: www.brisbaneairportlink.com.au

NORTHERN BUSWAY

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March 2006

Dear property owner

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NORTHERN BUSWAY

Phone: 1800 28 92 10 (freecall)

Web: www.translink.com.au/northernbusway

Consultation schedule – March 2006

Community information sessions

Saturday 18 March 06	9am-1pm	Kedron High School Park Road, Kedron
Thursday 23 March 06	5-8pm	Table Tennis Brisbane 86 Green Terrace, Downey Park, Windsor
Saturday 25 March 06	9.30am-12pm	Anglican Church Centre 23 Victoria Street, Clayfield

Staffed library displays

Friday 24 March 06	12-2pm	Central City Library Lower ground level, City Plaza, Cnr Ann, George & Adelaide streets, City
Thursday 30 March 06	3-5pm	Hamilton Library Racecourse Road (Cnr Rossiter Parade), Ascot
Thursday 30 March 06	6-8pm	Chermside Library 375 Hamilton Road, Chermside
Saturday 1 April 06	9.30-11.30am	Nundah Library 1 Bage Street, Nundah
Saturday 1 April 06	9.30-11.30am	Grange Library 79 Evelyn Street, Grange

June 2006

Dear resident / business owner

UPCOMING CONSULTATION – AIRPORT LINK AND THE NORTHERN BUSWAY

The Queensland Government and Brisbane City Council are continuing to work together to investigate Airport Link and the Northern Busway through separate detailed feasibility studies.

Airport Link is a mainly underground toll road proposed to connect the Inner City Bypass and the planned North-South Bypass Tunnel at Bowen Hills to Gympie Road and Stafford Road at Kedron and Sandgate Road and the East-West Arterial at Toombul.

The Northern Busway is proposed to connect the Inner Northern Busway at Herston with Bracken Ridge via Windsor, Lutwyche, Kedron, Chermside and Aspley. The section of the busway between the Royal Children's Hospital and Kedron is currently being investigated.

Airport Link and the Northern Busway share a similar corridor between Bowen Hills and Kedron.

Revised concept designs for both projects are now available for community consultation. These have been refined following community consultation and further technical and environmental studies on the preliminary concept designs released in March 2006.

The revised concept design for Airport Link includes a preliminary concept for the Bowen Hills connection as well as proposed work sites and ventilation outlet site options.

The revised Northern Busway concept includes a preliminary concept design for the section of busway between Enoggera Creek and Newmarket Road at Windsor as well as proposed sites for busway stations.

These concept designs will continue to be refined following community consultation. The project reference designs are expected to be available later this year for review as part of the Airport Link Environmental Impact Statement and the Northern Busway draft concept design and impact management plan.

As a resident / business owner in the study area, we encourage you to participate in upcoming consultation activities to find out more and provide input into the development of the concept designs and environmental investigations for each project.

A schedule of consultation activities is attached overleaf and project newsletters containing maps and details of the refined concept designs will be delivered shortly.

For more information on either project, visit the project websites or call one of the information lines listed below.

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NORTHERN BUSWAY

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Web: www.translink.com.au/northernbusway

Consultation schedule

June 2006

Community information sessions

Saturday 17 June	9am – 1pm	Kedron High School Park Road, Kedron
Thursday 22 June	5 – 8pm	Table Tennis Brisbane 86 Green Terrace, Downey Park, Windsor
Saturday 24 June	9.30am – 12pm	Anglican Church Centre 23 Victoria Street, Clayfield
Wednesday 28 June	6 – 8pm	Grange Library 79 Evelyn Street, Grange

Appendix D Community Information Sessions and Staffed Library Displays

■ Table D-1 Community Information Sessions

Community Information Session 1

Date	Time	Location	Attendance
Thursday, 1 September 2005	5.00pm – 8.00pm	Brisbane Strikers Football Club, Bowen Hills	75
Friday, 2 September 2005	11.00am – 2.00pm	King George Square, Brisbane City	120
Saturday, 3 September 2005	9.30am – 12.30pm	Kedron High School, Kedron	160
Saturday, 3 September 2005	1.30pm – 4.30pm	Hendra-Nundah Bowls Club, Hendra	75

Community Information Session 2

Date	Time	Location	Attendance
Thursday, 24 November 2005	5.00pm-8.00pm	Brisbane Women's Hockey Association, Downey Park, Windsor	70
Friday, 25 November 2005	11.00am-2.00pm	King George Square, Adelaide Street, Brisbane City	120
Saturday, 26 November 2005	9.30am-12.30pm	Kedron High School, Park Road, Kedron	160
Saturday, 26 November 2005	1.30pm-4.30pm	Nundah State School, Bage Road, Nundah	50

Community Information Session 3

Date	Time	Location	Attendance
Saturday, 18 March 2006	9.00am-13.00pm	Kedron High School, Park Road, Kedron	500
Thursday, 23 March 2006	5.00pm-8.00pm	Brisbane Table Tennis Club, Downey Park, Windsor	120
Saturday, 25 March 2006	9.30am-12.00pm	Anglican Church Centre, Victoria Street Clayfield	150

Community Information Session 4

Date	Time	Location	Attendance
Saturday, 17 June 2006	9.00am-1.00pm	Kedron High School, Park Road, Kedron	315
Thursday, 22 June 2006	5.00pm-8.00pm	Brisbane Table Tennis Club, Downey Park, Windsor	90
Saturday, 24 June 2006	9.30am-12.00pm	Anglican Church Centre, Victoria Street, Clayfield	100

Staffed Library Displays 1

Date	Time	Location	Attendance
Saturday, 27 August 2005	9.30am – 11.30am	Grange Library	110
Saturday, 27 August 2005	9.30am – 11.30am	Chermside Library	60
Saturday, 10 September 2005	9.30am – 11.30am	Nundah Library	50
Saturday, 10 September 2005	9.30am – 11.30am	Hamilton Library	30

Staffed Library Displays 2

Date	Time	Location	Attendance
Saturday, 3 December 2005	9.30am – 11.30am	Chermside Library	40
Saturday, 3 December 2005	9.30am – 11.30am	Hamilton Library	30
Saturday, 10 December 2005	9.30am – 11.30am	Grange Library	50
Saturday, 10 December 2005	9.30am – 11.30am	Nundah Library	30

Staffed Library Displays 3

Date	Time	Location	Attendance
Friday, 24 March 2006	12.00pm – 2.00pm	Central City Library	40
Thursday, 30 March 2006	3.00pm – 5.00pm	Hamilton Library	35
Thursday, 30 March 2006	6.00pm – 8.00pm	Chermside Library	35
Saturday, 1 April 2006	9.30am – 11.30am	Nundah Library	30
Saturday, 1 April 2006	9.30am – 11.30am	Grange Library	30

Staffed Library Displays 4

Date	Time	Location	Attendance
Wednesday, 28 June 2006	6.00pm – 8.00pm	Grange Library	60

Appendix E CLG Members and CLG Terms of Reference

CLG South Members

Name	Organisation
Patricia Stickley	Holy Cross Catholic Primary School P&C
John Patane	Holy Cross Catholic Primary School
Edward Mahoney	Holy Rosary Primary School P&F
Emma Zuill	Woolloowin Community Kindergarten
Toni Williamson	Woolloowin Community Kindergarten
Sharon Bryant	Woolloowin Community Centre
Peter Pegg	Windsor & District Historical Society
Paul Colquist	Windsor Primary School P&C
Paul Wilson	Brisbane Inner City Advisory Committee

CLG North Members

Name	Organisation
Robert Standish-White	Wildlife Protection Society of Queensland Kedron Brook Catchment Branch Inc
Derek Matthews	Kedron Avenues Neighbourhood Watch (Hendra 4)
Ben Thompson	Kedron State School P&C
Denis Cleary	Nundah and Districts Historical Society Inc
Charles Page	Nundah State School P&C
Elske Shaw	Gordon Park Consultative Committee and Stafford 7 Neighbourhood Watch
Jennie Blakey	Kedron High School P&C and Eagle Junction P&C
Julian Parsons	Lutwyche Catholic Parish Council
Ray Jeppeson	Clayfield Bowls Club

Community Liaison Group

Draft Terms of Reference

1. Role

The role of the Community Liaison Groups (CLG) is to provide community input to support consideration of social, environmental and economic issues for the environmental assessment and project design process for the proposed Airport Link. Prefeasibility studies have established the project's broad financial and engineering feasibility and developed design options. The detailed feasibility study will include a detailed examination of design options, traffic and transport, potential environmental issues, and urban regeneration opportunities.

The environmental assessment process will begin in August 2005 and is expected to be concluded in mid-2006. A range of consultation strategies will be used to inform the environmental investigations, including three CLGs. The CLGs will provide a regular, informed source of community input throughout the project feasibility phase.

- CLG North will represent the communities of Clayfield, Hendra, Nundah, Kedron and Gordon Park.
- CLG South will represent the communities of Windsor, Bowen Hills, Albion, Woolloowin and Lutwyche.

Whilst members are nominated by community organisations, they will be required to represent the range of local interests (residents, businesses and community facilities) to the best of their capacity.

Specifically, the CLGs will:

- receive briefings on the range of issues being considered in the project design;
- provide a community perspective on issues being considered;
- represent the range of community views on impacts and benefits relating to the proposed Airport Link project;
- consider and comment on information from other Airport Link consultation activities; and
- provide information about the EIS and consultation through community networks.

2. Scope of consideration

All issues covered by the Terms of Reference for the EIS will be available for discussion by the CLG. A focus on the following issues is likely to be helpful:

- traffic, public transport and pedestrian/cycle amenity;
- air quality;
- project design elements;
- local amenity and liveability;
- potential issues arising for construction and operation of the tunnel;

- urban regeneration; and
- wider environmental issues.

3. CLG Membership

Membership is open to representatives of established community organisations within the study corridor which is defined as:

- Windsor, Bowen Hills, Lutwyche, Albion, Woolloowin, Kedron, Gordon Park, Chermside, Clayfield, Hendra, and Nundah.

Each CLG will include a maximum of 15 members nominated by community organisations and will represent a range of interests including families, seniors, businesses and community facilities

Nominees who are employed by Brisbane City Council or the Queensland Government should provide a statement by their Divisional Manager or Director General to the effect that the nominee would have no conflict of interest in carrying out the role of CLG member in relation to their work duties.

Owners and/or employees of companies intending to tender for any potential Airport Link works pursuant to the Detailed Feasibility stage of the project must declare their interest and may be excluded from membership.

Staff and shareholders of companies providing services to the Brisbane City Council or the Queensland Government for the detailed feasibility studies are excluded from CLG membership.

Membership of the CLG is on a voluntary basis.

Should more than 15 nominations be received for any CLG, a selection process will be used (see attached).

4. EIS Team Support for CLGs

The Airport Link project team will:

- respect and thoroughly consider CLGs' input;
- provide advice on how CLG input has been considered;
- respond within agreed time frames to reasonable requests for information;
- promote the CLGs' existence (including contact details for each CLG member, on the Airport Link EIS website); and
- ensure that the meeting records of CLG meetings, once endorsed by the Group, are available for public review on the Airport Link EIS website.

The CLGs will be coordinated by the Airport Link EIS Consultation Team, who will provide facilitation, meeting facilities and record keeping for CLG meetings.

5. Protocols

Members agree to the following principles, which are important to the successful functioning of the CLG:

- openness and respect between members, and between the CLG and the Airport Link project team;
- willingness to consider the range of issues relevant to the Airport Link;
- willingness to communicate with other community members about the Airport Link project and the environmental assessment; and
- consideration of a range of positions and needs.

From time to time members may be offered confidential or sensitive information for their review and response. Members must maintain the confidentiality of any material identified by the Airport Link project team as being confidential.

If a member believes he or she may have a conflict of interest in relation to a particular issue or item of discussion, the member should immediately make this clear to the other CLG members, and may be excluded from discussion on this issue.

No member of the CLG will communicate with the media as a representative of the CLG, without consultation with the Airport Link project team and the unanimous written consent of all CLG members.

6. Meeting schedule

Community Liaison Groups will meet approximately 6-8 times between August 2005 and June 2006. Additional meetings will be subject to agreement between the Airport Link project team and the CLG members.

Community Liaison Group meetings will be held on a week night in the study corridor (time and dates to be agreed with CLG members). The first meeting will be held in late August.

7. Endorsement

The draft Terms of Reference for the Airport Link Community Liaison Groups will be reviewed and endorsed by each member prior to commencement of active participation in CLG activities.

Selection Process and Criteria

If the number of nominees exceeds 15 for any one group, a panel of three people including a community member will review nominations and agree membership of each CLG, to a maximum of 15 members.

Ideally, members of the CLG will include people representing a range of interests including:

- Residents from each suburb within the study corridor area;
- Business owners and managers;
- Community organisations;
- A gender balance and an age spread; and
- Pedestrians and cyclists, motorists, and public transport users.

Membership will be agreed by the panel on the basis of the following criteria:

- Members will represent the range of social, cultural, environmental and/or economic interests from in the study corridor;
- All members live or work in the area;
- Members are part of recognised community organisation or community network (including cultural and school communities);
- All suburbs are represented;
- Willingness to have contact details made available to other community members, including on the Airport Link EIS website.

Community Liaison Group

Nomination Form

Nomination for
(please nominate)

CLG North

☐

CLG East will represent the communities of Clayfield, Hendra, Nundah, Kedron, Gordon Park.

CLG South

☐

CLG South will represent the communities of Windsor, Bowen Hills, Albion, Woolloowin, Lutwyche.

ORGANISATION
**President/
Chairperson**

.....

.....

Street Address

.....

Suburb

.....

Postal Address:

.....

Email address

.....

Phone Number

.....

Phone Number

.....

NOMINEE

☐ Mrs ☐ Mr ☐ Ms ☐ Other _____

Name:

.....

Mobile Number:

.....

Phone Number (BH):

.....

Email address:

.....

Street Address:

.....

Suburb:

.....

Postal Address:

.....

Fax:

.....

**Additional
Organisational
memberships**
(please list)

.....

.....

.....

.....

.....

.....

.....

.....

.....

Profession
(current or previous)

.....

Age range
(please tick)

☐ Under 25 ☐ 26 – 55 ☐ 56+

Please describe your interests or motivations in nominating for membership of the CLG.

.....

.....

.....

.....

.....

Please outline any experience, skills or qualities you have that are relevant to membership of the CLG

.....

.....

.....

.....

.....

Please indicate how you would communicate about the Airport Link EIS with other community members.

.....

.....

.....

.....

Please indicate by signing below that, if selected you are willing to participate in the CLG in accordance with the CLG's Terms of Reference as agreed at the first meeting.

Name

Signature

Date

This nomination is endorsed by the organisation as represented by the following office bearers:

Name

Position

Signature

Date

Name

Position

Signature

Date

Appendix F Key Stakeholders

Industry Stakeholders

Road Users and Environmental Groups	Australian Institute of Planning & Traffic Management
	Royal Automobile Club of Australia (RACQ)
	Taxi Council
	Yellow Cabs
	Black & White Cabs
	Queensland Trucking Association
	Transport Workers Union
	Bicycle Queensland Inc
	Clean Air Society Australia
	Brisbane Region Environmental Council
	Rivermouth Action Group
	Fresh Air Brisbane
	Sustainable Brisbane
	Queensland Greens
	Queensland Conservation Council (QCC)
	Environment Defenders Office
Property and Development Groups	Brisbane Development Association (BDA)
	Property Council of Australia
	Urban Development Institute of Australia (QLD)
	Committee for Economic Development of Australia (CEDA)
	The Brisbane Institute
	Tourism & Transport Forum
	Australian Council for Infrastructure Development (AusCID)
	Royal Australian Institute of Architects (QLD Division)
	Commerce Queensland
	Committee for Economic Development of Australia (CEDA)
Engineers Associations	Commerce Queensland
	Planning Institute of Australia (PIA)
	Engineers Australia (Queensland Division) Institution of Engineers
	Association of Consulting Engineers of Australia (ACEA)
	Australian Institute of Project Management
	Civil Engineering Construction Alliance Group
	Civil Contractors Federation
	Queensland Major Contractors Association (QMCA)
	Australasian Tunnelling Society
	Infrastructure Association of Queensland
	Cement Concrete & Aggregates Australia
	Queensland Master Builders Association
	Australian Industry Group

Community Stakeholders

Stakeholder	Meeting Date
Windsor and District Historical Society	22 August 2005 25 October 2005 22 November 2005 14 March 2006 19 June 2006
Kedron State High School	10 August 2005 9 November 2005 14 March 2006 12 May 2006 11 July 2006
Windsor State School	11 November 2005 5 April 2006
Holy Rosary Primary School	8 November 2005 23 March 2006 23 June 2006
Kedron Park Catchment Network	8 December 2005 11 April 2006
Woolloowin State School	23 March 2006 8 May 2006 26 May 2006 11 July 2006
St Andrew's Anglican Church	12 January 2006 4 May 2006

Government Stakeholders

Stakeholder	Meeting Date
Education Queensland	7 April 2006 8 May 2006 12 May 2006 11 July 2006
Housing Queensland	4 May 2006

Agency Briefings Attendees

Government Agencies	Department
Queensland Government	<ul style="list-style-type: none"> ■ Department of Communities ■ Department of Emergency Services ■ Department of Employment & Training ■ Department of Industrial Relations ■ Department of Local Government, Planning, Sport & Recreation ■ Department of Main Roads ■ Department of Natural Resources & Mines ■ Department of Public Works

Government Agencies	Department
	<ul style="list-style-type: none"> ■ Environmental Protection Agency ■ Queensland Health ■ Queensland Housing ■ Queensland Police Service ■ Queensland Rail ■ Queensland Transport ■ Queensland Treasury ■ The Coordinator General
Brisbane City Council	<ul style="list-style-type: none"> ■ Brisbane Water ■ City Assets ■ City Design ■ City Life ■ City Planning ■ Community Development ■ Corporate Risk Management ■ Development Assessment ■ Economic Development ■ Natural Environment & Sustainability ■ Transport and Traffic ■ Urban Renewal Brisbane

Appendix G Public Advertisements



Detailed investigations begin

Airport Link is a proposal to provide a high-speed, mainly underground connection between Brisbane's northern suburbs and the CBD bypass network.

The Queensland Government and Brisbane City Council are working in partnership to investigate Airport Link through a detailed feasibility study.

The 12-month study will include traffic, transport and engineering studies, an environmental assessment, community consultation and a business case. The first step is to identify a preferred corridor for investigation and evaluation.

A series of community information sessions and staffed library displays are planned during the next six weeks. Details will be advertised in next week's City News and in the upcoming Airport Link newsletter.

Come along to find out more about Airport Link and have your views considered in the corridor investigation.

Phone 1800 99 00 38 for more information.

*Airport Link is part of Council's Transport Plan,
TransApex and the South East
Queensland Infrastructure
Plan and Program*

*Jointly funded by Queensland
Government and Brisbane City Council*



Dedicated to a better Brisbane



TRT0000359_CN



Find out more and get involved

Airport Link is a proposal to provide a predominantly underground toll road between Brisbane's northern suburbs and the CBD bypass network.

The Queensland Government and Brisbane City Council are working in partnership to investigate Airport Link through a detailed feasibility study. The first step in the 12-month study is to identify a preferred corridor for investigation and evaluation.

Your input into the corridor investigation is important. Come along to one of the consultation activities listed below to find out more about Airport Link and have your views considered.

Consultation schedule – Phase 1: Corridor investigation

Staffed library displays

Saturday 27 Aug 05	9.30am - 11.30am	Grange Library 79 Evelyn Street, Grange Chermside Library 375 Hamilton Road, Chermside
Saturday 10 Sept 05	9.30am - 11.30am	Nundah Library 1 Bage Street, Nundah Hamilton Library Cnr Racecourse Road and Rossiter Parade, Ascot

Community information sessions

Thursday 1 Sept 05	5pm - 8pm	Brisbane Strikers Football Club Abbotsford Road, Bowen Hills
Friday 2 Sept 05	11am - 2pm	King George Square Adelaide Street, City
Saturday 3 Sept 05	9.30am - 12.30pm 1.30pm - 4.30pm	Kedron High School Kedron Park Road, Kedron Hendra-Nundah Bowls Club 25 Lethem Street, Hendra

Phone 1800 99 00 38 for more information.

Airport Link is part of Council's Transport Plan and TransApex, and the Queensland Government's South East Queensland Regional Plan and Program

TRT000361_CN



Find out more and get involved

Airport Link is a proposal to provide a predominantly underground toll road between Brisbane’s northern suburbs, the Inner City Bypass and the proposed North-South Bypass Tunnel.

The Queensland Government and Brisbane City Council are working in partnership to investigate Airport Link through a detailed feasibility study.

Community consultation will take place throughout the 12-month study to provide you with more information and regular opportunities to have input on the study as it progresses.

The first phase of the study will identify a preferred corridor for further investigation and evaluation. Several activities have been planned to provide you with the chance to have your views considered.

Consultation schedule – Phase 1: Corridor investigation*		
Community information sessions		
Thursday 1 Sept 05	5pm - 8pm	Brisbane Strikers Football Club Abbotsford Road, Bowen Hills
Friday 2 Sept 05	11am - 2pm	King George Square Adelaide Street, City
Saturday 3 Sept 05	9.30am - 12.30pm	Kedron High School Kedron Park Road, Kedron
	1.30pm - 4.30pm	Hendra-Nundah Bowls Club 25 Lethem Street, Hendra
Staffed library displays		
Saturday 10 Sept 05	9.30am - 11.30am	Nundah Library 1 Bage Street, Nundah
	9.30am - 11.30am	Hamilton Library Cnr Racecourse Road and Rossiter Parade, Ascot

*As previously advertised in this newspaper.

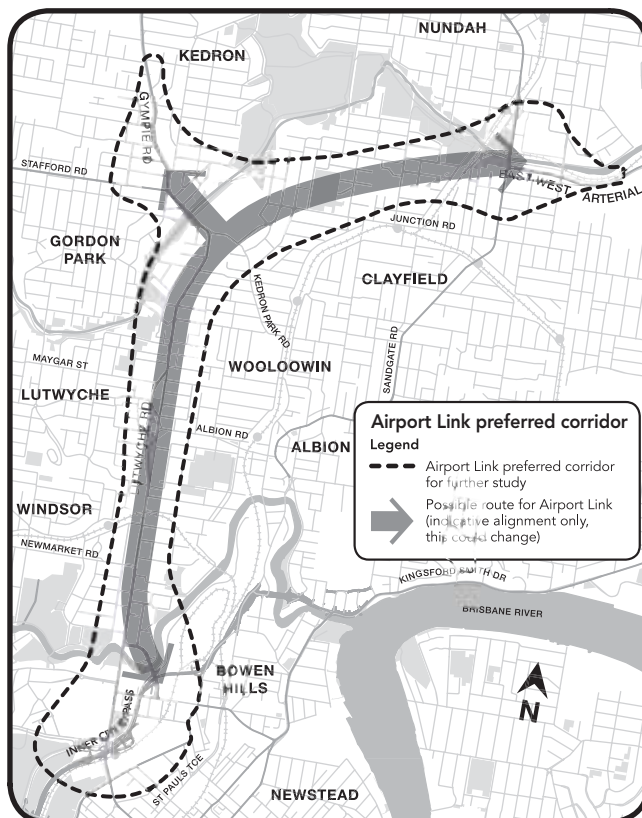
Your input into the first phase of the study is important. Come along and have your say.

**Phone 1800 99 00 38 for more information or
visit www.brisbane.qld.gov.au/airportlink**

*Airport Link is part of Council's Transport Plan, TransApex,
and the Queensland Government's South East
Queensland Infrastructure Plan
and Program.*



Preferred corridor for Airport Link



A corridor generally following Lutwyche Road will be investigated in detail for the proposed Airport Link underground toll road.

Airport Link would connect Brisbane's northern suburbs to the Inner City Bypass and proposed North-South Bypass Tunnel at Bowen Hills.

Identified during Phase 1 of the detailed feasibility study the preferred corridor generally follows Lutwyche Road from Bowen Hills to Gympie Road at Kedron and across to the East-West Arterial at Toombul.

This corridor would allow better connections to other road and public transport projects and mean fewer impacts on the community during and after construction.

Next steps

Phase 2 of the study has begun and includes developing a project design to determine the possible route and location of surface works, an Environmental Impact Statement and a business case. The next round of community consultation will begin in mid-November 2005.

Phone 1800 99 00 38 or visit www.brisbaneairportlink.com.au for more information.

Airport Link is part of Council's Transport Plan, TransApex and the Queensland Government's South East Queensland Infrastructure Plan and Program.

Jointly funded by the Queensland Government and Brisbane City Council



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Draft Terms of Reference Environmental Impact Statement

Airport Link Project

Invitation for Public Comment

The State of Queensland and Brisbane City Council are currently investigating a proposal to construct a predominantly underground toll road to connect Brisbane's Northern arterials of Gympie Road at Kedron and Sandgate Road and the East-West Arterial at Toombul to the Inner City Bypass and the proposed North-South Bypass Tunnel at Bowen Hills.

The Airport Link Project has been declared a significant project for which an Environmental Impact Statement (EIS) is required in accordance with Part 4 of the *State Development and Public Works Organisation Act 1971* (Qld).

The Coordinator-General is coordinating assessment of the EIS and preparation of the Terms of Reference is the first stage of the assessment process.

Availability of the draft Terms of Reference

The draft Terms of Reference for the EIS, as well as the Initial Advice Statement on the project can be obtained from www.coordinatorgeneral.qld.gov.au or by contacting the EIS study team, Sinclair Knight Merz-Connell Wagner Joint Venture:

Tel: 1800 99 00 38 (freecall)

email: airportlink.eis@skm.com.au

Or Brisbane City Council Tel: 3403 8888.

The draft Terms of Reference can also be viewed at the following locations:

Brisbane State Development, Trade and Innovation Centre Level 21, 111 George Street, Brisbane	Grange Ward Office Corner McGregor Street and Kedron Brook Road, Wilston
Central City Library City Plaza, Lower Ground Floor 69 Ann Street Brisbane	Hamilton Ward Office 42 Racecourse Road Hamilton Qld 4007
Chermside Library 375 Hamilton Rd Chermside Qld 4032	Grange Library 79 Evelyn St. Grange Qld 4051
Nundah Library 1 Bage St Nundah Qld 4012	Queensland Transport Customer Centre 477 Boundary Street Spring Hill and 766 Gympie Road Chermside

Invitation to comment on the draft Terms of Reference

The Coordinator-General invites comments on the draft Terms of Reference for the EIS. Written comments will be accepted until the close of business on Wednesday, 21 December 2005 and should be addressed to:

The Coordinator-General

Attention: Airport Link EIS Project Manager

PO Box 15009

CITY EAST QLD 4002

Tel: (07) 3225 1215 Fax: (07) 3225 8282

Submissions regarding the draft Terms of Reference should be typed in black ink on A4 paper to facilitate photocopying.



Queensland Government

TMP D56625

airportlink

DETAILED FEASIBILITY STUDY

Community consultation continues

is a mainly underground toll road proposed
Brisbane's northern suburbs to the Inner City
proposed North-South Bypass Tunnel at Bowen

generally following Lutwyche Road from Bowen
on and across to Toombul will be investigated in
Airport Link.

was identified in October after a four-month
during Phase 1 of the Airport Link Detailed
study.

the study has now begun and includes ongoing
consultation, the development of a project
Environmental Impact Statement (EIS) and a
se.

to one of the consultation activities listed below
more about the project and how to have input into
Reference to guide the EIS.

information phone 1800 99 00 38 or visit
www.airportlink.com.au.

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Find out more and get involved

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let you focus on
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and Government and
e City Council to look
to bring the projects
to achieve the best



Northern B
Royal Children's Hosp

Have your say

TransLink is planning a Northern Busway to connect
Inner Northern Busway at Royal Children's Hospital
to Aspley/Bracken Ridge via Windsor, Lutwyche,
Chermside.

Detailed planning is under way for the section of
between Herston and Kedron. TransLink has identified
preferred busway corridor for this section, which
follows Lutwyche Road.

The next step in planning is a concept design and
management plan (CDIMP). The CDIMP will investigate
potential benefits and impacts and identify the best
alignment for the busway within the preferred corridor.

Come along to one of the consultation activities listed below
to find out more about the project and help shape
by commenting on the draft Terms of Reference.

For more information phone 1800 28 92 10 or visit
www.translink.com.au/northernbusway.



Consultation schedule – November – December 2005

Community information sessions

Thursday 24 Nov 05	5pm – 8pm	Brisbane Women's Hockey Association* Downey Park, Noble Street, Windsor
Friday 25 Nov 05	11am – 2pm	King George Square Adelaide Street, City
Saturday 26 Nov 05	9.30am – 12.30pm 1.30pm – 4.30pm	Kedron High School Kedron Park Road, Kedron Nundah State School 41 Bage Street, Nundah

Staffed library displays

Saturday 3 Dec 05	9.30am – 11.30am	Chermside Library 375 Hamilton Road, Chermside Hamilton Library Racecourse Road (Cnr Rossiter Park)
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*Note: No wheelchair access.



Help shape Airport Link investigations

Airport Link is a mainly underground toll road proposed to connect Brisbane's northern suburbs to the Inner City Bypass and proposed North-South Bypass Tunnel at Bowen Hills.

A corridor generally following Lutwyche Road from Bowen Hills to Kedron and across to Toombul is being investigated in detail.

You can help shape these investigations by reviewing the draft Terms of Reference (ToR) for the Environmental Impact Statement (EIS) and making a submission to the Coordinator-General on what you think the EIS should consider.

The draft ToR is available online at www.coordinatorgeneral.qld.gov.au and at several other locations, including staffed displays at Nundah and Grange libraries this Saturday from 9.30-11.30am.

Come along to find out more about Airport Link and how to have input into what the EIS considers. Submissions close on Wednesday 21 December 2005.

**For more information phone 1800 99 00 38 or visit
www.brisbaneairportlink.com.au**

*Airport Link is part of Council's Transport Plan,
TransApex and the South East
Queensland Infrastructure
Plan and Program*

*Jointly funded by the Queensland
Government and Brisbane City Council*



**Queensland
Government**

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TRT0000379



Consultation begins on concept design

A preliminary concept design has been developed for Brisbane's proposed Airport Link underground toll road.

Airport Link would connect Brisbane's northern suburbs to the Inner City Bypass and the proposed North-South Bypass Tunnel at Bowen Hills.

This design is the first step in determining a route for the tunnel and how it could be built in the preferred corridor identified during Phase 1 of the detailed feasibility study.

The concept design will be refined over the coming months with input from ongoing technical, traffic and environmental studies and community consultation.

Come along to one of the activities below to find out more about the project and provide input into the development of the concept design.

For more information phone 1800 99 00 38 or visit www.brisbaneairportlink.com.au

Airport Link is part of Council's Transport Plan, TransApex and the Queensland Government's South East Queensland Infrastructure Plan.



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Have your say on early busway designs

The Queensland Government's proposed Northern Busway would connect the Inner Northern Busway at Royal Children's Hospital (Herston) to Bracken Ridge via Windsor, Lutwyche, Kedron, Chermside and Aspley.

A detailed feasibility study is under way for the section of the busway between Herston and Kedron.

Preliminary concept designs for the busway are now available for community comment.

You can have your say and help shape the busway by commenting on the preliminary concept designs.

Your comments and the results of ongoing technical and environmental studies will help us refine the designs over the coming months.

Come along to one of the activities listed below to find out more about the preliminary concept designs and have your say.

For more information phone 1800 28 92 10 or visit www.translink.com.au/northernbusway



Find out more and get involved

The Airport Link and Northern Busway project teams are conducting joint consultation activities to make it easier for you to find out more about both projects and have your say.

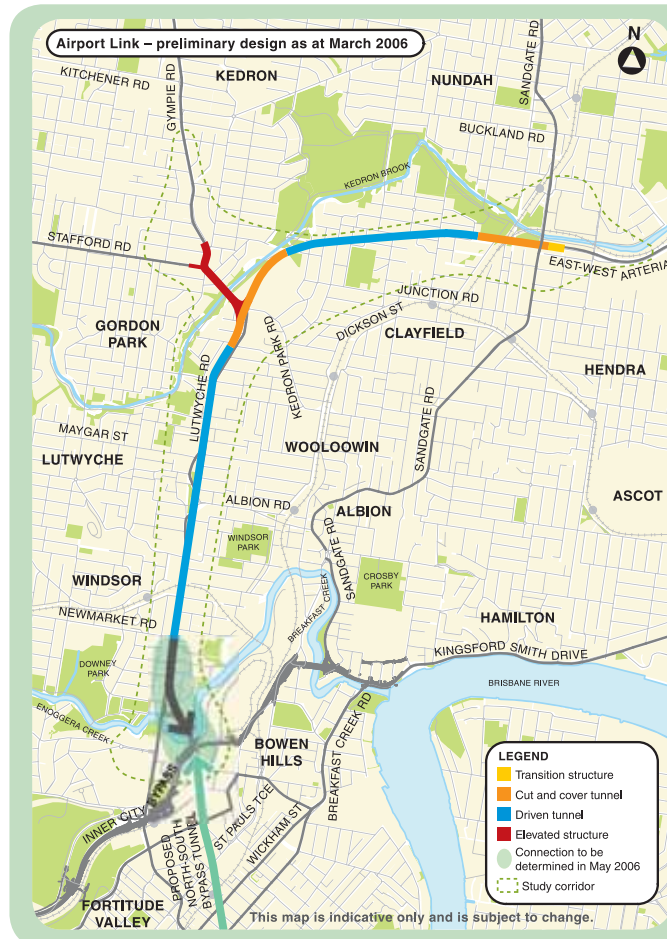
Consultation schedule: March – April 2006

Community information sessions

Saturday 18 March 06	9am – 1pm	Kedron High School Park Road, Kedron
Thursday 23 March 06	5 – 8pm	Table Tennis Brisbane 86 Green Terrace, Downey Park, Windsor
Saturday 25 March 06	9:30am – 12pm	Anglican Church Centre 23 Victoria Street, Clayfield

Staffed library displays

Friday 24 March 06	12 – 2pm	Central City Library Lower ground level, City Plaza, Cnr Ann, George and Adelaide streets, City
Thursday 30 March 06	3 – 5pm	Hamilton Library Cnr Racecourse Road and Rossiter Parade, Ascot
Thursday 30 March 06	6 – 8pm	Chermside Library 375 Hamilton Road, Chermside



Early design ready

A preliminary concept design has been developed for Brisbane's proposed Airport Link underground toll road.

Airport Link would connect Brisbane's northern suburbs to the Inner City Bypass (ICB) and proposed North-South Bypass Tunnel (NSBT) at Bowen Hills.

Airport Link would allow motorists to travel between Bowen Hills and the airport roundabout in as little as six minutes. In 2012, it could reduce road traffic by up to 30% on Lutwyche Road and up to 40% on Sandgate Road.

The preliminary concept design includes:

- a proposed route for the tunnel
- the possible location and design of connections to existing roads at Kedron and Toombul.

A preliminary concept for the Bowen Hills connection is expected to be ready for community consultation in May 2006.

What happens next?

Community consultation on the preliminary concept design starts this weekend.

The results of this consultation and ongoing studies will help the project team refine the concept design in the coming months.

Connecting to Kedron

The preliminary concept design for Kedron would allow:

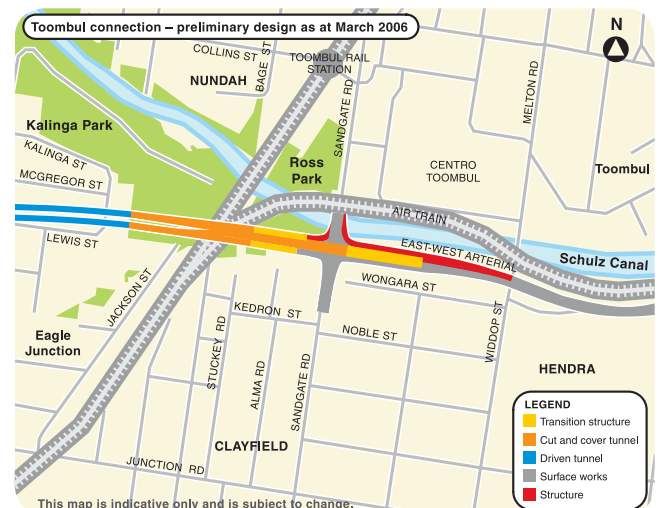
- traffic from Stafford Road and Gympie Road to travel south to the ICB, NSBT and city, or east to Toombul
- traffic from the ICB, NSBT and city to connect to the northern suburbs or travel east in the tunnel to Toombul
- traffic from Toombul to connect to Kedron or travel south in the tunnel to the ICB, NSBT and city.



Connecting to Toombul

The preliminary concept design for Toombul would allow:

- traffic from the East-West Arterial and Sandgate Road to connect to Kedron or travel south in the tunnel to the ICB, NSBT and city
- traffic from the ICB, NSBT, city and Kedron to travel north or south along Sandgate Road or continue onto the East-West Arterial.



Contact us:

Phone 1800 99 00 38 or visit

www.brisbaneairportlink.com.au for more information.



Consultation begins on concept design

A preliminary concept design has been developed for Brisbane's proposed Airport Link underground toll road.

Airport Link would connect Brisbane's northern suburbs to the Inner City Bypass and the proposed North-South Bypass Tunnel at Bowen Hills.

This design is the first step in determining a route for the tunnel and how it could be built in the preferred corridor identified during Phase 1 of the detailed feasibility study.

The concept design will be refined over the coming months with input from ongoing technical, traffic and environmental studies and community consultation.

Come along to one of the activities below to find out more about the project and provide input into the development of the concept design.

For more information phone 1800 99 00 38 or visit www.brisbaneairportlink.com.au

Airport Link is part of Council's Transport Plan, TransApex and the Queensland Government's South East Queensland Infrastructure Plan.



Dedicated to a better Brisbane



Have your say on early busway designs

The Queensland Government's proposed Northern Busway would connect the Inner Northern Busway at Royal Children's Hospital (Herston) to Bracken Ridge via Windsor, Lutwyche, Kedron, Chermside and Aspley.

A detailed feasibility study is under way for the section of the busway between Herston and Kedron.

Preliminary concept designs for the busway are now available for community comment.

You can have your say and help shape the busway by commenting on the preliminary concept designs.

Your comments and the results of ongoing technical and environmental studies will help us refine the designs over the coming months.

Come along to one of the activities listed below to find out more about the preliminary concept designs and have your say.

For more information phone 1800 28 92 10 or visit www.translink.com.au/northernbusway



Consultation schedule: March – April 2006

Find out more and get involved

The Airport Link and Northern Busway project teams are conducting joint consultation activities to make it easier for you to find out more about both projects and have your say.



Staffed library displays

Thursday 30 March 06	3 – 5pm	Hamilton Library Cnr Racecourse Road and Rossiter Parade, Ascot
Thursday 30 March 06	6 – 8pm	Chermside Library 375 Hamilton Road, Chermside
Saturday 1 April 06	9:30– 11:30am	Nundah Library 1 Bage Street, Nundah



Consultation on refined concept design

Refinements to the Airport Link preliminary concept design are now available for community consultation.

Airport Link is a mainly underground toll road proposed to connect Brisbane's northern suburbs to the Inner City Bypass and the planned North-South Bypass Tunnel at Bowen Hills.

Released in March, the preliminary concept design has been refined with input from community consultation and the results of ongoing technical, traffic and environmental studies.

The refined design includes improvements to the surface connections at Kedron and Toombul and a preliminary concept for the Bowen Hills connection.

Come along to one of the activities below to find out more about the project and provide input into the development of the concept design.

For more information phone 1800 99 00 38 or visit www.brisbaneairportlink.com.au

Airport Link is part of Council's Transport Plan, TransApex and the Queensland Government's South East Queensland Infrastructure Plan.



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Latest concept design

The Queensland Government's proposed Northern Busway would connect the Inner Northern Busway at Royal Children's Hospital (Herston) to Bracken Ridge via Windsor, Lutwyche, Kedron, Aspley and Chermside.

The latest concept design for the Northern Busway between Herston and Kedron, including busway station sites, is now available for public comment.

This includes the preliminary concept design for the section of the busway between Enoggera Creek and Newmarket Road in Windsor.

The latest refinements are based on community feedback to date and information gathered from further technical and environmental studies to date.

We want to know what you think about the plans so far. Your thoughts and ideas will help us build the best busway possible for residents in the northern suburbs.

Come along to one of the activities listed below to find out more about the latest concept designs and have your say.

For more information phone 1800 28 92 10 or visit www.translink.com.au/northernbusway



Find out more and get involved

The Airport Link and Northern Busway project teams are conducting joint consultation activities to make it easier for you to find out more about both projects and have your say.

Consultation schedule: June 2006

Community information sessions

Thursday 22 June	5 – 8pm	Table Tennis Brisbane 86 Green Terrace, Downey Park, Windsor
Saturday 24 June	9.30am – 12pm	Anglican Church Centre 23 Victoria Street, Clayfield

airportlink

DETAILED FEASIBILITY STUDY

Information on refined concept design

Information on the Airport Link preliminary concept design is now available for community consultation.

Airport Link is a mainly underground toll road proposed to connect Brisbane's northern suburbs to the Inner City and the planned North-South Bypass Tunnel at the Bowen Hills.

In March, the preliminary concept design has been refined with input from community consultation and a range of ongoing technical, traffic and environmental studies.

The refined design includes improvements to the surface roads at Kedron and Toombul and a preliminary design for the Bowen Hills connection.

Go to one of the activities below to find out more about the project and provide input into the development of the refined concept design.

For more information phone 1800 99 00 38 or visit [brisbaneairportlink.com.au](http://www.brisbaneairportlink.com.au)

Council's
Apex and the
Apex's South East
Structure Plan.



Dedicated to a better Brisbane



Find out more and get involved

Transport Link and Northern Busway project teams are holding joint consultation sessions to make it easier for you to find out more about both projects and have your say.



Latest concept design

The Queensland Government's proposed Northern Busway would connect the Inner Northern Busway at Royal Children's Hospital (Herston) to Bracken Ridge via Windsor, Lutwyche, Kedron, Aspley and Chermside.

The latest concept design for the Northern Busway between Herston and Kedron, including busway station sites, is now available for public comment.

This includes the preliminary concept design for the section of the busway between Enoggera Creek and Newmarket in Windsor.

The latest refinements are based on community feedback to date and information gathered from further technical and environmental studies to date.

We want to know what you think about the plans so your thoughts and ideas will help us build the best busway for residents in the northern suburbs.

Come along to one of the activities listed below to find out about the latest concept designs and have your say.

For more information phone 1800 28 92 10 or visit www.translink.com.au/northernbusway



Consultation schedule: June 2006

Community information sessions

Saturday 17 June	9am – 1pm	Kedron High School Park Road, Kedron
Thursday 22 June	5 – 8pm	Table Tennis Brisbane 86 Green Terrace, Downey Park, Windsor
Saturday 24 June	9.30am – 12pm	Anglican Church Centre 23 Victoria Street, Clayfield
Wednesday 28 June	6 – 8pm	Grange Library 79 Evelyn Street, Grange

Appendix H Summary of Community Issues

■ Table H-1 Key Issues Identified by Community Members During Consultation

Issue	Specific Concerns
Property Impacts	<ul style="list-style-type: none"> ■ Direct property impacts from surface infrastructure and tunnels. ■ Property resumption, including process and timing, level of compensation (i.e. market value, relocation costs), and stress and anxiety caused by potential for resumption and construction impacts. ■ Potential to attract capital gains tax if resumption occurs. ■ Volumetric acquisition, including process for acquisition, level of compensation. ■ Impact of tunnelling construction on properties (i.e. vibration and subsidence), including compensation arrangements for property damage caused by vibration or subsidence, management of vibration impacts, damage to swimming pools. ■ Impact of tunnel alignment on residential properties in Woolloowin, including devaluation of properties above or near to the tunnel alignment, potential structural damage during construction and operation, impact on families (i.e. anxiety, stress) above the tunnel alignment. ■ Interest from prospective house buyers regarding proposed alignment and connections. ■ Airport Link will have a negative impact on property values for properties near tunnelling, surface infrastructure and construction activities. ■ Need for a property valuation guarantee to be established for tunnel affected properties, including those near tunnelling, surface infrastructure and construction activities. ■ Concern about loss of money for people who have to sell in a period of uncertainty or construction, including fear of financial hardship if asset value is affected by Airport Link. ■ Inability of people to sell properties which are located near to surface connections or the tunnel alignment. ■ Uncertainty in relation to future property decisions (i.e. selling, buying, home renovations). ■ Need for compensation for “near neighbours”. ■ Potential for loss of tenancies for properties near surface infrastructure or construction works. ■ Character homes which are directly affected should be relocated to properties along the former DMR corridor.
Construction	<ul style="list-style-type: none"> ■ Impacts of construction noise from surface and tunnel construction, and the need to provide temporary noise barriers to reduce noise impacts of surface construction. ■ Impact of construction for residents near construction works, including Alma Road/ Stuckey Road neighbourhood, Colton Avenue/ Perry Avenue neighbourhood, Kalinga Street, Park Terrace. ■ Impacts of spoil removal from construction worksites, including: <ul style="list-style-type: none"> ■ Traffic congestion due to haulage trucks; ■ Haulage routes for spoil removal trucks and the need to avoid the use of residential streets (particularly Alma/ Stuckey Road, Kalinga/ Lewis Street, and Norman Avenue) for spoil haulage and heavy vehicle access to worksites; ■ Method of spoil transport, including consideration of rail; ■ Timing and duration of spoil haulage. ■ Air pollution resulting from construction activities, including dust generated from surface construction works and emissions from heavy construction vehicles, including for residents and school children. ■ Timing and duration of construction activities, including concern if construction

Issue	Specific Concerns
	<p>activities were 24 hours a day.</p> <ul style="list-style-type: none"> ■ Vibration from tunnel construction, including operation hours of tunnelling machines, potential damage to buildings (and swimming pools) above the tunnel works, impact of vibration on fuel storage in service stations (Clayfield). ■ Impact on pedestrian and cycle access near construction worksites and surface works. ■ Need to maintain safe pedestrian and cycle access (including access for elderly people and people with disability) near construction worksites and surface works particularly: <ul style="list-style-type: none"> ■ Safety for students in the vicinity of Kedron State High School and Woolloowin State School due to an increase in trucks and heavy machinery; ■ Across and along Lutwyche Road/ Gympie Road to Kedron Brook and community facilities (schools, church, bus stops); ■ Near the Toombul worksite, including from Stuckey Road/Alma Road to Kalinga Park, Toombul railway station and Toombul shopping centre; ■ Along Kedron Brook; ■ Need for communication to parents and students of changes to pedestrian access during construction near schools; ■ Avoiding confusion and uncertainty for pedestrians (particularly children and elderly) and cyclists. ■ Disruption to drop-off and pick up areas for Woolloowin State School, including parking for parents. ■ Need to provide safe access near worksites to avoid confusion and uncertainty for motorists. ■ Impact on open space and recreation areas and facilities, including loss of Kalinga Park and Kedron Brook, disruption to bicycle paths and pedestrian access, loss of amenity for park users, and loss of land area or use of Kedron High School ovals. ■ Impact of traffic disruptions and changes to local access near worksites and construction works. ■ Concern with changes to access to residential streets and properties during construction, including need for this to be maintained. ■ Impact of residents and businesses due to workers parking near worksites. ■ Extent of night time construction works and potential impacts for adjoining neighbours, including need to mitigate these impacts. ■ Impact on businesses near construction works. ■ Need plenty of information to residents and tenants prior to construction works. ■ Need for the size of the construction worksite at Kalinga Park to be limited.
Amenity	<ul style="list-style-type: none"> ■ Increase in traffic noise impacts, resulting from: <ul style="list-style-type: none"> ■ The removal of properties along main roads; ■ Transition structures at Kedron and Toombul; ■ The acceleration and braking of heavy vehicles; ■ Elevated structures. ■ Need for noise barriers to reduce impacts of traffic noise for nearby residents. ■ Disruption to breezes from transition and elevated structures, including noise barriers, at Lutwyche (Colton Avenue), and Clayfield (Stuckey/Alma roads). ■ Loss of visual amenity and serenity of Kedron Brook parklands due to elevated structures and increase in traffic across Kedron Brook. ■ Loss of sunlight from shadow of elevated structures, including to residential properties, open space areas and waterways. ■ Impact of light pollution from elevated structures for nearby residents. ■ Potential reduction in connectivity between Kedron Brook and adjacent bush land and residential development.

Issue	Specific Concerns
	<ul style="list-style-type: none"> Need for freed road space to be captured for the betterment of the community. Opportunities to improve urban landscapes to create better conditions near shopping centres.
Social and Community Impacts	<ul style="list-style-type: none"> Loss of character and social environment due to the loss of people and livelihoods through property resumptions. Impact of construction and operation for residents in Alma Road/ Stuckey Road neighbourhood, who will be impacted more than anyone else. Need to take Airport Link further away from this residential area. Airport Link needs to demonstrate a benefit for the local community. Residents in Woolloowin and Kalinga are suffering anxiety due to the location of the tunnel alignment under their residential suburb, and uncertainty about future decisions. Impact during construction and operation on the residential and family oriented character and amenity of Woolloowin and Kalinga. Impact on Kedron High School including: <ul style="list-style-type: none"> Loss of recreation and open space area; Noise from construction works and operation (i.e. transition structures), including noise from trucks braking and accelerating at the portals; Safety for students near worksites and transition structures; Need to maintain safe pedestrian access from the school to Kedron Brook; Concerned about uncertainty and viability of the school due to potential effects on enrolments; Sensitivity around the portals in relation to air quality and noise; Ventilation outlets should be located more than 300 m from the school; Concerned about the flow on effects for the school from changes to the Department of Emergency Services site, including potential impacts of 600 vehicles per day using the laneway adjacent to the school to access the DES site, and impact of loss of DES carparking. Impact on Woolloowin State School, including: <ul style="list-style-type: none"> Noise and dust from construction works; Proximity of construction worksite to the school and potential issues of safety, access, and parking; Safety for students in relation to increase in trucks/ heavy machinery near worksites; Proximity of ventilation outlet to school and potential health effects for students; Pedestrian access and safety across/along Lutwyche Road in the vicinity of the school, including communication of changes to pedestrian access during construction; Disruption to drop-off/pick up areas, including parking for parents; Concern for effect on school enrolments, and viability of the school, due to parents' perceptions of impacts (i.e. parents choosing not to send children to Woolloowin school due to construction); Impact on the heritage value of the school, including damage caused by construction works (i.e. vibration). St Andrew's Anglican Church: <ul style="list-style-type: none"> Visual impact of surface infrastructure (i.e. transition, elevated structures), particularly from front yard (used for wedding photos) and historical context of the church; Construction impacts, including noise and dust; Impact on the use of the church for wedding services, particularly the front yard, and need for a landscaped buffer to reduce the visual impacts of elevated roads and transition structures;

Issue	Specific Concerns
	<ul style="list-style-type: none"> ■ Traffic noise from elevated structures and transition; ■ Impact on property access; ■ Potential impact on the historical character of the church, particularly the Memorial Wall and Lych-gate. ■ Impact on Emergency Services Complex, including loss of buildings, access, disruption to workers. ■ Kedron Brook/ Kalinga Park: <ul style="list-style-type: none"> ■ Community value of Kalinga Park and Kedron Brook is high; ■ Loss of open space due to construction activities and surface infrastructure (i.e. both temporarily and permanent); ■ Opportunities to rehabilitate and beautify Kalinga Park and Kedron Brook to compensate those people that are impacted by the project; ■ Preferable to impact on properties rather than parks; ■ Disruption to pedestrian/cycle access along and to Kedron Brook, including at Sandgate Road and Gympie Road; ■ Loss of amenity during construction and operation – noise, visual impact of surface infrastructure, access; ■ Loss of vegetation (particularly Hoop Pines) at Kalinga Park, adjacent to Sandgate Road; ■ Loss of natural buffer zone at Kalinga Park is a concern; ■ Need to replace lost public open space in Kedron Brook and Kalinga Park, including replacement of mature tree species; ■ Playground at Kalinga Park (adjacent to Lewis Street) should be upgraded and improved following construction.
Cultural Heritage	<ul style="list-style-type: none"> ■ Impact on private and public heritage buildings, including: <ul style="list-style-type: none"> ■ Windsor Police Station, including possibility to “float” the building during construction of the cut and cover tunnel and retain for possible community use; ■ St Andrew’s Anglican Church, including the Lych-gate, visual setting, and vibration from construction; ■ Character housing. ■ Concerned about destruction of part of Digger’s Drive (east of the Sandgate railway) by exit to tunnel to Sandgate Road. ■ Need to protect significant trees along Digger’s Drive, east of the Sandgate railway. ■ Opportunity to re-instate the neglected section of Digger’s Drive east of the Sandgate railway, and incorporating this into the Kedron Brook cycle way.
Air Quality, Ventilation and Filtration	<ul style="list-style-type: none"> ■ Number and location of ventilation outlets. ■ Visual impact of ventilation outlet from open space (i.e. Kalinga Park and Kedron Brook) and near by residential areas. ■ Location of ventilation outlets in relation to sensitive land uses, including schools, child care, aged care, residential areas, and open space and recreation areas. Need for ventilation outlets to be located as far as possible from residential areas and sensitive land uses (i.e. schools, parks, aged care, child care). ■ Need for filtration of ventilation outlets, to reduce potential long term health impacts. ■ Consideration of filtration as “world’s best practice” and community expectation that this will be included, despite the cost. ■ Changes to air quality near ventilation outlets and potential health effects for nearby residents and school students near ventilation outlets (Woolloowin State School, Kedron High School, Hendra College). ■ Potential for increased diesel emissions if linked to Ipswich Road.

Issue	Specific Concerns
	<ul style="list-style-type: none"> Need for online real time monitoring and reporting of air quality during construction and following operation. Validation and certification of air quality models. Need to ensure that modelling reflects current situation at Kalinga Park and is verified against monitoring data.
Traffic and Transport	<ul style="list-style-type: none"> Airport Link will exacerbate congestion at the intersection of the East-West Arterial and Nudgee Road and Airport roundabout. These intersections are currently a problem and need to be upgraded. Concerned about an increase in traffic and “rat-running” in local streets, including from traffic entering and exiting the tunnel, and motorists trying to avoid the toll or traffic congestion during construction. Need to ensure that Airport Link decreases “rat-running” through residential areas. Impact of increased traffic on residential streets due to possible road closures during construction, particularly Leckie Road and Kedron Park Road. Need to provide local access to Airport Link for residents in Herston and surrounding suburbs. Concerned about “funnelling” of traffic into the tunnel due to closure of some surface roads and loss of traffic lanes. Impact on traffic patterns in streets surrounding the portals and Centro Toombul. Need to review timing and synchronising of traffic lights to improve traffic flow and reduce congestion. Need to consider access for local streets near the surface connections. Need to ensure that there will be a decrease in traffic with the project, particularly on local streets. A congestion tax should be placed on users of existing roads to reduce car use. Need to accommodate local traffic movements along Lutwyche Road. Need to consider alternative transport options and for investment in public transport facilities to reduce dependence on private vehicles. Tunnels should be for public transport only.
Pedestrian and Cycle Access	<ul style="list-style-type: none"> Need to ensure that the Kedron Brook bicycle way is maintained and improved, including during construction. Need to provide safe pedestrian access in vicinity of across Lutwyche Road between Kedron Brook and nearby residential areas and schools, and in the vicinity of the Toombul connection, particularly from the residential areas of Alma and Stuckey roads and the Toombul shopping centre and railway station. Need to provide safe pedestrian and cycle access near worksites to avoid confusion and uncertainty for pedestrians (particularly children and elderly) and cyclists. Need to invest in pedestrian and cycle links to encourage more people to walk/cycle. A bikeway should be provided connecting Kedron and the City. Need to separate cyclists from cars and buses.
Tunnel Operation	<ul style="list-style-type: none"> Potential for noise and vibration above tunnel during operation, including possible impact on properties, structural damage from long-term vibration, compensation for long-term damage to properties. Safety for tunnel users, including: <ul style="list-style-type: none"> Concerns regarding safety of underground tunnel from earthquakes, flooding, terrorism; Need to provide adequate signage, lighting, communication capabilities (mobile phone), fire and emergency measures; Vehicular breakdown safety and accident response measures should be adequately signed and explained.

Issue	Specific Concerns
Concept Design	<ul style="list-style-type: none"> ■ Provide a transit authority for SEQ to co-ordinate development and operations. ■ Tunnel alignment should be moved north to be located under Kedron Brook to avoid impact on residential properties. ■ Need to provide an accurate comparison of costs between the current alignment and an alignment under Kedron Brook, including social and environmental costs. ■ Access to the tunnel should be provided from Rode Road or Junction Road and not Sandgate Road for northbound traffic. ■ Consideration should be given to connecting to Sandgate Road at Ross Park rather than at Kalinga Park. ■ Need for transition structure at Sandgate Road to be covered to reduce potential impacts for traffic noise on nearby residential neighbourhoods. ■ Realign Sandgate Road further east to take it further away from Kalinga Park and residential precinct. ■ The tunnel should pass under Sandgate Road and join the East-West Arterial Road east of Sandgate Road, and connection to Sandgate Road should be removed from Kalinga Park. ■ The Airport Link should be extended to the Airport roundabout.
Affordability and Tolling	<ul style="list-style-type: none"> ■ Need for transparency in cost of tunnel. ■ Effect on other Government projects (health, public transport, education, etc) due to cost of Airport Link. ■ Cost of toll, including consideration should be given to differential tolls, including for pensioners, commercial vehicles, peak periods, and shorter distances, to encourage people to use the tunnel. ■ Method of toll collection (i.e. location of toll booths). ■ Keep tolls at a minimum to reduce impact on residential areas from rat running. ■ Transparency of information available to public on business case. ■ Need to consider the likely use of the tunnel in lieu of free routes. ■ Need to factor in the price of petrol increases.
Urban Design and Visual Impact	<ul style="list-style-type: none"> ■ Concerned about the negative visual impact of ventilation outlets. ■ Concerned about visual impacts, including bridge structure at Kedron, and of connections. ■ Space under bridges should be used for functional purposes. ■ Restoring pedestrian and cycle connectivity and regeneration may be costly but will be essential. ■ Need for attractive landscaping, public art and urban design to be incorporated into project, including concern that urban design/regeneration features will be forfeited if project is over budget. ■ Visual impact and disruption of views of transition and elevated structures, including noise barriers. ■ Noise barriers at the Sandgate Road connection (end of Stuckey Avenue/Alma Road) should incorporate a landscaped buffer to soften the visual impact. ■ Replacement of public open space in Kedron Brook and Kalinga Park, including replacement of mature tree species. ■ Need to provide cycle and pedestrian paths, including need to provide better pedestrian environments, which are away from roadways.
Environmental Values	<ul style="list-style-type: none"> ■ Potential disruption to terrestrial flora and fauna, of both 'common' (community value) and ecological value, including loss of bird species during construction. ■ Need to manage construction to ensure that species are able to be maintained during construction, such as the provision of vegetation areas prior to construction commencing. ■ Impact of construction on species in Kedron Brook (i.e. interruption of flows and barriers to fish movements).

Issue	Specific Concerns
	<ul style="list-style-type: none"> ■ Potential for Enoggera Creek crossings to inhibit creek's ecological value and potential. ■ Potential effects of reduced flow capacity in Kedron Brook, including potential for flooding and subsequent potential for upstream effects. ■ Impact on Schulz Canal and Melrose Creek from construction and operation (potential to increase flooding). ■ Potential for flooding in the tunnel due to the location of the tunnel in areas subject to flooding. ■ Potential impact on significant trees is a concern including: <ul style="list-style-type: none"> ■ Old stand of Hoop Pine trees at Kalinga Park to be preserved; ■ Fig tree in Windsor Avenue is important to the streetscape; ■ Significant trees along Kedron Brook; ■ Memorial trees along Digger's Drive need to be protected. ■ Loss of open space, including both permanent and temporarily. ■ Need to avoid problems of the old creek bed in the vicinity of Thorpe Street and Lodge Road. ■ Soil tests need to be done in Kedron Brook. ■ Need to consider Greenhouse emissions in EIS and project decision. ■ Concerned about potential for subsidence damage due to old water mains in Woolloowin. ■ Allowing some light to penetrate through the bridge over Kedron Brook will help to break up the length of darkness and allow some light to come through to Kedron Brook. ■ Need to contain waste water and spills from structures over Kedron Brook, including the need to incorporate gutters to control run-off.
Strategic Context	<ul style="list-style-type: none"> ■ Need consistent approach to local area planning and for Airport Link to fit in with the SEQ Regional Plan, TOD and integrated urban planning. ■ Need to provide higher density zoning closer to the CBD and more "mixed use" to reduce private vehicle use. ■ Integration between Northern Busway and Airport Link is important to reduce construction impacts and disruptions for local residents and businesses. ■ Integration of public transport is important. ■ Need to solve congestion by improving public transport, rather than increasing road capacity. ■ Important that local access and lifestyle aren't impeded by providing roads for outer suburbs
Safety	<ul style="list-style-type: none"> ■ Important to consider safety for children near schools. ■ Safety of elevated roadways. ■ Safety from potential incidents during the operation of the tunnel, which could damage homes. ■ Consideration of safety systems in the tunnels. ■ Concern that many lives would be lost due to congestion if an aircraft accident occurred. ■ Ensure pedestrian safety under elevated structures.
Community Consultation	<ul style="list-style-type: none"> ■ Consultation material not mentioning Kalinga Park is misleading. ■ Timing of community consultation and need for a range of days and times to be provided to give people an opportunity to attend.

■ **Table H-2 Key Issues Raised by CLG Members**

Issue	Specific Concerns
Need and Justification	<ul style="list-style-type: none"> ■ Justification and genesis for TransApex. ■ Need to consider the 'do-nothing' scenario. ■ Need for wholistic solutions to travel patterns, not just provision of new roads as the 'band aid' solution. ■ The project is needed, but the key is how to manage the impacts.
Alternatives to the Tunnel	<ul style="list-style-type: none"> ■ Consideration should be given to a lower level bridge across the river. ■ The need for more public transport and integration with public transport is important. More should be done to improve public transport such as extending rail network and improving bus system. ■ A cordon tax should be considered for the inner city area. ■ Airport Link should provide opportunities for improved public transport, including use of tunnel by express buses.
Traffic and Transport	<ul style="list-style-type: none"> ■ The east-west connection between Stafford Road and the East-West Arterial is important. Community concern and discontent over the amount of traffic currently using Buckland, Rode and Hamilton roads to access the Airport. An east-west link would have the potential to decrease the traffic on these roads. ■ Need for consideration of regional traffic issues, particularly those further north to reduce impacts for inner city residents from people living in Brisbane's outer suburbs travelling to key employment nodes (i.e. CBD). ■ Impact of the connection to the East-West Arterial is a concern with regard to traffic congestion, and potential impact on Nudgee Road and the Airport roundabout. Airport Link should not proceed without improvements to the Airport roundabout. ■ Need for Airport Link to be extended past the Airport roundabout to avoid existing congestion issues at this location. ■ Impact of increased traffic on Stafford Road. ■ Project would help to decrease traffic on local roads which is good. ■ Pedestrian access between Kedron Brook and Woolloowin, particularly at the intersection of Kedron Park Road/ Lutwyche Road and between Perry Street and Kedron Brook is very important. ■ Need to improve pedestrian and cycle access across region and locally, including pedestrian connectivity across and along Lutwyche Road (at Kedron Brook and Enoggera Creek to Downey Park). ■ Need to maintain pedestrian connection between Stuckey Avenue/ Alma Road and Toombul shopping centre and railway station. ■ Tunnel should allow for three lanes rather than two lanes to plan for the future.
Planning, Urban Design and Urban Regeneration	<ul style="list-style-type: none"> ■ How does Airport Link fit with Council's planning strategies – don't want the project to preclude future development or urban regeneration opportunities. ■ Need for consideration of other regional and local plans such as the Albion Masterplan, SEQ Regional Plan and Infrastructure Plan, transit oriented developments and Council's Neighbourhood Planning initiative. ■ Changes to land use as a result of Airport Link, including precluding or changing development opportunities. ■ Physical and visual impact of elevated structures is a concern and there is a need to include some greenery/ landscaping to soften the visual impacts of these structures. ■ Visual impact is a key and need to ensure that visual mitigation isn't forgotten. ■ Visual impact of the southern connection at Bowen Hills and along Lutwyche Road. ■ Impact of elevated structures in terms of visual impact, loss of amenity of

Issue	Specific Concerns
	<p>open space areas, disruption to breezes.</p> <ul style="list-style-type: none"> ■ Airport Link should contribute to the image of the City as this will affect tourists' first impressions of Brisbane (as they come from the Airport). ■ Need to create safe pedestrian environment, including safety of possible pedestrian underpasses or overpasses, and need to avoid potential "dead spots" near surface infrastructure.
Social and Community Impacts	<ul style="list-style-type: none"> ■ Need to consider the changing demographics of Brisbane's inner northern suburbs (i.e. increase in families) and potential impact on this. ■ Impact on open space areas including: <ul style="list-style-type: none"> ■ Need for the historical, community and environmental values of Kedron Brook to be preserved; ■ Impact of ventilation outlets on Kalinga Park (including health and visual impacts) is a concern; ■ Continuous open space corridor along Kedron Brook is of value and the fragmentation of this is an issue; ■ Encroachment on Kalinga Park from the Toombul connection is a concern and consideration should be given to extending this connection further east; ■ Impact on mature trees at Kalinga Park adjacent to Sandgate Road. ■ Impact on Kedron State High School during construction, which has nearly 1,000 students, including many who travel from outside of the local area. ■ Safety for students near schools (particularly Woolloowin State School) due to construction and operation of Airport Link. ■ Important that local access and lifestyle aren't impeded by providing for the outer suburbs. ■ Potential construction and operation impacts for St Andrew's Anglican Church, including impact on historical significance, access for parishioners, impacts on use of front yard for weddings. ■ Impact on Woolloowin State School due to the location of the construction site near the school, including noise, dust, increased truck traffic, safety and parking for construction workers.
Community Consultation/ input	<ul style="list-style-type: none"> ■ Need for more technical information to be provided in future newsletters. ■ Range of consultation activities is good. ■ Clarification of community consultation process is needed, including statutory consultation, including the need for newsletters to clarify the consultation process. ■ Community needs time to carefully consider the issues and make appropriate decisions. ■ Project name is misleading.
Air Quality and Ventilation	<ul style="list-style-type: none"> ■ Emissions from ventilation outlets in the local area and the treatment of emissions (i.e. filtration). ■ Potential for reuse of emissions from ventilation outlets. ■ Compensation if air quality limits are exceeded. ■ Air quality impacts of increase in diesel trucks using the Airport Link if it connects to the Western Freeway and Ipswich Road is a concern for the local community. ■ Long term health impacts of emissions from ventilation outlets, particularly for children. ■ Process for regulation of air quality standards, including need to identify penalties and regulating bodies. ■ Level of dispersion from ventilation outlets. ■ Cumulative impact of two ventilation outlets at Bowen Hills (NSBT and Airport Link) and proximity to the Royal Brisbane Hospital.

Issue	Specific Concerns
	<ul style="list-style-type: none"> ■ The ventilation outlet at Bowen Hills should be located on higher ground to ensure wider dispersion of air. ■ Need for filtration to be included in ventilation outlets. Community expectation is that filtration should be provided. ■ Understand that filtration is not up to standard technology wise, but the community will be asking for this. ■ Proximity of ventilation outlets to schools and other sensitive land uses, particularly Woolloowin State School and Kedron State High School. ■ Visual impact of ventilation outlets due to the size and height of the outlets. ■ Potential noise level from ventilation outlets. ■ In terms of health, it doesn't matter where the ventilation outlets are located as the air from the outlets is spread over a wide area. ■ Need to consider air quality impacts of construction vehicles.
Construction Impacts	<ul style="list-style-type: none"> ■ Need for construction of Airport Link and Northern Busway to be integrated to reduce construction impacts and duration of construction. ■ Impact on parking in the vicinity of worksites, particularly near Woolloowin State School which is currently constrained. ■ Impact of noise and vibration from tunnelling and construction works, including impact of vibration for those properties above the tunnel alignment. ■ Timing and duration of construction, including duration of construction in open space areas (i.e. Kalinga Park) and at Bowen Hills. ■ Concerns in relation to spoil haulage, including: <ul style="list-style-type: none"> ■ Increase in traffic congestion as a result of spoil haulage; ■ Number of trucks and operation times, including need to avoid night-time spoil haulage; ■ Need to consider rail as an option for the removal of spoil; ■ Need for spoil haulage routes to avoid residential, suburban and local streets; ■ Concern over the capacity of Kingsford Smith Drive as a viable haulage route, as this is already congested and may not have capacity for additional vehicles; ■ Cumulative impacts of spoil removal for Airport Link and the NSBT; ■ Rate of spoil production and duration of truck movements.
Property Impacts	<ul style="list-style-type: none"> ■ Concern over the potential resumption of properties due to Airport Link. ■ Impact on property values due to Airport Link. ■ Impact on Department of Emergency Services complex
Affordability	<ul style="list-style-type: none"> ■ Consideration should be given to multi-tier tolling system (i.e. free on weekends, commercial vehicle rates). ■ Concern for potential property rates increases as a result of Airport Link. ■ Need to ensure that appropriate noise barriers, urban design treatments and landscaping is included in the works budget. Restoring connectivity and regeneration may be costly, but will be essential. ■ Need to ensure that the toll level is set so that trucks are encouraged to use it.
Concept Design	<ul style="list-style-type: none"> ■ Safety in the tunnel is a concern. ■ Important for an east-west connection to be provided connecting Stafford/ Gympie roads and the East-West Arterial. ■ The Stafford Road and Gympie Road intersection is a problem and providing a flyover over Stafford Road is a good option for this intersection. ■ Better to go around Kedron State High School oval to reduce impacts for students. ■ Need to incorporate lessons learnt from other national and international

Issue	Specific Concerns
	<p>tunnel projects.</p> <ul style="list-style-type: none"> Concern over height of elevated structures across Kedron Brook and subsequent visual impact. The wider bridge structure over Kedron Brook will cause shading of the Brook. Better for elevated structures to be separated to allow light to penetrate to Kedron Brook. Important for Airport Link and Northern Busway to be integrated in terms of consultation, design and construction. Impact on access to properties on Stafford Road as a result of elevated structure.
Environmental	<ul style="list-style-type: none"> Impact on the ecology of Enoggera Creek is a concern. Concern for impact of increased traffic noise on nearby residents, schools and St Andrew's Anglican Church, from elevated structures, ramps and transitions, particularly of trucks braking and changing gears. Impact on Melrose Creek need to be considered. Need to look at the big picture as well as local impacts. Many people "feel punished" for living in the inner city – not interested in getting someone from the outer suburbs to work 10 minutes earlier. Potential for increased flooding as a result of works in Schulz Canal near Toombul shopping centre and need for mitigation measures of Schulz Canal and Melrose Creek during and after construction to reduce potential flood risk. Need to ensure that what is constructed is done right so that it doesn't result in an impact on the community in five years.
Heritage and Historical Value	<ul style="list-style-type: none"> Potential impact on heritage areas and buildings, and need to protect heritage values, including: <ul style="list-style-type: none"> Windsor historical precinct; Diggers drive and memorial trees, including consideration for the original Digger's Drive east of the railway line to be reinstated; Windsor Police Station which is an excellent example of public architecture from 1915/16, including potential for this to be relocated or "floated" during construction of the cut and cover tunnel; St Andrew's Anglican Church, including Lychgate and wall along Lutwyche Road boundary, Judge Lutwyche grave, church building; Woolloowin State School. Impact on character housing and heritage buildings, including from vibration. Need to consider coal mine located in Kalinga Park.

■ Table H-3 Key Issues Raised by LBLG Members

Issue	Specific Concerns
Need and Justification	<ul style="list-style-type: none"> In-principle support for Airport Link.
Alternatives to the Tunnel	<ul style="list-style-type: none"> Need for improved bus services at shopping centres. Opportunities for bicycle paths within the study corridor, particularly to the Airport.
Traffic and Transport	<ul style="list-style-type: none"> Impact of increased traffic at Toombul connection and ability for traffic to reach the Airport taking into account surface impediments. Project will have a big impact on traffic flow in Albion. Opportunity to run buses on Sandgate Road due to freed up road space resulting from Airport Link. Leaving three lanes of traffic for people to use instead of a tolled tunnel may mean that traffic congestion remains on surface roads.

Issue	Specific Concerns
	<ul style="list-style-type: none"> Impact for staff travelling to work within the study corridor. Airport Link would move congestion to another area as no surface corridor in areas beyond the Airport Link connections to allow traffic to flow on to. Concerned that Gympie Road would become a bottleneck and ability for Chermide and Aspley to cope with this traffic. Airport Link should run to the other side of the Airport roundabout as concerned about the pressure that Airport Link would put on Nudgee Road.
Social and Community Impacts	<ul style="list-style-type: none"> Impact on Kedron State High School, including impact on school enrolments, construction impacts. Impact of construction on major events (i.e. Ekka), which involve increased traffic and access requirements. Airport Link would not only be catering for the local community in the areas surrounding Hendra Secondary College, but will also allow other communities to commute to the college. Impact of Airport Link construction on Windsor Police Station.
Economic Impacts	<ul style="list-style-type: none"> Concerned that businesses could be bypassed because people could drive through the tunnel to another similar business at the other end. Businesses may pick up in times (i.e. peak period), which are often avoided due to existing traffic congestion. Impact on commuter and commercial traffic to Australia TradeCoast is significant interest. Impact on access for people to commercial areas along Lutwyche Road. Would help to improve access for customers at Lutwyche. Impact on parking for businesses along Lutwyche Road and Sandgate Road.
Air Quality and Ventilation	<ul style="list-style-type: none"> Location of ventilation outlets. Consideration of filtration in ventilation outlets.
Construction Impacts	<ul style="list-style-type: none"> Concerned about traffic impacts during construction and potential for increased congestion and restrictions to traffic flow. Duration and timing of construction. Construction movements and timing and need to avoid heavy vehicles all using the network at the same time. Cumulative impacts of Airport Link and the NSBT on the Bowen Hills community, including duration of construction disruption, impact of spoil haulage trucks. Need to consider mitigation measures to alleviate the cumulative impacts of Airport Link and the NSBT for communities in Bowen Hills. Consideration of rail to remove spoil from tunnelling works. Location and size of worksites.
Concept Design	<ul style="list-style-type: none"> Interested in issue of safety in tunnels and how traffic will be stopped in the event of an incident. Consideration should be given to an east-west connection to reduce people currently using Rode Road to access Sandgate Road and the Airport.