

CrossRiver*Rail*



Appendix C Consultation Report

Cross River Rail

APPENDIX C

Community and Stakeholder Consultation

JULY 2011

Contents

1	Introduction	1-1
2	Consultation approach and program	2-4
2.1	Consultation approach.....	2-4
2.2	Consultation program	2-5
3	Stakeholders	3-8
3.1	Stakeholder identification.....	3-8
3.2	Stakeholder groups.....	3-8
3.3	Location of stakeholders	3-9
4	Communication and consultation activities	4-11
4.1	Project newsletters, local area updates and project guide	4-11
4.1.1	Project newsletters.....	4-11
4.1.2	Local area update	4-12
4.1.3	Project guide	4-12
4.2	Public advertisements.....	4-13
4.3	Project website.....	4-13
4.4	Media announcements	4-14
4.5	Community information sessions.....	4-14
4.5.1	Public displays	4-15
4.6	Local advisory groups	4-16
4.7	Stakeholder briefings	4-17
4.7.1	Property owner briefings.....	4-17
4.7.2	Community briefings	4-18
4.7.3	Industry briefings.....	4-18
4.7.4	Elected representative briefings	4-19
4.7.5	Government agency briefings.....	4-20
4.7.6	Brisbane City Council briefing.....	4-20
4.8	Project feedback mechanisms.....	4-20
4.9	People with special needs	4-21
5	Exhibition of the draft terms of reference	5-22
6	Property owner consultation	6-23
6.1	Consultation overview.....	6-23
6.2	Property impacts	6-23
6.2.1	Near neighbours	6-23
6.3	Communication and consultation activities.....	6-24
6.3.1	Direct mail notifications.....	6-24
6.3.2	Property owner meetings.....	6-26
6.3.3	Meetings with major developers	6-27
6.4	Outcomes of property owner consultation	6-27
7	Government agency consultation	7-28
7.1	Whole of government briefings	7-28
7.2	Technical advisory groups	7-28
7.3	Planning advisory group	7-28
7.4	EIS agency workshops	7-29
8	Future consultation activities	8-30
8.1	Detailed feasibility phase	8-30

8.1.1	General communication and consultation activities	8-30
8.1.2	EIS exhibition	8-31
8.2	Procurement.....	8-31
8.3	Construction	8-31
8.4	Operation.....	8-32
9	Overview of key issues.....	9-33
9.1.1	Project need and justification	9-33
9.1.2	Southern tunnel portal location	9-34
9.1.3	Yeerongpilly portal and station.....	9-34
9.1.4	Ventilation and emergency access building.....	9-35
9.1.5	Property impacts	9-35
9.1.6	Freight	9-36
9.1.7	Access and connectivity.....	9-36
9.1.8	Construction impacts.....	9-38
9.1.9	Operational impacts	9-39
9.1.10	Impacts on character housing.....	9-39
9.1.11	Mitigation and environmental management.....	9-39
10	Consultation outcomes	10-40
10.1	Input to reference design	10-40
10.1.1	Location of southern portal.....	10-40
10.1.2	Design modifications and refinements	10-41
10.1.3	Modifications to construction planning.....	10-42
10.2	Input to environmental assessment	10-43
11	Conclusion	11-44
Attachment A Project newsletters and local area update		
Attachment B Public advertisements		
Attachment C Community information sessions		
Attachment D Stakeholder briefings		
Attachment E Draft ToR statutory advertisement		
Attachment F Property letters		
Attachment G Summary of consultation issues		

1 Introduction

This report provides an overview of community and stakeholder consultation for Cross River Rail undertaken between March 2010 and April 2011. It describes the consultation approach and process, key stakeholders, activities, consultation issues and outcomes.

This report has been prepared prior to the public release of the environmental impact statement (EIS). Details of activities, results and outcomes of the final stage of consultation will be addressed following the public exhibition of the EIS in 2011.

1.1 Terms of reference

The terms of reference for the EIS identify the need for a comprehensive and inclusive consultation program to be undertaken for the Project to identify broad issues of concern to local and regional community and interest groups, and address issues from Project planning through construction, commencement and operation.

In accordance with the terms of reference, the public consultation process is to provide opportunities for community involvement and education and should include a range of methods to encourage and facilitate active public consultation. The consultation process is to be integrated across all parts of the EIS.

Consultation with property owners directly impacted by the construction or operation of Cross River Rail is identified as a key aspect of the consultation process. Information to be provided to property owners includes how the Project would potentially impact property including any constraints on structures that can be built in the future, access and disruption to services.

This consultation report addresses Section 11.4 of the terms of reference. This requires the community and stakeholder consultation process undertaken for the Project to be described, including:

- consultation methodology, including types of consultation and communication activities undertaken, consultation and communication responsibilities and protocols, and reporting and feedback arrangements
- stakeholders consulted, including government agencies, property owners, residents, business owners, community organisations and the general public
- process for consultation with directly impacted property owners and owners of properties contiguous with all parts of the Project
- summary of issues raised by stakeholders and the means by which the issues have been addressed
- plans for ongoing consultation.

1.2 Consultation purpose and objectives

The purpose of the community and stakeholder consultation process was to:

- raise awareness about the Project, including the Project need, benefits and process for investigation and assessment
- provide stakeholders with opportunities to input into investigations being undertaken for the detailed feasibility phase, including the preparation of the EIS and development of the reference design
- provide information to government agencies, stakeholders and the community about the nature, scale and purpose of Cross River Rail to enable their review and comment on the EIS and reference design

- understand stakeholder and community issues and where possible address issues during the detailed feasibility phase of the Project.

The broad consultation objectives for the Project relevant to the EIS were to:

- provide clear communication and information to community members about the Project scope, EIS process and scope of assessment
- provide inclusive and regular opportunities for community members to participate in consultation
- obtain community input to identify local values to be considered as part of the assessment and Project design process
- seek community input about potential impacts and mitigation strategies in areas which may accommodate Project infrastructure or where the local environment may change as a result of the Project's construction and operation
- ensure property owners were informed about potential impacts
- achieve the statutory requirements for consultation under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and other statutory requirements as appropriate.

1.3 Consultation catchment

The primary geographic focus for community and stakeholder consultation undertaken for the Project was the Cross River Rail study corridor and the surrounding suburbs, including:

- Woolloowin, Albion, Bowen Hills, Northgate, Nundah, Clayfield, Windsor, Wilston, Hamilton, Hendra, Herston, Lutwyche and Toombul to the north
- Spring Hill, Brisbane CBD, Fortitude Valley, Kangaroo Point, Woolloongabba, West End, Highgate Hill, East Brisbane, Milton, New Farm, Newstead, Paddington and South Brisbane, in Brisbane's inner city
- Fairfield, Dutton Park, Annerley, Yeronga, Yeerongpilly, Moorooka, Rocklea, Salisbury, Archerfield, Buranda, Coopers Plains, Greenslopes, Kuraby, Runcorn and Tennyson to the south.

Combined, these suburbs had a residential population of more than 200,000 people in June 2009 and comprised approximately 82,000 households at the 2006 Census.

In addition, Project newsletters were distributed to households and businesses across the wider South East Queensland region.

The primary consultation catchment is shown in **Figure 1-1**.

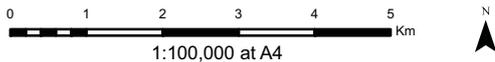


- LEGEND**
- Study Corridor
 - Consultation Catchment
 - Railway Station
 - Railway Line

**CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT**

**Figure 1-1
Primary Consultation Catchment**

CrossRiverRail



2 Consultation approach and program

This section provides an overview of the consultation approach and program for Cross River Rail.

Community and stakeholder consultation was undertaken to inform the preparation of the EIS and development of the reference design. Community feedback gathered on the Project was considered in the development and refinement of the reference design as well as in the identification of local conditions, community values and potential issues, the assessment of potential benefits and impacts and identification of strategies to avoid or manage potential impacts and maximise or enhance Project benefits.

The consultation process was supported by the integrated Project team which enabled a high level of information and personal contact with residents, businesses and property owners.

2.1 Consultation approach

The Cross River Rail community and stakeholder consultation adopted a four-tiered approach which sought to ensure those people with a direct interest in the Project's outcomes were provided with the highest level of consultation and communication. This is represented in **Figure 2-1** and summarised in **Table 2-1**.

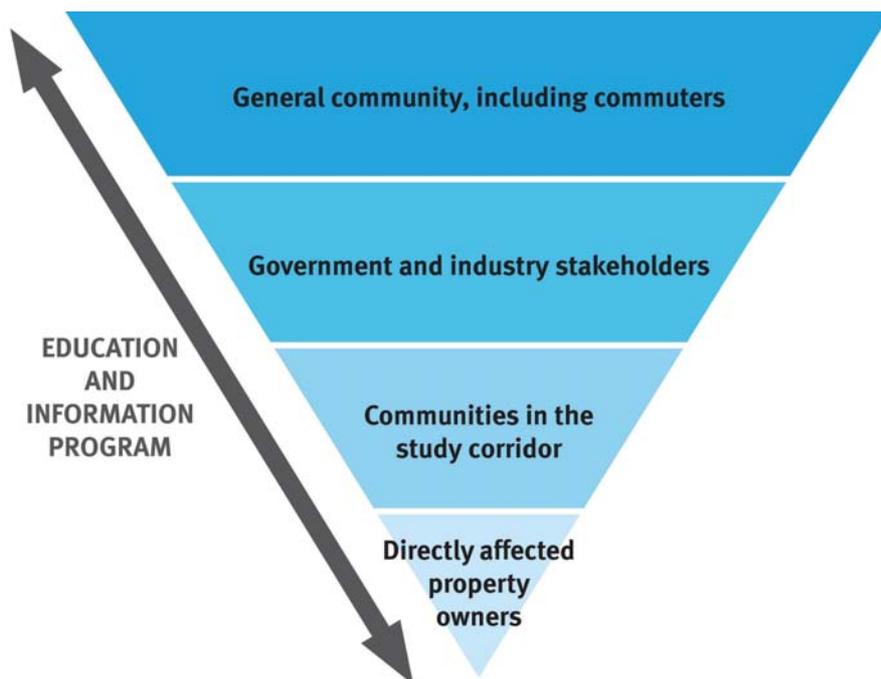


Figure 2-1 Community and stakeholder consultation approach

Table 2-1 Consultation approach

Stakeholder tier	Consultation approach
Tier 1 – General community	<p>Community in the wider South East Queensland region with a general interest in the Project and how it would change regional rail services. This group includes rail commuters.</p> <p>Key communication and consultation activities included distribution of newsletters, advertisements, Project website, media events and statements and a freecall community enquiry line.</p>
Tier 2 – Government and industry stakeholders	<p>Government stakeholders (Commonwealth, State and local) with high level of interest as Project decision makers or with a regulatory or advisory role in relation to the design, assessment and/or operation, as well as external industry stakeholders.</p> <p>Key communication and consultation activities included involvement of wider government agencies in Project committees and advisory groups, agency briefings and workshops and industry briefings.</p>
Tier 3 – Study corridor communities	<p>Residents, property owners, businesses, community facilities and community groups in the study corridor and adjacent suburbs with an interest in specific Project benefits and impacts.</p> <p>Key communication and consultation activities included distribution of newsletters, advertisements, local advisory groups, stakeholder meetings, public displays, community information sessions, website, letters and a freecall community enquiry line.</p>
Tier 4 – directly affected property owners	<p>Property owners, business owners and tenants who may be potentially directly affected by either surface works or tunnelling.</p> <p>In addition to wider communication and consultation activities, key communication and consultation activities included direct contact by letter, phone and email and one-on-one meetings.</p>

2.2 Consultation program

This section provides a summary of the consultation program for the Cross River Rail detailed feasibility phase and its relationship to the EIS and reference design.

An overview of the consultation program is shown in **Figure 2-2**.

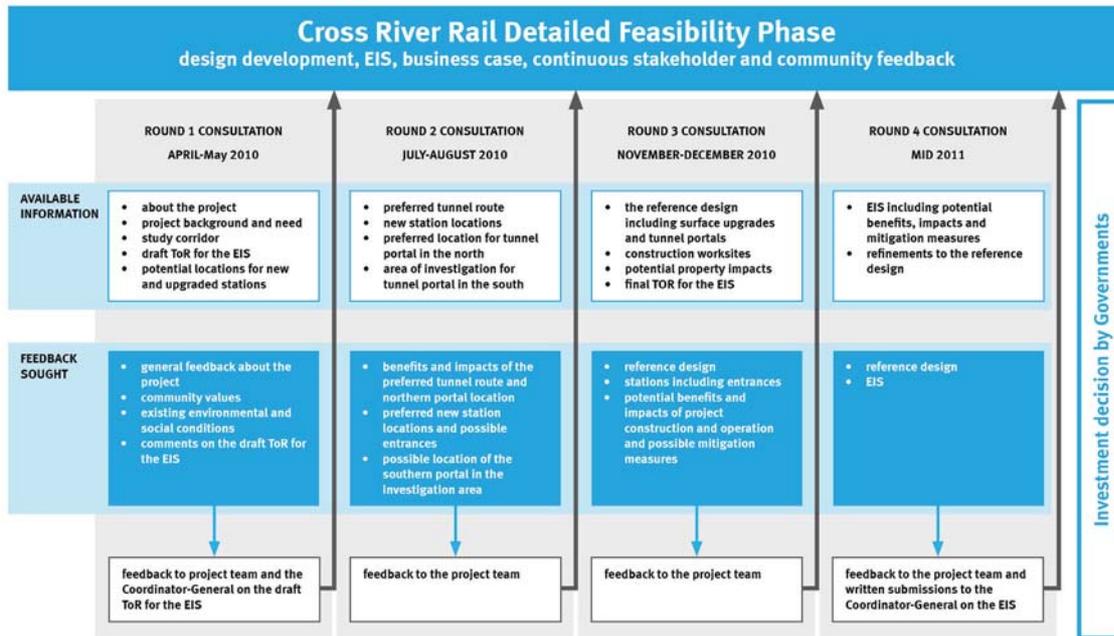


Figure 2-2 Consultation program

Community and stakeholder consultation ran concurrently with the environmental assessment and engineering design processes to allow ongoing community feedback and input into the preparation of the EIS and development of the reference design.

Four rounds of consultation were also proposed based on key Project milestones to obtain community feedback on specific aspects of the Project. Three rounds of consultation were undertaken between March 2010 and April 2011.

Additional consultation was also undertaken in September 2010 to inform local communities about the preferred location of the southern portal and new station at Yeerongpilly.

A further round of consultation will be undertaken in mid 2011 with the display of the EIS for public comment in accordance with the statutory requirement of the SDPWO Act.

Table 2-2 provides a summary of each phase of consultation, including timing and purpose.

Table 2-2 Consultation stages

Consultation round	Timing	Consultation purpose
Round 1 – Project introduction, including study corridor and draft terms of reference for the EIS	April-May 2010	<ul style="list-style-type: none"> • build awareness about the Project and its need • provide information about the detailed feasibility phase and engagement opportunities • provide information about the Project including study corridor and key Project elements • gain an insight into community and stakeholder values and concerns • fulfil the statutory requirements of the SDPWO Act in relation to exhibition of the draft terms of reference for the EIS and invite public comment
Round 2 – Preliminary reference design	July/August 2010	<ul style="list-style-type: none"> • Announce the preferred tunnel route and key station locations. • Gain input to the southern tunnel portal investigations. • Gain feedback on key design elements such as access to stations.
Round 2B – Southern portal location	September/October 2010	<ul style="list-style-type: none"> • Announce the preferred location for the southern portal at Yeerongpilly. • Seek feedback on potential benefits and impacts of the southern portal and new Yeerongpilly Station. • Confirm property requirements associated with the southern portal and liaise directly with property owners.
Round 3 – Reference design and impact assessment	November/December 2010	<ul style="list-style-type: none"> • Present and gain feedback on the reference design, including construction methodology. • Seek feedback on potential benefits and impacts of the reference design and proposed mitigation measures. • Confirm property requirements and liaise directly with landowners whose properties may be required by the Project.
Round 4 – Public display of the EIS	Mid-2011	<ul style="list-style-type: none"> • Notify the community that the EIS has been lodged for assessment. • Fulfil the statutory requirements of the SDPWO Act in relation to the exhibition of the EIS and invitation for written submissions • Provide information to stakeholders and the community about the reference design, potential impacts and mitigation measures to enable their review of the EIS. • Provide information on refinements made to the reference design following previous consultation. • Keep stakeholders and the community informed about the Project and potential timing of government decisions about the Project.

3 Stakeholders

This section provides an overview of the stakeholders consulted about Cross River Rail during the detailed feasibility phase.

3.1 Stakeholder identification

A stakeholder database was used to register stakeholders with an interest in the Project and to manage communications with individual stakeholders.

A stakeholder analysis was undertaken to identify stakeholders who may have an interest in Cross River Rail. These included:

- individuals who previously registered interest in the Project through the Inner City Rail Capacity study (ICRCS)
- representatives of industry associations, including those relating to engineering and construction, transport, planning, property development, investment/finance and urban design
- Commonwealth, State and local government agencies with an interest in the Project as either a decision maker or with a regulatory or advisory role in relation to the design, assessment and/or operation
- community facilities and groups within the study corridor, such as schools and universities, hospitals, organised community groups and business groups
- interested residents, business owners, property owners and community members within the study corridor
- property owners potentially directly affected by the reference design.

3.2 Stakeholder groups

During the detailed feasibility phase for Cross River Rail, approximately 4,300 stakeholders registered an interest in the Project or participated in consultation activities.

These stakeholders have been categorised into stakeholder groups relevant to individuals, government agencies, business and industry and community facilities and organisations.

Table 3-1 provides an overview of the stakeholder categories along with the number of stakeholders in each category. Residents were the largest group of stakeholders, with this group comprising approximately 3,000 registered stakeholders or more than 70% of all registered stakeholders.

Industry and business comprised a further 480 registered stakeholders, with this group including industry associations, business groups and consultants/contractors with an interest in the Project's planning and development.

Information on directly affected property owners, including consultation with this group, is provided in **Section 6**.

Table 3-1 Stakeholder groups

Stakeholder group	Number	Percent (%)
Residents (within the study corridor)	1,528	35.8
Residents (elsewhere)	1,552	36.3
Industry and business	481	11.3
Community organisations and cultural facilities (ie childcare, family and youth, churches, historical societies, environmental groups, parent and citizen associations, etc.)	60	1.4
Real estate agents	27	0.6
Elected representatives (ie Commonwealth, State and Local elected representatives)	21	0.5
Government agencies (including Local, State, Commonwealth)	20	0.5
Education facilities (ie primary, secondary and tertiary education)	17	0.4
Sport and recreation (ie clubs and facilities)	13	0.3
Health facilities and hospitals	12	0.3
Other	542	12.7
Total	4,273	100.0

3.3 Location of stakeholders

Nearly 45% of stakeholders who have either registered an interest or have been identified as having an interest in Cross River Rail have a postal address within the study corridor. Approximately 20% of stakeholders lived elsewhere in Queensland, while about 3% either lived interstate or overseas.

The Brisbane central business district (CBD) and the suburb of Fairfield had the highest proportion of stakeholders in the study corridor, comprising approximately 19% and 18.3% of stakeholders within the study corridor respectively. Other suburbs with high proportions of stakeholders included Yeronga, Yeerongpilly and Annerley.

Table 3-2 provides a summary of the location of stakeholders with an interest in the Project.

Table 3-2 Study corridor stakeholders

Location*	Number	Percent (%)
Brisbane CBD	352	18.9
Fairfield	341	18.3
Yeronga	283	15.2
Yeerongpilly	268	14.4
Annerley	262	14.1
Moorooka	71	3.8
Woolloongabba	58	3.1
Spring Hill	38	2.0
Woolloowin	35	1.9
Dutton Park	33	1.8
Rocklea	33	1.8
Salisbury	31	1.7
Kangaroo Point	26	1.4
Bowen Hills	12	0.6
Albion	10	0.5
Herston	6	0.3
Total study corridor	1,859	44.7
Other Queensland areas (outside of the study corridor)	859	20.6
Other Australian State or Territory	117	2.8
International	20	0.5
Location not specified	1,307	31.4
Total	4,162	100.0

Note:

** Stakeholders have been categorised based on their postal address. Some stakeholders may have had an interest in a property within an area of the study corridor that differs from their postal address.*

4 Communication and consultation activities

A range of communication and consultation activities were undertaken to inform people about the Project and to provide feedback and input into the preparation of the EIS and the development of the Project reference design.

This section provides an overview of communication and consultation activities undertaken for the Project between March 2010 and April 2011. Additional consultation activities will also be undertaken in 2011. This includes the exhibition of the EIS to allow community members and key stakeholders to review and comment on the EIS.

4.1 Project newsletters, local area updates and project guide

4.1.1 Project newsletters

Three Project newsletters were distributed in 2010 to approximately 200,000 households and businesses within the study corridor and adjacent suburbs. In addition, newsletters one and two were distributed to a further 425,000 households and businesses in the wider South East Queensland region.

Newsletters were also mailed to property owners who own a property in the study corridor but whose principal mailing address was outside of the newsletter distribution area as well as distributed at community information sessions, public displays and various railway stations across the study corridor.

Table 4-1 provides details of timing, distribution and the aim of each Project newsletter. A copy of each Project newsletter is in **Attachment A**.

Table 4-1 Project newsletters

Newsletter	Distribution	Aim of the newsletter
Newsletter 1 – April 2010	<p>625,000 newsletters delivered by Australia Post including:</p> <ul style="list-style-type: none"> 200,000 within the study corridor and adjacent suburbs 425,000 to the wider South East Queensland region <p>4,500 direct mail to “absentee property owners” (ie owners of properties within the study corridor, with a postal address elsewhere).</p>	<ul style="list-style-type: none"> Inform community members of the commencement of the Cross River Rail detailed feasibility study and about the study process and timing. Provide information on the Project, its need and benefits. Provide information on the preferred corridor and key Project elements, including new underground stations. Inform community members about the EIS process and draft ToR, including an invitation to make a written submission on the draft ToR to the Coordinator-General. Provide information on how people could input into the Project and find out more about Cross River Rail.
Newsletter 2 – July 2010	<p>625,000 newsletters delivered by Australia Post including:</p> <ul style="list-style-type: none"> 200,000 within the study corridor and adjacent suburbs 425,000 to the wider South East Queensland <p>4,500 direct mail to “absentee property owners” of properties within the study corridor</p>	<ul style="list-style-type: none"> Inform community members about the location of the new CBD underground station. Inform community members about the preferred tunnel route between Spring Hill and Dutton Park, including location of new underground stations. Provide information on the investigations for the southern portal location, including the area of investigation between Fairfield and Moorooka.

Newsletter	Distribution	Aim of the newsletter
		<ul style="list-style-type: none"> • Provide information about technical and EIS investigations. • Provide feedback on the key issues raised during consultation in April-May 2010. • Provide information on how people could input into the Project and find out more about Cross River Rail.
Newsletter 3 – November 2010	<p>200,000 newsletters delivered by Australia Post within the study corridor and adjacent suburbs</p> <p>4,500 direct mail to “absentee property owners” with properties within the study corridor</p>	<ul style="list-style-type: none"> • Inform community members about the reference design, including the tunnel alignment, station locations and construction methods. • Provide information on the benefits of Cross River Rail. • Provide information on the EIS investigations. • Inform community members on how they could provide feedback on the potential benefits and impacts of the reference design.

4.1.2 Local area update

A local area update was prepared and distributed in September 2010 to provide information on the preferred location for the southern portal and the new station at Yeerongpilly. The update also included:

- information on other areas considered for the location of the southern portal
- feedback from community members received on the location of the southern portal during round two consultation
- information on the EIS, including the availability of the final ToR for the EIS.

The local area update was distributed by Australia Post to approximately 23,000 households and businesses in Dutton Park, Annerley, Fairfield, Yeronga, Yeerongpilly, Moorooka, Rocklea and Salisbury.

Local area updates were also distributed to approximately 2,200 property owners who own a property within the area of investigation for the southern portal but whose principal mailing address was outside of the local area update distribution area. Copies of the local area update were also available at community information sessions, libraries and elected representatives offices near to the area of investigation for the southern portal as well as on the project website. A copy of the local area update is provided in **Attachment A**.

4.1.3 Project guide

A Project guide was produced to provide additional information for interested stakeholders about Cross River Rail. Released in April 2010, the Project guide included information on:

- the Project, its need and what it will deliver
- capacity constraints in the inner city rail network
- the Project’s relationship to wider government policies and strategies
- the study corridor and key Project elements
- the detailed feasibility phase, including investigations being conducted and timeline
- community and stakeholder consultation, including details on how to contact the Project team.

The Project guide was distributed at consultation events, including community information sessions and staffed displays and stakeholder briefings. Copies were also available at elected representatives' offices and on the project website.

4.2 Public advertisements

Public advertisements were placed in local and state newspapers at each round of consultation to inform the community about the Project, outcomes of investigations and details of consultation activities.

Regular advertisements were generally placed in the following newspapers covering the study corridor:

- The Courier-Mail
- Mx
- City News
- City South News
- City North News
- Northside Chronicle
- Westside News
- South East Advertiser
- Southern Star.

A schedule and examples of advertisements from each round of consultation are included in **Attachment B**.

In accordance with the SDPWO Act, a public notice advising of the exhibition period for the draft ToR was placed in The Weekend Australian and The Courier-Mail newspapers on Saturday 10 April 2010. Further information on this notice is in **Section 5**.

4.3 Project website

A Project website (www.crossriverrail.qld.gov.au) was established to provide information on Cross River Rail, investigations being undertaken during the detailed feasibility phase and community consultation activities. In particular, the website included information about:

- the Project, the need, benefits, study process and timeline and study corridor
- the reference design including key elements of the design and construction and maps showing the tunnel alignment, station locations and construction worksites
- the EIS, matters to be investigated and links to the Coordinator-General's website which included the draft ToR and Initial Advice Statement
- consultation activities, including details of consultation events, Project newsletters, feedback from consultation and contact details for the Project team.

Between March 2010 and April 2011, there were approximately 23,476 unique visits to the Project website.

4.4 Media announcements

Media announcements were held at key Project milestones. These included the distribution of media releases and media events. Details of media announcement are presented in **Table 4-2**.

Table 4-2 Media announcements

Date	Announcement
24 March 2010	Launch of Cross River Rail investigations
13 July 2010	Announcement of tunnel route and key stations, including Albert Street Station
15 September 2010	Announcement of the southern portal and new Yeerongpilly Station
11 November 2010	Announcement of the reference design

4.5 Community information sessions

Three main rounds of community information sessions were conducted between March 2010 and April 2011 at various locations across the study corridor. Additional community information sessions and staffed displays were also held as part of consultation on the southern portal.

Community information sessions were designed as “drop-in” events, which provided opportunities for community members to find out more about the Project and to speak with members of the Project team.

In total, approximately 1,800 people attended the 24 community information sessions held between March and December 2010. Issues raised by community members were captured on “flip charts”, interview sheets and feedback forms for input into the preparation of the EIS and development of the reference design.

Community information sessions and staffed displays were advertised through Project newsletters and local area update, newspaper advertisements, the Project website, the 1800 information line and emails to the project mailing list.

Table 4-3 provides a summary of the community information sessions and staffed displays, including location, timing and attendance. Further details are also provided in **Attachment C**.

Table 4-3 Community information sessions

Consultation round	Date and time	Location	Attendance
Round 1	Thursday, 22 April 2010 4.00pm – 7.00pm	Brisbane Table Tennis Centre, Windsor	460
	Tuesday, 27 April 2010 7.30am – 9.30am	Central Station, Brisbane City	
	Wednesday, 28 April 2010 11.00am – 2.00pm	Queen Street Mall, Brisbane City	
	Wednesday, 5 May 2010 12.00pm – 2.00pm	QUT Gardens Point, Brisbane City	
	Wednesday, 5 May 2010 5.00pm – 7.00pm	Brisbane Square Library, Brisbane City	
	Saturday, 8 May 2010 9.00am – 12.00pm	Dutton Park State School, Dutton Park	
	Thursday, 13 May 2010 4.00pm – 6.00pm	Fairfield Gardens Shopping Centre, Fairfield	

Consultation round	Date and time	Location	Attendance
Round 2	Saturday, 24 July 2010 9.00am – 12.00pm	Dutton Park State School, Dutton Park	825
	Monday, 26 July 2010 4.00pm – 6.00pm	Roma Street Station, Brisbane City	
	Wednesday, 28 July 2010 11.00am – 2.00pm	Queen Street Mall, Brisbane City	
	Saturday, 31 July 2010 9.00am – 12.00pm	Moorooka State School, Moorooka	
	Tuesday, 3 August 2010 12.00pm – 2.00pm	QUT Gardens Point, Brisbane City	
	Saturday, 7 August 2010 9.00am – 12.00pm	Holy Cross Catholic School, Woolloowin	
	Thursday, 12 August 2010 11.00am – 2.00pm	Fairfield Gardens Shopping Centre, Fairfield	
	Thursday, 12 August 2010 5.00pm – 8.00pm	Brisbane Girls Grammar School, Spring Hill	
Round 2b	Saturday 23 October 2010 10.00am – 2.00 pm	Queensland Tennis Centre, Tennyson	100
Round 3	Tuesday, 16 November 2010 11.00am – 2.00pm	King George Square, Brisbane City	454
	Thursday, 18 November 2010 5.00pm – 7.00pm	Queensland Irish Club, Brisbane City	
	Saturday, 20 November 2010 9.00am – 12.00pm	Dutton Park State School, Dutton Park	
	Saturday, 20 November 2010 2.00pm – 4.00pm	Brisbane Girls Grammar School, Spring Hill	
	Tuesday, 23 November 2010 12.30pm – 2.30pm	Brisbane Square Library, Brisbane City	
	Wednesday, 24 November 2010 5.00pm – 8.00pm	Queensland Tennis Centre, Tennyson	
	Saturday, 27 November 2010 9.00am – 12.00pm	Salisbury Baptist Church, Salisbury	
	Saturday, 4 December 2010 9.00am – 11.00am	Moorooka State School, Moorooka	

4.5.1 Public displays

Information about the Project was provided at unstaffed public displays for each of the three rounds of consultation. Displays were located at venues within or near to the study corridor, including:

- Brisbane Square Library
- Hamilton Library
- Fairfield Library
- Annerley Library
- Coopers Plains Library

- Grange Library
- State Library of Queensland
- offices of elected representatives within or near the study corridor
- train station noticeboards.

4.6 Local advisory groups

Two local advisory groups (LAGs) were established to provide community input into the reference design and EIS investigations. Each LAG comprised a cross section of local residents and property owners, community groups, community organisations, and business owners.

The Northern LAG comprised 14 members and focussed on the section of the Project located north of the Brisbane River including the Brisbane CBD, Spring Hill and Bowen Hills.

The Southern LAG comprised 19 members and focussed on the section of the Project located south of the Brisbane River between Woolloongabba and Salisbury.

In 2010, four meetings were held with the Northern LAG and seven meetings were held with the Southern LAG. The fewer meetings for the Northern LAG was largely due to the delay in the commencement of these meetings until after the announcement of Albert Street as the preferred location for the CBD station as well as additional meetings held at the request of the Southern LAG in relation to the location of the southern portal.

Table 4-4 provides an overview of LAG meetings, including date and topics covered.

Table 4-4 Local advisory group meetings

Meeting number and date	Topics addressed
Southern LAG	
Meeting 1 – 14 July 2010	<ul style="list-style-type: none"> • Role of the LAG • Project update, including background, detailed feasibility phase and the EIS • Southern section, including area of investigation
Meeting 2 – 28 July 2010	<ul style="list-style-type: none"> • Project update, including consultation and current works • EIS, including EIS process, draft ToR and next steps • Southern portal, including technical investigations, existing environment investigations, options and community views
Meeting 3 – 5 August 2010	<ul style="list-style-type: none"> • EIS existing environment investigations • Southern portal, including infrastructure elements of the southern portal and portal scenarios for Fairfield and Clapham
Meeting 4 – 1 September 2010	<ul style="list-style-type: none"> • Project update, including Project progress, consultation and current works • Underground stations, including Albert Street Station, Roma Street Station, Gabba Station and Boggo Road Station • Noise and vibration investigations • Social impact assessment
Meeting 5 – 27 October 2010	<ul style="list-style-type: none"> • Project update, including consultation • Overview of the draft <i>Connecting SEQ 2031</i> • Woolloongabba and Boggo Road Stations, including pedestrian access and connectivity • Air quality • Construction methods and managing impacts
Meeting 6 – 15 November 2010	<ul style="list-style-type: none"> • Reference design, including station design and construction

Meeting number and date	Topics addressed
Meeting 7 – 1 December 2010	<ul style="list-style-type: none"> • Freight • Impact assessment, including construction and operation • Environmental management and mitigation
Northern LAG	
Meeting 1 – 9 August 2010	<ul style="list-style-type: none"> • Role of the LAG • Project background and context, including need and detailed feasibility phase • Study corridor and Project elements, including tunnel route, underground stations, areas of investigation • Lower Albert Street
Meeting 2 – 23 September 2010	<ul style="list-style-type: none"> • Consultation update • Technical update, including geotechnical drilling and other investigations • Pedestrian access and connectivity • EIS process, including ToR, EIS investigations and existing environment investigations
Meeting 3 – 17 November 2010	<ul style="list-style-type: none"> • Reference design overview • Consultation update
Meeting 4 – 30 November 2010	<ul style="list-style-type: none"> • Albert Street Station, including streetscape changes and development opportunities • Noise and vibration investigations • Construction methods • Business case update

4.7 Stakeholder briefings

Briefings have been conducted with a range of stakeholders during the detailed feasibility investigations. The purpose of the briefings was to provide information on the Project and identify specific issues or concerns for consideration in the development of the reference design and preparation of the EIS.

4.7.1 Property owner briefings

Individual briefings were held with owners of properties potentially directly affected by either surface works or tunnelling as well as owners of properties located immediately adjacent to the proposed surface infrastructure.

The purpose of the briefings was to provide information on the Project, potential property impacts of the reference design and the property acquisition process, including timing.

As at April 2011, 215 meetings have been held with property owners. Further information on the process for consultation with property owners is provided in **Section 6**.

4.7.2 Community briefings

Project briefings have been held with a number of community stakeholders including individuals, community and business groups, and community facilities such as schools and hospitals. Between March 2010 and April 2011, briefings have been held with:

- Princess Alexandra Hospital
- St Andrew's War Memorial Hospital
- Centenary Pool
- Queensland University of Technology
- RNA
- Rail Back on Track
- Dutton Park State School
- Yeronga State High School
- Nyanda State High School
- Brisbane Girls Grammar School
- Woolloongabba Traders Association
- Valley Chamber of Commerce
- Southbank Business Association
- Cross River Rail Action Group
- St Fabians Church, Yeerongpilly
- Vision Australia
- Iglesia Evangelica Pentecostal Church, Fairfield
- Church of Latter Day Saints, Kangaroo Point.

A number of briefings were also held with individuals with an interest in the Project. Further details of community briefings, including briefing dates, are provided in **Attachment D**.

4.7.3 Industry briefings

Industry stakeholders were consulted during the detailed feasibility phase through whole of industry briefings and individual briefings to specific industry associations and groups. Two industry briefings were held to provide industry stakeholders with Project information relating to:

- engineering and construction
- transport
- planning, urban design and property development
- investment/finance.

The first briefing was held on 20 April 2010 to provide an overview of Cross River Rail and the detailed feasibility study. The briefing was attended by approximately 150 people.

The second industry briefing was held on 15 December 2010 and was attended by 163 people. The purpose of the briefing was to provide an update on the detailed feasibility study, including the reference design and the business case. An industry roundtable was also established which involved representatives from eight industry associations. The industry round table met in April and July 2010. Industry associations represented included:

- Committee for Economic Development of Australia (CEDA)
- Infrastructure Association of Queensland (IAQ)
- Brisbane Institute
- Planning Institute of Australia (PIA)
- Royal Automobile Club of Queensland (RACQ)
- Property Council of Australia
- Urban Land Development Authority
- TransLink Transit Authority.

In addition, individual briefings were held with a range of industry associations and groups including:

- Infrastructure Association of Queensland
- Committee for Economic Development of Australia
- Australian Property Institute
- Brisbane Marketing
- Infrastructure Partnership Australia
- Consult Australia
- South East Queensland Council of Mayors.

Further details of industry briefings held between March 2010 and April 2011 is provided in **Attachment D**.

4.7.4 Elected representative briefings

Briefings were held with Federal, State and Local government elected representatives within the study corridor at key Project milestones. The purpose of the briefings was to provide an update on the detailed feasibility study and information on the Project relevant to their local area.

Between March 2010 and April 2011, briefings were held with the following elected representatives and/or their electorate officers:

- Federal government
 - Wayne Swan, Federal Member for Lilley
 - electorate officer for Kevin Rudd, Federal Member for Griffith
 - Arch Bevis, Federal Member for Brisbane
 - Kerry Rea, Federal Member for Bonner
 - Graham Perrett, Federal Member for Moreton
 - Brett Raguse, Federal Member for Forde
 - Shayne Neumann, Federal Member for Blair
 - Jon Sullivan, Federal Member for Longman
- State Government
 - Grace Grace MP, State Member for Brisbane Central
 - Simon Finn MP, State Member for Yeerongpilly
 - electorate officer for Anna Bligh MP, State Member for South Brisbane
 - Tim Nicholls MP, State Member for Clayfield
 - Neil Roberts MP, State Member for Nudgee
 - Stirling Hinchliffe MP, State Member for Stafford
- Brisbane City Council
 - Cr Steve Griffiths, Councillor for Moorooka ward
 - Cr David Hinchliffe, Councillor for Central ward
 - Cr Helen Abrahams, Councillor for Woolloongabba ward
 - Cr David McLachlan, Councillor for Hamilton ward
 - Cr Nicole Johnston, Councillor for Tennyson ward
 - Cr Kim Flesser, Councillor for Northgate ward
 - Cr Amanda Cooper, Chairperson of the Neighbourhood Planning and Development Assessment Committee.

In addition, briefings were also provided to Brisbane City Council’s Establishment and Coordination Committee and Transport Committee.

4.7.5 Government agency briefings

Government stakeholders, representing a variety of agencies, participated in the detailed feasibility phase through a range of mechanisms, including:

- EIS workshops, focussing on a range of individual disciplines
- technical advisory groups, involving agencies with an interest in rail operations, engineering and design, and transport planning
- planning advisory groups, involving agencies with an interest in planning and development
- whole of government briefings
- briefings with individual agencies.

Further details on consultation with government agency stakeholders are provided in **Section 7**.

4.7.6 Brisbane City Council briefing

Two briefings were held with staff from Brisbane City Council on 20 July and 17 November 2010. The purpose of the first briefing was to provide an overview of Cross River Rail and the detailed feasibility study. The second briefing provided an overview of the reference design, including tunnel route, station locations and proposed construction methodology.

4.8 Project feedback mechanisms

A freecall community information line (1800 462 730), Project email (info@crossriverrail.qld.gov.au), reply paid mailing address (Reply Paid 213, Brisbane Qld 4001) and online feedback forms were established to allow community members to provide their comments and input to the Project team during the detailed feasibility phase.

Feedback forms were also available at each of the community information sessions.

Feedback mechanisms were advertised through consultation activities including Project newsletters, website, public displays, media releases, community information sessions and staffed displays, and newspaper advertisements.

To date, approximately 2,134 contacts have been made to the Project team via the community information line, Project email, feedback forms or mailing address. A breakdown of these is provided in **Table 4-5**.

Table 4-5 Community contacts

Type of feedback	Total contacts
Freecall 1800 community information line	837
Email (incoming)	646
Written correspondence (incoming)	57
Feedback forms (consultation events)	315
Online feedback forms	279
Total	2,134

4.9 People with special needs

A range of mechanisms were implemented to ensure that people with special communication needs, (ie vision or hearing impairment, non-English speaking background) were able to actively participate in communication and public consultation activities.

These included:

- access to interpreter services for people from non-English speaking backgrounds or with hearing impairment
- captioning of the DVD prepared on the reference design, especially for people with hearing impairment
- distribution of the Local Area Update (September 2010) and Newsletter 3 (November 2010) to Radio 4RPH (Queensland Radio for the Print Handicapped Limited) to read on air.

The availability of interpreter services were advertised the Project newsletters, Project guide and Project website.

Representatives from Vision Australia also participated in meetings of the Southern and Northern LAG and provided input on the reference design through a specific Project briefing.

5 Exhibition of the draft terms of reference

The draft terms of reference (ToR) for the EIS were on public exhibition between 10 April 2010 and 17 May 2010 and the public was invited to submit comments on the draft ToR to the Coordinator-General.

In accordance with the SDPWO Act, public exhibition of the draft ToR involved:

- publishing a notice in The Courier-Mail and The Weekend Australian on Saturday 10 April 2010
 - informing the public of Cross River Rail’s designation as a project of State significance requiring an EIS
 - providing details on where the draft ToR could be viewed
 - inviting the public to make written comments to the Coordinator-General on the draft ToR
 - providing details on how to make comments on the draft ToR
- establishing public displays at seven libraries within or near to the study corridor of the draft ToR
 - Hamilton Library at Racecourse Road, Hamilton
 - Brisbane Square Library, at George Street, Brisbane City
 - Fairfield Library, at Fairfield Gardens Shopping Centre, Fairfield Road, Fairfield
 - Coopers Plain Library, at Orange Grove Road, Coopers Plains
 - Annerley Library, at Ipswich Road, Annerley
 - Grange Library, at Evelyn Street, Grange
 - State Library of Queensland, Cultural Centre, Stanley Place, South Bank
- displaying the draft ToR and the Initial Advice Statement on the major infrastructure projects webpage of the Department of Infrastructure and Planning website (www.dip.qld.gov.au/projects/transport/rail/cross-river-rail.html).

A copy of the statutory notice for the draft ToR is included in **Attachment E**.

In addition, information on the draft ToR was also available:

- at the seven community information sessions held as part of Round 1 consultation in April-May 2010, including display posters with details on how to comment on the draft ToR and copies of the draft ToR for review
- through the 1800 community information line and Project email
- on the Project website
- in the Newsletter 1, distributed to approximately 625,000 households and businesses in the wider South East Queensland region.

A total of 47 written submissions about the draft ToR were received by the Coordinator-General, including 38 submissions from local businesses and members of the community and nine submissions from state government agencies.

Comments made on the draft ToR were considered by the Coordinator-General in finalising the ToR for the EIS. The Coordinator-General finalised the ToR on 19 August 2010.

6 Property owner consultation

This section provides an overview of the property owner consultation process including approach, stakeholders, communication and consultation activities, and key issues identified through property owner consultation.

6.1 Consultation overview

Consultation with directly affected property owners was a key aspect of the overall consultation program for Cross River Rail and has been undertaken throughout the detailed feasibility to:

- gather information on property features, such as basements and foundations, to inform the design development
- ensure property owners, building managers and registered tenants of properties directly affected by the Project are aware of the Project, its potential impact on their property and have been kept informed on the progress of investigations
- identify issues for consideration in the development of the reference design and preparation of the EIS.

Communication with property owners was targeted and included personalised letters, face-to-face meetings and direct phone/email contact.

Property owners were informed that land for the Project would be acquired in accordance with the provisions of the *Land Acquisition Act 1967*, following Project approval.

6.2 Property impacts

A total of 108 properties are potential directly affected, either wholly or in part, by surface works of which, 92 properties are privately owned. A further 303 properties are potentially directly affected by sub-surface volumetric acquisition due to the tunnel passing beneath the property. These include 285 privately owned properties.

Table 6-1 provides a summary of the number of properties directly affected by either surface or sub-surface works. Drawings showing potentially directly affected properties, including those impacted by surface or sub-surface (volumetric) works, are provided in *Volume 2* of the EIS.

Table 6-1 Directly affected private properties

Property impact	Number of directly affected properties	Number of privately owned properties
Surface impact	108	92
Volumetric impact	303	285
Total	411	377

A total of 16 properties potentially affected by the Project are owned by the State Government, of which 10 properties are potential affected by surface works. Eighteen potentially affected properties are owned by Brisbane City Council, of which six properties would be potentially affected by surface works.

6.2.1 Near neighbours

Near neighbours include those properties immediately adjacent to surface works, where the removal of buildings for the Project is likely to increase their exposure to impacts of construction and/or operation. A total of 261 private properties are considered “near neighbours” to the Project.

6.3 Communication and consultation activities

This section provides details of communication and consultation activities undertaken for directly affected property owners. Directly affected property owners include:

- property owners, property managers (ie body corporate) and registered tenants of properties directly affected, either wholly or in part, by Project surface works, including works required for the construction or operation of the Project
- property owners, property managers and registered tenants of properties directly affected by the tunnel passing underneath or directly adjacent to their property (ie sub-surface volumetric acquisition).

6.3.1 Direct mail notifications

Property owners directly affected by either surface works or tunnelling, or who owned a property directly adjacent to the proposed works, were directly notified by letter. Letters provided information about the Project and potential impact on their property and encouraged property owners to participate in community consultation activities.

Letters were sent to directly affected property owners via a number of methods, including:

- hand delivery by members of the Project team to owner-occupiers directly affected by surface works
- delivery by registered mail to absentee owners directly affected by surface works
- delivery by Australia Post ordinary mail for owners of properties affected by volumetric tenure or who were located near to an underground station or tunnel alignment, or who were in an area of investigation.

Table 6-2 provides a summary of the direct mail notifications sent to property owners, including timing, distribution and purpose of the letter. Examples of property owner letters are in **Attachment F**.

Table 6-2 Property owner notifications

Consultation round	Date	Distribution	Details
Round 2	w/c 12 July 2010	3,000	Letter to property owners informing them that their property was located in the vicinity of a proposed underground station and encouraging them to participate in community consultation activities. Letters sent by Australia Post ordinary mail.
		400	Letters to property owners informing them that their property was located in the vicinity of the proposed tunnel alignment between Spring Hill and Dutton Park and encouraging them to participate in community consultation activities. Letters sent by Australia Post ordinary mail.
		1,300	Letter to property owners informing them that their property was located in the vicinity of the area of investigation between Fairfield and Moorooka and encouraging them to participate in community consultation activities. Letters sent by Australia Post ordinary mail.
		3,600	Letter to absentee property owners informing them that their property was located within the study corridor (excluding property owners near a proposed underground station, the proposed tunnel alignment or area of investigation between Fairfield and Moorooka). Letters sent by Australia Post ordinary mail.

Consultation round	Date	Distribution	Details
Round 2B	15 September 2010	181	Letter to owner-occupiers of properties at Yeerongpilly directly affected by surface works, tunnelling or immediately adjacent to works. Sixty-five letters were hand-delivered, and the remaining 116 letters were posted via registered-mail.
Round 3	November 2010	66	Letter to property owners potentially affected by surface works, informing them of the Project requirement and inviting them to meet with the Project team. Letters sent by Australia Post ordinary mail.
		178	Letter to property owners directly affected by tunnelling, informing them of the potential requirement for a volumetric acquisition of their property. Letters sent by Australia Post ordinary mail.
		30	Letter to body corporate informing them of the potential requirement for a volumetric acquisition of their property. A fact sheet on volumetric acquisition was also included with the letter. Letters sent by Australia Post ordinary mail.
		1,436	Letter to property owners of units informing them of the potential requirement for a volumetric acquisition of their property. The letter was sent to unit owners within 50 unit complexes. A fact sheet on volumetric acquisition was also included with the letter. Letters sent by Australia Post ordinary mail.
		241	Letter to property owners informing them that they are immediately adjacent to proposed Project works, including construction worksites and/or proposed new stations. Letters sent by Australia Post ordinary mail.
		84	Letter to property owners at Yeerongpilly who had received a letter during Round 2B, confirming the potential requirement for their property. Letters sent by Australia Post ordinary mail.
		13	Letter to property owners at Yeerongpilly informing them that they are immediately adjacent to proposed Project works, including construction works and new station. Letters sent by Australia Post ordinary mail.
		54	Letter to property owners contacted during Round 2B consultation, who had not previously met with the Project team, providing them with an update on the Project and offering them the opportunity to meet with the project team. Letters sent by Australia Post ordinary mail.
		10,000	Letter distributed to households within the study corridor informing them of the release of the reference design and encouraging them to participate in community consultation activities. Letters sent by Australia Post ordinary mail.

Letters will also be sent to directly affected property owners as part of Round 4 consultation. The purpose of this letter will be to inform property owners about:

- refinements made to the reference design following consultation in November 2010 and subsequent changes to property impacts
- the release of the EIS for public review and comment
- community consultation activities, to be undertaken as part of the EIS consultation.

6.3.2 Property owner meetings

Individual meetings were held with directly affected property owners and property managers (and tenants as appropriate) to discuss potential impacts of the Project for their property and to provide information on the property acquisition process, including possible timing of acquisition.

Each meeting included a member of the Cross River Rail technical, consultation and property teams and specifically covered:

- Project background, planning and timeframes
- the reference design, including design and construction
- property acquisition process
- environmental impact statement process.

Information provided to property owners at the meetings included:

- Project newsletters
- Project guide
- Transport and Main Roads property acquisition brochure
- aerial map and/or volumetric section showing the extent of the property impact.

To date, 215 meetings have been held with directly affected property owners who received a letter during Round 2B and Round 3 consultation. A further 99 property owners have contacted the Project team to discuss potential property impacts, and have elected not to meet with the Project team.

During Round 2B consultation, the Project team also met with 13 property owners who live near to Project works but who do not have a direct property impact.

Follow up letters were sent to property owners and/or contact made with body corporate representatives who did not contact the Project team.

Table 6-3 provides an overview of meetings held with directly affected property owners.

Table 6-3 Property owner meetings

Consultation round	Number of meetings with directly affected property owners
Round 2B	112
Round 3	103
Total	215

Meetings will be held with property owners during Round 4 consultation, where a change in property impact has occurred due to refinements to the reference design following consultation in November 2010.

6.3.3 Meetings with major developers

A number of meetings were held with major developers and property owners within the study corridor, particularly near the tunnel or underground stations. The purpose of these meetings was to provide updates on the Project, including study process, timing and investigations and to discuss implications, if any, for future development of the various properties.

6.4 Outcomes of property owner consultation

As at April 2011, the Project team has made direct contact with all owners of the 411 individual properties potentially directly affected by either surface works or tunnelling. In addition, the Project team has personally engaged with approximately 75% of all owners (316 property owners) by either a meeting or phone contact.

To date, Transport and Main Roads has received a number of applications for hardship from directly affected property owners. Discussions with property owners who applied for early acquisition have also commenced.

Key issues identified by property owners during individual meetings include:

- property acquisition process, including level of compensation and inclusion of other costs, determination of market value, ability to find a similar property in the same area
- concerns about the lack of compensation for property owners directly adjacent to construction activities, for disturbance during construction and potential decrease in property values
- timing and Project approval, including uncertainty about decisions relating to property investments such as renovating, buying, selling and renting.

Potential adverse impacts on property values due to the Project was a key concern for property owners above the tunnel alignment or adjacent to surface works. However, some property owners also recognised that the Project may contribute to increases in property values, particularly for property owners near the new stations.

Noise and vibration was a concern for residential property owners affected by volumetric acquisition, particularly how this would impact on amenity and property value.

Directly affected commercial property owners identified concerns about their ability to purchase similar commercial properties in the same area, with Brisbane CBD, Rocklea and Salisbury particularly identified. Commercial property owners also identified concerns about the financial and operational impacts of property acquisition, such as:

- potential loss of tenants and rental income
- disruption to business due to relocation, with some businesses indicating they require long lead times to relocate machinery and specialised operations
- impact on their existing plans to sell, lease or redevelop their property
- capital gains tax implications, if a suitable replacement property is not found
- potential limitations on future development for properties above the tunnel alignment
- loss of future income from not being able to realise their property's full redevelopment potential.

7 Government agency consultation

Government stakeholders participated in the detailed feasibility phase through a range of mechanisms including whole of government briefings, EIS workshops, technical and planning advisory groups and briefings with individual agencies.

7.1 Whole of government briefings

Two whole of government briefings were held on 20 April 2010 and 9 November 2010 involving representatives of Queensland Government 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 provided an update on the EIS and an overview of the reference design, including tunnel route, station locations and proposed construction methodology.

7.2 Technical advisory groups

Technical advisory groups were established for the detailed feasibility study focusing on:

- rail operations
- engineering and transport.

The rail operations advisory group was made up of representatives from Queensland Rail, Queensland Rail Passenger Services, Queensland Rail Freight and TransLink. The group contributed to the development of the Cross River Rail output specification and preliminary concept designs including detailing future track configuration and potential station upgrades. The rail operations advisory group met on 13 occasions between February 2010 and April 2011 to input to the development of the reference design.

The engineering, design and transport advisory group comprised representatives from Transport and Main Roads, Queensland Rail, and TransLink. The focus of the group was to discuss operational, technical and interface issues for the Project.

7.3 Planning advisory group

A planning advisory group was established for the detailed feasibility study comprising representatives of local and state government planning and development agencies, including:

- Queensland Government architect
- Department of Infrastructure and Planning
- Urban Land Development Authority
- Department of Public Works
- Transport and Main Roads
- Brisbane City Council.

The purpose of the group was to provide strategic advice on planning and development matters to the Project team in the development of the reference design, particularly in relation to station locations, the southern portal location and precinct planning.

The planning advisory group met on 12 occasions between February 2010 and April 2011 to input to the development of the reference design.

7.4 EIS agency workshops

A series of workshops have been held with various State Government agencies to input into the development of the EIS. These sessions were coordinated by the Department of Infrastructure and Planning, Significant Project Unit. The purpose of the workshops was to seek early input and feedback from various agencies on the EIS investigations.

Ten State Government agencies with a regulatory or advisory role on the EIS or the Project were represented. Officers from Brisbane City Council also participated in a number of the workshops.

Four series of workshops, focussing on specific EIS disciplines, were held between July 2010 and December 2010, focussing on:

- study methodology and study area relevant to individual disciplines
- outcomes of existing environment investigations
- reference design, including potential impacts
- findings from the impact assessment and possible mitigation measures.

Figure 7-1 provides an overview of the workshop program.

Discipline	Agencies	Round 1 (July 2010)	Round 2 (August 2010)	Round 3 (November 2010)	Round 4 (December 2010)	Round 5 (Mid 2011)
		Methodology, study area, data and assessment measures	Reference design update, impact assessment input	Reference design update, impact assessment and mitigation	EIS findings	EIS Outcomes
Noise & Vibration	DERM, TMR, BCC, QR	●	●	●	●	●
Air Quality	DERM, TMR, BCC	●	●	●	●	●
Groundwater & Contaminated Land	DERM, TMR, BCC, QR	●	●	●	●	●
Surface Water	DERM, TMR, BCC, DEEDI	●	●	●	●	●
Flora & Fauna	DERM, BCC	●			●	●
Flooding	BCC	●	●	●	●	●
Land Use & Planning	DIP, BCC, TMR, DPW	●	●	●	●	●
Visual Amenity	DIP, BCC, TMR, DPW	●			●	●
Cultural Heritage	DERM, BCC, TMR	●	●	●	●	●
Social Impact Assessment	QH, DET, QFRS, QPS, DOC, BCC, DEEDI	●	●	●	●	●

Figure 7-1 EIS workshop program

8 Future consultation activities

Communication and consultation for Cross River Rail is ongoing and will continue for the duration of the detailed feasibility phase. If approved to proceed, ongoing consultation would also be undertaken during the procurement, construction and operation phases of the Project.

The following provides an overview of ongoing consultation activities to be undertaken for the Project.

8.1 Detailed feasibility phase

8.1.1 General communication and consultation activities

Round 4 consultation is to be undertaken in 2011 and will involve the exhibition of the EIS for public review and comment. The purpose of this round of consultation is to:

- present the findings of the EIS investigations, including potential benefits and impacts and mitigation measures
- invite community members and agencies to make written submissions on the EIS, in accordance with the requirements of the SDPWO Act
- provide an update on the reference design, including refinements made in response to community and stakeholder feedback received during Round 3 consultation in October and November 2010
- inform property owners about changes to property impacts due to refinements to the reference design following consultation in October and November 2010
- update stakeholders and the community about the Project, including potential timing of government decisions about the Project.

Communication and consultation activities planned as part of Round 4 include:

- distribution of Newsletter 4 to households and businesses in the primary consultation catchment as well as to property owners with investment properties within the study corridor but with a postal address outside of the newsletter distribution area
- preparation of local area updates that provide information on the reference design and EIS for specific areas, for distribution at information sessions and through the project website
- update of the Project website, including availability of the EIS
- community information sessions at various locations within or near to the study corridor
- unstaffed public displays at key locations within or near to the study corridor
- meetings of the southern and northern local advisory groups
- briefings with key stakeholders
- ongoing staffing of the 1800 community information line, email and reply paid mailing address
- ongoing communication and consultation with directly affected property owners.

8.1.2 EIS exhibition

The EIS would be available for public review and comment in accordance with the SDPWO Act. As part of the public exhibition, the following activities would be undertaken:

- publication of a notice in The Courier-Mail and The Australian newspapers informing community members of the availability of the EIS for public review, including invitation for community members and agencies to make written submissions to the Coordinator-General
- public display of the EIS at relevant locations within or near to the study corridor
- display of the EIS on the Cross River Rail website (www.crossriversrail.qld.gov.au).

Following public consultation, written submissions received on the EIS will be considered by the Coordinator-General when making a decision on the Project.

8.2 Procurement

Communication and consultation would be undertaken during the procurement phase to ensure that the community, property owners and other stakeholders are informed about the progress of the Project, including timing of Project decisions.

Communication and consultation activities to be undertaken would be determined during the procurement phase, but may include such activities as:

- updates to the Project website
- ongoing meetings with property owners potentially directly affected by the Project
- meetings with key stakeholders
- Project announcements such as the preferred Contractor or final design.

8.3 Construction

A community consultation process would be developed and implemented during the construction phase of the Project to ensure that local communities and other stakeholders are informed about construction, including the timing, duration and likely impacts of construction activities and measures to mitigate or manage potential construction impacts.

The process for community consultation during construction is specified in the draft outline environmental management plan included in **Chapter 24 Draft Outline EMP**. Broadly, this would include:

- establishing community liaison groups to provide timely advice on community issues and concerns relating to the construction of the Project
- establishing and implementing a complaints process, which includes
 - procedures for receiving, registering and responding to complaints
 - maintaining a staffed, 24-hour, seven-days-a-week community information line
 - regular reporting of complaints received and corrective actions undertaken
 - process for monitoring and auditing the complaint handling system
- establishing community information services including a toll-free telephone service, Project website and email service, regular newsletters, scheduled information sessions or open days
- providing information through the Project website generally and in response to specific inquiries about environmental performance

- early and ongoing engagement with owners and occupants of premises adjacent to the proposed works or proposed mitigation measures
- providing early notification to owners and management of critical premises or “sensitive receptors” likely to be affected by proposed construction works in terms of their scale, duration, location and potential effects
- establishing and implementing, where required, special procedures to respond to complaints, issues or incidents, such as face-to-face meetings and ongoing communications with affected parties and a documented process for issues resolution.

8.4 Operation

During the operation of Cross River Rail, ongoing communication and consultation would be undertaken as part of Transport and Main Roads’, TransLink’s and Queensland Rail’s normal communication and consultation activities.

9 Overview of key issues

The community and stakeholder consultation process was designed to provide community members and other interested stakeholders with a range of opportunities ranging from “one-off” participation to ongoing involvement, and to address a variety of topics including design, construction methods, and environmental assessment and management.

This section provides an overview of key issues gathered from community and stakeholder consultation activities undertaken between March 2010 and April 2011, including community information sessions, stakeholder briefings, advisory group meetings, property owner meetings, feedback forms, the freecall community information line and emails to the Project team.

An overview of how these comments were considered in the development of the reference design and preparation of the EIS is provided in **Section 10**.

More than 3,500 individual comments were received from community members and key stakeholders through various consultation activities and recorded in the stakeholder database. Key issues raised during consultation related to:

- Project need and justification
- location of the southern tunnel portal
- location and design of the ventilation and emergency access building
- property impacts, including property acquisition, impact on property values, uncertainty about future property decisions, volumetric acquisition
- freight operations, including concern about potential for freight to increase with the Project and impacts relating to noise, dust and vibration from freight trains
- impacts on character housing
- construction impacts, including noise and vibration, dust, worker parking and construction traffic
- local traffic and access, including changes from the Project on local access and connectivity, impacts of commuter parking, and access for people with disability
- operational impacts, including noise, community safety, services.

A range of mitigation and environmental management measures were also identified to manage potential impacts of construction and operation.

The following provides further discussion on each of these issues. A detailed list of issues raised during consultation is included in **Attachment G**.

9.1.1 Project need and justification

Overall, there was general support for the Project and recognition of the need to improve public transport and increase the capacity of the inner city rail network to enable increased services for rail passengers. In particular, people identified the need for:

- better public transport services
- better integration between public transport modes, particularly bus and train
- increased and more frequent train services, particularly during off-peak hours
- better connections to destinations other than the Brisbane CBD.

However, some community members suggested that a more economical approach would be to provide above ground rail tracks, including duplication of the Merivale Bridge, while others also suggested that new rail stations were needed in those areas currently not serviced by rail rather than additional capacity and infrastructure in the inner city.

9.1.2 Southern tunnel portal location

The possible location of the southern tunnel portal was a key concern for local communities south of Dutton Park during Round 1 and Round 2 consultation.

Many community members suggested the portal should be moved further south of Fairfield to industrial areas at Clapham Rail Yard or Moorooka in order to avoid or reduce:

- impacts on residential properties, including loss of affordable housing
- adverse effects on property values, particularly for properties near surface works or construction activities
- impacts on character housing
- the displacement of community members as a result of residential property resumptions
- impacts on established community networks
- impacts on local access and connectivity, particularly at Denham Street and pedestrian crossings of the railway corridor at Tamar and Cronin streets
- impacts on, and access to community facilities, such as Fairfield Gardens shopping centre, local parks, recreation facilities and public transport facilities (ie rail stations and bus stops)
- construction impacts such as noise, dust and construction traffic.

Community support for the location of the southern portal at sites in Clapham Rail Yard and Moorooka was generally due to minimising impacts on local communities, including property resumption and disruptions during construction (ie construction worksites, traffic, spoil). A range of other possible locations were also identified including at Yeerongpilly, Yeronga, Dutton Park, Park Road, Salisbury and the site of the Yeerongpilly transit oriented development (TOD).

Community comments in relation to the preferred southern tunnel portal location at Yeerongpilly are discussed further in **Section 9.1.3**.

9.1.3 Yeerongpilly portal and station

Community feedback received during the Round 2 and Round 3 consultation included a number of comments in relation to the design and location of the southern portal and new station at Yeerongpilly. These included:

- support for the tunnel portal and new Yeerongpilly Station to be located further south in industrial land or in Clapham Rail Yard to minimise residential impacts
- concern about shallow tunnelling and settlement near the portal at Yeerongpilly, particularly in relation to St Fabians Church and residential properties at Cardross Street
- impacts from the construction and operation of the floodgate building, including noise and dust from construction activities and visual impacts of the building on nearby properties
- impacts on residential property, including character housing, and potential to reduce property impacts, including through
 - “staggering” the platforms and providing a link between the southern and northern ends of the platforms
 - locating the proposed Yeerongpilly Station platforms further west, closer to Fairfield Road
 - constructing the new Yeerongpilly Station in the industrial area at Station Road

- impact of noise, dust and vibration from construction activities on residential and community uses, including St Fabians Church and Grosvenor Hall at Cardross Street
- concern about visual impacts of the floodgate building and size of the construction site for the building
- desire to retain the heritage listed station house on the existing Yeerongpilly platform.

Concern about the future use of the Yeerongpilly worksite was also raised during consultation for the Project, with the suggestion identified for this to be converted to parkland.

9.1.4 Ventilation and emergency access building

Community feedback received on the reference design in November and December 2010 identified a range of issues relating to the location, design and construction of the ventilation and emergency access building. These included:

- the size, scale and operation of the ventilation building, including potential noise impacts from the operation of the fans
- visual impact of the ventilation building, particularly from surrounding residential properties
- impacts associated with the construction of the shaft and building, including noise, dust, spoil removal, workforce parking and heavy vehicle traffic, particularly for the Iglesia Evangelica Pentecostal Church
- potential impact on significant vegetation, parkland, skate park and children's playground, due to the location of the construction worksite at Robinson Park
- traffic impacts and safety for road users, including
 - concerns that the ventilation building will obstruct the flow of traffic turning on to Fairfield Road
 - potential for the building to further limit visibility for motorists leaving Fairfield Gardens shopping centre turning right from Brougham Street onto Fairfield Road
 - the need to maintain two lanes of traffic (one in each direction) along Fairfield Road at all times during construction
- safety for rail passengers exiting the emergency access building in the event of an emergency, with passengers required to exit to a small area of land bordered by two busy roads.

Provision of a u-turn facility at Ashby Street was identified through community consultation as a way of avoiding obstructions to traffic flows for traffic turning onto Fairfield Road. Some community members also suggested that the ventilation and emergency access building should be relocated to the edge of Robinson Park and that public toilets and barbeque facilities be provided with the building, to off-set potential loss of and disruption to the park's recreational and landscape values.

9.1.5 Property impacts

Potential for direct and indirect impacts on property were key concerns raised during consultation between March 2010 and April 2011. These included:

- direct property impacts of surface infrastructure and construction worksites
- the property resumption process, including level of compensation payable (ie market value, inclusion of other costs) and timing of resumption process
- compensation for property owners whose properties are not required for the Project but who would experience disruption due to their proximity to surface infrastructure, tunnelling or construction activities
- uncertainty relating to property decisions for property owners near the Project works, including decisions to buy or sell properties or to undertake property renovations

- concerns about the ability to purchase similar commercial or residential properties in the local area
- potential adverse impacts on property values in those areas near the southern surface works or above the tunnel alignment, including the ability to sell nearby properties and concerns about the lack of compensation for possible decreases in property values
- potential limitations on the redevelopment of properties over or near the tunnel alignment and stations (ie restrictions on foundations or basement depths)
- impact of tunnelling construction and operation on properties above or near the tunnel alignment, including concerns about vibration from construction and operation and potential for building damage caused by construction, and the long term operational impacts of having a tunnel under residential properties
- concerns from property investors about the ability to maintain current leases or secure new leases prior to the resumption of properties and about potential loss of rental income.

Some community members suggested that the Project would add value to some properties, particularly near new or upgraded stations.

9.1.6 Freight

Consultation with local communities in the southern part of the study corridor identified a number of existing concerns with the operation of freight trains, including noise, coal dust, vibration and conflict with passenger rail movements.

The potential for the Project to enable increased freight trains and subsequent increases in freight train noise, coal dust and increased congestion at rail crossings was identified as a key concern for many residents in the southern part of the study corridor. Potential impact of increased freight noise was also identified by the Dutton Park State School.

The possibility of freight using the tunnel or for freight trains to be electrified was identified by local residents as a way to reduce impacts for residents adjacent to the rail corridor. Other mitigation measures identified by community members to manage impacts of rail freight included freight movement curfews and a requirement to cover coal wagons.

9.1.7 Access and connectivity

Changes to local access and connectivity from the construction and operation of the Project were identified during consultation.

Overall, there was general support for increased train services and greater frequency of services as well as for the year-round operation of Ekka Station and the upgrade of Rocklea and Moorooka stations.

The need for new underground stations at Fairfield and Yeronga, at the University of Queensland and Highgate Hill/West End were also identified by some community members. The need to upgrade Salisbury Station as part of Cross River Rail was also identified.

Safety and accessibility of stations was also identified as an issue by some community members. These included ensuring stations were accessible for cyclists, pedestrians, people with prams and people with mobility difficulties.

Commuter parking was identified as an existing issue for residents near Yeerongpilly Station, and the potential for the Project to exacerbate potential impacts was a concern for many residents. The potential impact of commuter parking for users of St Fabians Church at Yeerongpilly was also identified as a concern.

The need to provide 'park and ride' facilities at stations, particularly Yeerongpilly Station, was considered important by many community members, particularly given that increased services and frequency of trains at this station would be attractive to many commuters. The community highlighted the need for these to be secure, well-lit and accessible 24 hours. The management of commuter parking near stations through parking management schemes was also identified.

The proposed closure of the open level crossing at Salisbury was identified as a key issue for many residents at Salisbury and Rocklea. The crossing was identified as an important access for local residents, providing access for Rocklea residents to Salisbury, Moorooka and other southern suburbs, including schools, shops and employment. Community concerns were raised that access from the residential area of Rocklea was already limited and that the closure of the level crossing would further limit access for local residents. In particular, the crossing was identified by residents as the most flood proof access point to Rocklea, with the crossing providing the only access from Rocklea during flood events.

Concerns raised by residents in relation to other changes to the local road network at Salisbury included:

- changed access and increased travel distance to community facilities west of the railway line such as sporting facilities
- Gladstone Street, which is identified as an access route to Beaudesert Road, is subject to flooding
- potential impacts on property values due to increased difficulties in accessing the residential area
- concern about the closure of Norbury Street and Dollis Street
- concerns from local businesses about access, the re-routing of heavy vehicles and congestion impacts of proposed road changes.

The opportunity to raise the Muriel Avenue rail bridge as part of the Project works was also identified during consultation on the Project. The height of the existing rail bridge is currently an issue for many trucks, with trucks regularly striking the bridge, affecting the operation of the existing rail and road networks. The potential for trucks striking the bridge to affect future Cross River Rail services was also identified. Concerns were also raised that trucks avoiding the low level bridge are required to find alternative local routes, resulting in increased congestion and safety issues on local roads.

A number of issues were also raised about changes to local access and connectivity during construction. These included:

- concerns about potential for impacts on the Cardross Street overpass and the need for this to remain open during construction
- potential for disruption to the existing Yeerongpilly Station during construction
- concerns about increasing the number of trucks on roads, particularly associated with the removal of spoil
- use of local streets by construction traffic and the need for trucks to avoid using local streets to access worksites and for the removal of spoil and demolition waste
- need to maintain safe access for pedestrians and cyclists in the vicinity of construction worksites, particularly for people with mobility difficulties or who are vision impaired
- need for consideration to be given to the removal of spoil by rail
- potential impacts of worker parking on local streets near construction worksites, particularly near the Yeerongpilly worksite
- potential impacts on residents at the Roma Street Parkland apartments due to the use of Parkland Boulevard and the Roma Street access by construction vehicles
- potential safety concerns for pedestrians, particularly school students, at Roma Street Parkland, due to increased construction vehicles

- impacts on vehicle movement on Fairfield Road in the vicinity of the construction worksite for the ventilation and emergency access building, including the potential for disruptions and delays due to reduced traffic speeds.

9.1.8 Construction impacts

Impacts for residents and businesses near construction works and concerns about impacts on properties and community facilities from construction activities were frequently raised during consultation for the Project. Concerns identified during consultation included:

- potential impacts of vibration from tunnel construction for properties above the tunnel alignment, including potential for building damage, the process for compensation and rectifying damage, and potential disturbance during night-time tunnelling
- impacts of noise from construction activities, including regenerated noise, on residents, businesses and community facilities (ie St Fabians Church and child care at Yeerongpilly and Dutton Park State School) at Yeerongpilly, Boggo Road, Albert Street and at Roma Street Parkland apartments
- support for the use of acoustic barriers and the use of acoustic work sheds to manage noise and dust from construction activities
- impacts associated with increased dust from construction activities, including potential health impacts for children and elderly and the need for houses to be washed regularly
- concern about the loss of parkland for the construction worksite at Victoria Park including loss of dog park, trees and pedestrian and cycle pathways
- removal of spoil, including increases in heavy vehicles and potential impacts on residential streets, consideration of spoil to be removed by rail, dust from spoil haulage and the need for spoil haulage vehicles to be covered, noise from increased spoil trucks and content of spoil (ie potential for contaminants)
- impacts of workers parking in local streets near construction worksites
- construction work hours, including the need to consider stockpile of spoil on site to avoid the 24 hour spoil removal and need to restrict construction work hours in residential areas
- storage of toxic and hazardous materials and use on construction worksites near residential areas.

Potential impact on community facilities, including St Fabians Church and Grosvenor Hall child care at Yeerongpilly, Iglesia Evangelica Pentecostal Church at Fairfield and Dutton Park State School were identified as concerns during consultation. This included impacts associated with noise, dust, vibration, safety, increased construction traffic and worker parking.

The opportunity to retain the commercial buildings along Lucy Street at Yeerongpilly to provide a buffer between construction activities and local residents was also identified by local residents as a way to manage potential impacts of construction works in this area.

The cumulative impacts from the construction of other projects occurring at the same time near the Project were also identified. In particular, concerns were identified with:

- cumulative dust impacts associated with construction of the Yeerongpilly TOD
- duration of construction activities at Yeerongpilly associated with Cross River Rail and the redevelopment of worksites post-construction
- cumulative impacts on Dutton Park State School due to previous work undertaken in the vicinity of the school for the Boggo Road busway.

The need for ongoing consultation during construction was identified as important. This includes the establishment of a robust complaints process, which includes a “real person” for people to contact.

9.1.9 Operational impacts

Potential impacts of the Project's operation identified during consultation included:

- potential for increased noise and vibration from additional trains, including increased freight services, for residents near the rail corridor
- noise impacts from rail operations, particularly for residents in elevated locations (ie due to topography), and concerns about ineffectiveness of current noise barriers along the rail corridor
- concerns about safety and security at residential properties near train stations, particularly Yeerongpilly Station, due to increased exposure to the rail station and increased number of commuters
- visual impacts of the floodgate building at Yeronga.

A concern was also raised that the Project would be a catalyst for high density development in the area near Yeerongpilly Station.

9.1.10 Impacts on character housing

"Tin and timber" character housing was identified by many community members as an important part of the character and amenity of residential suburbs in the southern part of the study corridor.

The potential loss of character housing and subsequent heritage values due to the Project was identified as a concern for residents in Dutton Park, Fairfield, Yeronga and Yeerongpilly. Potential impact on character housing from vibration associated with tunnel construction was also identified as a concern for some residents.

Where character houses are impacted by the Project, the potential for these to be re-used was identified as important, as well as the recycling of materials where houses are demolished.

9.1.11 Mitigation and environmental management

A range of mitigation measures were identified during consultation for the Project to manage potential impacts associated with construction and operation. These included:

- need for buildings to be structurally tested prior to and post the tunnel boring machine (TBM) construction and the need for movement monitors to be located in the basements of city buildings to detect movement during construction
- consideration should be given to relocating residents during construction when the TBM is passing under homes, if vibration levels are too high
- restriction of construction work hours in residential areas
- restriction of excessive noise during construction
- need to limit truck access in residential areas, particularly in Yeerongpilly
- spoil and demolition waste should be removed via major roads and not through residential streets
- Lucy Street alignment should be maintained as the access to Ipswich Road for construction traffic
- spoil should be stockpiled on site overnight to avoid 24 hour removal
- use of acoustic sheds over construction worksites, particularly at Wilkie Street, Yeerongpilly
- need for a robust complaint management system to be established during construction
- construction workers' parking should be restricted in residential streets
- retain commercial buildings along Lucy Street at Yeerongpilly to provide a buffer between construction activity and local residents
- traffic calming should be implemented around stations to reduce speeding and improve safety for commuters and local residents.

10 Consultation outcomes

Community and stakeholder feedback gathered during consultation informed the development of the reference design and preparation of the EIS. The following provides a summary of design modifications and mitigation strategies developed in response to consultation with residents, businesses, key stakeholders and the wider community.

10.1 Input to reference design

The reference design was informed by community and stakeholder feedback, particularly in relation to community values and areas of importance in the study corridor. In particular, the reference design aimed to:

- reduce impacts on local amenities and facilities, such as churches and schools
- reduce impacts on green space and parkland, such as the Botanic Gardens
- reduce impacts on residential areas
- integrate rail stations with existing and future developments
- maintain local traffic and pedestrian access and connectivity, such as the Cardross Street overpass at Yeerongpilly
- ensure tunnel and stations would not be affected by flooding
- improve rail facilities
- provide better, more frequent services.

Feedback from community members and other stakeholders also assisted in the identification of potential impacts of the reference design. Where possible, potential impacts have been mitigated through modifications or refinements to the reference design, including infrastructure design, construction methods and operations.

The following provides an overview of some modifications or refinements made in the development of the reference design in response to community and stakeholder feedback.

10.1.1 Location of southern portal

Community and stakeholder feedback informed the selection process for the southern portal.

During Round 1 consultation, many community members expressed concern about Fairfield being the preferred option for the southern portal location (as outlined in the Inner City Rail Capacity Study) and many community members strongly recommended the Project team look at options further south than Fairfield.

In response, an area of investigation for the southern portal extending from Fairfield to Moorooka was identified for further consideration and consultation in Round 2. Community feedback favoured options south of Fairfield in the Clapham Rail Yard or industrial area. Specifically, key community feedback included:

- locate the portal in an area that minimises community impacts
- use industrial or commercial land
- minimise residential property resumptions
- the importance of heritage areas and character housing
- the importance of local access
- concern about construction impacts

- concern about noise
- concern about impacts on community facilities
- support for more frequent train services to the CBD.

Issues identified by key stakeholders about the southern portal included:

- the need to preserve an area for train stabling at Clapham
- ensure current rail operations are not impacted
- enable future integration of the Tennyson rail loop
- integrate Cross River Rail with planned transit oriented developments at Yeerongpilly.

In response to community and stakeholder issues, the location of the southern portal further south at Yeerongpilly was considered to:

- minimise residential property impacts, maintains rail functionality, and supports city building opportunities without adding significant cost
- allow direct access to the new inner city Cross River Rail stations from Yeerongpilly TOD
- allow Clapham Rail Yard to be used for Cross River Rail train stabling
- preserve the ability to connect from the Tennyson loop to Cross River Rail at Yeerongpilly without major underground works
- require a smaller portal structure due to the favourable ground conditions and topography
- minimise impacts on character housing.

10.1.2 Design modifications and refinements

Modifications and refinements to the Cross River Rail design were made in response to community and stakeholder feedback.

Key modifications made to the design of the southern portal at Yeerongpilly and new Yeerongpilly Station, following feedback on the reference design released for comment in November 2010, included:

- relocating the southern portal approximately 110 m south, and movement of the portal and tracks further west, to reduce surface impacts on residential properties and impacts for properties above the tunnel by increasing the tunnel depth, including under St Fabians Church
- relocating the new Yeerongpilly Station approximately 225 m further south to the industrial area at Station Road and reconfiguration of the station platforms to reduce the width of the Project footprint
- providing the grade separation required to access the proposed stabling facility Clapham Rail Yard north of the tunnel portal, avoiding the need for a viaduct structure across Moolabin Creek (although a single track viaduct would be required further south within Clapham Rail Yard, west of Moorooka Station)
- incorporating the floodgates into the southern tunnel portal structure, removing the need for a floodgate building and associated construction worksite, at School Road, Yeronga.

Modifications and refinements made to the design of other Project infrastructure in response to community and stakeholder consultation, included:

- relocating the ventilation and emergency access building at Fairfield, from Fairfield Road/Brougham Street/Home Street to Railway Road, between Bledisloe and Sunbeam streets, addressing concerns in relation to impacts on Robinson Park, safety for rail passengers existing the building in an emergency, and concerns around traffic impacts and safety for road users
- providing an emergency access from the Beaudesert Road service road to Beaudesert Road, to allow access to be maintained during major flood events
- providing two way access for Tramore Street, to allow Rocklea residents to travel north on Beaudesert Road
- realigning the proposed freight track at Riawena Road, allowing the existing access configuration of Norbury and Dollis Street to be maintained (although this would still require the realignment of Dollis Street north of Riawena Road)
- providing traffic signals at the intersection of Gladstone Street and Muriel Avenue to provide easier access for Salisbury residents
- modifying the design of Gabba Station to maximise integration with future development of the Woolloongabba urban development area and avoiding the need to relocated the South East Freeway off-ramp to Vulture Street
- modifying the design of Boggo Road Station to integrate with future development
- modifying the design of Albert Street Station avoiding the need for cut and cover construction within Mary Street
- the design of Ekka Station to maximise integration with the further RNA redevelopment.

10.1.3 Modifications to construction planning

Modifications to construction methods and planning in response to community and stakeholder feedback included:

- refinements to the construction worksite at Victoria Park to minimise impact on existing vegetation, the landbridge and park land and the use of and access to the adjacent Queensland Health property
- closure of Wilkie Street at the construction worksite to avoid or minimise construction traffic from using local residential streets
- change in the location of the TBM launch site from Boggo Road to Woolloongabba to reduce construction impacts for local residents, including from spoil haulage
- ensuring construction worksites are sufficiently sized to accommodate workforce parking
- refinements to the proposed construction worksite layout at Yeerongpilly to maintain the existing industrial buildings adjacent to the residential area to provide a buffer between construction activities and residential uses
- refinement to the construction worksite at Boggo Road to ensure pedestrian access to the Boggo Road busway station and Park Road Station is maintained from the Ecosciences Precinct
- provision of acoustic work sheds at construction worksites at Yeerongpilly, Woolloongabba and Albert Street to minimise potential impacts on nearby residents and other sensitive receivers
- where possible, retaining existing buildings at the Yeerongpilly worksite to provide a buffer to adjoining residential properties.

10.2 Input to environmental assessment

Preparation of the EIS has involved a comprehensive investigation of the local conditions, potential benefits and impacts resulting from the Project, as well as issues of community concerns relating to the construction and operation of Cross River Rail.

Community consultation contributed to the preparation of the EIS by ensuring technical studies examined areas of interest to members of the community and by helping to identify ways to minimise impacts and maximise potential benefits of Cross River Rail.

In particular, consultation outcomes informed the preparation of the social impact assessment, including the identification of community values, assessment of potential impacts on local communities, facilities and organisations and identification of mitigation measures.

Some of the mitigation measures identified in response to issues raised by community members and key stakeholders in community consultation are outlined below. A full list of mitigation measures for construction and operation are specified in **Chapter 24 Draft Outline EMP**.

Proposed mitigation strategies include:

- implementation of traffic management measures near construction works such as
 - where possible, providing direct access from construction worksites to major roads (ie Ipswich Road) to avoid or minimise truck traffic in residential streets
 - providing car parking for the construction workforce and implementing traffic control measures in areas surrounding worksites (particularly Yeerongpilly) to minimise workers parking in residential streets
 - maintaining safe pedestrian and cycle access near construction works, including to community facilities such as schools, child care facilities, churches and public transport facilities
- minimising disturbance to vegetation communities in Victoria Park and prior to clearing of vegetation, remove and repair (where necessary) or replace the existing fauna boxes present in the northern section of Victoria Park
- use of enclosed, acoustic-lined sheds at construction worksites required for driven tunnelling works, involving extensive spoil handling and haulage
- ensuring trucks carrying spoil or other loose material are covered prior to leaving the construction worksite
- conduct pre- and post- construction building condition surveys, where potential cosmetic (superficial) building damage from construction activities is predicted
- use of barriers and/or acoustic enclosures where residential uses are in close proximity to construction worksites
- establishing a 24-hour complaints management system during construction to receive and respond to community complaints
- implement a comprehensive community information process to inform residents, businesses, community facilities and organisations, and commuters about construction activities, likely impacts and proposed mitigation measures.

11 Conclusion

Approximately 4,300 people registered an interest or participated in consultation for the detailed feasibility phase between March 2010 and April 2011. In addition, more than 625,000 households and businesses have received direct communication from the Project team. More than 3,500 individual comments were received to inform the development of the reference design and preparation of the EIS. Consultation undertaken for the detailed feasibility phase between March 2010 and April 2011 involved:

- distribution of three newsletters, including two to more than 650,000 households, businesses, property owners and registered stakeholders and one to more than 200,000 households, businesses, property owners and registered stakeholders
- distribution of a local area update to approximately 23,000 households and businesses in Dutton Park, Annerley, Fairfield, Yeronga, Yeerongpilly, Moorooka, Rocklea and Salisbury
- establishment of a Project website, attracting more than 23,000 unique visits
- twenty-four community information sessions and staffed displays, attended by more than 1,800 community members
- eleven local advisory group meetings
- two industry briefings, two meetings of the industry roundtable, and individual briefings with key stakeholders
- briefings with community stakeholder groups
- approximately 215 property owner meetings
- distribution of more than 10,500 letters to property owners in the study corridor
- distribution of a letter to approximately 10,000 households in the study corridor.

Community consultation identified a range of social, environmental and economic issues for consideration in the development of the reference design and preparation of the EIS. This related to regional benefits and impacts as well as local benefits and impacts of the Project for communities in the study corridor, closest to surface infrastructure, the tunnel alignment and construction worksites.

Overall, there was general support for the Project and recognition of the need to improve public transport and increase the capacity of the inner city rail network to enable increased services for rail passengers. However, a number of impacts were identified relating to the construction and operation of the Project, particular for communities in the study corridor. Key issues included:

- property impacts, including acquisition of commercial and residential properties, impacts on property values, compensation for property owners impacted directly and indirectly by the Project, uncertainty about property decisions and vibration impacts on buildings above the tunnel alignment
- potential for the Project to allow increased freight trains and subsequent impacts of noise, dust and vibration
- impacts on local access and connectivity from construction and operation of the Project, including from worker and commuter parking, changes to access at Salisbury and Yeerongpilly and pedestrian and cycle access near construction worksites
- impacts of construction activities for communities nearest to the Project, including impacts of associated noise, dust, vibration and construction traffic
- operational impacts, including noise and vibration and safety and security near stations
- direct and indirect impacts on character housing, particularly in Dutton Park, Fairfield, Yeronga and Yeerongpilly.

A range of mitigation measures were also identified through community and stakeholder consultation to avoid or manage potential impacts of the Project on local and regional communities.

Feedback from community and stakeholder consultation has informed the development of the reference design and preparation of the EIS, including identification of community values and existing conditions, assessment of potential benefits and impacts for local and regional communities and identification of mitigation measures to manage or avoid potential impacts.

Consultation will continue for the duration of the detailed feasibility phase and will include exhibition of the EIS for public review and comment to the Coordinator-General.

Attachment A

Project newsletters and local area update

Transforming the rail network



Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground inner city train stations.

Welcome to the first in a series of newsletters that will keep you updated about planning for Cross River Rail.

Cross River Rail will transform public transport in South East Queensland. It is the single largest transport project ever planned in this State.

Currently, there is only one way for trains to cross the Brisbane River in the inner city – the Merivale Bridge between South Brisbane and Roma Street stations.

Trains on the Gold Coast, Beenleigh, Cleveland, Ferny Grove, Airport and Doomben lines must travel across this one bridge.

If we want to keep delivering more services on these lines, and build new railways for a growing region, then we need a second crossing of the river.

That's what Cross River Rail is all about.

It will deliver new underground north-south tracks from near Fairfield in the south to near Bowen Hills in the north.

This extra capacity at the core of the network could double the number of trains from the suburbs to the city.

It will also deliver new underground stations at Woolloongabba and at the southern end of the CBD, linking to key destinations such as the 'Gabbra' and the Queensland University of Technology (QUT) Gardens Point.

Cross River Rail is also essential if we want to build new lines to places

such as the Sunshine Coast, Kippa-Ring and the southern Gold Coast.

The detailed feasibility phase for the project is under way now and includes determining the best route, station locations and an environmental impact statement.

We are committed to working with the community and key stakeholders throughout this vital planning phase. See page 4 to have your say about this project.

Working together

The Queensland and Australian governments are working together on a comprehensive study into Cross River Rail.

In 2009, the Australian Government committed \$20 million toward the detailed feasibility phase for Cross River Rail. The Queensland Government has also committed \$5 million toward this phase of the project.

The Queensland Government is also working closely with Brisbane City Council to ensure Cross River Rail is in line with future urban developments planned in and around the city.

Project status

Cross River Rail is being planned and delivered in four phases:

Phase	Timeframe	Activity	Status
Phase 1	2007-2008	Prefeasibility	Completed
Phase 2	2009-2011	Detailed feasibility	Now under way
Decision from governments about whether to proceed to procurement and construction			
Phase 3	About 18 months	Procurement for construction	Pending approval and funding
Phase 4	About 4 years	Detailed design and construction	Pending approval and funding

What's inside

Why do we need Cross River Rail?	2
What will it deliver?	2
The journey	2
Detailed planning	2
Developing the design	3
Works already under way	3
How to get involved	4

Why do we need Cross River Rail? The journey to Cross River Rail

South East Queensland is a growing region, with the population expected to grow from approximately 3 million now to around 4.4 million by 2031.

To maintain the liveability of our region, we must continue investing in better public transport, particularly the rail network.

Cross River Rail is not just about the inner city – even though it will deliver new stations servicing places like the Gabba and QUT Gardens Point. It is critical to delivering more services in the suburbs.

Providing more suburban trains is simply not possible if there is insufficient capacity for trains coming into the inner city.

Without a second river crossing, we will not have room for more train services between the north and south of Brisbane.

What will it deliver?

Cross River Rail will transform Brisbane and South East Queensland's rail system by delivering major improvements to services across the region, enhancing inner city access, as well as promoting a more sustainable region.

Cross River Rail will provide a new north-south rail line, new underground inner city stations (in Woolloongabba and the CBD) and possible upgrades to existing inner city stations, for example, Park Road Station near the Boggo Road Urban Village and the Exhibition Station near the Royal Brisbane and Women's Hospital.

Cross River Rail will:

- increase the capacity of the inner city rail network allowing more services to run across the region
- enable the rail network to expand to new areas
- link people to key inner city places, jobs and education
- reduce traffic congestion and pollution
- encourage more people to catch public transport
- increase urban development and economic growth
- maintain and improve the liveability of our region
- enhance the movement of freight on the network.

Cross River Rail will be able to move up to 120 000 people in the morning peak into the inner city from the north and south. It would take a 30-lane motorway to match this.

In 2007-08, the Queensland Government undertook the *Inner City Rail Capacity Study*, to investigate how to provide more capacity on Brisbane's inner city rail network.

The study found South East Queensland's rail network will be at capacity in 2016 due to a number of factors, including:

- the capacity of Merivale Bridge and inner city tracks
- trains on multiple tracks merging into single tracks at South Brisbane and Milton
- the Park Road junction (where Beenleigh and Cleveland lines meet) nearing capacity.

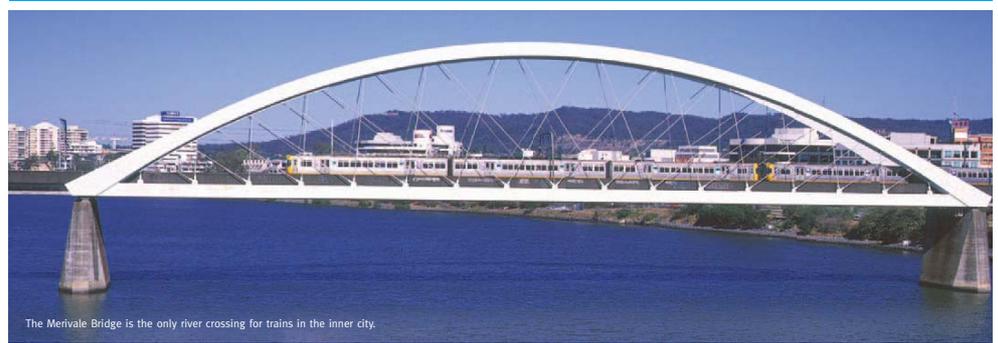
The study also found the number of people wanting to travel to the inner city in the peak will increase from 53 000 now to between 70 000 and 80 000 by 2016.

It found an additional north-south river crossing for rail would be needed by 2016 to cope with the increasing demand for transport services in South East Queensland.

The study recommended three potential options be investigated during the next phase of the project. This included duplicating the Merivale Bridge and a corridor that included a station at Newstead.

As part of the detailed feasibility phase of the project the three prefeasibility options, plus many other possible solutions, were considered when selecting a study corridor for the Cross River Rail detailed feasibility phase.

The project team is now investigating the best possible route and station locations within the study corridor.



The Merivale Bridge is the only river crossing for trains in the inner city.

Detailed planning now under way

The detailed feasibility phase for Cross River Rail is now under way and will continue through to mid-2011.

Most major infrastructure projects take between 18 months and two years to complete a detailed feasibility study prior to moving into procurement and construction. This is true for projects like Clem7 and the Gateway Upgrade project.

The table below shows key activities generally undertaken during a detailed feasibility phase and how Cross River Rail is progressing.

The detailed feasibility phase will also investigate alternatives to the project, whether the project could be delivered in stages and when these stages could be constructed.

Given the size and scope of the project, different funding options will be a key issue to be canvassed through the detailed feasibility phase.

Key activities	Cross River Rail detailed feasibility phase
Preparing an initial advice statement	Completed
Declaring the project 'significant', which requires an environmental impact statement	Completed
Selecting a study corridor	Completed
Commencing early site investigations to assist with design development	Under way
Defining the preferred route, including track and new station locations	Under way
Developing a reference design	Under way
Preparing an environmental impact statement	Under way
Preparing a business case	Under way
Conducting stakeholder and community consultation	Under way

More services, more often

The Queensland Government has a \$124 billion infrastructure plan to manage South East Queensland's rapid growth and to protect our lifestyle. We are planning and investing in major bus and rail infrastructure to meet the ever growing transport demands.

Last year more than 180 million passenger trips were taken on the TransLink bus, rail and ferry network, resulting in an average of 7.4 per cent patronage growth across all services.

We now have more than 24 kilometres of dedicated busways – including the Eastern Busway and Northern Busway, which opened last year.

TransLink has rolled out more than 680 extra buses in the past four years including the first SuperBus capable of carrying 112 passengers.

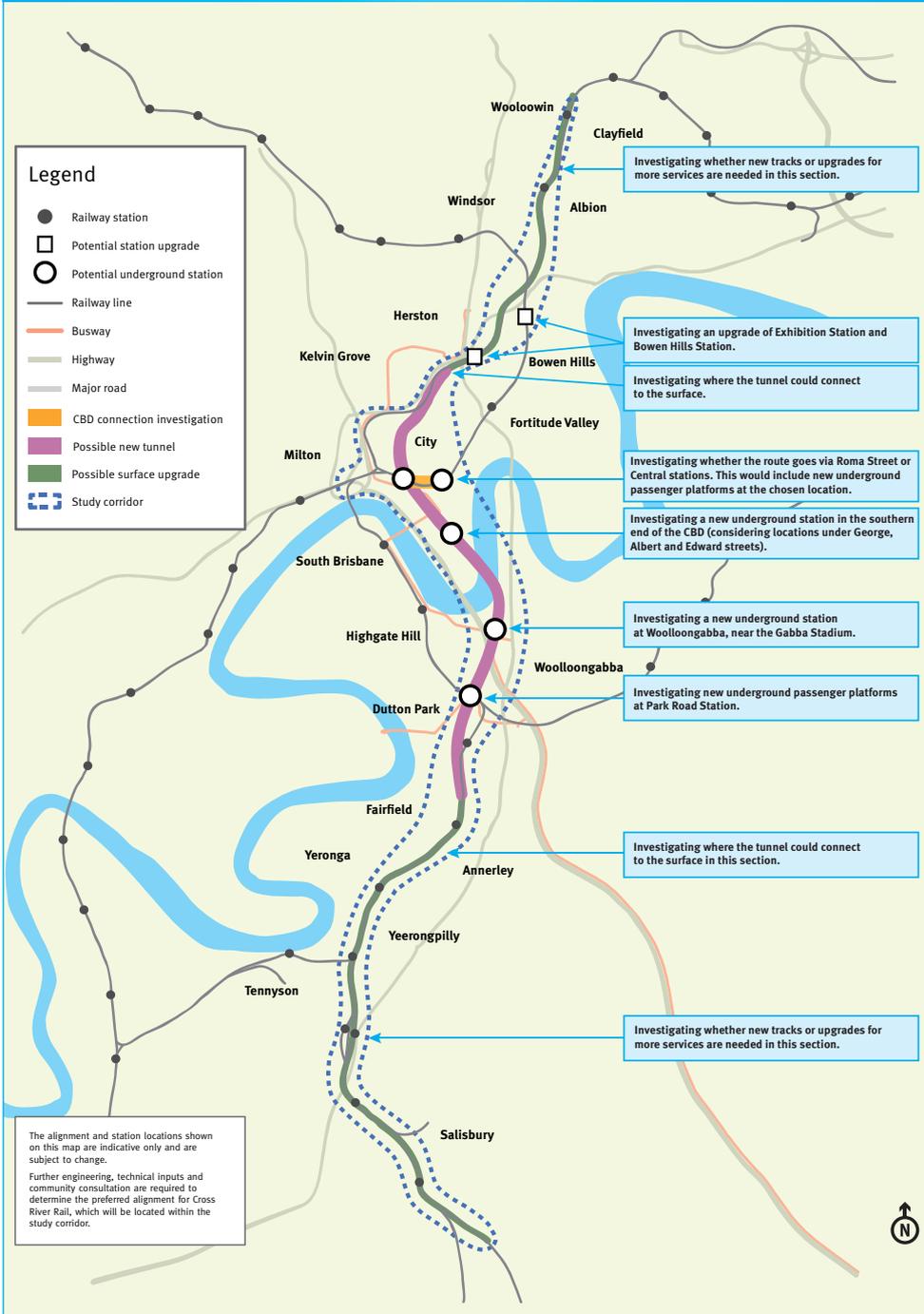
Recent rail upgrades have included a third track between Salisbury and Kuraby, a second track between Mitchelton and Keperra, a second track between Helensvale and Robina, a second track between Caboolture and Beerburum and an extension of the Gold Coast line from Robina to Varsity Lakes.

And we now have a popular smart card ticketing system with the *go* card being used to take more than 400 000 trips a week.



For more information about public transport projects visit: www.tmr.qld.gov.au or www.translink.com.au.

Study corridor and project elements



New underground stations

One of the next important steps in the project is to determine the location and design of new inner city underground train stations in the CBD and Woollongabba.

New underground stations have the potential to transform the inner city as we know it, making getting to work, university or sporting events easier than ever before.

Currently, many commuters to the CBD travel to Central Station and walk a considerable distance to their end destination.

A new CBD underground station would ease the demand on the busy Central Station by providing commuters easy access to parts of the city not currently accessible by train.

A number of options are being investigated for a new underground station in the southern end of the CBD, including under Albert Street (best suited for passengers accessing the city centre), Edward Street (best suited for passengers accessing the financial district) and George Street (best suited for passengers accessing QUT).

In addition, possible underground platforms at Park Road Station (near the Boggo Road Urban Village and busway, providing bus connections to the University of Queensland) and either Roma Street Station or Central Station will allow Cross River Rail to connect to the existing rail lines helping passengers interchange between services.

To determine the locations of the new CBD and Woollongabba stations the project team will take many factors into consideration, including:

- engineering viability
- forecast traffic and pedestrian volumes
- land availability
- integration with existing and future public transport infrastructure
- existing urban landscape, including key destination and activity areas
- development opportunity areas
- consultation with key stakeholders and the community.

You can have your say on the proposed locations of the new stations and what the new stations should include by attending a community consultation event (see page 4 for details about community consultation).

Works already under way

Early technical investigations to help determine the preferred route for Cross River Rail are already under way.

In March 2010, *Typhoon* the tugboat (pictured below) cruised the Brisbane River taking seismic surveys of the river bed to give the project team a better understanding of what lies beneath the water. This information is critical as it will help determine the best location for the cross river tunnel.

The project team is also currently out looking at building basements, carparks and storage areas gathering information, to help discover the best site for the new CBD underground station.

Geotechnical surveys of ground conditions in the study corridor are also under way to get a better understanding of what lies beneath the ground. This will also help determine where the tunnel could connect to the surface.

This information and other data will help the project team plan the best possible route for Cross River Rail.

For more information about works as they happen, visit www.crossriversrail.qld.gov.au.



Developing the design

The study corridor shown on the map above is approximately 19 kilometres long and extends from Salisbury in the south to Wooloowin in the north via Park Road Station, Woollongabba, the CBD and Bowen Hills.

Now a study corridor is determined, the next step in the process is to determine the best possible route and station locations for the project within the study corridor.

Detailed engineering and technical studies are under way to develop the Cross River Rail preferred route.

The preferred route is where Cross River Rail will start, run and finish, and where new stations will be located.

To determine the preferred route, the Cross River Rail project team is investigating:

- where the rail line will run above ground, and where the rail line will run underground

- where tunnel entrances (portals) in the north and south will be located (to allow the rail line to run underground)
- urban design and precinct planning (what the stations and surrounds will look like and include)
- integrated transport and network planning to inform station and alignment design
- construction methods and worksite locations.

As part of these investigations, the project team is also investigating how existing stations can be upgraded to accommodate Cross River Rail and where extra rail tracks along existing rail lines are necessary to better manage passenger and freight movements.

Community input and preparation of the environmental impact statement are vital to informing the development of the preferred route.

How to get involved

Comment on the environmental impact statement draft terms of reference



For major infrastructure projects such as Cross River Rail, an environmental impact statement is generally carried out to ensure the project's environmental, social and economic impacts are appropriately considered and managed and that the project's benefits are maximised.

The environmental impact statement for Cross River Rail will involve an assessment of the potential impacts and benefits of the project's construction and operation on the local community.

The first step in the environmental impact statement process is to prepare a draft terms of reference outlining key issues the environmental impact statement should consider, including:

- environmental issues, such as noise and vibration, air quality, soils and geology
- social issues, such as effects on local communities
- land use, urban design and visual amenity

- cultural heritage
- social and community values
- local and regional economic benefits and impacts.

You can have your say on what the environmental impact statement should consider by reviewing the draft terms of reference and providing comments to the Coordinator-General.

Copies of the draft terms of reference, information about how to comment and timeframes are

available from the Department of Infrastructure and Planning website www.dip.qld.gov.au/projects.

You can also get involved in planning for Cross River Rail by telling the project team what's important in the study corridor, for example:

- important areas or places used by local residents for sport, recreation or shopping
- important local connections to public transport, community facilities, shops or local centres

- trees or other vegetation areas
- heritage places, including monuments or buildings
- community facilities (for example, schools, community centres, child care, parks and open space).

You can tell us what's important by attending a community consultation event or by completing a feedback form available on the Cross River Rail website.

Working with the community

There will be numerous opportunities for the community to have meaningful input into the project during the detailed feasibility phase, including:

- commenting on the environmental impact statement draft terms of reference (April-May 2010)
- reviewing and giving feedback on the preferred route, station locations and station precinct plans (mid to late 2010)
- advising the project team about what in the community is most valued (April 2010)
- commenting on the draft environmental impact statement (2011).

Frequently asked questions

Q: When will the exact route be known?

A: The study corridor is the focus of detailed feasibility investigations, and various route and station options are being explored within this corridor.

Engineering, environmental investigations and community consultation will be undertaken to determine the location of the route and new train stations.

Concept designs, including the route and location of new stations are expected to be developed by mid to late 2010. The concepts will then be refined and released for public comment as part of the environmental impact statement.

Q: Will there be property resumptions?

A: The project's preferred route and station locations will be available in mid to late 2010. Possible property requirements will be known at this time. The Cross River Rail project team will work closely with impacted property owners as the project develops and planning progresses.

Q: Why rail?

A: Rail carries more passengers than any other form of transport. For example, Cross River Rail will be able to carry between 24 000 and 30 000 passengers in the one-hour morning peak. In the same one-hour peak:

- roads could carry between 1800 and 2000 passengers
- bus lanes could carry between 2000 and 5000 passengers
- busways could carry between 12 000 and 15 000 passengers.

Rail is also considered the backbone of the South East Queensland's rail network because it:

- is best suited for medium and long distance commutes
- is the most reliable public transport option, as it operates separately from the road network and is not impacted by traffic congestion
- has a reduced reliance on oil-based fuels, minimising harmful emissions
- supports regional planning by helping to manage growth in a sustainable way
- increases urban development opportunities through new stations, stimulating economic growth.

Get involved

Find out more about Cross River Rail by attending a community information session, public display or by calling the community enquiry line.

Details of how you can get involved in the planning of this vital project, including where and when you can meet the Cross River Rail project team, are listed on the project's website at www.crossriversrail.qld.gov.au

Contact us

Phone: 1800 462 730*
(during business hours)

Web: www.crossriversrail.qld.gov.au

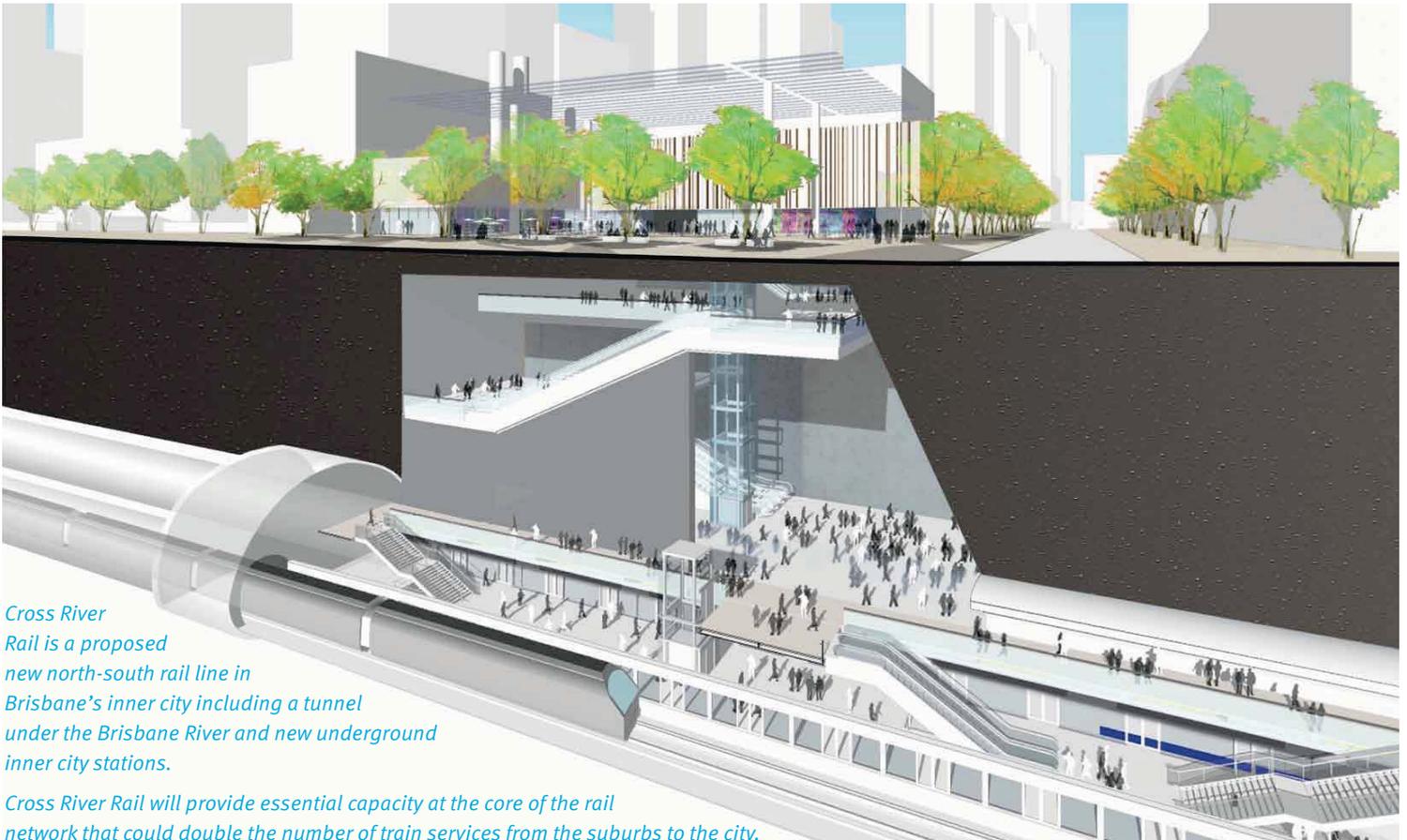
Email: info@crossriversrail.qld.gov.au

Address: Cross River Rail
Transport and Main Roads
Reply Paid 213
BRISBANE QLD 4001

*Free call from anywhere in Australia, call charges apply for calls from mobile phones and pay phones.

Non-English speakers — If you require the assistance of an interpreter, please contact 13 14 50 (from within Australia) and quote 1800 462 730.

If you have a hearing or speech impairment, you can call through the TTY service on 13 36 77 and quote 1800 462 730.



Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground inner city stations.

Cross River Rail will provide essential capacity at the core of the rail network that could double the number of train services from the suburbs to the city.

Conceptual image depicting how the underground station might look.

Next stop Albert Street

The heart of Brisbane's CBD is set to be transformed with Albert Street selected as the preferred location of the CBD's first underground train station.

It will link people to the heart of the CBD and make getting to popular destinations such as the Queen Street Mall, the Botanic Gardens and the Queensland University of Technology (QUT) a lot easier.

An underground station will transform lower Albert Street into another thriving heart of the CBD, creating opportunities

for new public and retail spaces conveniently located near public transport.

Not only will a station under Albert Street service workers in the financial, government and retail precincts, it will transform Albert Street into the 'green spine' of the CBD, linking key tourist attractions, the Roma Street Parklands and the Botanic Gardens.

The location was selected following detailed technical investigations as well as feedback from commuters,

workers and students that travel to the CBD.

More services for the suburbs

Cross River Rail's benefits reach far wider than just the inner city.

Passengers throughout South East Queensland will benefit from the project because more inner city capacity allows more services to operate across the region and enables the network to expand into new areas such as the southern Gold Coast and Redcliffe.

This extra capacity at the core of the region's rail network could double the number of express services from the Gold Coast to the CBD in the morning peak hour, getting people to work faster.

GET INVOLVED

Tell us what you think about station locations and entrances by attending a consultation event or providing feedback to the project team.

Key points

- New north-south rail line
- Four new underground stations to revive Brisbane's inner city
- Planning continues – have your say

What's inside

Project design update	2
The important role of freight	3
How will it be funded?	3
Environmental investigations continue	4
How to get involved	4

Northern section: Bowen Hills to Wooloowin

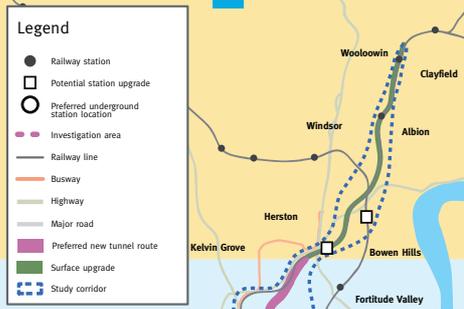
Northern tunnel entrance

The preferred tunnel route will connect to the surface at the Exhibition line in Victoria Park. Trains will then travel along surface tracks and join the existing rail corridor south of Albion.

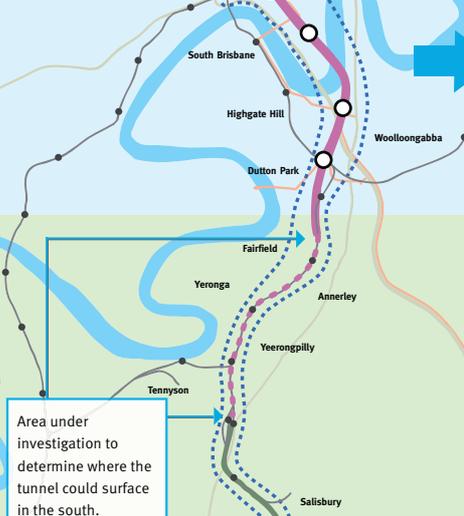
New and modified tracks

Investigations are under way to determine how the train tracks north of the tunnel entrance could be modified to incorporate another two tracks on the Exhibition line.

Northern section



Central section



Area under investigation to determine where the tunnel could surface in the south.

Read below to find out how you can get involved.

Southern section: Salisbury to Fairfield

Southern tunnel entrance

Technical investigations are continuing to determine the preferred location for the tunnel to surface in the south. The investigations include:

- geotechnical works
- rail operations
- construction methods
- environmental studies
- land use
- social and community impacts.

Additional tracks

Investigations are under way to determine how many additional tracks between Salisbury and Dutton Park are needed and how to provide extra tracks south of the tunnel entrance.

GET INVOLVED You can provide feedback on where the tunnel could connect to the surface within the area of investigation, including the potential benefits and impacts. See page 4 for details about how you can get involved.

Reviving Brisbane's inner city with new stations



Technical investigations along with feedback from the community and key stakeholders has determined the preferred tunnel route and station locations.

The preferred tunnel route will run from a location south of the existing Dutton Park Station and head north, connecting to four new underground stations.

Albert Street

A new underground station in lower Albert Street will transform the area into another thriving heart of the CBD, providing opportunities for new retail and commercial development.

The location was selected following detailed technical investigations as well as feedback from commuters, workers and students that travel to the CBD.

George Street and Edward Street were considered as potential locations, however Albert Street was selected because it provides the best transport, city and community outcomes.

Roma Street

A new station under Roma Street Station will provide connections to existing rail services and the Inner Northern Busway, as well as assist the renewal of the Roma Street Station precinct.

Boggo Road Urban Village

The new station under the Boggo Road Urban Village precinct will provide a quick and easy connection for people travelling to the University of Queensland and the Princess Alexandra Hospital. The station is planned to link with trains at Park Road Station and buses at the Boggo Road Busway Station.

The new underground station will support further opportunities for new retail and commercial developments in and around the precinct.

Woolloongabba

The new underground station in Woolloongabba is proposed to be located within the recently declared Woolloongabba Urban Development Area (UDA), and will be part of a key public transport interchange allowing people to connect with both the South East and Eastern busways.

The proposed new station will be a catalyst for the redevelopment of the 10 hectare UDA into a vibrant, mixed use transit oriented community that is currently being planned by the Urban Land Development Authority.

The proposed station and busway interchange will also provide much better access to nearby areas including the Gabba Stadium, Mater Hospital health precinct and the Woolloongabba core redevelopment precinct identified by Brisbane City Council.

Other upgrades: Bowen Hills and Exhibition

Investigations are under way to determine possible upgrades to the Exhibition Station (in conjunction with the RNA) and Bowen Hills Station to support the planned redevelopment of Bowen Hills. The upgrades would benefit people travelling to the Royal Brisbane and Women's Hospital precinct.

Station design under way

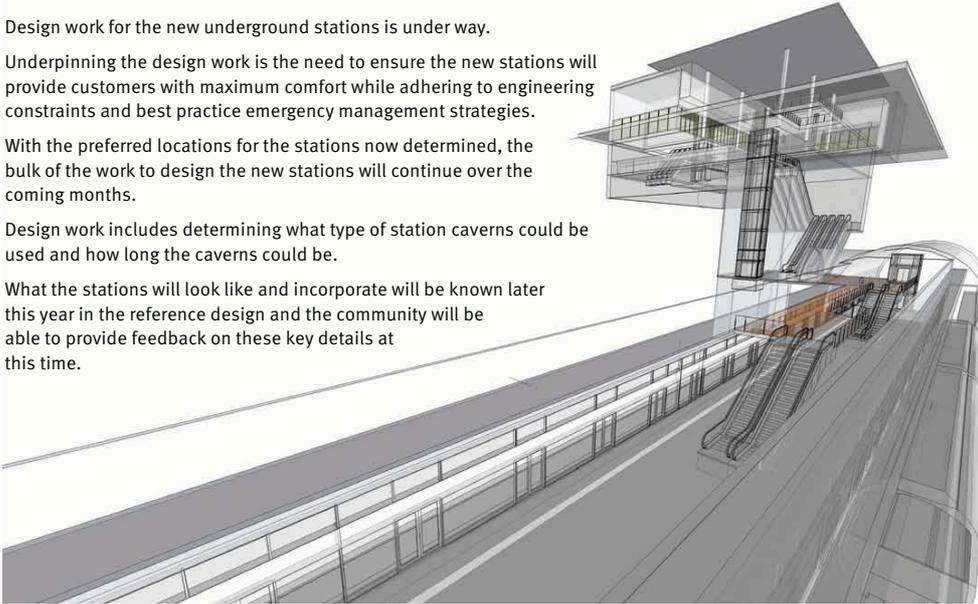
Design work for the new underground stations is under way.

Underpinning the design work is the need to ensure the new stations will provide customers with maximum comfort while adhering to engineering constraints and best practice emergency management strategies.

With the preferred locations for the stations now determined, the bulk of the work to design the new stations will continue over the coming months.

Design work includes determining what type of station caverns could be used and how long the caverns could be.

What the stations will look like and incorporate will be known later this year in the reference design and the community will be able to provide feedback on these key details at this time.



An indicative sketch of what an underground station could look like.

Salisbury to Dutton Park – an important path for freight

The movement of freight throughout South East Queensland is rapidly increasing and is forecast to more than double by 2031.

The rail line between Salisbury and Dutton Park is important for freight services to the Port of Brisbane and the Acacia Ridge Intermodal Terminal from the western and northern parts of Queensland via the Tennyson Loop.

That is why an important part of providing for Cross River Rail is investigating how the rail corridor between Salisbury and Dutton Park can be protected for freight, while still planning for more frequent passenger rail services. Planning also includes looking at ways to minimise the impacts of rail freight in urban areas.

Cross River Rail planning is supported by the *South East Queensland Infrastructure Plan and Program 2009-2026*, which aims to provide an efficient and integrated freight transport system in South East Queensland to enhance the region's position as a major national and international freight and logistics centre.

Works continue

Technical investigations to help determine the reference design for Cross River Rail are progressing well.

These investigations, which have included drilling along the existing train line and seismic surveys of the Brisbane River, have helped to identify the preferred tunnel route and station locations.

Further investigations, which include drilling in the CBD and along the existing train line in the south, and feedback from the community will help to identify other key project elements, including where the tunnel will surface in the south.

For information about works as they happen, visit www.crossriversrail.qld.gov.au



Typhoon the tugboat taking seismic surveys of the Brisbane River.

Minimising property impacts

Major infrastructure projects inevitably have some impact on surrounding properties.

A key part of planning for Cross River Rail is to develop mitigation measures to minimise impacts on the community whilst catering for South East Queensland's future growth and transport needs.

Property requirements for Cross River Rail will become clearer once the reference design is developed later this year.

Once property impacts and requirements are known, the project team will liaise directly with landowners whose properties could be required for the project.

Working together

The detailed feasibility phase for Cross River Rail is progressing well.

This phase, which is funded by the Australian Government (\$20 million) and the Queensland Government (\$5 million), includes determining a reference design, preparing a business case and environmental impact statement and community consultation.

As part of the current phase, the Queensland Government is also working closely with Brisbane City Council to ensure Cross River Rail is in line with the draft *River City Blueprint*, the plan for the future of Brisbane's inner city development.

What you told us

Consultation in April-May 2010 introduced the project to the community, and provided an opportunity for the community to tell the project team about what in the study corridor is valued, including:

- importance of vehicle and pedestrian points in Annerley and Fairfield, such as the Denham Street underpass
- maintaining a strong sense of community
- importance of green spaces and character housing.

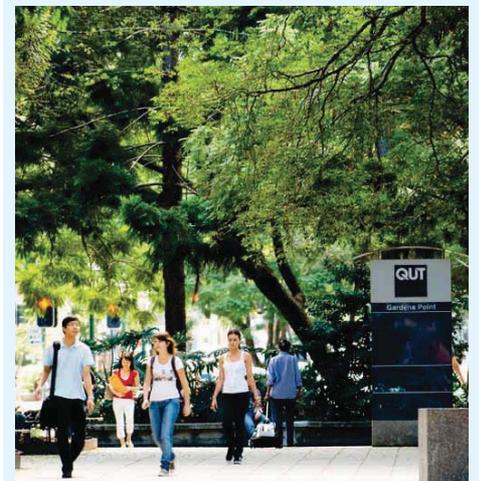
Key issues also raised by the community included:

- when potential property impacts will be known
- where the tunnel entrances in the north and south will be located
- existing noise levels and the potential for these to increase
- the extent to which freight will use the project
- construction and operational impacts, including noise, dust and spoil haulage.

It was also an opportunity for the community to provide comments to the Coordinator-General on the draft terms of reference for the Cross River Rail environmental impact statement.

Comments received are being considered by the Coordinator-General in finalising the terms of reference for the environmental impact statement.

We appreciate stakeholder and community feedback and are continuing to use it to help develop the reference design for the project, and inform environmental impact statement investigations.



You told us a new underground station in the CBD south would make it easier to get to key destinations such as QUT.

How will Cross River Rail be funded?

The Queensland and Australian governments have listed Cross River Rail as a state and national infrastructure priority respectively.

As Cross River Rail is a multi-billion dollar project the scope, cost and affordability of the project, including funding and delivery strategies, are key issues which are being explored in detail.

This will include investigating how all levels of government and the private sector could work together to make Cross River Rail a reality.

Consultation for planning Queensland's single largest transport project

	What we will know	What we want community feedback on
April-May 2010 (complete)	<ul style="list-style-type: none"> Project details, including why it is needed and the benefits The study corridor Potential locations for new and upgraded stations 	<ul style="list-style-type: none"> What you think about the project What's most valued by the community in the study corridor Comments on the draft terms of reference for the environmental impact statement
July-August 2010 (we are here)	<ul style="list-style-type: none"> The preferred tunnel route for the central section of the project The preferred location for the tunnel to surface in the north The area in the south where further investigations will be undertaken to determine where the tunnel could surface New station locations 	<ul style="list-style-type: none"> The benefits and impacts of the preferred tunnel route, including the preferred location for the tunnel to surface in the north Where within the area of investigation in the south the tunnel could surface, including potential benefits and impacts New station locations Where entrances to the new underground stations could be located
Late 2010	<ul style="list-style-type: none"> The reference design, including how surface upgrades will be provided and where the tunnel will surface in the south Property impacts (the project team will liaise directly with landowners whose properties may be required for the project) 	<ul style="list-style-type: none"> New station precinct plans, including entrance points to the new stations, and what the areas around them should incorporate and look like Where construction sites could be located Potential benefits and impacts of the project's construction and operation on local communities
Early 2011	<ul style="list-style-type: none"> Potential benefits, impacts and mitigation measures in the environmental impact statement 	<ul style="list-style-type: none"> The environmental impact statement
Mid 2011	Decision from governments about whether to proceed to procurement and construction.	

Environmental investigations continue

Investigations into the existing environmental, economic and social conditions within the Cross River Rail study corridor are progressing. Investigations include:

- undertaking noise monitoring
- surveying important vegetation
- identifying contaminated land
- reviewing existing air quality
- identifying existing land uses, including residential areas, shopping centres, parks and community facilities
- identifying key movement and access benefits and points
- identifying heritage places.

This information has assisted the project team to identify the preferred tunnel route and will help assess benefits and impacts of the project on communities in the study corridor.

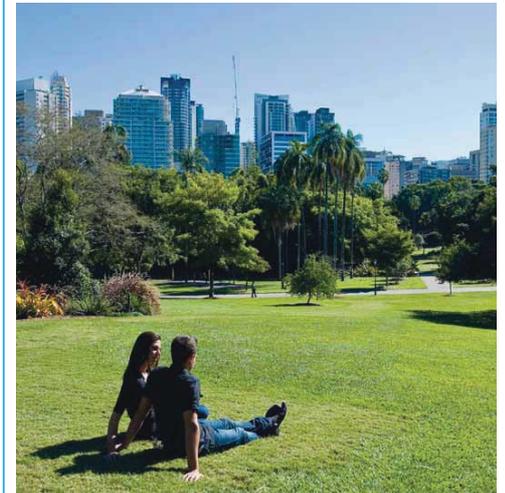
Detailed information on the outcomes of the existing environmental impact statement will be available in early 2011.

An assessment of the project's benefits and impacts for local and regional communities will commence shortly.

This will consider impacts of the project during both construction and operation, including:

- changes to existing noise levels
- impacts of construction activities on local communities
- changes to local access and connectivity
- effects on community uses.

Measures to manage or avoid project impacts and maximise project benefits for local and regional communities will also be identified.



Did you know most major infrastructure projects take between 18 months and two years to complete a detailed feasibility study prior to moving into procurement and construction. This is true for projects like Clem7 and the Gateway Upgrade project.

GET INVOLVED – come along to a community consultation event

Community consultation is continuing, with consultation activities now under way.

Local residents and business owners are encouraged to participate in consultation activities to find out more about the project and to provide comments on the preferred tunnel route, the preferred station locations, the areas still under investigation and the potential benefits and impacts.

Consultation events will be advertised in The Courier-Mail, mX, selected Quest newspapers, as well as on the Cross River Rail website.

Consultation events are a great way to find out more about the project and speak directly to members of the project team.

To find out more information about consultation events, please visit www.crossriverrail.qld.gov.au or call the project information line.



Local advisory groups

Local advisory groups are being established to represent community interests within the Cross River Rail study corridor during the current detailed feasibility phase, which is scheduled to be completed in mid-2011.

Local advisory groups will comprise a cross section of local residents, organisations, community groups and businesses to represent community views regarding local

issues, impacts, benefits and opportunities.

Nominations for the southern local advisory group have now closed, however nominations for the CBD group are still being accepted.

To find out more about the groups and the nomination process, contact the project team on 1800 462 730.

Contact us

Phone: 1800 462 730*
(during business hours)

Web: www.crossriverrail.qld.gov.au

Email: info@crossriverrail.qld.gov.au

Address: Cross River Rail
Transport and Main Roads
Reply Paid 213
BRISBANE QLD 4001

*Free call from anywhere in Australia, call charges apply for calls from mobile phones and pay phones.

Non-English speakers - if you require the assistance of an interpreter, please contact 13 14 50 (from within Australia) and quote 1800 462 730.

If you have a hearing or speech impairment, you can call through the TTY service on 13 36 77 and quote 1800 462 730.

Protecting the environment

Preparing an environmental impact statement is an important part of planning for Cross River Rail.

The environmental impact statement will identify and assess the potential benefits and impacts of the project on local and regional communities.

It will also identify ways to minimise impacts and protect local communities from construction impacts such as:

- noise, dust and vibration from surface works and tunnelling
- changes to vehicle, pedestrian and cycle access near surface works
- spoil loading and haulage.

The environmental impact statement is expected to be available for community consultation in early 2011.

At this time the Coordinator-General will invite the community and stakeholders to provide written submissions on the environmental impact statement.

Submissions received will be considered by the Coordinator-General when evaluating the environmental impact statement.

For more information about the environmental impact statement process visit www.dip.qld.gov.au.

Investigations into the existing environmental, economic and social conditions in the corridor have been undertaken.

These investigations provide a basis to assess potential changes due to the project's construction and operation.

The investigations included undertaking noise and vibration monitoring at numerous locations across the study corridor.

The monitoring found existing noise levels in the corridor are typical of inner urban and suburban locations, with background noise during daytime and early evening dominated by rail and road traffic, and road traffic during night-time periods.

Monitoring of vibration levels also found that in some buildings, normal day-to-day living can result in vibration levels above the likely goals for the project relating to human perception.

The environmental impact statement will assess how existing noise and vibration levels could change due to construction and operation of Cross River Rail.



Environment investigations

Commonly used terms

Reference design – the full scope of the project, which includes details of the new infrastructure required for the project and how the project could be constructed.

Tunnel portal – the exit and entry point for a tunnel.

Cut and cover – a cut and cover tunnel is excavated from the surface down.

Road header – a rock excavating machine that is commonly used for tunnelling.

Elevated structure – tracks above the ground so other trains can pass underneath.

Stabling yard – where trains are held when not in service.

Have your say about Cross River Rail

The Queensland Government is committed to ensuring people's voices are heard through planning for Cross River Rail.

The next round of consultation events is now under way and attending an event is a great way to find out more about how planning for the project is progressing and to have your say on the potential benefits and impacts of the reference design.

This includes providing feedback on construction site locations and the potential benefits and impacts of the project's construction and operation.

Date	Time	Address
Tuesday 16 November 2010	11am-2pm	King George Square – Adelaide Street, Brisbane City
Thursday 18 November 2010	5pm-7pm	The Irish Club – 175 Elizabeth Street, Brisbane City
Saturday 20 November 2010	9am-12pm	Dutton Park State School – 112 Amerley Road, Dutton Park
Saturday 20 November 2010	2pm-4pm	Brisbane Girls Grammar School – Barbara Fielding Room, 70 Gregory Terrace, Spring Hill
Tuesday 23 November 2010	12-30pm-2-30pm	Brisbane Square Library – Community Room 1, 233 George St, Brisbane City
Wednesday 24 November 2010	5pm-8pm	Queensland Tennis Centre – Western Terrace, 190 King Arthur Terrace, Tennyson
Saturday 27 November 2010	9am-12pm	Salisbury Baptist Church – 317 Lillian Ave, Salisbury
Saturday 4 December 2010	9am-11am	Mooroopa State School – Corner of Shirley Street and Beaudesert Road, Mooroopa

Contact us

Phone: 1800 462 730* (during business hours)
 Web: www.crossriverrail.qld.gov.au
 Email: info@crossriverrail.qld.gov.au

Address: Cross River Rail Transport and Main Roads Reply Paid 213 BRISBANE QLD 4001

*Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.
Non-English speakers - If you require the assistance of an interpreter, please contact 13 14 50 (from within Australia) and quote 1800 462 730.
If you have a hearing or speech impairment, you can call through the TTY service on 13 36 77 and quote 1800 462 730.
If you have a vision impairment, contact the Cross River Rail team on 1800 462 730 to receive information in an alternative format.

Project status

Planning for Cross River Rail is currently under way. This current planning phase is scheduled to be completed in mid-2011. The outcome of this work will inform the government's future investment decisions.

Consultation events now under way

Reference design ready for review

- 18 kilometres of new track
- 9.8 kilometre new underground tunnel
- Four new underground stations
- Two new stations to replace existing stations
- Two upgraded stations

Reference design now available for public comment. Go to page 4 to see how you can get involved.

Cross River Rail to transform Brisbane

REFERENCE DESIGN EDITION November 2010



Conceptual image of Albert Street Station

The Queensland Government has released the full reference design for Cross River Rail – the linchpin of the draft Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland.

The reference design brings together details of the project, including tunnel alignment, station locations and construction plans for the first time.

Cross River Rail would add more capacity in South East Queensland's rail network, allowing more trains to come from the Gold and Sunshine coasts into the new underground stations more often.

The project would also create city building opportunities, allowing high density residential and job hubs to be built around stations so that tin and timber suburbs can be protected from the pressure of growth. The full reference design is an important step in the planning process, bringing all elements of planning so far together in one plan.

The environmental impact statement and business case are the next steps for Cross River Rail.

The business case is expected to be lodged with Infrastructure Australia by the end of 2010 and the environmental impact statement is expected to be available for public comment in early 2011.

What's inside

Reference design	2-3
New stations	2-3
Environmental investigations	4
Consultation under way	4

Faster and more frequent public transport

If Cross River Rail is to proceed, it would cut travel time and increase train frequency from the suburbs to the city.

It is proposed Gold Coast, Beenleigh, Caboolture, Petrie and Sunshine Coast trains would use the tunnel meaning Cleveland, Ferny Grove and Kuraby trains would have exclusive use of the Merivale Bridge to cross the river between South Brisbane and Roma Street stations. This extra capacity at the core of the rail network

would enable more services to be added to all lines on the Citytrain network as well as reduce train travel time, for example:

- Helensvale Station – about a 10 minute travel time saving to the CBD, a train about every five minutes in the morning peak period and a train every 15 minutes in the off-peak
- Petrie Station – about a five minute travel time saving to the CBD, a train about every five minutes in the morning peak period and a train every 15 minutes in the off-peak
- Caboolture Station – about a five minute travel time saving to the CBD, a train about every eight minutes in the morning peak period and a train every 15 minutes in the off-peak

With Cross River Rail, a trip by train from Woollongabba to the CBD would take only two minutes, from the Exhibition to Roma Street Station it would only take about two minutes and from Yeerongpilly to the CBD it would take about 10 minutes (half the time it takes now).

Reference design now available

The reference design for Cross River Rail is now available and the community is encouraged to provide feedback on the potential benefits and impacts of the design.

The design includes details of the tunnel alignment and depth, what the stations could look like, the vision for each of the new station precincts and how the project could be constructed.

Salisbury to Yeerongpilly

- Key features of the reference design between Salisbury and Yeerongpilly include:
 - five kilometres of new surface and realigned tracks from Salisbury junction through to the tunnel portal at Yeerongpilly – this allows passenger and freight services to be separated
 - upgrades to Rocklea and Moorooka stations
 - an elevated structure to allow Cross River Rail trains to cross over to the western side of the rail line and also access a new stabling facility at Clapham Rail Yard
 - a new surface station at Yeerongpilly



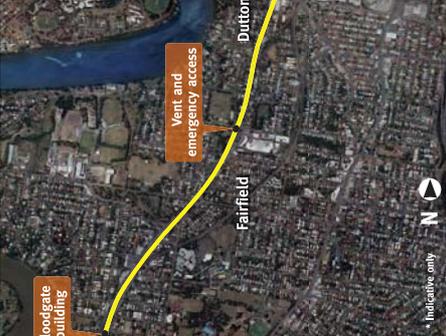
Legend

- Essential infrastructure
- Cross River Rail surface works
- Cross River Rail tunnel
- Cross River Rail tunnel portal
- Cross River Rail stations
- Station entry points
- Upgrades as part of Cross River Rail

- realignment of Wikkie Street, Yeerongpilly and other road network changes
- tunnel portal and dive structure between Crichton and Cardross streets, Yeerongpilly (just north of the existing station)
- construction sites located in industrial land south of Yeerongpilly, at the site of the new Yeerongpilly Station and near Clapham Rail Yard for surface works.

Yeerongpilly to Victoria Park

- Key features of the reference design between Yeerongpilly and Victoria Park include:
 - 9.8 kilometre, twin-bore tunnel (each tunnel with an internal diameter of six metres), up to 38 metres deep (at track level)



- floodgate building at Yeerongpilly to protect the tunnel from flooding
- surface ventilation and emergency access building at Fairfield Road, Fairfield to avoid heat build-up in the tunnel and to ensure safety for passengers in an emergency. Ventilation requirements for an underground train tunnel are much different to those of an underground road tunnel – this is because electric trains do not run on fuel like vehicles do, which means there are almost no emissions.
- new underground stations at Albert Street, Roma Street Station, Woolloongabba and Boggoo Road Urban Village precinct

Victoria Park to Breakfast Creek

- cross-passages every 240 metres between the tunnels for emergency evacuation
 - construction sites at the locations of the floodgate and ventilation buildings and at each new station.
- Key features of the reference design proposed between Victoria Park and Breakfast Creek include:
- tunnel portal and dive structure at the northern end of Victoria Park, allowing the tunnel to connect to the Exhibition line
 - three kilometres of new surface tracks from the tunnel portal through to Mayne Rail Yard



Detailed maps of the Cross River Rail reference design are available online at www.crossriverrail.qld.gov.au and at community consultation events.

CrossRiverRail

- new Exhibition Station, servicing the RNA precinct, Royal Brisbane and Women's Hospital health service precinct and the urban development area all year round and elevated structure adjacent to the Inner City Bypass and the Mayne Rail Yard
- reconstruction of O'Connell Terrace, Bowen Hills
- construction sites located in Victoria Park and the RNA.

As part of planning for Cross River Rail an upgrade to Bowen Hills Station was investigated however because the proposed alignment does not directly link with the station an upgrade is not being considered as part of the project.

- cross-passages every 240 metres between the tunnels for emergency evacuation
- construction sites at the locations of the floodgate and ventilation buildings and at each new station.

Victoria Park to Breakfast Creek

- tunnel portal and dive structure at the northern end of Victoria Park, allowing the tunnel to connect to the Exhibition line
- three kilometres of new surface tracks from the tunnel portal through to Mayne Rail Yard

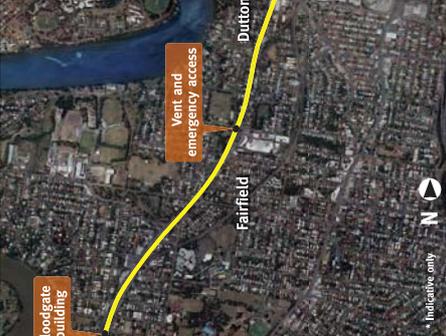


Detailed maps of the Cross River Rail reference design are available online at www.crossriverrail.qld.gov.au and at community consultation events.

- realignment of Wikkie Street, Yeerongpilly and other road network changes
- tunnel portal and dive structure between Crichton and Cardross streets, Yeerongpilly (just north of the existing station)
- construction sites located in industrial land south of Yeerongpilly, at the site of the new Yeerongpilly Station and near Clapham Rail Yard for surface works.

Yeerongpilly to Victoria Park

- Key features of the reference design between Yeerongpilly and Victoria Park include:
 - 9.8 kilometre, twin-bore tunnel (each tunnel with an internal diameter of six metres), up to 38 metres deep (at track level)



Detailed maps of the Cross River Rail reference design are available online at www.crossriverrail.qld.gov.au and at community consultation events.

- floodgate building at Yeerongpilly to protect the tunnel from flooding
- surface ventilation and emergency access building at Fairfield Road, Fairfield to avoid heat build-up in the tunnel and to ensure safety for passengers in an emergency. Ventilation requirements for an underground train tunnel are much different to those of an underground road tunnel – this is because electric trains do not run on fuel like vehicles do, which means there are almost no emissions.
- new underground stations at Albert Street, Roma Street Station, Woolloongabba and Boggoo Road Urban Village precinct

Victoria Park to Breakfast Creek

- cross-passages every 240 metres between the tunnels for emergency evacuation
- construction sites at the locations of the floodgate and ventilation buildings and at each new station.



Detailed maps of the Cross River Rail reference design are available online at www.crossriverrail.qld.gov.au and at community consultation events.

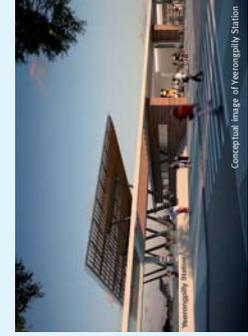
New train stations to breathe life into the city

As part of planning for Cross River Rail, four new underground stations, two new surface stations to replace existing stations and upgrades to two existing stations are proposed.

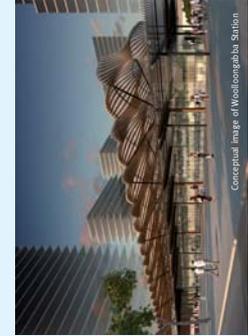
Each new underground station would have a consistent design, so commuters would be able to easily identify the station as a Cross River Rail station.

Design for each station will establish a benchmark for new communities, while still fitting the characteristics and identity of the local area.

Each of the proposed underground stations vary in depth with platforms about 25-32 metres below the surface.



Conceptual image of Yeerongpilly Station



Conceptual image of Woolloongabba Station



Conceptual image of Exhibition Station

Yeerongpilly

Yeerongpilly Station would revitalise the area by providing high quality public transport infrastructure to service the local community, the planned transit oriented development and the Queensland Tennis Centre. The station is proposed to be located on the eastern side of the existing tracks with an entrance to the realigned Wilkie Street. Access would also be available via a footbridge from Fairfield Road to the new station.

Boggoo Road

Boggoo Road Station would provide enhanced public transport to service the Boggoo Road Urban Village, the University of Queensland and Princess Alexandra Hospital. The station cavern is proposed to be located between the Boggoo Road and the EcoSciences Precinct with entrances located at the northern end integrating with existing busway and rail and the southern end serving the growing Boggoo Road precinct.

Woolloongabba

Woolloongabba Station would support a new inner city community and a vibrant public space that enhances the Gabba 'game day' experience and provides better public transport infrastructure to the Mater 'green spine for the CBD'. The station platform would be located under Albert Street between Mary and Alice streets. Street level entry points would be located at the intersections of Albert

Roma Street

Roma Street Station would create South East Queensland's primary transport interchange hub and improve access to the Roma Street Parkland and the growing north quarter of the CBD. Exhibition Station would be rejuvenated into a

Constrcucting Cross River Rail

How Cross River Rail could be constructed has been investigated as part of the reference design.

Dive structures connecting the tunnel to the surface tracks would be constructed by open cut construction because the infrastructure would be close to the surface. While tunnelling may occur 24 hours a day, 7 days a week, some surface works may also need to be undertaken at nights and weekends to minimise impacts on the rail network.

The stations

Construction sites would also be required for each of the underground and surface stations. The underground stations would be constructed by a combination of methods, including piled walls, rock cuttings, road header and cut and cover. Drill and blast could also be required in some locations with hard rock. Construction activity at the new stations would be similar to construction of any large building site.

The tunnel

Three main work sites are proposed to construct the tunnels:

- Industrial land south of Yeerongpilly
- In the urban development area at Woolloongabba
- Victoria Park, Spring Hill.

 To construct the tunnels, two tunnelling techniques are proposed – driven tunnelling and cut and cover tunnelling.

Other stations

Upgrades to Rocklea and Moorooka stations to improve accessibility are proposed as part of planning for Cross River Rail.

New generation trains

As demand for passenger services in South East Queensland grows, Queensland Rail is undertaking a project to significantly increase the size of its fleet.

The New Generation Rollingstock project is examining options to purchase up to 200 three-car trains to replace old rollingstock and add to the existing fleet. It is planned that the new trains would operate in Cross River Rail to deliver the highest quality passenger experience on this new, world class rail infrastructure.

Plaza with entry points on either side of the station.

Plaza with entry points on either side of the station. The station location would provide an efficient and direct connection to the existing Roma Street Station concourse. Another entry is also proposed on the southern end of the station towards King George Square. The station is proposed to be located between O'Connell Terrace and Ekka

Welcome to the Cross River Rail local area update for Salisbury to Fairfield.

This will update you on how planning for Cross River Rail is progressing in your area.

Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a new rail tunnel under the Brisbane River and new inner city underground stations.

For more information about Cross River Rail, including previous newsletters, please visit www.crossriversrail.qld.gov.au

More services more often

With Cross River Rail trains proposed to stop at the new Yeerongpilly Station, it means more services more often for passengers.

It is expected the number of trains stopping at Yeerongpilly Station would almost double in the two-hour morning peak period in 2016 when compared to now.

That's a train about every 5 minutes bound for the CBD in the two-hour morning peak period.

This would get passengers from Yeerongpilly Station to the new underground station in Albert Street in just 10 minutes, compared to the 21 minute travel time it currently takes now to get to Central – that's cutting travel time in half.

Off peak services would increase from a service every 30 minutes today to a service at least every 15 minutes.

Key points:

- Southern tunnel portal and new station in Yeerongpilly
- Faster travel from Yeerongpilly to the CBD – just 10 minutes
- More frequent travel from Yeerongpilly to the CBD – train every 5 minutes in the morning peak
- Reference design available soon
- Get involved in the next round of consultation in October to November 2010 – newsletter coming soon



New station for Yeerongpilly

As part of planning for Cross River Rail a new train station is proposed for Yeerongpilly.

It is proposed Cross River Rail services as well as surface trains would stop at the new station, which would significantly improve frequency and travel time to and from the city.

The new station would be the last station before the Cross River Rail tunnel, which is proposed to surface just north-east of the existing station.

It is proposed the new station would include:

A new public space for the community including:

- new plaza outside of the station, including new public seating and green space
- new retail opportunities (for example, shops and cafes).

Better facilities including:

- better lighting and security
- new bike storage facilities
- more ticket gates
- new kiss and ride bays
- improved disability access
- station canopy to shade and shelter passengers
- sheltered bus interchange
- noise barriers and buffer planting between the new station and residences
- extension of the new pedestrian bridge from Fairfield Road to the new station.

Longer and wider platforms including:

- one island platform expected to be 220-metres long to accommodate 9-car Cross River Rail trains in the future

- one island platform expected to be 175-metres long to accommodate existing 6-car trains and allow for longer trains in the future
- platforms 12-metres wide to enhance passenger movement and safety
- platforms about 5-metres below the new Wilkie Street (improving the look of the station and minimising noise from the trains).

The new station is proposed to be located on the eastern side of the existing track with an entrance on Wilkie Street. Access would also be available from the Fairfield Road pedestrian bridge.

The new station could be constructed in isolation from the existing station, meaning minimal disruptions to passengers and rail services.

Preferred location for southern tunnel portal now determined

As part of detailed feasibility planning for Cross River Rail, investigations have been undertaken between Fairfield and Moorooka along the existing train line to determine where the tunnel could surface in the south.

Investigations have found Yeerongpilly just north of Clapham Rail Yard, to be the preferred location for the tunnel portal.

This allows an additional station to be included in Cross River Rail at Yeerongpilly, which will enable more efficient train services from Yeerongpilly to the CBD and northern suburbs.

The preferred location was identified following technical investigations and feedback from stakeholders and the community.

Feedback was fed into the planning process, which looked at many important factors to determine where the tunnel portal could be located, including:

- rail operations
- community benefits and impacts
- engineering and design (constructability, geotechnical, flooding, impact on existing and future infrastructure)

- transport planning
- land use and development, such as Yeerongpilly transit oriented development and Tennyson Tennis Centre
- property (minimising residential property impacts and acquisitions)
- environment (heritage values, open space, vegetation, waterways, contamination, spoil)
- community and other stakeholder feedback
- risks
- cost.

Story continued overleaf.

Salisbury to Yeronga map



Continued from previous page.

It is proposed the southern tunnel portal would be located between Crichton and Cardross streets on the eastern side of the existing rail corridor in Yeerongpilly.

Yeerongpilly was selected as the preferred portal and station location as it would:

- provide the best balance between cost, community impact, community benefit and rail operations
- provide a new station at Yeerongpilly
- help achieve one of the project's key objectives – to provide city-building opportunities

by supporting the proposed transit oriented development (identified in the 2010 Growth Management Summit as a location where high quality and frequent public transport is required)

- minimise the amount of residential property impacts
- largely use commercial and industrial land instead of residential land
- require a shorter portal structure because of the area's favourable topography
- allow the Tennyson Loop to connect to the Cross River Rail tunnel in the future, if required.

Locating the southern tunnel portal in Yeerongpilly would also allow Cross River Rail to connect to the Clapham Rail Yard in Moorooka.

The yard has been earmarked as the main southern stabling facility for the increasing number of trains that will be added to the region's rail network over the coming years. If the portal was to be located in the yard, a longer portal structure would be required because of the area's topography and poor geology. This would mean the tunnel could not surface until well into the yard and there is not enough space to have both the portal and a stabling facility in the existing yard.

Other areas considered

To identify the preferred location for the southern tunnel portal, investigations were undertaken between Fairfield and Moorooka along the existing train line.

Fairfield and Yeronga

The Queensland Government's Inner City Rail Capacity Study completed in 2008 identified Fairfield as a potential location for the southern tunnel portal and this was investigated as part of planning for Cross River Rail.

Yeronga was one of the highest cost areas investigated and would have similar property impacts and disruption to the surrounding community and road network as Fairfield.

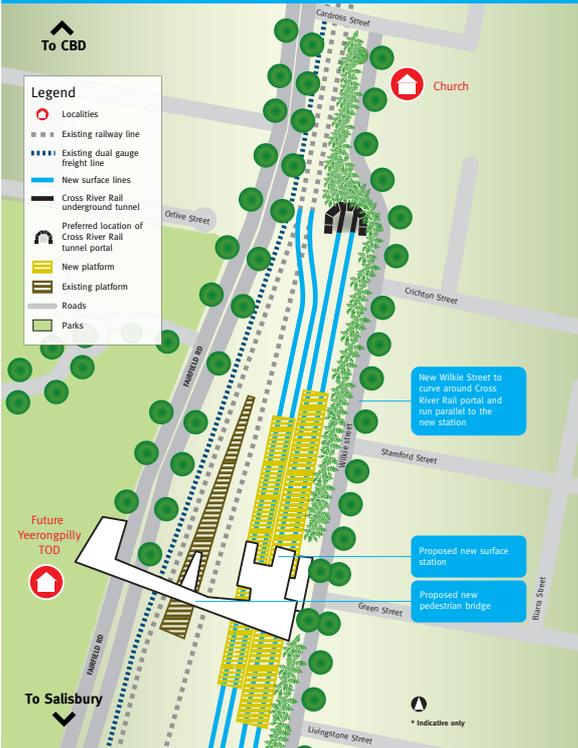
Also, as an additional two surface tracks are required south of the tunnel portal to Salisbury, a tunnel portal in Fairfield and Yeronga would have significant surface impacts, especially to property.

Moorooka

Moorooka was found to be less desirable than Yeerongpilly in many areas, including rail operations, cost, land use, property and engineering and design. For example, a portal in Moorooka would:

- cost significantly more because a longer underground tunnel would be required
- require everything north of the tunnel portal to be underground, including the proposed new Yeerongpilly Station – this would add significant additional cost and risk the station not being part of the project
- require a new stabling facility to be found elsewhere, which could potentially require a 15 hectare land site to be resumed further south, the equivalent of three Suncorp Stadiums
- require additional surface tracks to connect Cross River Rail to the new stabling facility
- not allow the Tennyson Loop to connect to Cross River Rail in the future, if required.

Southern tunnel portal map



Community feedback

Feedback from the community is an important part of planning for Cross River Rail and has helped determine the preferred location of the southern tunnel portal.

During the second round of consultation, the community favoured options further south (than Fairfield) in the Clapham Rail Yard or industrial land.

Some feedback included:

- locate the portal in an area that minimises community impacts
- use industrial or commercial land
- minimise residential property resumptions
- the importance of heritage areas and character housing
- the importance of local access
- concern about construction impacts
- concern about noise
- concern about impacts on community facilities
- support for more frequent train services to the CBD.

Consultation on the reference design coming soon

Investigations are continuing to determine the Cross River Rail reference design, which is expected to be known and available for public comment in October through to November 2010.

The reference design will include:

- the alignment
- the depths of new underground stations and the tunnel
- the designs of the new stations, including where entrances could be located
- details of new surface train tracks required in the north and south
- details of other new infrastructure required
- details of how the project could be constructed.

Consultation events will be advertised in the next edition of the Cross River Rail newsletter, which is likely to be distributed in October. Events will also be advertised in The Courier-Mail and your local Quest newspaper.



Minimising the impacts

While planning for Cross River Rail includes looking at ways to minimise the impacts on the local communities, infrastructure projects like Cross River Rail inevitably have some impact.

The environmental impact study will assess potential impacts of the project on local and regional communities from construction and operation and identify ways to maximise the benefits and avoid or minimise these impacts.

Investigations for the environmental impact statement are now progressing and will be available for public comment in early 2011.

The environmental impact statement is informed by feedback from community consultation – it is very important the community have their say and input into the environmental impact statement throughout 2011.

Guiding investigations for the environmental impact statement is the terms of reference, which were recently approved by the Coordinator-General.

The final terms of reference are available on the Department of Infrastructure and Planning website www.dip.qld.gov.au

Get involved – have your say on the environmental impact statement in 2011

Commonly used terms

Portal – the exit and entry point for an underground tunnel.

Stabling yard – where trains are held when not in service.

Reference design – the full scope of the project, which includes details of the new infrastructure required for the project and how the project could be constructed.

For more information

Phone: 1800 462 730* (during business hours)
 Web: www.crossriversrail.qld.gov.au
 Email: info@crossriversrail.qld.gov.au

Address: Cross River Rail Transport and Main Roads Reply Paid 213 BRISBANE QLD 4001

*Free call from anywhere in Australia, call charges apply for calls from mobile phones and pay phones. **Non-English speakers** - if you require the assistance of an interpreter, please contact 13 14 50 (from within Australia) and quote 1800 462 730. **If you have a hearing or speech impairment**, you can call through the TTY service on 13 36 77 and quote 1800 462 730.

Attachment B Public advertisements

Overview of public advertisements

Round 1

Date	Type and size of advert	Publication
10 April	Statutory advert draft terms of reference, ¼ page, mono	The Weekend Australian
10 April	Statutory advert draft terms of reference, ¼ page, mono	The Courier-Mail
14 April	Consultation advert, ¼ page, mono	The Courier-Mail and Mx
14-15 April	Consultation advert, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
17 April	Information advert, ½ page, colour	The Courier-Mail
27 April	Consultation advert city consultation events, ¼ page, mono	Mx
5 May	Consultation advert southern consultation events, ¼ page, mono	The Courier-Mail
5-6 May	Consultation advert southern consultation events, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
12 May	Reminder advert regarding draft terms of reference, ¼ page, mono	The Courier-Mail and Mx
12-13 May	Reminder advert regarding draft terms of reference, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
2 June	Market sounding advert, ¼ page, mono	Australian Financial Review and The Courier-Mail

Round 2

Date	Type and size of advert	Publication
3 June	Nominate now for a local advisory group advert, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
9 June	Nominate now for a local advisory group advert, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
14 July	Next stop Albert Street advert, full page, colour	The Courier-Mail
17 July	Consultation advert, ¼ page, mono	The Courier-Mail
21 July	Consultation advert, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
23 July	Consultation advert, ¼ page, mono	The Courier-Mail
24 July	Consultation advert, ¼ page, mono	The Courier-Mail
27 July	Consultation advert, ¼ page, mono	Mx

Date	Type and size of advert	Publication
28 July	Consultation advert, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
30 July	Brisbane Institute event about Cross River Rail advert, ¼ page, mono	The Courier-Mail

Round 2b

Date	Type and size of advert	Publication
21 October	Southside planning update advert, ¼ page, colour	City South News
23 October	Local information session advert, 1/5 page, mono	The Courier-Mail

Round 3

Date	Type and size of advert	Publication
13 November	Cross River Rail to transform Brisbane, full-page, colour advert	The Courier-Mail
17-18 November	Consultation advert, ¼ page, mono	City News, City South News, City North News,
20 November	Consultation advert, ¼ page, mono	The Courier-Mail
24-25 November	Consultation advert, ¼ page, mono	City News, City South News, City North News, Northside Chronicle, Westside News, South East Advertiser, Southern Star
28 November	Consultation advert, 1/5 page, mono	The Courier-Mail
2 December	Consultation advert, ¼ page, mono	City News, City South News, City North News, South East Advertiser, Southern Star
13 December	Industry briefing advert, ¼ page, mono	Australian Financial Review and The Courier-Mail

CrossRiverRail



Transforming South East Queensland's rail network

Detailed planning is under way for Cross River Rail, a new north-south rail line in Brisbane's inner city, including a rail tunnel under the Brisbane River and new underground inner city train stations in Woolloongabba and the CBD.

Cross River Rail will deliver new underground north-south tracks from near Fairfield in the south to near Bowen Hills in the north. This extra capacity at the core of the network could double the number of trains from the suburbs to the city.

Cross River Rail is the single largest transport project ever planned in Queensland and essential if we want to build new lines to places such as the Sunshine Coast, Kippa-Ring and the southern Gold Coast.

Have your say about this important project

The draft terms of reference for the environmental impact statement are available for public comment. Visit the Cross River Rail website to find out how to comment.

Find out more about Cross River Rail by attending a community info session or staffed public display.

Project team members will be available at community info sessions to answer any questions you may have.

You are welcome to drop-in at any time and speak to a member of the project team.

Community info sessions

Date	Time	Location
Thursday 22 April	4pm-7pm	Brisbane Table Tennis Centre – 86 Green Terrace, Windsor
Wednesday 28 April	11am-2pm	Queen Street Mall Stage, Brisbane City
Saturday 8 May	9am-12 noon	Dutton Park State School Hall – 112 Annerley Road, Dutton Park

For details about other consultation events log on to the Cross River Rail website.

For more information on Cross River Rail:

☎ 1800 462 730*

✉ info@crossriverrail.qld.gov.au

✉ Reply Paid Cross River Rail, GPO Box 213
Brisbane QLD 4001

🌐 www.crossriverrail.qld.gov.au

*Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.



Nation Building Program



CrossRiverRail

fast >> frequent >> reliable



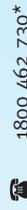
Transforming South East Queensland's rail network

- >> New north-south rail line
- >> New rail tunnel under the Brisbane River and CBD
- >> New underground stations in Woolloongabba and the CBD south
- >> More inner city rail capacity allows more services from the suburbs to the city

Have your say about this important project

Consultation for Cross River Rail is under way. To find out more about consultation events please visit the Cross River Rail project website.

For more information on Cross River Rail:



1800 462 730*



info@crossriverrail.qld.gov.au



Reply Paid Cross River Rail,
GPO Box 213 Brisbane QLD 4001



www.crossriverrail.qld.gov.au

*Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.



Nation Building Program



CrossRiverRail



Transforming South East Queensland's rail network

- New north-south rail line
- New rail tunnel under the Brisbane River and CBD
- New underground stations in Woolloongabba and the CBD south
- More inner city rail capacity allows more services from the suburbs to the city

Comment on the draft terms of reference

The comment period on the draft terms of reference for the Cross River Rail environmental impact statement is closing shortly.

Comments should be made to the Coordinator-General by close of business Monday 17 May.

Details about how you can comment are available at www.dip.qld.gov.au/projects/transport/rail/cross-river-rail.html

For more information on Cross River Rail:

 1800 462 730*

 info@crossriverrail.qld.gov.au

 Reply Paid Cross River Rail
GPO Box 213 Brisbane QLD 4001

 www.crossriverrail.qld.gov.au

* Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.



Nation Building Program



CrossRiver*Rail*

Nominate
now



Nominate for a Cross River Rail local advisory group

Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground stations in Woolloongabba and the southern end of the CBD.

The detailed feasibility phase of Cross River Rail is currently under way and includes determining the preferred route and location of new underground stations, preparing a business case and environmental impact statement and extensive community and stakeholder consultation.

Local advisory groups are being established to represent community interests during the detailed feasibility phase of Cross River Rail.

Local advisory groups will comprise a cross section of local residents, organisations, community groups and businesses to represent community views regarding local issues, impacts, benefits and opportunities.

Nominations for local advisory group members close **Monday 21 June 2010**.

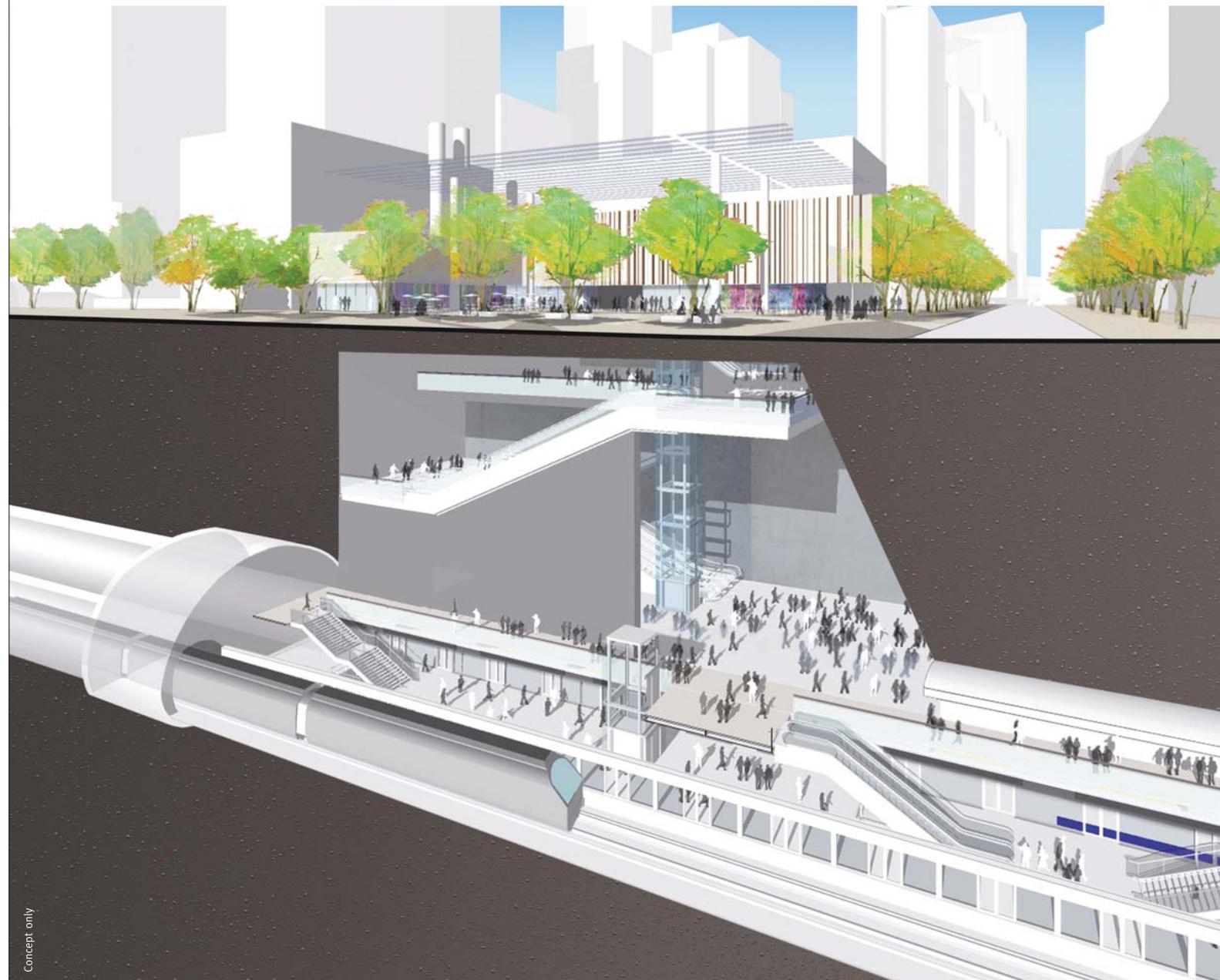
More information about Cross River Rail local advisory groups is available at www.crossrivrail.qld.gov.au or by contacting the project team on 1800 462 730*

* Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.



Nation Building Program





Concept only

Next stop Albert Street

Cross River Rail has reached another milestone with Albert Street selected as the preferred location for Brisbane's first underground train station.

The new CBD station will revitalise the southern fringe of the city and transform lower Albert Street into another thriving hub of the CBD, creating opportunities for new public and retail spaces conveniently located near public transport.

The station will link people to the heart of the CBD and make travelling to popular destinations such as Queen Street Mall, the Botanic Gardens and the Queensland University of Technology a lot easier.

To find out more about planning for the single largest transport project in Queensland's history and how you can get involved, visit www.crossriverrail.qld.gov.au

Toward 2
Tomorrow's Queensland



CrossRiverRail



Have your say – come along to a community consultation event

Planning for Cross River Rail, the single largest transport project in Queensland's history, is progressing well.

Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations under Roma Street Station, lower Albert Street, Woolloongabba near the Gabba Stadium and the Boggo Road Urban Village precinct.

An additional north-south rail line will provide essential capacity at the core of the network. This could double the number of trains from the suburbs to the city, compared to now.

Upcoming consultation events

Get involved in planning for Cross River Rail by attending a consultation event.

Project team members will be available at these events to answer any questions you may have about the project.

Information sessions

Area	Date	Time	Location
South	Thursday 12 August 2010	11am - 2pm	Fairfield Gardens Shopping Centre – 180 Fairfield Road, Fairfield (smaller display)
North	Saturday 7 August 2010	9am - 12pm	Holy Cross Catholic School – 40 Morris Street, Woolloowin
	Thursday 12 August 2010	5pm - 8pm	Brisbane Girls Grammar School – Gregory Terrace, Spring Hill

For information about Cross River Rail please visit the project website.

☎ 1800 462 730*

✉ Reply Paid Cross River Rail, GPO Box 213 Brisbane QLD 4001

💻 info@crossriverrail.qld.gov.au

🌐 www.crossriverrail.qld.gov.au

*Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.



Nation Building Program



Queensland
Government

Toward
Tomorrow's Queensland

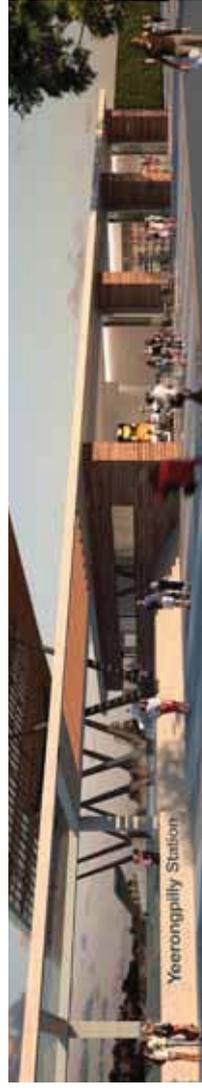
CrossRiverRail

Find out more about the southern tunnel portal online

Recently, Yeerongpilly was announced as the preferred location for the Cross River Rail southern tunnel portal and new train station.

Detailed information about why Yeerongpilly was chosen as the preferred location is now available in the *Southern Tunnel Portal Location Options Report*.

The report, which includes information about the various investigations undertaken to determine the location as well as information about other areas considered, is available on the Cross River Rail website.



Local information session

Find out more about the current design for the southern tunnel portal and new Yeerongpilly Station by coming along to a local information session on:

**Saturday 23 October 2010,
10am – 2pm** (drop in any time during the session) at the **Queensland Tennis Centre,
Western Terrace, 190 King Arthur Terrace, Tennyson.**

Reference design coming soon

Consultation on the reference design will be starting in early November – consultation events will be advertised in Quest newspapers, The Courier-Mail, mX and in the next newsletter, which will be coming to your letterbox soon.

Want to get more involved?

Nominate to join the Cross River Rail southern local advisory group – visit the website to find out more.

Website: www.crossriversrail.qld.gov.au

Phone: 1800 462 730*

Email: info@crossriversrail.qld.gov.au

*Freecall in Australia from a fixed line. Charges may apply for mobiles and payphones.



Australian Government



Nation Building Program

CrossRiverRail



Cross River Rail to transform Brisbane

The Queensland Government has released the reference design for Cross River Rail – the proposed new north-south rail line in Brisbane's inner city.

Consultation on the reference design is now under way.

Attending an event is a great way to find out more about how planning for the project is progressing and to have your say on the potential benefits and impacts of the reference design.

Cross River Rail is 18 kilometres long and includes:

- 9.8 kilometres of new underground tunnel
- four new underground stations at Albert Street, Roma Street, The Gabba and Boggo Road
- two new stations at The Ekka and Yeerongpilly
- two upgraded stations at Moorooka and Rocklea.

Come along to an information session to find out more

Date	Time	Location
Tuesday 16 November 2010	11am-2pm	King George Square – Adelaide Street, Brisbane City
Thursday 18 November 2010	5pm-7pm	The Irish Club – 175 Elizabeth Street, Brisbane City
Saturday 20 November 2010	9am-12pm 2pm-4pm	Dutton Park State School – 112 Annerley Road, Dutton Park Brisbane Girls Grammar School – Barbara Fielding Room, 70 Gregory Terrace, Spring Hill
Tuesday 23 November 2010	12.30pm-2.30pm	Brisbane Square Library – Community Room 1, 233 George St, Brisbane City
Wednesday 24 November 2010	5pm-8pm	Queensland Tennis Centre – Western Terrace, 190 King Arthur Terrace, Tennyson
Saturday 27 November 2010	9am-12pm	Salisbury Baptist Church – 317 Lillian Ave, Salisbury
Saturday 4 December 2010	9am-11am	Moorooka State School – Corner of Sherley Street and Beaudesert Road, Moorooka

For more information about the reference design visit www.crossriverrail.qld.gov.au or call 1800 462 730*

*Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.

CrossRiverRail



Have your say about Cross River Rail

The Queensland Government has released the reference design for Cross River Rail – the proposed new north-south rail line in Brisbane’s inner city.

Consultation on the reference design is now under way.

Attending an event is a great way to find out more about how planning for the project is progressing and to have your say on the potential

benefits and impacts of the reference design.

Cross River Rail is 18 kilometres long and includes:

- 9.8 kilometres of new underground tunnel
- four new underground stations at Albert Street, Roma Street, The Gabba and Boggo Road
- two new stations at The Ekka and Yeerongpilly
- two upgraded stations at Moorooka and Rocklea.

Come along to an information session to find out more

Date	Time	Location
Thursday 18 November 2010	5pm-7pm	The Irish Club – 175 Elizabeth Street, Brisbane City
Saturday 20 November 2010	9am-12pm	Dutton Park State School – 112 Annerley Road, Dutton Park
	2pm-4pm	Brisbane Girls Grammar School – Barbara Fielding Room, 70 Gregory Terrace, Spring Hill
Tuesday 23 November 2010	12.30pm-2.30pm	Brisbane Square Library – Community Room 1, 233 George St, Brisbane City
Wednesday 24 November 2010	5pm-8pm	Queensland Tennis Centre – Western Terrace, 190 King Arthur Terrace, Tennyson
Saturday 27 November 2010	9am-12pm	Salisbury Baptist Church – 317 Lillian Ave, Salisbury
Saturday 4 December 2010	9am-11am	Moorooka State School – Corner of Sherley Street and Beaudesert Road, Moorooka

For more information about the reference design visit www.crossriversrail.qld.gov.au or call 1800 462 730*

*Free call from fixed lines in Australia. Call charges may apply for calls from mobile phones and pay phones.



Nation Building Program

Toward Tomorrow's Queensland

Queensland Government

Attachment C Community information sessions

Consultation round	Date and time	Location	Attendance
Round 1	Thursday, 22 April 2010, 4.00pm-7.00pm	Brisbane Table Tennis Centre, Windsor	30
	Tuesday, 27 April 2010, 7.30am-9.30am	Central Station, Brisbane City	30
	Wednesday, 28 April 2010, 11.00am-2.00pm	Queen Street Mall, Brisbane City	150
	Wednesday, 5 May 2010, 12.00pm-2.00pm	QUT Gardens Point, Brisbane City	30
Round 2	Saturday, 24 July 2010, 9.00am-12.00pm	Dutton Park State School, Dutton Park	200
	Monday, 26 July 2010, 4.00pm-6.00pm	Roma Street Station, Brisbane City	20
	Wednesday, 28 July 2010, 11.00am-2.00pm	Queen Street Mall, Brisbane City	150
	Saturday, 31 July 2010, 9.00am-12.00pm	Moorooka State School, Moorooka	100
	Tuesday, 3 August 2010, 12.00pm-2.00pm	QUT Gardens Point, Brisbane City	50
	Saturday, 7 August 2010, 9.00am-12.00pm	Holy Cross Catholic School, Woolloowin	40
	Thursday, 12 August 2010, 11.00am-2.00pm	Fairfield Gardens Shopping Centre, Fairfield	250
	Thursday, 12 August 2010, 5.00pm-8.00pm	Brisbane Girls Grammar School, Spring Hill	15
Round 2b	Saturday 23 October 2010, 10.00am-2.00 pm	Queensland Tennis Centre, Tennyson	100
Round 3	Tuesday, 16 November 2010, 11.00am-2.00pm	King George Square, Brisbane City	130
	Thursday, 18 November 2010, 5.00pm-7.00pm	Queensland Irish Club, Brisbane City	30
	Saturday, 20 November 2010, 9.00am-12.00pm	Dutton Park State School, Dutton Park	68
	Saturday, 20 November 2010, 2.00pm-4.00pm	Brisbane Girls Grammar School, Spring Hill	20
	Tuesday, 23 November 2010, 12.30pm-2.30pm	Brisbane Square Library, Brisbane City	36
	Wednesday, 24 November 2010, 5.00pm-8.00pm	Queensland Tennis Centre, Tennyson	65
	Saturday, 27 November 2010, 9.00am-12.00pm	Salisbury Baptist Church, Salisbury	35
	Saturday, 4 December 2010, 9.00am-11.00am	Moorooka State School, Moorooka	70

Attachment D Stakeholder briefings

Who	What	When	Topic(s)
Queensland Rail	Meeting	1 April 2010	Ongoing discussions
Local residents at South Brisbane Electoral Office	Meeting	7 April 2010	Project update and upcoming on-site investigations
Board of Urban Places sub-committee	Presentation	8 April 2010	Project update
Department of Public Works	Meeting	13 April 2010	Project update
Tim Nicholls, Member for Clayfield	Briefing	21 April 2010	Project update
Cr Steve Griffiths, Moorooka Ward	Briefing	22 April 2010	Project update
Princess Alexandra Hospital	Briefing	22 April 2010	Project update
Cr David Hinchliffe, Central Ward	Briefing	23 April 2010	Project update
Grace Grace, Member for Brisbane Central	Briefing	27 April 2010	Project update
Industry roundtable, including CEOs of eight industry associations (ie CEDA, IAQ, Brisbane Institute, RACQ etc)	Presentation	28 April 2010	Project update
Translink	Workshop	28 April 2010	Transport outcomes and inputs into Cross River Rail design
Government Precinct Master Plan Team	Presentation	28 April 2010	Project update
Councillor Amanda Cooper, Chris Freeman and Tanya Neville	Briefing	30 April 2010	Project update and synergies with RiverCity BluePrint planning process
Centenary Pool, Gregory Terrace	Briefing	1 May 2010	Project introduction and planning update
Infrastructure Australia Planning Roundtable	Meeting	4 May 2010	Planning discussions and project representation
ULDA	Meeting	5 May 2010	Project planning
Urban Rail 2010 Conference, Melbourne	Presentation	5/6 May 2010	Project presentation
Community member	Meeting	6 May 2010	Inputs to reference design
Peter Coaldrake, QUT	Briefing	7 May 2010	Project introduction and planning update
RNA	Briefing	10 May 2010	Project introduction and planning update
Robert Dow, Rail Back on Track	Briefing	12 May 2010	Project introduction and planning update
Principal, Dutton Park State School	Briefing	13 May 2010	Project introduction and planning update
ULDA	Meeting	13 May 2010	Woolloongabba transport and traffic requirements
St Andrew's War Memorial Hospital	Briefing	13 May 2010	Project introduction and planning update

Who	What	When	Topic(s)
Brisbane Girls Grammar School	Briefing	14 May 2010	Project introduction and planning update
Nyanda State High School	Briefing	14 May 2010	Project introduction and planning update
Royal on the Park	Briefing	19 May 2010	Project introduction and planning update
Yeronga State High School	Briefing	19 May 2010	Project introduction and planning update
DPW	Meeting	19 May 2010	Project update and discussion
Queensland Transport and Urban Development Conference	Presentation	25 May 2010	Project presentation
Arch Bevis' office, Member for Brisbane	Briefing	26 May 2010	Project introduction and planning update
Kevin Rudd's office, Member for Griffith	Briefing	31 May 2010	Project introduction and planning update
Woolloongabba Traders Association	Briefing	31 May 2010	Cross River Rail and UDA
South East Queensland Council of Mayors	Briefing	9 June 2010	Project overview.
Brett Raguse's office, Member for Forde	Briefing	10 June 2010	Project need and objectives.
Shayne Neumen, Federal MP for Ipswich	Briefing	11 June 2010	Project overview
CEDA	Briefing	16 June 2010	Provided update regarding project status and timeframes.
Roundtable with university academics	Presentation	22 June 2010	Project background and update regarding status. Recommendation made regarding key messages and considerations.
Royal on the Park	Briefing	23 June 2010	Project need and possible construction impacts
Jon Sullivan, MP for Longman	Briefing	5 July 2010	Project overview
Valley Chamber of Commerce	Presentation	7 July 2010	Project overview
Simon Finn MP, Member for Yeerongpilly	Briefing	19 July 2010	Project update and investigations in the southern section of the study corridor
Cr Nicole Johnstone, Tennyson Ward	Briefing	26 July 2010	Project update and investigations in the southern section of the study corridor
Sunland Group	Briefing	26 July 2010	Project update; focus on station in lower Albert Street
Gabba business traders		27 July 2010	Project update, including Woolloongabba station and investigations in the southern section of the study corridor
The Sebel	Briefing	27 July 2010	Project background, including Albert Street station

Who	What	When	Topic(s)
Industry roundtable with Brisbane Institute, IAQ, Property Council and UDA	Presentation	28 July 2010	Project update
Devine Limited	Briefing	28 July 2010	Project background, including Albert Street station
Brisbane City Council officers	Briefing	29 July 2010	Project update
Urban Futures Board	Briefing	30 July 2010	Project update, including key station locations
Brisbane Institute seminar, 'Derailing traffic chaos'	Presentation	2 August 2010	Project update
Devine Limited	Briefing	2 August 2010	Albert Street station
The Gardens	Briefing	3 August 2010	Albert Street station
Oaks Group	Briefing	4 August 2010	Albert Street station
Ecosciences Precinct	Briefing	4 August 2010	Project update
Property owner, 109 Albert Street	Briefing	5 August 2010	Albert Street station
Grace Grace, Member for Brisbane Central	Briefing	9 August 2010	Project update
Centenary State High School	Presentation	9 August 2010	Project overview
Property owners, 101 Albert Street and 105 Albert Street	Briefing	9 August 2010	Albert Street station
Property owner, 83 Albert Street	Briefing	10 August 2010	Albert Street station
Billbergia Group, Vision site	Briefing	10 August 2010	Albert Street station
Land Centre staff	Briefing	17 August 2010	Project overview and update
DIP staff	Briefing	17 August 2010	Project overview and update
Property owner, 129 Margaret Street		18 August 2010	Albert Street station
Board of Infrastructure Association of Queensland (IAQ)	Briefing	23 August 2010	Project overview and update
Property owner, 73 Mary Street	Briefing	25 August 2010	Lower Albert Street property owner briefing. Introduction to Cross River Rail. General support for the project.
Land Centre staff	Briefing	25 August 2010	Project overview and update
Tim Nicholls MP, Member for Clayfield	Briefing	26 August 2010	Elected representative briefing and project update. Continued support for the project.
COMBAT	Briefing	27 August 2010	Project overview and update
Fiona Simpson, Shadow Minister for Transport	Briefing	30 August 2010	Project overview and update
Property owner, 60 Albert Street	Briefing	31 August 2010	Albert Street station
Knight Frank	Briefing	1 September 2010	Albert Street station
Business Southbank	Presentation	2 September 2010	Project overview

Who	What	When	Topic(s)
Royal on the Park	Briefing	3 September 2010	Albert Street station
Rail Back on Track Citizens Public Transport Forum	Presentation	4 September 2010	Project overview and update
Brisbane Girls Grammar School Board	Briefing	6 September 2010	Project update
The Australian Property Institute forum	Presentation	7 September 2010	Project overview and update
Brisbane Marketing	Briefing	8 September 2010	Project overview and update
Board of Urban Places	Briefing	9 September 2010	Project update
Simon Finn, State Member for Yeerongpilly	Briefing	9 September 2010	Southern portal update and property owner consultation
Property owners, 93 Albert Street	Briefing	14 September 2010	Albert Street station
Graham Perrett MP, Federal Member for Moreton	Briefing	15 September 2010	Southern portal update and property owner consultation
Cr Nicole Johnson, Tennyson Ward	Briefing	16 September 2010	Southern portal update
Property owners, 102-104 Mary Street	Briefing	17 September 2010	Albert Street station
St Fabians Church, Yeerongpilly	Briefing	20 September 2010	Southern portal update
Melbourne Metro Team	Presentation	22 September 2010	Reference design
Infrastructure Partnership Australia	Briefing	22 September 2010	Project update
Consult Australia (Institute for consulting engineers)	Presentation	28 September 2010	Project update
Department of Housing	Briefing	28 September 2010	Southern portal and potential property impacts
DEEDI	Briefing	1 October 2010	Impact on local businesses
Air train and TransLink	Briefing	5 October 2010	Cross River Rail operational strategy.
Directly affected Queensland Housing tenant	Briefing	7 October 2010	Project update and potential property impacts
RNA/Lendlease	Briefing	7 October 2010	Project update
Trinity Funds Management, 60 Albert Street	Briefing	12 October 2010	Albert Street station
Matisse Tower, 110 Mary Street	Briefing	13 October 2010	Albert Street station
Uniting Church, 119 Charlotte Street	Briefing	14 October 2010	Albert Street station
Major Projects Conference	Presentation	19 October 2010	Project overview and update

Who	What	When	Topic(s)
SEQ Council of Mayors – Infrastructure Committee	Briefing	22 October 2010	Project update
Brisbane City Council Establishment and Coordination Committee	Briefing	25 October 2010	Woolloongabba and Boggo Road stations, including patronage, construction methods, and possible mitigation methods.
Cross River Rail action group (CRAGY)	Briefing	27 October 2010	Project overview, including southern portal location
Business tenants, 44 Station Road	Briefing	4 November 2010	Southern portal and property acquisition process.
Cross River Rail Action Group (CRAGY) public meeting	Presentation	6 November 2010	Preferred option for the southern portal and station location
Simon Finn MP, Member for Yeerongpilly	Briefing	11 November 2010	Project update
Graham Perrett MP, Federal Member for Moreton	Briefing	19 November 2010	Project update
Infrastructure Conference	Presentation	23 November 2010	Project overview and update
Cr Nicole Johnston, Tennyson Ward	Briefing	24 November 2010	Project update
Rail Back on Track	Briefing	30 November 2010	Albert Street station and EIS and business case overview
Royal on the Park	Briefing	13 December 2010	Project update on reference design and property acquisition process
Vision Australia	Briefing	14 December 2010	Project update and station facilities for mobility-challenged residents
Grace Grace MP, Member for Brisbane Central, and local residents	Briefing	24 January 2011	Project update and proposed works in Victoria Park
Queensland Health	Briefing	25 January 2011	Project update and potential property impacts
Brisbane Girls Grammar School	Briefing	17 February 2011	Project update and potential property impacts
Construction Training Centre, Salisbury	Briefing	23 February 2011	Project overview and proposed nearby works
Urban Transport World Conference, Rail Strategy and Projects	Presentation	24 February 2011	Project overview and <i>Connecting SEQ: 2031</i>
Simon Finn MP, Member for Yeerongpilly	Briefing	1 March 2011	Project update
CILTA 'Moving people' summit	Presentation	23 March 2011	Project overview and <i>Connecting SEQ: 2031</i>
Simon Finn MP, Member for Yeerongpilly	Briefing	6 April 2011	Project update

Attachment E

Draft ToR statutory advertisement

Cross River Rail project

Draft terms of reference

The Coordinator-General invites you to have your say on the draft terms of reference (TOR) for an environmental impact statement (EIS) for the proposed Cross River Rail project. A terms of reference sets out the matters to be studied within an EIS.

The proponent, the Department of Transport and Main Roads, proposes to provide additional rail network capacity between Salisbury in the south and Woolloowin in the north including a new underground north-south passenger rail crossing of the Brisbane River via Woolloongabba and the CBD, connecting the existing southern rail network at or near Fairfield with the existing northern rail network at or near the exhibition loop.

The Coordinator-General has declared the project to be a significant project requiring an EIS under section 26(1)(a) of the *State Development and Public Works Organisation Act 1971 (the Act)*. The project has been referred to the Commonwealth Minister for Environment, Heritage and the Arts for a controlled action decision pursuant to the *Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)*.

The declaration of the Cross River Rail project as a significant project does not indicate support for, nor approval of, the project by the Coordinator-General or the Queensland Government. Rather it is a requirement for the project to undergo a rigorous EIS process.

Availability of the draft terms of reference

Draft TOR for the EIS and the project's initial advice statement can be viewed online www.dip.qld.gov.au/projects/transport/rail/cross-river-rail.html

The draft TOR may also be viewed at the following locations during business hours from Monday 12 April 2010 until Monday 17 May 2010:

- Brisbane City Council Library, Corner Racecourse Road and Rossiter Parade, Hamilton
- Brisbane City Council Library, 266 George Street, Brisbane CBD
- Brisbane City Council Library, Fairfield Gardens Shopping Centre, Fairfield Road, Fairfield
- Brisbane City Council Library, 107 Orange Grove Road, Coopers Plains
- Brisbane City Council Library, 450 Ipswich Road, Annerley
- Brisbane City Council Library, 79 Evelyn Street, Grange
- State Library of Queensland, Cultural Centre, Stanley Place, South Bank.

Have your say

You are invited to have your say on the draft TOR. If you believe there is something that has not been covered or is inadequately addressed in the draft TOR, then the Coordinator-General invites you to make a submission. Submissions and comments on the draft TOR should be received by **5pm Monday 17 May 2010** and addressed to:

The Coordinator-General
c/- EIS project manager: Cross River Rail project
Significant Projects Coordination

Department of Infrastructure and Planning

PO Box 15009 City East Qld 4002 Australia

Tel (07) 3225 8347

Fax (07) 3225 8282

CRR@dip.qld.gov.au

All submissions must be made in writing and addressed to the Coordinator-General. Submissions must state the grounds of the submission and the facts and circumstances relied upon to support these grounds. Submissions must be signed by each person and include their name and address.

A guideline on how to make a submission on the draft TOR is available online at: www.dip.qld.gov.au/projects/transport/rail/cross-river-rail.html

Submissions will be treated as public documents, unless confidentiality is requested, and will be forwarded to the Department of Transport and Main Roads. Persons or groups with special communication needs who wish to comment can contact the EIS project manager on telephone (07) 3225 8347 to make alternative arrangements.

Please note under section 157(O) of the Act, that it is an offence to give the Coordinator-General a document that contains information known to be false or misleading.

Attachment F

Property letters

July 2010

Important information for the property owner

To the property owner

As you may be aware, Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground inner city train stations.

We are progressing with the detailed feasibility phase of the project and recently, the preferred tunnel route and station locations for the central section of the project were announced.

The preferred tunnel route will run from south of the existing Dutton Park Station and head north towards Exhibition Station, connecting to four new underground stations. The tunnel and new stations could be between about 20-40m underground (equivalent to about a five to ten-storey building) with shallower sections near the tunnel entrances and some stations.

Investigations in the southern section of the study corridor are under way about where between Fairfield and Salisbury the tunnel could surface and which side of the existing rail line new tracks could be located. We are also undertaking investigations about where future construction sites might be located, if the project is approved to proceed.

We are writing to you because your property is located in the vicinity of an area under investigation within the southern section of the study corridor and we would like your feedback. Your feedback, along with continuing technical and environmental investigations, will assist us in the development of the reference design for the project, which will be finalised in late 2010.

Once the reference design is finalised in late 2010 we will have an understanding of what property may be required for the project.

A decision about whether the project will proceed to the next phase is expected in the second half of 2011.

A project newsletter is enclosed for your information. It includes details about upcoming consultation events and other ways you can get involved in the planning of Cross River Rail.

We look forward to your feedback as we continue to plan for Cross River Rail.

Kind regards

Cross River Rail team

July 2010

Important information for the property owner

To the property owner

As you may be aware, Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations.

We are progressing with the detailed feasibility phase of the project and recently the preferred tunnel route and station locations for the central section of the project were announced.

The preferred tunnel route will run from south of the existing Dutton Park Station and head north towards Exhibition Station, connecting to four new underground stations. The tunnel and new stations could be between 20-40m underground (equivalent to about a five to ten-storey building) with shallower sections near the tunnel entrances and some stations.

We are writing to you because your property is located in the vicinity of the preferred tunnel route and we would like your feedback about the proposal. Your feedback, along with continuing technical and environmental investigations, will assist us in the development of the reference design for the project, which will be finalised in late 2010.

Once the reference design is finalised in late 2010 we will have an understanding of what property may be required for the project.

A decision about whether the project will proceed to the next phase is expected in the second half of 2011.

A project newsletter is enclosed for your information. It includes details about upcoming consultation events and other ways you can get involved in the planning of Cross River Rail.

We look forward to your feedback as we continue to plan for Cross River Rail.

Kind regards

Cross River Rail team

July 2010

Important information for the property owner

To the property owner

As you may be aware, Cross River Rail is a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground inner city train stations.

We are progressing with the detailed feasibility phase of the project and recently, the preferred tunnel route and station locations for the central section of the project were announced.

The preferred tunnel route will run from south of the existing Dutton Park Station and head north towards Exhibition Station, connecting to four new underground stations.

With the preferred locations for the stations now determined, the design of the new underground stations is under way. This includes confirming what type of caverns could be used, how long they could be and where station entrances could be located. The tunnel and new stations could be between 20-40m underground (equivalent to about a five to ten-storey building) with shallower sections near the tunnel entrances and some stations.

We are writing to you because your property is located in the vicinity of a new underground station and we would like your feedback about what the stations will look like and possible station entrances. Your feedback, along with continuing technical and environmental investigations, will assist us in the development of the reference design for the project, which will be finalised in late 2010.

Once the reference design is finalised in late 2010 we will have an understanding of what property may be required for the project.

A decision about whether the project will proceed to the next phase is expected in the second half of 2011.

A project newsletter is enclosed for your information. It includes details about upcoming consultation events and other ways you can get involved in the planning of Cross River Rail.

We look forward to your feedback as we continue to plan for Cross River Rail.

Kind regards

Cross River Rail team

14 September 2010

Dear

Re: Your property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

In April 2010, the Premier announced the project was investigating where the new rail tunnel could connect to the surface in the south and since then investigations have been continuing.

The preferred location for the southern tunnel entrance has now been determined based on a number of considerations including rail operations, transport planning, future and existing land use, constructability, social and environmental factors, property impacts and community feedback.

In the south, the tunnel will start from the existing rail line just north-east of Yeerongpilly Station and will travel underground to surface in the north on the Exhibition line. A new train station is also proposed for Yeerongpilly.

I am writing to advise you that the preferred location for the southern tunnel entrance and new station has been endorsed by government and if the project is approved to proceed mid next year, your property would be directly impacted by the proposal.

It is important to note that this is not a resumption notice but we would like to meet with you to discuss the proposal at your earliest convenience.

Please contact the project team on 1800 462 730 to arrange a suitable time to meet with members of the project team to discuss the proposal.

Yours sincerely

Luke Franzmann
Project Director
Cross River Rail

Department of Transport and Main Roads

Enquiries Cross River Rail
Telephone 1800462730
Website www.crossriverrail.qld.gov.au
Email info@crossriverrail.qld.gov.au

14 September 2010



Dear

Re: Your property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

In April 2010, the Premier announced the project was investigating where the new rail tunnel could connect to the surface in the south and since then investigations have been continuing.

The preferred location for the southern tunnel entrance and new station locations have now been determined based on a number of considerations including rail operations, transport planning, future and existing land use, constructability, social and environmental factors, property impacts and community feedback.

In the south, the tunnel will start from the existing rail line just north-east of Yeerongpilly Station and will travel underground connecting to four new underground stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street. The tunnel will surface in the north on the Exhibition line.

A new train station is also proposed for Yeerongpilly, which will revitalise the area. This location will ensure local residents and businesses have access to world-class transport. Plus it caters for new developments such as the proposed Yeerongpilly transit orientated development and the Tennyson tennis centre.

I am writing to advise you that the preferred location for the southern tunnel entrance and new station has been endorsed by government and if the project is approved to proceed mid next year, the tunnel would be located underneath your property.

It is important to note that this is not a resumption notice but we would like to meet with you to discuss the proposal at your earliest convenience.

Please contact the project team on 1800 462 730 to arrange a suitable time to meet to discuss the proposal.

We look forward to meeting with you soon.

Yours sincerely

Luke Franzmann
Project Director
Cross River Rail

14 September 2010

Dear

Re: Your property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

In April 2010, the Premier announced the project was investigating where the new rail tunnel could connect to the surface in the south and since then investigations have been continuing.

The preferred location for the southern tunnel entrance and new station locations have now been determined based on a number of considerations including rail operations, transport planning, future and existing land use, constructability, social and environmental factors, property impacts and community feedback.

In the south, the tunnel will start from the existing rail line just north-east of Yeerongpilly Station and will travel underground connecting to four new underground stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street. The tunnel will surface in the north on the Exhibition line.

A new train station is also proposed for Yeerongpilly, which will revitalise the area. This location will ensure local residents and businesses have access to world-class transport. Plus it caters for new developments such as the proposed Yeerongpilly transit orientated development and the Tennyson tennis centre.

If the project is approved to proceed, Cross River Rail will provide more train services, more often. For example, the number of trains stopping at Yeerongpilly Station would almost double in the two-hour morning peak period. That's a train about every 5 minutes bound for the CBD.

Cross River Rail will also get you to the heart of the CBD faster. For example a trip from the new Yeerongpilly Station to the new underground station in Albert Street would take just 10 minutes, compared to 21 minutes travel time it currently takes now, cutting travel time in half.

Importantly, train services currently using the existing train line will not be interrupted.

Passengers will just have more choice – either to use Cross River Rail express trains stopping at the new underground stations or staying on the surface stopping at all existing stations.

I am writing to advise you about the proposal because your property is located in close proximity to the planned works.

It is important to note that this is not a resumption notice. The current design does not show a direct impact on your property but we would like to meet with you to discuss the proposal at your earliest convenience.

Please contact the project team on 1800 462 730 to arrange a suitable time to meet with members of the project team.

We look forward to meeting with you soon to discuss the proposal.

Yours sincerely

Luke Franzmann
Project Director
Cross River Rail

10 November 2010

Dear Sir/Madam

Re: Your property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

The reference design has now been released for consultation. I am writing to advise you that according to the reference design for Cross River Rail, your property would be directly affected by the proposal if the project is approved to proceed in mid-2011.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed.

It is important to note that this is not a resumption notice but we would like to meet with you to discuss the proposal at your earliest convenience.

Please contact the project team on 1800 462 730* to arrange a suitable time to meet to discuss the proposal.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail

10 November 2010

Dear Body Corporate Manager

Re: The property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

The reference design has now been released for consultation. I am writing to advise you as the Body Corporate representing [*property name and address*] that the reference design indicates a volumetric requirement underneath your property, if the project is approved to proceed in mid-2011.

Please refer to the enclosed fact sheet for information about volumetric acquisitions.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed.

It is important to note that this is not a resumption notice but we would like to meet with you to discuss the proposal at your earliest convenience.

Please contact the project team on 1800 462 730 to arrange a suitable time to meet to discuss the proposal.

Letters with the enclosed fact sheet have also been sent to unit owners inviting them to contact the project team if they have any questions about the proposal.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail
Enc

Department of Transport and Main Roads

Telephone 1800 462 730
Facsimile +61 7 3253 4639
Website www.crossriverrail.qld.gov.au
Our Ref: 890/03564/002a

2 August 2011

10 November 2010

Dear Sir/Madam

Re: Your property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

The reference design has now been released for consultation. I am writing to advise you that the reference design for Cross River Rail indicates a volumetric requirement underneath your property, if the project is approved to proceed in mid-2011.

Please refer to the enclosed fact sheet for information about volumetric acquisitions.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed.

It is important to note that this is not a resumption notice but we would like to meet with you to discuss the proposal at your earliest convenience.

Please contact the project team on 1800 462 730 to arrange a suitable time to meet to discuss the proposal.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail
Enc

10 November 2010



Dear Sir/Madam

Re: Your property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

The reference design has now been released for consultation. I am writing to advise you that the reference design for Cross River Rail indicates a volumetric requirement underneath your property, if the project is approved to proceed in mid-2011.

Please refer to the enclosed fact sheet for information about volumetric acquisitions.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed.

It is important to note that this is not a resumption notice but we would like to inform you about the proposal and encourage you to attend a community information session in November. Project team members will be on hand at all of these sessions to discuss the planning in detail and the property acquisition process. Details about upcoming information sessions can be found at www.crossriverrail.qld.gov.au and in the enclosed newsletter.

Letters have also been sent to your body corporate inviting them to meet with the project team to discuss the reference design and possible impact to the property.

Contact the project team on 1800 462 730 or email if you have any questions about planning for Cross River Rail.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail
Enc

Department of Transport and Main Roads

Telephone 1800 462 730
Facsimile +61 7 3253 4639
Website www.crossriverrail.qld.gov.au
Our Ref: 890/035654/003

10 November 2010

Dear

Re: Your property at

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

Delivery of Cross River Rail combined with existing rail infrastructure, new service initiatives and higher capacity trains will make it possible to move up to 240 000 people into the inner city during the two hour peak.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

I am writing to advise you that the reference design for Cross River Rail indicates that if the project is approved to proceed in mid-2011, some of the planned works will be located in close proximity to your property.

The Cross River Rail reference design was determined following technical and other investigations and feedback from stakeholders and the community.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed.

It is important to note that this is not a resumption notice but we would like to inform you about the proposal and encourage you to attend a community information session in November. Details about upcoming information sessions can be found at www.crossriverrail.qld.gov.au and in the enclosed newsletter.

Contact the project team on 1800 462 730 or email info@crossriverrail.qld.gov.au if you have any questions about planning for Cross River Rail.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail

10 November 2010

Dear

Re: Your property at

As you are aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

Recently, the Queensland Government announced the Cross River Rail reference design, which is now available for public comment.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed. The Cross River Rail reference design was determined following technical and other investigations and feedback from stakeholders and the community.

Further to my letter to you dated 15 September 2010 and your subsequent meeting with the project team I am writing to advise you that the reference design for Cross River Rail still indicates your property would be directly affected if the project is approved to proceed in mid-2011.

Information about the Cross River Rail reference design is provided in our latest newsletter, which is enclosed for your information.

I will keep you informed about planning progress, in the meantime please contact the project team on 1800 462 730 if you have any questions about the reference design or any aspect of the project.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail
Enc

10 November 2010

Dear

Re: Your property at

As you are aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

Recently, the Queensland Government announced the Cross River Rail reference design, which is now available for public comment.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed. The Cross River Rail reference design was determined following technical and other investigations and feedback from stakeholders and the community.

Further to my letter to you dated 15 September 2010 and your subsequent meeting with the project team I am writing to keep you informed of planning progress.

Information about the Cross River Rail reference design is provided in our latest newsletter, which is enclosed for your information.

I will keep you informed about planning progress, in the meantime please contact the project team on 1800 462 730 if you have any questions about the reference design or any aspect of the project.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail
Enc

10 November 2010



Dear

Re: Your property at

As you are aware, the Queensland Government is planning Cross River Rail, a proposed new north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

A key part of planning the project includes developing the reference design, preparing an environmental impact statement and business case and consulting with key stakeholders and the community.

Recently, the Queensland Government announced the Cross River Rail reference design, which is now available for public comment.

The reference design is the full scope of the project from Salisbury to Bowen Hills, which includes details of the new infrastructure required for the project and how the project could be constructed. The Cross River Rail reference design was determined following technical and other investigations and feedback from stakeholders and the community.

Further to my letter to you dated 15 September 2010 I am writing to advise you that the reference design for Cross River Rail still indicates your property would be directly affected if the project is approved to proceed in mid-2011.

It is important to note that this is not a resumption notice but we would like to meet with you to discuss the proposal at your earliest convenience. Please contact the project team on 1800 462 730 to arrange a suitable time to meet to discuss the proposal.

Information about the Cross River Rail reference design is provided in our latest newsletter, which is enclosed for your information.

Yours sincerely

Luke Franzmann
Project Director - Cross River Rail
Enc

The Cross River Rail tunnel starts from the existing rail line just north-east of Yeerongpilly Station and will travel underground connecting to four new underground stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street. The tunnel will surface in the north on the Exhibition line.

Your property and Cross River Rail

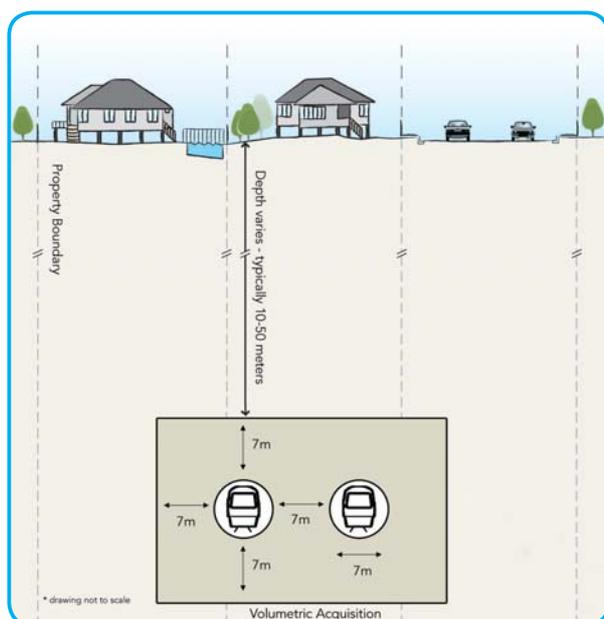
At this stage, the current design for Cross River Rail has a requirement of some land underneath your property. This would require a volumetric acquisition of some underground land, if the project is approved to proceed.

What is a volumetric acquisition?

Land is measured in various ways including:

- the surface area of a site
- air above a site surface (airspace)
- land beneath a site surface (subsurface)

Construction of an underground tunnel requires a parcel of subsurface land to be acquired from an existing site. This is known as volumetric acquisition.



How will owners of property with a volumetric requirement be compensated?

If Cross River Rail is approved and proceeds and resumptions occur, compensation can be claimed. Compensation for volumetric acquisition is assessed in accordance with provisions of the Acquisition of Land Act 1967.

The following principles for compensation for volumetric acquisition apply:

- landowners who have a volumetric resumption under their property are entitled to claim compensation
- compensation is generally assessed on the difference in the value of the landowner's property 'before and after' the project
- reasonable professional fees involved in making a claim, for example valuation and legal fees
- for building/unit complexes compensation would be negotiated with the body corporate on the same principles, however individual unit owners are also entitled to claim compensation.

How deep under my property will the tunnel be?

The depth of the Cross River Rail tunnel and underground stations varies along the project length. Find out more information specific to your area by attending a Cross River Rail information session.

Visit the website for details about information sessions in your area.

CrossRiverRail

Will my property be impacted by underground construction and operation of Cross River Rail?

The current design does not indicate a direct surface requirement for your property.

Impacts on your property from the construction and operation of the project underground will become known as the project design develops and will be assessed in the environmental impact statement.

The project team is available to discuss with you the current design and possible impacts to your property, and will continue to keep you informed as the project design and environmental impact assessment progresses.

What are the timeframes for Cross River Rail and when will property resumptions start?

The current detailed feasibility phase of planning is scheduled to be completed in mid-2011. The outcome of this work will inform the governments' future investment decisions in mid-2011.

Property resumptions will not happen until the project is approved by state and federal governments, funded and ready for construction.

Timeframes for when property acquisitions would happen will be confirmed when the project is approved to proceed.

How can I find out more?

Project team members will be on hand at upcoming information sessions to discuss the planning in detail and the property acquisition process.

Details about upcoming information sessions can be found at www.crossriversrail.qld.gov.au or by contacting the project team on 1800 462 730*.

* Free call from anywhere in Australia. Call charges may apply for calls from mobile phones and pay phones.



November 2010

Have your say on the Cross River Rail reference design

As you may be aware, the Queensland Government is planning Cross River Rail, a proposed new 18 kilometre north-south rail line in Brisbane's inner city including a tunnel under the Brisbane River and new underground train stations at Boggo Road Urban Village, Woolloongabba, Albert Street in the city and Roma Street.

We are writing to you because you are an owner of property located in the Cross River Rail study corridor and we would like your feedback on the reference design, which is now available for consultation.

The reference design is the full scope of the project from Salisbury to Bowen Hills. It includes details of the new infrastructure and how the project could be constructed.

Your feedback on the reference design along with continuing environmental investigations will inform the environmental impact statement, which is expected to be available for consultation in early 2011.

The environmental impact statement will assess potential benefits and impacts of the reference design on local and regional communities as well as identify measures to maximise the benefits and minimise the impacts.

If Cross River Rail is approved to proceed, it will transform South East Queensland's rail network by delivering major improvements to services across the region, enhancing inner city access, as well as promoting a more sustainable region.

Cross River Rail will also provide more train services, more often for passengers travelling from the suburbs to the city. For example, during the morning peak a trip by train from Yeerongpilly to the CBD would take about 10 minutes (half the time it currently takes now).

Importantly, train services currently using the existing train line will not be interrupted. Passengers will just have more choice – either to use Cross River Rail trains stopping at the new underground stations or staying on the surface tracks stopping at all existing stations.

You can find out more about the Cross River Rail reference design and provide your feedback by attending a community consultation event. Event details are advertised in the enclosed newsletter, on the project website, and in The Courier-Mail, mX and local Quest newspapers.

Information about Cross River Rail, including the reference design, is also available online at www.crossriverrail.qld.gov.au.

We look forward to seeing you at a consultation event soon.

Kind regards
Cross River Rail team

Attachment G Summary of consultation issues

Summary of community and stakeholder issues raised during Round 1

Issue	Description
Project need and justification	<ul style="list-style-type: none"> • Acknowledge that the project will bring tremendous lift to public transport use in the corridor. However, increased longer distance public transport trips Cross River Rail will encourage should not be at the expense of shorter walking trips currently being undertaken in surrounding communities. • Cross River Rail is an important strategic project and will bring major benefits and necessary improvements to capacity of rail network. Important to managing future growth in SEQ. Strongly support improvements to public transport. • RACQ accepts inner city rail network has insufficient capacity to cater for expansion in train movements. Have previously championed need for development of a joint road and rail corridor along existing preserved North West Transport Corridor. Rail would expand rail catchment and provide alternative north-south spine through north of Brisbane linking Bald Hills to Cross River Rail. • Currently the service outside of peak hour is infrequent, travel times have increased and delays have worsened. In comparison, bus services are more frequent and reliable. Need for more frequent passenger services in off-peak hours although not possible at present due to rail capacity, rollingstock and crew limitations. Move to 15-20 min frequency would improve rail system. • As demand grows in peak times, additional rail infrastructure needed in the inner city (Milton to Bowen Hills) in the short term. Platforms at Fortitude Valley and Bowen Hills would need to be upgraded to allow six tracks. Additional tunnels also required but engineering solution to a six track inner city system more economical than a major underground rail tunnel system. • More economical approach in the short-term would be to further develop Park Road to Roma Street to Bowen Hills above ground rail corridor to provide increased capacity. Timeframe should be used to develop plans for future underground rail system connected to the above ground rail system with central tunnel corridor from Park Road to Exhibition. • An evaluation and cost analysis of constructing alternative above ground rail corridor or expanding the capacity of the existing above ground rail corridor in comparison to Cross River Rail. • Brisbane does not need additional rail capacity and infrastructure in the inner city but new rail stations in high passenger load areas where rail currently unavailable. • The northside bottleneck at Bowen Hills has not been bypassed by proposed Cross River Rail tunnel as only suggests additional above ground tracks. In longer term, underground rail should be extended to Bowen Hills. • Cross River Rail does not explain how rail services will be provided across the duplicate rail systems from Park Road to Central Brisbane. Cross River Rail is a very expensive underground system that essentially duplicates the existing above ground rail system. • Mystery why more than three lines would be required along Dutton Park to Yeerongpilly section if also two lines underground from Moorooka Station. There will still be three lines on the surface from Park Road inbound so must make for a bottleneck/frequency problem limiting capacity at surface. • Existing three tracks should be upgraded to 4 tracks between Park Road and South Brisbane and South Brisbane and Roma Street should be upgraded from two tracks to four tracks. An additional rail bridge should be constructed beside the Merivale Bridge. Park Road to Salisbury should be increased to four tracks. • The project description (of the ToR) does not provide a conceptual overview of the underground rail and how it fits together in the future.
Interaction with other transport infrastructure	<ul style="list-style-type: none"> • Cross River Rail should cater for standard and dual gauge tracks. • Materials available for the study corridor focus on existing rail-based public transport network and does not emphasise possible interactions with other public transport modes (eg co-location with Queen Street/King George Square Busway station, Woollongabba or Buranda stations).

Issue	Description
	<ul style="list-style-type: none"> Potential future projects that are in preliminary planning but could substantially be impacted by project (ie extension of Cross River Rail north to North West Transport Corridor). Northern end of project needs to include surface connection to Exhibition line but also be designed to continue north underground. Failing to consider this could lead to massive additional costs or service interruptions if future decision made to extend the project. The description of the project design should include an analysis of how the Cross River Rail infrastructure links with the adjacent transport network and existing key infrastructure, such as the Goodwill Bridge. The project design (ToR) does not make any mention of a connection to the Cleveland line.
Location of southern portal	<ul style="list-style-type: none"> Southern portal should be moved further south (ie Moorooka shunting yards or Yeronga State High School) to minimise impacts on local residents. The rail corridor is wider in this location, there is not housing so close to the railway line and not such disruption to the surrounding community. Tunnel entrance between Fairfield and Dutton Park could have significant impact on community (ie property resumptions, land use, noise, dust, vibration and possible lowering of property values, and should be moved further south to Yeerongpilly or Moorooka. Impacts would be avoided if the dive section (at south) was relocated to another location which avoided impacts on residential areas, established community networks, rail stations and existing local road networks. More suitable alternative locations for dive section at Moorooka shunting yards or Yeronga State High School. Moorooka shunting yards seems to be more suitable location for a major construction area. These locations should be subject to detailed analysis prior to the selection of the dive section. Alternative sites identified for the southern portal that should be considered include area at Rawnsley Street and Railway Terrace, Dutton Park; Broadmere Street, Yeerongpilly; Moorooka rail yards and Yeronga Park; Yeerongpilly TOD. If room for housing at Yeerongpilly TOD, consideration should be given to investigating whether this could be a place for an extra track or tunnel. Would allow existing character housing to stay. Concerned about impacts of southern dive section and major construction worksites (at Fairfield) on surrounding community. This is a densely populated area with a large number of character dwellings which would possibly have to be resumed to accommodate the portals. Analysis of alternative portal and construction worksite locations needed, with regard to impacts on residential areas, established community networks, rail stations and local road network. Both inbound and outbound tunnels being in the same vicinity increases necessity for housing resumptions as no stretch of vacant land on both sides of the railway. If inbound and outbound tunnels enter at different points, may be more possible to minimise property resumptions. Inbound tunnel could start at Clapham yards and outbound tunnel near Yeronga Station. Would mean only one tunnel was expensive option. Bridges and limited space between Fairfield and Dutton Park station will be a bottle neck for any additional tracks and dense residential area and community would not be suitable for big surface and work. Essential that alternatives to siting of southern portal be considered in order to reduce impact on residential communities. If portal is being considered in Annerley/Fairfield, physical and social division would occur. Five line infrastructure may cause alienation from pocket of Annerley, reducing connectivity to social networks, recreational and service facilities (ie Fairfield Gardens, doctors, library, banking, post office, parks) Mooted in the Initial Advice Statement that consideration could be given to extending the tunnel so that the portals were further south where there are large industrial areas.
Community consultation and provision of information	<ul style="list-style-type: none"> Appreciate need for development, but proponent should be required to have specific and transparent communication and management strategies to those most likely affected (ie property owners). Insufficient emphasis on meaningful consultation with "affected persons". Issues

Issue	Description
	<p>unique to those directly affected and where there is likelihood of land resumptions. Affected persons require detailed and specific answers to concerns, interests and rights.</p> <ul style="list-style-type: none"> • Concerned with lack of information such as details of the design options, and poor community liaison to clarify extend of planning work required to impact on residents. • Disappointed about timelines provided by the Cross River Rail project team for residents in affected areas to respond with the latest and up to date information on the project. Fairfield/Annerley residents seemed to have been disadvantaged by the scheduling of the community information sessions. Last session was only four days prior to the closing of submissions. Questioning the efforts of the Cross River Rail team in meeting with directly affected residents face-face. • Disappointed that as live next to railway, they haven't been informed by Australia Post. Feel have been bypassed, as have many residents of the Aid for the Blind association, whom have heard nothing about Cross River Rail. There hasn't been reasonable timeframe for face-to-face consultations in the local area and submissions on Draft ToR. • Having seen maps of property impacts as part of the ICRCs, concerned about the lack of information being given to the community regarding the Cross River Rail project as information regarding impacts has all be disappeared. • Informed that would be added to the stakeholder database (March 2009) but have not been contacted since. Impact of huge infrastructure project did not warrant contacting individual households personally informing them of community information sessions. • Local residents have little information about other roads that may go. This should be provided as soon as possible. • Location of portal and relocated station currently directed at centre of inner residential area. Alternative combinations for locations would be beginning of additional information distributed to local residents and direct engagement at meetings of local groups and organisations. • Provision of accessible information to local people with particular needs is important. Significant number of people with visual and hearing impairment, mental illness, from refugee backgrounds, and non-English speaking backgrounds. • Provision of timely and honest information and support to local residents to minimise mental health issues is important. People suffer when there is uncertainty and in other large projects, uncertainty has come at a high cost (ie increased rates of divorce and suicide).
<p>Property impacts, including acquisition of residential properties, impact on property values and loss of rental income</p>	<ul style="list-style-type: none"> • Appears from the ICRCs that two of the three properties could be resumed. Part resumption would negate their commercial investment. Need to be reassured that there are strategies in place to ensure affected persons are kept fully informed, have avenues to negotiate specifics of their circumstances without recourse for legal representation, and have relevant details and timelines. • Both inbound and outbound tunnels being in the same vicinity increases necessity for housing resumptions as no stretch of vacant land on both sides of the railway. If inbound and outbound tunnels enter at different points, may be more possible to minimise property resumptions. Inbound tunnel could start at Clapham yards and outbound tunnel near Yeronga Station. Would mean only one tunnel was expensive option. • Significant loss of residential housing stock will have significant impacts in the area as Brisbane can ill-afford to lose any further housing stock in inner city area. • Temporary or permanent realignment of rail lines, roads, pedestrian/cycle paths may be needed to enable works. Location of these should be identified on plans to determine impacts on surrounding residential properties. • The dive section proposed in the ICRCs for the southern end of the tunnel seems to require the removal of around 150-200 nearby homes, many of which include character homes. • Concerned that may have house resumed or will suffer loss of value or severe disruption if portal placed near Tamar Street in Annerley. • Project would [negatively] affect property values. • Considering likelihood of an increase in property values in the project study area and

Issue	Description
	<p>surrounding suburbs, the project has potential to impact on provision of affordable housing.</p> <ul style="list-style-type: none"> • EIS should comprehensively investigate project impacts on property values, attraction of investment to region, urban renewal, creation of local jobs, productivity, reduced car dependency, and region's long-term social and economic growth. • Losing community members due to housing resumptions. Within Annerley and Fairfield community members moved to area to be around likeminded people. Annerley provides options with lower prices for significant number of community members. Some people choose to live on railway line to be able to afford to live in close community. If only provide market value for resumed houses, unable to purchase comparable house in the area and will be forced to move further out, increase their debt or have lesser house. • Resumption or reduction in value of property. Loss of rental income. Properties near Fairfield Station/Dutton Park are premium priced and resumptions would be costly. • Significant number of properties and developments presently owned or managed by the Department of Public Works which may be impacted by the Project.
<p>Impacts of noise during operation, including concerns about existing noise levels.</p>	<ul style="list-style-type: none"> • Arras Street has noise barrier built along railway corridor. However, barrier is too low and dust from open carriages (ie coal) blows over. • Residential areas adjoining the existing rail corridor throughout Annerley and Fairfield, including area at rail end of Fenton Street, already experiences significant noise and vibration. Further construction and increased rail services would add to these effects that are currently higher than average levels. • Freight train movements are problematic due to noise and conflict with passenger movements. Cross River Rail could substantially reduce noise problem of freight trains if they could be diverted underground. Should be considered as freight volumes are expected to increase, even if it requires use of electric locomotives between Acacia Ridge and terminal to the north of Brisbane. • Concerned about potential increase in inner city rail capacity and increased frequency of trains with attendant increase in noise. • Noise from electric trains on City train network is essentially background noise although have noticed increased wheel squeal. Impact of freight trains accelerating up slope to overbridge to Port of Brisbane can be heard as far away as Yeronga station. Travel time for freight is an issue (ie 11.00pm – 3.00am). • Did not highlight that management measures for noise and vibration impacts on sensitive places will mitigate adverse affect on human health caused by noise and vibration. Proponent has not identified as a potential solution of attenuation at sensitive receptors or other mitigation measures for noise and vibration. Describe impacts of noise and vibration during operational phase. Emphasise that impact on human health at sensitive receptors will be appropriately mitigated. Provide management options for sensitive receivers that are otherwise unable to achieve satisfactory internal noise levels for human health and well-being identified in Environment Protection Policy (Noise). • EIS to consider all alternatives to mitigating noise and vibration. Acoustic barriers generally ineffectual against some noise sources. Have adverse affects on community connectivity, air flow, light, security and visual amenity. • Measures must be implemented to minimise noise on surrounding properties during construction and operation, including installation of noise barriers during construction and improved noise walls along rail corridor to reduce operational impacts. • What buffers are being considered, particularly given gully between Cronin Street and Fanny Street magnifies and intensifies sound from railway. Noise of both portals and increased freight traffic coming through Fairfield station would impact over densely populated area with noise and vibration pollution. • Wouldn't want any new lines closer to residence (in Brisbane Street, Annerley). Preference is for Dutton Park station to be partially or fully enclosed to attenuate noise. Partial enclosure of the freight line to the Port should also be investigated for noise attenuation - options put forward should not preclude this. Would also provide opportunity to alleviate noise from Kent Street maintenance facility and impacts on residents, including in the Boggo Road Urban Village.

Issue	Description
Station location and design	<ul style="list-style-type: none"> • Current station location ensures easy access to Fairfield Gardens shopping centre, other public transport options and sport and recreation facilities. • Moving Fairfield station in accordance with the ICRCs would move the station away from key community facilities, adversely impacting on ease of access to Fairfield Gardens shopping centre, other public transport options and sport and recreation facilities. • Must be clear emphasis in the ToR regarding objective to achieve well-designed and integrated routes to and from stations, and in station design. Design responses should be interactive to the characteristics of the local climate. • Physical design must pay particular attention to stations. Comprehensive shelter at stations is essential. • Preference is for Dutton Park station to be partially or fully enclosed to attenuate noise. Partial enclosure of the freight line to the Port should also be investigated for noise attenuation - options put forward should not preclude this. Would also provide opportunity to alleviate noise from Kent Street maintenance facility and impacts on residents, including in the Boggo Road Urban Village.
Social and community impacts, including impacts on community networks and community cohesion and well-being	<ul style="list-style-type: none"> • Although live in Annerley, associate more closely with Fairfield because accessing amenities on other side of Ipswich Road is difficult topographically. Ipswich Road creates unpleasant barrier to shops and services. Most of families socialise with live in pocket between Fairfield Road and Annerley Road. • Rail line is a central part of the community and closing roads, resuming properties and closing pedestrian bridges changes the community significantly. • The dive section proposed in the ICRCs for the southern end of the tunnel seems to negatively impact on the area's sense of community and social capital by potentially physically dividing the community and affecting long-term changes on established community networks as owners of resumed and nearby properties move on and out of the area • Community will change significantly if many houses are resumed. • Essential that alternatives to siting of the southern portal be considered in order to reduce impacts on residential communities. If portal is being considered in Annerley/Fairfield, physical and social division would occur. Five line infrastructure may cause alienation from pocket of Annerley, reducing connectivity to social networks, recreational and service facilities (ie Fairfield Gardens, doctors, library, banking, post office, parks) • Impacts would greatly reduce quality of life, negating reasons for moving to the area. • Losing community members due to housing resumptions. Within Annerley and Fairfield community members moved to area to be around likeminded people. Annerley provides housing options with lower prices for significant number of community members. Some people choose to live on railway line to be able to afford to live in close community. If only provide market value for resumed houses, unable to purchase comparable house in the area and will be forced to move further out, increase their debt or have lesser house. • Assessment and description of potential impacts takes into account on health and wellbeing of communities and focuses on vulnerable groups and indigenous people, yet mitigation measures do not articulate that these will be addressed. The ToR should articulate that the EIS will include measures for health and well-being of communities, including vulnerable groups and Indigenous peoples. • Don't disconnect a community and lose important community members and character housing. What will become of people living in Qld Blind Foundation Units near Dutton Park Station. Prefeasibility shows them impacted. They will lose their independence. • Tunnel proposal already created great deal of uncertainty and worry about a loss of community support and friendship. Most people who live in my street and surrounding areas have lived here for as long as or longer than me and over time have built strong network of mutual support. • Engage organisations working with people from NES backgrounds and refugees and others with special needs (ie elderly, disadvantaged, people with mental health issues). Ensure funding is provided for assistant to develop knowledge and skills regarding the local community. Employ community development workers.

Issue	Description
	<ul style="list-style-type: none"> • Ensure that blind society units are retained or at least suitable local premises available for people to transfer to. If people need to move, ensure funding is provided for mobility training and independent living skills in new housing environments. Ensure local walkways are designed to meet the needs of people with visual impairment. • Provision of timely and honest information and support to local residents to minimise mental health issues is important. People suffer when there is uncertainty and in other large projects, uncertainty has come at a high cost (ie increased rates of divorce and suicide).
<p>Impacts on local access and connectivity, including to community services and facilities</p>	<ul style="list-style-type: none"> • Acknowledge that the project will bring tremendous lift to public transport use in the corridor. However, increased longer distance public transport trips Cross River Rail will encourage should not be at the expense of shorter walking trips currently being undertaken in surrounding communities. • Closing the Denham Street underbridge would disconnect the Annerley and Fairfield communities (ie access to Fairfield library). Denham Street is key link for local community. Moving the tunnel (further south) prevents disconnection of the community. If tunnel proceeds in this location, will be vital to preserve a road crossing between Venner Road and Annerley Road to maintain access for the community. Previously road bridge across Wilkins Street East. This should be brought back if Denham Street is closed. • Concerned with likely disruption or removal of pedestrian overpasses and local roads if southern dive section is in a similar location to the ICRCs report. • Demolishing rail pedestrian bridges is a concern as significant community travel occurs over Tamar Street and Cronin Street bridges. • The dive section proposed in the ICRCs for the southern end of the tunnel seems to lengthen the walking time to Fairfield Station by moving station further away and overlooks the need to maintain road network connections to Fairfield/Annerley from streets by removing Cottnam Street and Fanny Street. • The dive section proposed in the ICRCs for the southern end of the tunnel seems to overlook the need to maintain road network connections to Fairfield Station from surrounding neighbourhood, potentially removing local road connections to the station and remove an existing pedestrian overpass at the end of Cronin Street across the rail line to Fairfield Gardens. The proposed location of the southern dive section also seems to remove the Denham Street underpass which allows local access to Fairfield and Annerley without needing to travel on congested roads. • ToR doesn't consider Project impacts on community dislocation. The tunnel portal is located in highly constrained area. Vehicular access across rail line is limited to one underpass. • Current station location ensures easy access to Fairfield Gardens shopping centre, other public transport options and sport and recreation facilities. • Currently access the Fairfield Gardens shops, surrounding parks and Fairfield library on foot via Denham Street underpass or Cronin Street overpass several times a week. • Project has potential to remove existing pedestrian and vehicle access across railway line. Residents currently use Denham Street to access Fairfield Gardens Shopping Centre, library, cultural, education and recreational uses. Loss of this access would force residents onto heavily trafficked routes (ie Venner Road or Fairfield Road). • Household and neighbours regularly walk instead of drive to Fairfield Shopping Centre and other local shops, bus stops, Fairfield and Dutton Park train stations, parks, schools, sporting facilities and other amenities. • Multiple and frequent crossings of the corridor for pedestrians and cyclists is essential, as is increase in availability of walkable routes shaded by extensive trees. • Project should be designed to ensure it does not result in longer pedestrian trips due to fewer rail-line crossings and overall less desirable walking environment (ie inadequate or missing footpaths). Otherwise could reverse sustainable travel behaviour the community demonstrates. • Three footbridges across Fairfield rail station provide access to vital facilities west of the rail line (ie Fairfield Gardens shopping centre, dog park, Yeronga Park swimming complex). • Very strongly believe that pedestrian access linking Annerley with Fairfield is essential

Issue	Description
	<p>for maintaining quality of life for residents on the upper side of Fairfield Station. Could end up feeling squashed between two barriers (ie Ipswich Road and tunnel wall) if adequate links not created.</p>
<p>Impacts of construction activities</p>	<ul style="list-style-type: none"> • Adequate parking must be available for workers to not impact on local streets and current open space. Recent developments raised local parking concerns with local residents (ie tennis centre, PAH). • Concerned that even if properties are not resumed, direct environmental impacts on street will be significant (ie noise, dust, traffic congestion, air pollution, earth tremors, etc) and will continue for months or years. • Development of the tennis centre raised issues relating to dust impacts in local community. Not only local residents adjacent to development but also in local streets due to heavy vehicle movements. • Four year construction program should work with residents realistic concerns to establish huge civil works in best location. • Concerned with potential governance arrangements if similar to that used on Airport Link (ie 24 hr noise, few avenues for assistance, mitigation measures are ineffective, governance structure prevented easy access to information for residents and provides no avenues to ensure complaints are properly responded to). • EIS needs to consider community impact of the project on existing rail services. Local residents rely on train network for work, education, visiting family, etc. Further reductions in services over extended period (ie during construction) will have social and economic impacts. • Impact of heavy vehicle movements in local streets during construction will be concern for local residents. Location of tunnel portals will significantly determine impacts on local residents of heavy vehicle movements. • Location of work areas, spoil stockpiles, equipment storage areas, etc have potential to impact on surrounding residential properties and should be identified. • Need for construction impacts of different options to be reviewed, including construction and equipment storage areas, rail and road management plans for construction, spoil management and haul routes. • Noise and disruption that are expected as part of tunnelling will probably lead to many people moving away. • Park Road is major pedestrian, cycling, vehicular and bus route. Also feeder for primary school, secondary school, TAFE, child care, district dental and mental health services. Road would be unsuitable for construction access generally and particularly during school drop-off times. • Study corridor encompasses number of state primary and secondary schools. Experience from Airport Link and Northern Busway is that project of this nature can potentially and measurably impact on schools in the vicinity of such works. Impacts may include volumetric and ground level resumptions, vibration, noise, dust, and safety issues arising from traffic and other events associated with construction and operation. • The dive section proposed in the ICRCs for the southern end of the tunnel seems to raise the possibility for major construction activities (ie spoil stockpiling, concrete batching, haulage routes) being located in Annerley and Fairfield. • Concerned about transport impacts on local and arterial roads e.g. local residential access, spoil movements and congestion due to traffic diversions. • Construction impacts of southern tunnel portal will have significant potential for noise and dust impacts on residential properties over number of years. • Measures must be implemented to minimise noise on surrounding properties during construction and operation, including installation of noise barriers during construction and improved noise walls along rail corridor to reduce operational impacts. • Noise and air pollution during construction is a concern. Consider what can be done to minimise noise and inconvenience during construction. Move construction site to Clapham. Give locals cleaning vouchers to make up for extra dust. • Rehabilitation of construction sites needs to be informed by policy/planning scheme outcomes.

Issue	Description
	<ul style="list-style-type: none"> The preferred southern portal is located in a highly constrained and purely residential area. The short and long term impacts of construction activities will be enormous and will come at great expense to local community and environment.
Planning and land use	<ul style="list-style-type: none"> Concern is with State's interest in redeveloping land not required for the proposed corridor for higher density transit oriented development around the dive sections. Important that any such development is compatible with the character of Annerley/Fairfield. Concerned about possible impact on local residents should entrance to the tunnel be located at Fairfield. This is a densely populated area with a large number of character dwellings which would possibly have to be resumed to accommodate the portals. Dutton Park - Fairfield - Yeerongpilly are areas where growth will be sought, with growth in townhouses, etc. If this area becomes 4-5 rails lines on surface, valuable housing resources is lost. Retain Dutton Park-Yeerongpilly housing corridor, bring tunnels up at Clapham yards, and create infrastructure that can cope with 50 yrs of growth. EIS should comprehensively investigate project impacts on property values, attraction of investment to region, urban renewal, creation of local jobs, productivity, reduced car dependency, region's long-term social and economic growth. The project description should include an analysis of how the project can support the implementation of transit orientated development associated with the new stations. Local area serviced by small business with one major shopping centre. Also extensive manufacturing, warehousing and service industry generating significant employment.
Urban design and visual amenity	<ul style="list-style-type: none"> Avoid bland acoustic barriers. Graphic patterns stamped on barrier walls are not an acceptable replacement for an authentic sense of place. EIS to consider all alternatives to mitigating noise and vibration. Acoustic barriers generally ineffectual against some noise sources. Have adverse affects on community connectivity, air flow, light, security and visual amenity. Moving tunnel portal south to location surrounded by fewer residential properties would significantly reduce property impacts including visual impacts as a result of resumptions and tunnel construction and loss of neighbourhood character and heritage. ToR lacks emphasis on importance of design quality. Imperative that values, principles and strategies concerning overall design are embedded across all the strategies and issues and take high priority in overall indicators of success. Values, principles and strategies concerning liveability and sustainability in subtropical climate are critical to future of project and need to be embedded across project objectives.
Freight operations, including impacts of existing freight operations	<ul style="list-style-type: none"> Current problems with goods trains, for residents including high noise levels, rumbling of houses, coal dust. Review of sound mitigation urgently needed as well as QR covering coal trucks. Consider using quieter diesels to cause less disruption to people sleeping. Rumbling causes buildings to vibrate which is an issue. Freight train movements are problematic due to noise and conflict with passenger movements. Cross River Rail could substantially reduce noise problem of freight trains if they could be diverted underground. Should be considered as freight volumes are expected to increase, even if it requires use of electric locomotives between Acacia Ridge and terminal to the north of Brisbane. Effect of changes to freight network is highly important. Like to ensure that all freight is extensively covered in the EIS. Freight is a critical input to the Queensland economy and effects of network changes are an important factor of the EIS.
Rail operations	<ul style="list-style-type: none"> Effects of the operating project - rail passengers want faster more frequent services. Will passengers abandon the existing above ground service for Cross River Rail, resulting overutilisation of Cross River Rail and underutilisation of the existing above ground system (ie transfer of passengers from one system to another). EIS needs to consider community impact of the project on existing rail services. Local residents rely on train network for work, education, visiting family, etc. Further reductions in services over extended period will have social and economic impacts. Long term goal must be train every 10-15 mins to increase rail use. If tunnel surfaces

Issue	Description
	<p>at Moorooka, could be service to Bowen Hills or Park Road every 10 mins. This would service demand from Logan-Gold Coast growth areas.</p>
<p>Impact on cultural heritage values, including character housing</p>	<ul style="list-style-type: none"> • Arras Street is unique, vibrant and community minded street. BCC recognises important streetscape and has designated character listing and is a demolition control precinct. Houses are predominantly wooden workers cottages and Queenslanders built pre-1940. Type of housing in not suited to withstand noise, dust and vibration issues project would create. • A large portion of character housing that may need to be resumed for the project are pre-1946 tin and timber construction along railway corridor, including between Caroline and Tamar streets. • EIS should identify heritage listed properties including the Sisters' of Mercy convent on Morris Street and the old Albion Fire Station on Bridge Street, and the large tract of heritage timber and tin Queenslanders in Albion and Wooloowin. Wherever possible, heritage properties should be protected from land resumption and demolition. • Appropriate that character homes not be demolished but removed for re-use. Process for achieving this needs to be established. Where buildings are demolished, materials should be recycled.
<p>Flooding and impacts on surface water</p>	<ul style="list-style-type: none"> • Gully between Cronin and Fanny Streets acts as a watercourse during heavy rain. Gully has become a watercourse for number of days during periods of heavy rain. In March 2010, the gully creek ran for a week. • 1974 flood water was in close proximity of the proposed tunnel entrance between Fairfield and Dutton Park. To minimise the affect of flooding or water clogging, would be better to move the entrance further south to Yeerongpilly or Moorooka.
<p>Flora and fauna values</p>	<ul style="list-style-type: none"> • Bird and Wildlife Corridor being destroyed. Wildlife corridor through Dutton Park cemetery, along rail line and through to parks (eg Lagonda Park). • Currently effective native landscaping within rail corridor from Arras Street to Park Road following original creek. Mature native trees, local native animals (ie pheasants, possums, owls, scrub turkeys, frogs, birds). • Gully between Cronin and Fanny Streets is home to native flora and fauna, including one of last remnants of streetscape which would be impacted by pollutants and emissions from heavy vehicle traffic during construction. • Moving tunnel portal south to location surrounded by fewer residential properties would significantly reduce project impacts, including vegetation loss (ie street trees and vegetation along the rail corridor). • Vegetation in the community may not be deemed to be "significant" but has value from natural heritage, social and environmental perspective.
<p>Air quality impacts</p>	<ul style="list-style-type: none"> • Have poor lung capacity due to existing health issues and concerned about atmospheric pollution. Also, number of very young children and elderly living in streets who would be sensitive to negative environmental changes. • Project would lead to improvements in air quality (ie Less vehicles on road as a result of the project means lower levels of air pollution). • Measures must be implemented to reduce impact of dust on surrounding properties during construction and operation (ie walls/fencing around worksites, watering of soil stockpiles, covering of truck loads travelling through residential areas). • What mitigation programmes for ventilation of tunnels will be put in place? Though few noxious fumes may be produced, what other elements from the tunnels may need to be dispersed and how would this happen? • Currently caring for daughter with multiple disabilities and compromised lung function. Greatly concerned about construction impacts on daughter. Increase in dust could lead to pneumonia.

Summary of community and stakeholder issues raised during Round 2

Issue	Description
Preferred tunnel route	<ul style="list-style-type: none"> Tunnel should be extended to connect other new places such as the eastern and western suburbs, UQ, Kelvin Grove, etc. Tunnel route should be an inner city loop like an underground metro system. Light rail or tram system should be considered. Suggestions made for new stations to be provided at Spring Hill, QUT Kelvin Grove, Ascot, Kangaroo Point, UQ, New Farm, Princess Alexandra Hospital, Royal Brisbane and Women's Hospital, Victoria Park, Normanby and Yeerongpilly TOD site. Station upgrades, including lifts, ramps, signage, pedestrian and cycle links, should be provided at Moorooka, Fairfield, Yeronga, Salisbury, Albion, Woolloowin, Eagle Junction and Albion. The tunnel should connect to Central Station as well as Roma Street Station.
Southern portal location	<ul style="list-style-type: none"> The portal should be located away from residential areas. Southern portal should be moved further south (ie Moorooka shunting yards) to minimise impacts on local residents. The portal should be located in an area that has no or little community disruption. The location of the portal at Clapham Rail Yard would minimise impacts on the community, cause less disruption to residential areas during construction, and would require fewer property resumptions. Clapham Rail Yard is supported as the location for the southern portal as it is government owned land, has plenty of space available and is currently under-utilised. A portal at Fairfield, Annerley, Yeronga or Yeerongpilly would impact heavily on families, destroy well established areas that have character and heritage homes, impact community facilities and destroy a close knit community. Tunnel entrance between Fairfield and Dutton Park could have significant impact on community (ie property resumptions, land use, noise, dust, vibration and possible lowering of property values, and should be moved further south to Yeerongpilly or Moorooka. <ul style="list-style-type: none"> If portal is being considered in Annerley/Fairfield, physical and social division would occur. Five line infrastructure may cause alienation from pocket of Annerley, reducing connectivity to social networks, recreational and service facilities (ie Fairfield Gardens, doctors, library, banking, post office, parks) Southern portal should not be placed in Yeerongpilly due to the negative impact it would have on the social fabric, infrastructure and landscape of the area. Locating the southern portal at Clapham Rail Yard would minimise land resumptions and would also be a preferred option for our communities.
Northern portal location	<ul style="list-style-type: none"> The northern portal should be located to minimise impacts on residents, especially given the amount of major construction the area has recently seen and continues to experience with the Clem 7, Northern Busway and Airport Link. Suggested portal locations include Bowen Hills, Exhibition, Mayne Rail Yard, Eagle Junction, Albion, Woolloowin and Wilston.
Construction impacts	<ul style="list-style-type: none"> Construction sites should be situated away from residential areas or in industrial areas. Community suggestions for the location of construction worksites included Clapham Rail Yard, Albert Street (near Mary Street crossing), GoPrint site at Woolloongabba, Moorooka car yards, Queensland Tennis Centre, old plywood factory at Moorooka, car park of Fairfield Gardens Shopping Centre, within the rail corridor, in parks and open space, at Boggo Road Urban Village, Dutton Park cemetery. Concern about the size of construction worksites and proximity to the community. Impacts on local traffic and access, including haulage routes, impact on local roads, traffic and local parking. Concerned about spoil removal, including truck traffic moving through residential streets and associated dust impacts, and need for spoil to be removed by train. Concerned about duration of construction and four years of continuous construction impacts, including cumulative impacts with redevelopment of the construction worksite

Issue	Description
	<p>post-construction.</p> <ul style="list-style-type: none"> • Concerned about construction impacts on local flora and fauna, especially in light of the major construction recently undertaken around Brisbane. • Safety for the local community during construction. • Possible damage to buildings as a result of vibration or tunnelling. • Concerned about general construction impacts, such as noise, dust, vibration, impact on green space. • More consultation is required regarding construction related issues. • Concerned about construction hours and impacts from after hours or 24/7 construction. • Maintaining local access during construction is important, especially at Cardross Street rail overpass to the current station, along Wilkie Street and to local bus services. • What will happen to the land resumed for the construction worksite following construction.
Project impacts	<ul style="list-style-type: none"> • Impacts on local communities must be considered and minimised to achieve the best outcome for Cross River Rail. • Concern about how the project will be delivered and how impacts will be mitigated. • Fairfield, Yeronga and Yeerongpilly have unique character housing and there is a need to maintain the history of these areas. • Concerned about rail noise from above ground trains and noise and dust from existing and possibly increasing freight trains. • Concerned about the location of ventilation outlets.
Property impacts	<ul style="list-style-type: none"> • Anxiety about where the project will be located and what properties may be required. • Concern about impacts on the local property market, including possible reduced property values, potential inability to sell property and possible shortage of local housing. • Compensation, including how is the market value of properties established and other items included in compensation. • Concern about the level of compensation and the ability to replace property in same area. • Concerned about the depth of the tunnel under property and potential for vibration to cause building damage during construction. • Uncertainty about future of property, including investment in property improvements and renovations and buying, selling or renting property. • Concerned about tenants and ability to maintain current leases or secure new leases in the lead up to resumption. Compensation for tenants at the time of resumption.
Mitigation measures	<ul style="list-style-type: none"> • Limiting hours of work and enforcing noise limits is important. • Rail should be used for spoil haulage rather than road. • Suggested mitigation measures include cleaning, providing temporary accommodation, noise barriers around worksites, and building improvements such as air conditioning and double glazing. • Surplus resumed land should be converted to community green space or landscaped park land. • The needs of the elderly community and those in the area with disabilities or health issues must be considered. • Local pedestrian and cycle access should be improved.
Flooding	<ul style="list-style-type: none"> • Concern about flooding in Albert Street. Station entrances should be located at a higher level to Albert Street (ie closer to George Street). • Design of the Albert Street Station needs to incorporate flood mitigation measures.
Freight	<ul style="list-style-type: none"> • Current problems with goods trains, for residents including high noise levels, rumbling of houses, coal dust. Review of sound mitigation urgently needed as well as QR covering coal trucks. Consider using quieter diesels to cause less disruption to people sleeping. Rumbling causes buildings to vibrate which is an issue.

Issue	Description
	<ul style="list-style-type: none"> Freight train movements are problematic due to noise and conflict with passenger movements. Cross River Rail could substantially reduce noise problem of freight trains if they could be diverted underground. Should be considered as freight volumes are expected to increase, even if it requires use of electric locomotives between Acacia Ridge and terminal to the north of Brisbane.
Operation	<ul style="list-style-type: none"> What will happen to the existing Yeerongpilly Station building once the new station is built. How will train services change and how will the new station interact with the current station. Need to maintain existing bus route for visitors to St Fabian's Church. Concerns for St Fabian's Church about maintaining services during construction, especially for funerals, and need to provide extra parking for commuters to alleviate parking in local streets. Noise from existing trains is currently an issue for residents in Green Street and concerned about how increased noise will be managed. Concerned about station commuter parking in local streets. Project should include additional parking for the new Yeerongpilly Station. Green Street is currently a local bus route and current suffers from commuter parking and speeding traffic - concerned if this increases.
Consultation	<ul style="list-style-type: none"> Concern with limited time to provide comment. Also limited information provided at this stage of planning. Project information was not received during round 1 consultation.

Summary of community and stakeholder issues raised during Round 3

Issue	Description
Property impacts	<ul style="list-style-type: none"> Potential decline in property values along the tunnel alignment or adjacent to the project. Potential for noise and vibration from the tunnel's construction and ongoing operation, for properties above the tunnel alignment and how this would impact the liveability and market value of properties. Concerned about the ability to purchase similar properties in the same area, particularly commercial properties in Brisbane City, Rocklea and Salisbury. Concerns about financial and operational impacts of property resumption, such as loss of tenants and rental income, disruption from relocating businesses particularly those that need a long lead time, and implications of capital gains tax if a suitable alternate property can not be found. Loss of older, low density buildings on Albert Street. Concerned about the loss of character housing at Yeerongpilly and impacts on important community assets such as St Fabians Church and the child care centre. Concern about structural damage to inner city buildings, including glass windows in high-rise buildings, during construction and operation. Potential limitations on the redevelopment of properties located above the tunnel and loss of future income from not being able to realise the property's redevelopment potential.
Construction	<ul style="list-style-type: none"> Need for greater mitigation of Cross River Rail construction activities to avoid impacts such as those occurring on other projects. Noise, vibration and structural impacts for properties above the tunnels or adjacent to the project. Impact of ventilation building construction on parkland and adjacent properties at Fairfield. Concerned about construction work hours and the need to minimise after-hours surface construction works. Impact on fig trees at Rocklea International Motel. Concerned about the storage of toxic and hazardous materials at construction

Issue	Description
	<p>worksites.</p> <ul style="list-style-type: none"> • Concerned about cumulative effects of Cross River Rail construction with the construction of the Yeerongpilly TOD and redevelopment of the construction worksite. • Concerned about impacts on Victoria Park, including loss of parkland, pathways, playground facilities and impacts on vegetation and bird life. Area is a breeding ground for curlews. • Bike paths in Victoria Park should be improved following construction. • Concern about impact of tunnelling construction on boarding houses and community health facilities at Gregory Terrace. Include residents with mental illness who may be more sensitive to impacts. • Concerned about construction impacts on apartment residents at Roma Street and Albert Street. • Concerned about the impact of regenerated noise and vibration at St Joseph's school. • Health impacts to residents and adjacent community facilities such as child care centres, from the dust, noise and vibration of construction activities. • Need for timely communication about construction activities.
Mitigation measures	<ul style="list-style-type: none"> • Need to ensure inner city buildings are structurally tested and building conditions undertaken prior to and post tunnelling construction. Movement assessment meters should be placed in the basement of city buildings to detect movement during construction. • Construction work hours should be restricted in residential areas to minimise after hours noise. • A robust complaint management system is required during construction. • Residents affected by vibration during the TBM construction should be relocated. • Construction workers should be restricted from parking in residential streets. • Commercial buildings along Lucy Street should be retained as a buffer between the Yeerongpilly construction site and adjacent residents. • Spoil and demolition waste should be removed via major roads rather than residential streets. Truck access should be limited to residential areas, particularly Yeerongpilly. • Spoil should be stockpiled to avoid 24/7 spoil removal from site. • Yeerongpilly construction worksite should be converted to park land following construction. • The Lucy Street alignment should be maintained as access to Ipswich Road for construction traffic.
Operation	<ul style="list-style-type: none"> • Support the project's improvements to public transport through increased service frequency and quicker travel times. • Noise and vibration from the operation of the project for properties above or near the tunnel is concern, particularly in relation to liveability and longer-term effects on the building structure. • Potential increase in noise, dust and vibration from freight trains is a concern. • Concerned about lack of commuter parking, particularly at Yeerongpilly. Parking facilities should be provided or plans implemented to limit commuter parking on local residential streets. • Wilkie Street should be made a pedestrian zone. • Concerned about lack of commuter parking at Rocklea Station. • Support new fully-operational Exhibition Station at Bowen Hills and potential for improved public transport access to the Royal Brisbane Hospital. • Support station connections to QUT, Botanic Gardens and commercial businesses in lower Albert Street. • Concerned that services at Fairfield station would be reduced as a result of the Project. • Concerned that the project would catalyse high density development at Yeerongpilly. • Concerned about noise from rail bridge over Moolabin Creek. • Potential flooding at Albert Street and need for flood mitigation measures to be included in the station design.

Issue	Description
Station location and design	<ul style="list-style-type: none"> • Support for secure, well-lit staffed stations. • Secure, 24 hour accessible parking facilities should be provided at stations, especially Yeerongpilly. • Heritage listed station house on the existing Yeerongpilly platform should be retained. • The station design at Yeerongpilly does not reflect the character of the local area. • Support upgrading of Rocklea station, including improved accessibility. • Support upgrading of Moorooka station. Pedestrian access to the station should be improved. This could include overpass across Ipswich Road. • Need to ensure stations are accessible for cyclists, pedestrians, prams and people with mobility issues. • Reference design should include upgrade of Salisbury station.
Local access	<ul style="list-style-type: none"> • Local road closures at Rocklea and Salisbury will reduce access to the local area, exacerbate traffic congestion on Beaudesert Road and limit emergency access in and out of the area during flood events. • Strongly oppose the proposed closure of the Beaudesert Road service road open level crossing. This would reduce vehicle, pedestrian and cycle access to residential areas and schools, reduce movements for heavy vehicles accessing the surrounding industrial area, increase congestion on Beaudesert Road, limit access to flood prone streets (ie Gladstone Street), impact on property values and business operations due to reduced access. • Suggest providing direct access from Heaton Street to Beaudesert Road. • Concerned about closure of Dollis Street and Norbury Street. This would limit access in and out of the industrial areas to the flood prone Musgrave Road or already congested intersections with Beaudesert Road, cause congestion and traffic delays at intersections with Beaudesert Road and increase travel times between industrial sites. • Further investigation required on impacts of proposed road closures, including alternatives to maintain access such as signalling Musgrave Road and Beaudesert Road. • Concerned about traffic disruptions on Muriel Avenue and Sherwood Road. Should improve the height clearance of the rail underpass at Muriel Avenue. • Concern about use of Parkland Boulevard - Roma Street for access by construction vehicles and potential impact on residents at Roma Street Parkland apartments. • Priority should be given to pedestrians near Albert Street Station. Taxi zones should be integrated with Albert Street Station.
Ventilation building	<ul style="list-style-type: none"> • Concerned about the size, scale and operation of the southern ventilation and emergency access building, including noise from fans. • Concerned that the ventilation building will obstruct the flow of traffic turning onto Fairfield Road. A u-turn facility should be provided at Ashby Street. • Concerned about impacts associated with the construction of the ventilation building, including noise, dust, spoil removal, workforce parking and heavy vehicle traffic, particularly for Iglesia Evangelica Pentecostal Church. • Loss of significant vegetation, park land and playground to accommodate the Fairfield construction site.