CrossRiver*Rail*

1. Introduction

Cross River Rail

CHAPTER 1
INTRODUCTION

JULY 2011

Contents

1 Introduction

This chapter addresses Part B, Section 1 of the Terms of Reference (ToR), which is provided in **Appendix A**. It describes the background to the Project, the Project proponent, the purpose of the environmental impact statement (EIS) and the EIS process. A summary of the consultation process is also provided.

1.1 Overview

Cross River Rail (the Project) would provide a new north-south passenger rail line in Brisbane's inner city, extending from Bowen Hills in the north to Salisbury in the south via the Brisbane central business district (CBD). The Project would address constraints in the inner city rail network and to support growth in inter- and intra- regional rail travel.

This EIS has been prepared by the Department of Transport and Main Roads (Transport and Main Roads) for the purposes of Project approval. Particularly, it has been prepared in accordance with Part 4 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act), to identify and assess the potential environmental, social and economic impacts associated with the construction and operation of the Project, and ensure that adverse impacts are avoided or appropriately managed.

This Chapter provides information on the Project proponent, project background and the EIS process, including the purpose, EIS methodology and community and stakeholder consultation.

1.2 The proponent

The Queensland Government, through Transport and Main Roads, is the proponent for Cross River Rail. Transport and Main Roads was formed in April 2009, with the merging of the former Queensland Transport and the Department of Main Roads.

As the State government agency responsible for state road, rail, air and sea networks in Queensland, Transport and Main Roads has extensive experience in planning and constructing rail and transport infrastructure in Queensland. Transport and Main Roads is committed to planning, managing and overseeing the delivery of a safe, efficient and integrated transport system that supports sustainable economic, social and environmental outcomes in Queensland.

Transport and Main Roads has a track record as a responsible custodian of the environment and is committed to environmental management and to managing its environmental responsibilities to protect the environment now and for future generations. Transport and Main Roads Environment and Heritage Policy and Strategy 2008-2013 sets out the Department's vision and direction for managing impacts on natural, cultural and human environments.

The Department seeks to ensure that environmental and heritage values associated with Queensland's transport networks are recognised for their importance and are respected.

A copy of Transport and Main Roads Environment and Heritage Policy and Strategy 2008-2013 is provided in **Appendix B**.

Some of the environmental areas that the Department is working on to manage its activities include:

- atmosphere, including working in partnership with other government agencies to ensure minimal detrimental impacts to air quality
- land management, including fauna management, erosion and sediment control, vegetation management, pest management and waste management
- water quality management
- noise management

- cultural heritage
- climate change and greenhouse gas emissions
- sustainable transport.

Further information on Transport and Main Roads' community and environment policies are available at www.tmr.qld.gov.au/Community-and-environment.

Rail safety in Queensland is regulated by Transport and Main Roads. All railway managers and/ or railway operators within Queensland are required to be accredited in accordance with the *Transport (Rail Safety) Act 2010*. Transport and Main Roads' key priorities in rail safety are:

- administer the accreditation of railway operations and rail network managers to ensure a safe rail network
- analyse security incident and rail safety data to support transport security and rail safety initiatives
- conduct a risk-based audit and inspection program to enhance the safety of rail operations and the security of the broader surface transport sector
- develop and implement policies, legislation and initiatives to enhance rail safety, including implementing national rail safety regulatory reforms
- participate in state and national activities and committees to develop counter-terrorism and transport security policies
- provide advice on the security of departmental facilities.

Bus, train and ferry services across the South East Queensland Region are coordinated and delivered by the TransLink Transit Authority (TransLink). Queensland Rail is the current railway manager of train services for the City Network which connects much of South East Queensland.

1.3 Project background

The *South East Queensland Regional Plan 2009-2031* (SEQ Regional Plan) (Department of Infrastructure and Planning, 2009b) forecasts significant population and employment growth for the South East Queensland Region to the year 2031. Increased travel generation is likely to occur as a result of population and employment growth, particularly between the Brisbane CBD and other key employment destinations.

In planning for sustainable population growth and economic development, the Queensland Government prepared the *South East Queensland Infrastructure Plan and Program 2010-2031* (SEQIPP) (Department of Infrastructure and Planning, 2010c) to guide future infrastructure investment and development. Infrastructure development seeks to align with regional priorities and projected growth timeframes outlined in the SEQ Regional Plan.

The SEQIPP makes provision for private transport, freight movement, public transport, and active transport such as walking and cycling. Improving regional and inter-regional rail connectivity for freight and passenger movement is addressed through SEQIPP, as well as increasing capacity through provision of new rollingstock.

However, a key challenge for the rail network is its ability to accommodate the anticipated growth in passenger demand, while also supporting growth in freight traffic. Capacity of the rail network in the inner city is critical for the future operation of the network.

The SEQ Regional Plan is supported by the draft *Connecting SEQ 2031: An Integrated Regional Transport Plan* (Transport and Main Roads, 2010), which was released by the Queensland Government for public consultation in August 2010. The Plan sets out the Queensland Government's blueprint for meeting the region's transport challenge over the next 21 years and for delivering a transport system that "supports the lifestyle enjoyed by residents and visitors, enhances the state's economic vitality and protects the natural environment".

Rail is a key element of the draft Connecting SEQ 2031 and is identified as the backbone of the region's transport network. Cross River Rail is identified as a key feature of the rail strategy proposed by the draft Connecting SEQ 2031, and is identified as a catalyst for the transformation of the South East Queensland rail network.

Rail network capacity studies conducted by both Transport and Main Roads and TransLink have identified that the threshold capacity of the four tracks through the Brisbane CBD of up to 84 trains per hour, would be reached by around 2016. However, of more immediate concern is the capacity of the Merivale Bridge in South Brisbane to cater for growth in Gold Coast, Beenleigh and Cleveland rail services.

The Inner City Rail Capacity Study (ICRCS) (Queensland Transport, 2008a) was subsequently undertaken in 2007-2008 by the Queensland Government to investigate how to provide more capacity in Brisbane's inner city rail network. The study found a number of capacity constraints for the rail network and identified the need for an additional north-south river crossing by 2016 to meet future demand in passenger and freight rail services. Cross River Rail was initiated as an outcome of the Inner City Rail Capacity Study (ICRCS). Further discussion on the ICRCS is provided in **Section 1.4.1** and **Section 2.3**.

Further discussion on the rationale for Cross River Rail is provided in **Chapter 2 Project Rationale**.

1.4 Project investigations

Development of Cross River Rail has involved a number of phases including:

- prefeasibility investigations undertaken as part of the ICRCS
- detailed feasibility investigations, which are currently being undertaken and include development of the reference design, preparation of this EIS, and stakeholder and community consultation.

The detailed feasibility investigations also involve preparation of a business case for submission to the State and Australian governments to make an investment decision about the Project and its funding model.

Subject to the outcomes of the detailed feasibility investigations, including the EIS process, and investment decision by government, the next phases of the Project would involve procurement and construction.

This section provides a summary of the investigations undertaken to date in the development of Cross River Rail. A detailed description of the Project's development is provided in **Chapter 3 Project Development**, while alternatives to the Project considered as part of the prefeasibility and detailed feasibility phases are discussed in **Chapter 2 Project Rationale**.

1.4.1 Prefeasibility phase

The Queensland Government undertook a prefeasibility study in 2007-2008 to identify solutions to capacity constraints in Brisbane's inner city rail network. The ICRCS generally investigated the sections of the inner city rail network between Bowen Hills, Park Road and Milton stations.

The objectives of the ICRCS were to:

- identify a preferred integrated land use and transport strategy for inner city Brisbane, particularly in relation to the rail network
- identify and assess the options for future development of the rail network, including river crossing(s)
- support best value integrated transport and land use outcomes
- provide input to the 2008 update of the SEQIPP.

The ICRCS explored a variety of potential solutions to relieving capacity constraints in the inner city rail network and recommended three options for improving capacity by 2016 for further investigation and development as part of the detailed feasibility phase.

These included:

- Option A, comprising a new rail link in tunnel between Fairfield and Bowen Hills, with four new stations at Woolloongabba, CBD (Edward Street), Spring Hill, Exhibition (RNA Showgrounds) and upgraded stations at Park Road and Bowen Hills.
- Option B, comprising a new rail link in tunnel between Fairfield and Bowen Hills, with three new stations at Woolloongabba, CBD (Edward Street), Newstead and upgraded stations at Park Road and Bowen Hills.
- Option C, comprising a rail link between Fairfield and Bowen Hills using existing rail corridor between Fairfield and South Brisbane, a new Merivale Bridge, a new rail link in tunnel under the existing rail corridor between Roma Street and Bowen Hills and upgraded stations along the corridor.

The recommended options for 2016 from the ICRCS are shown in **Figure 1-1**.

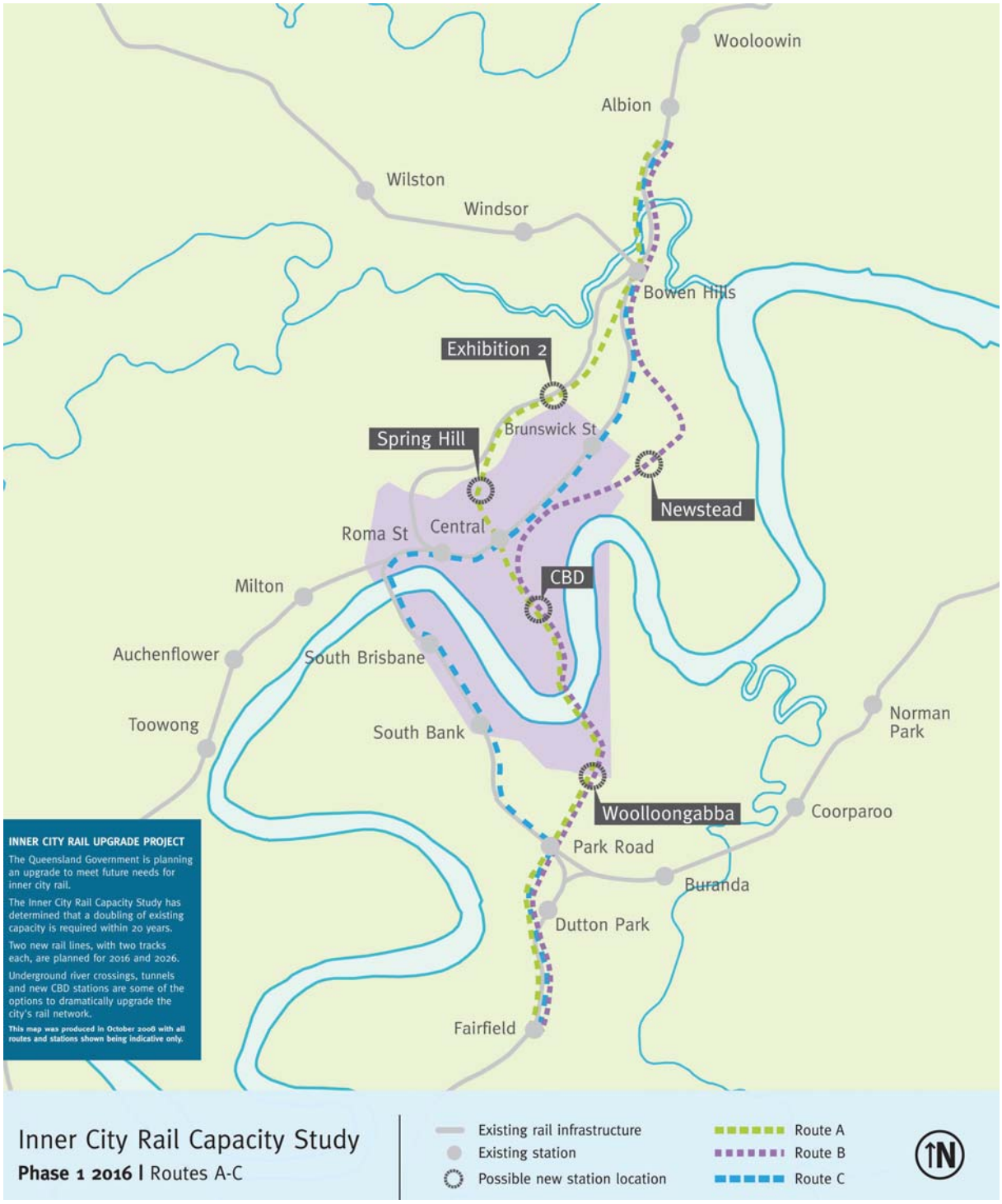


Figure 1-1 Recommended options for 2016 from the Inner City Rail Capacity Study

1.4.2 Detailed feasibility phase

The current detailed feasibility phase of Cross River Rail is jointly funded by the Queensland Government and the Australian Government. The Australian Government, as part of its Building Australia Fund, has contributed $20 million towards the detailed feasibility phase of the Project and the Queensland Government has contributed $5 million.

The detailed feasibility phase of the Project includes the following key activities:

- development of a reference design
- preparation of the EIS
- preparation of a business case detailing the economic impacts and benefits of the Project
- community and stakeholder engagement.

The first stage of the detailed feasibility phase was a review of the three recommended options from the ICRCS prefeasibility investigations and possible alternative options, within the context of the Queensland Government's revised strategic transport direction identified in the draft Connecting SEQ 2031.

Eight options were identified for preliminary evaluation, including:

- the three recommended options identified in the ICRCS prefeasibility study
- four options developed following further refinement and development of the ICRCS options to improve affordability and operational effectiveness
- one alternative option developed outside of the constraints of the prefeasibility study, aimed at identifying feasible alternative options to resolve inner city rail capacity issues.

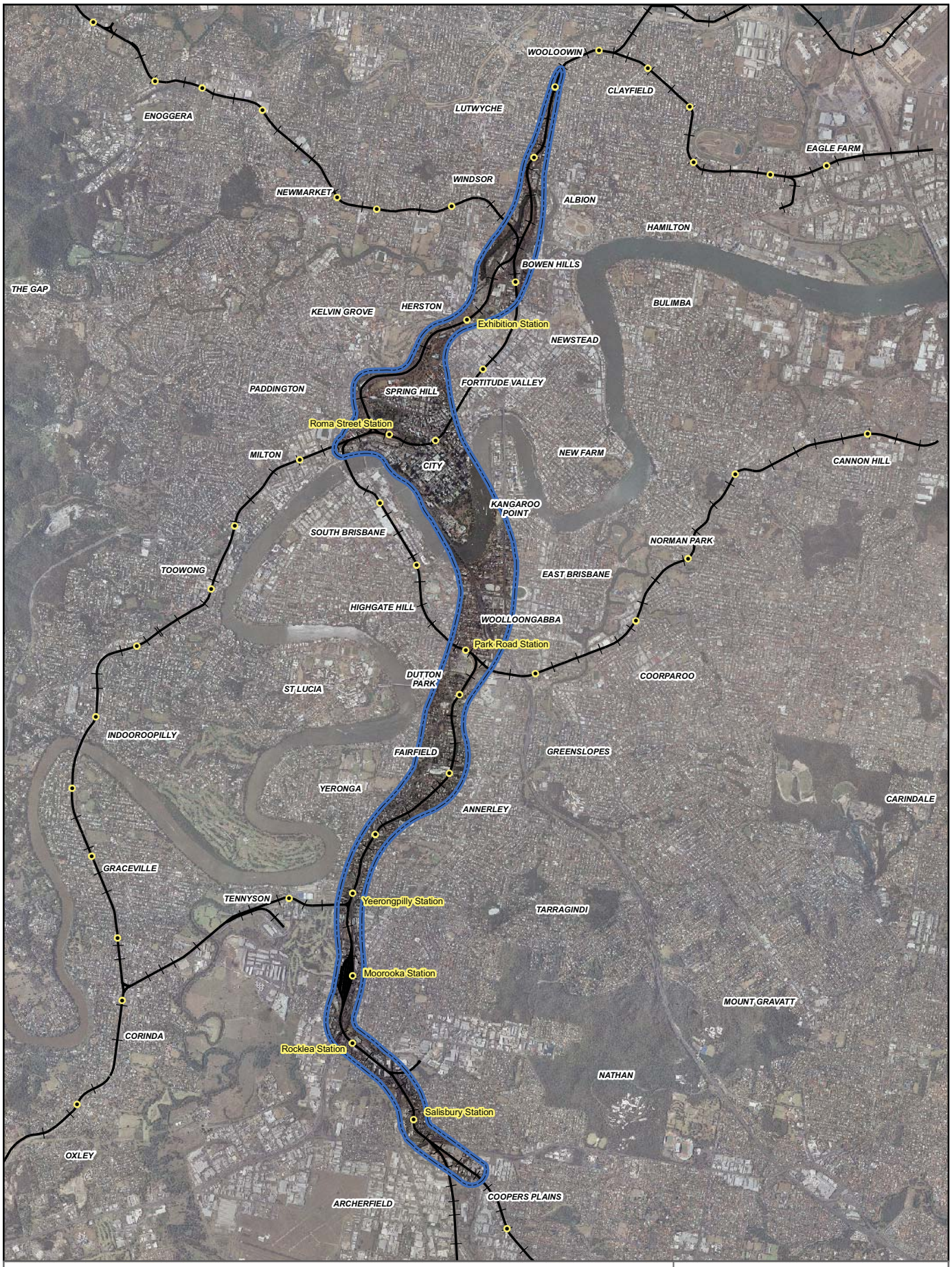
Preliminary evaluation identified two preferred options for further detailed investigation which achieved the best balance between costs and benefits. Both options included a new rail line in tunnel from Fairfield to the Exhibition Loop, with new underground stations at Park Road, Woolloongabba, CBD and/or Roma Street.

A study corridor was identified based around the preferred options as the focus of detailed feasibility investigations, including the reference design, EIS and community and stakeholder consultation. The study corridor for the purposes of this EIS is shown in **Figure 1-2**.

Development of the reference design included investigation of the tunnel alignment, portal locations, surface track design, location and design of stations, associated infrastructure requirements, construction methodology and operations strategy. This is outlined in **Section 1.5** and discussed further in **Chapter 3 Project Development**.

Preparation of the EIS has been undertaken in accordance with Part 4 of the SDPWO Act for evaluation by the Coordinator-General. The process for the EIS is discussed in **Section 1.6**.

Community and stakeholder consultation has been undertaken to inform the development of the reference design and preparation of the EIS. The consultation process is discussed in **Section 1.7**.



Study Corridor
Station
Track

CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT

Figure 1-2

Cross River Rail Study Corridor

0 1 2 3 4 km

1:75,000 at A4

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CrossRiverRail

SKM aurecon CRR JOINT VENTURE

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1.5 The reference design

The reference design defines the scope of Cross River Rail for the purposes of the EIS assessment, including the tunnel alignment and portals, stations, surface tracks and associated infrastructure. The reference design also defines the proposed construction methodology and operations strategy for the Project.

The following provides an overview of the Cross River Rail reference design. Key infrastructure elements of the Project are shown in **Figure 1-3**. A detailed description of the Project, including design, operation and construction, is provided in **Chapter 4 Project Description**, while detailed drawings are included in **Volume 2 Reference design drawings**.

1.5.1 Project design

Cross River Rail would provide a new north-south passenger rail line in Brisbane's inner city, extending from Bowen Hills in the north to Salisbury in the south via the Brisbane CBD.

The Project comprises two parallel tunnels, approximately 10 kilometres in length extending from Victoria Park at Spring Hill to Yeerongpilly, via the Brisbane CBD, Woolloongabba and Dutton Park. The Project would include new underground stations at Roma Street, Albert Street, Woolloongabba and Boggo Road. New surface stations would also be provided at the RNA Showgrounds and Yeerongpilly. The upgrading of existing stations at Moorooka and Rocklea is also proposed.

North of the tunnel portal at Spring Hill, the Project includes two additional tracks between Spring Hill and the Mayne Rail Yard, with the tracks on an elevated structure within Mayne Rail Yard.

South of the tunnel portal at Yeerongpilly, the Project provides two additional passenger surface tracks between Yeerongpilly and Rocklea and one additional passenger surface track between Rocklea and Salisbury. The dual gauge track will be used solely for freight and interstate passenger use. Clapham Rail Yard would be developed to allow for the stabling of trains during off-peak periods.

Underground stations would generally be located at depths ranging from approximately 25 m to approximately 31 m below existing surface level, and would incorporate approximately 220 m long platforms. Each underground station would have air conditioning, platform screen doors for passenger comfort and safety, communication and information systems, and safety and security measures such as closed circuit television monitoring.

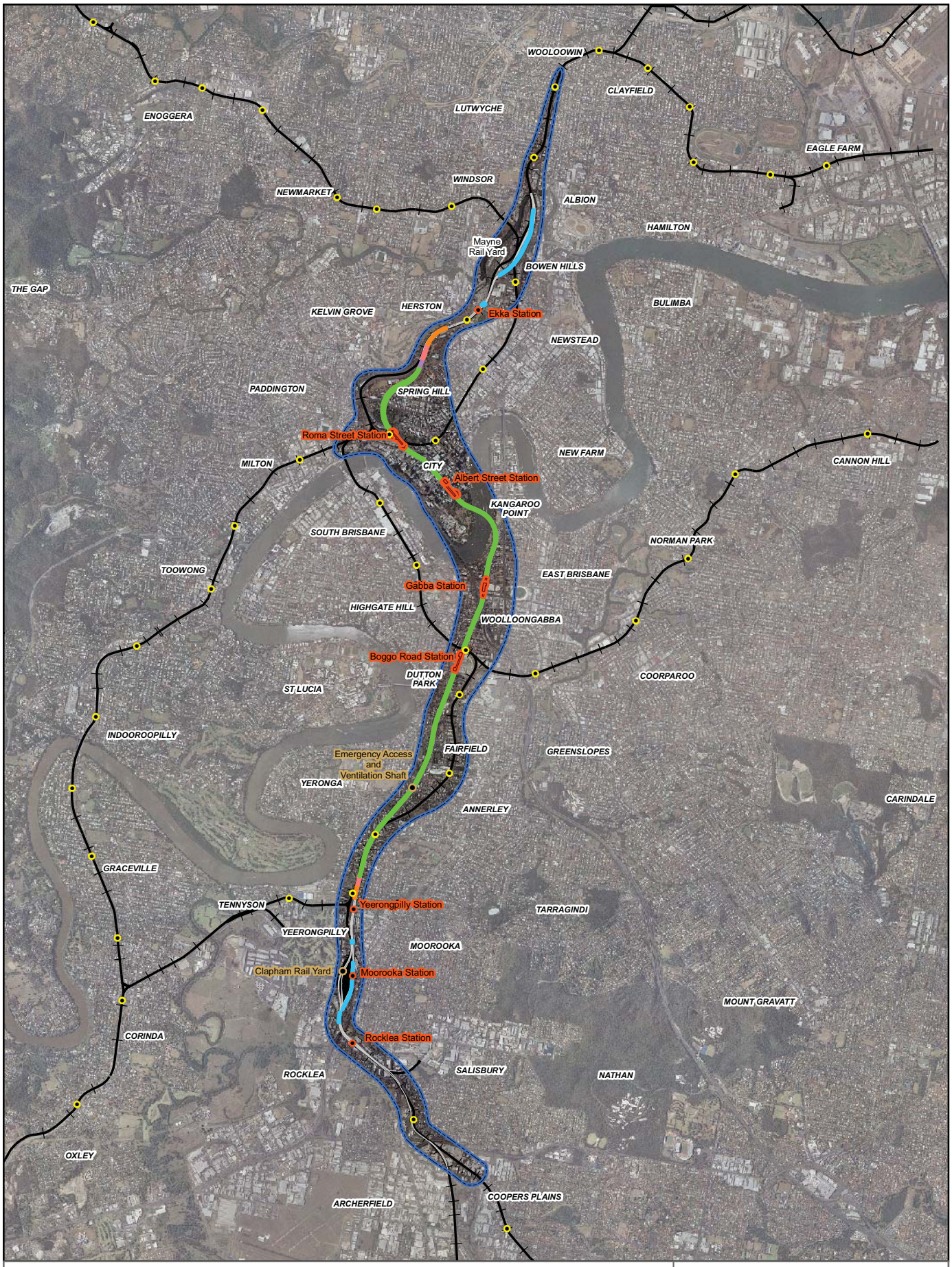
Ventilation would be required for the tunnels and underground stations to control the temperature of the stations for passenger comfort, to prevent heat build up in the tunnels and to manage smoke in the event of a fire in a tunnel or station. Air from the stations and tunnels would be vented via outlets at each of the underground stations. An intermediate ventilation outlet would also be required at Railway Road, Fairfield due to the length of the tunnels between the Boggo Road Station and the southern tunnel portal at Yeerongpilly.

The tunnels and stations would also be equipped with fire and life safety measures such as cross-passages and emergency egress to the surface.

Flood protection measures would be provided at underground stations, ventilation outlets and the southern tunnel portal. These include automated floodgates at the Albert Street Station and the southern portal to protect the tunnel infrastructure against a 1 in 10,000 year flood event.

Facilities would be provided at Clapham Rail Yard to allow for the maintenance and the stabling of trains during off-peak periods.

Detailed information on the reference design is available in **Section 4.2**.



LEGEND

- Study Corridor
- Existing Station
- Surface Station
- Tunnel Station
- Track
- Surface Track
- Bridge Structure
- Associated Infrastructure

Tunnel Structure Type

- Cut and Cover Structure
- Dive / Transition Structure
- Road Header Tunnel
- TBM Tunnel

0 1 2 3 4 km

1:75,000 at A4

N

CROSS RIVER RAIL
ENVIRONMENTAL IMPACT STATEMENT

Figure 1-3

Reference Design

CrossRiverRail

SKM aurecon CRR JOINT VENTURE

Map by: MJS K:\Cross River Rail\600 Environment\619 GIS\Aurecon\205555_CRR\G095_CRR_Reference_Project_A4.mxd 06/07/2011 14:05

1.5.2 Project operation

The Project would form part of the South East Queensland passenger rail network which is operated by Queensland Rail.

The increased rail capacity provided by Cross River Rail within the inner city would allow the separation of rail operations, including freight, express passenger services and all stop passenger services.

During operation, the Project would cater for express passenger rail services connecting to the existing north-south rail lines linking the Gold Coast, Beenleigh, Sunshine Coast, Caboolture and Petrie to the CBD. Passengers would be able to interchange with existing surface rail services at Yeerongpilly Station, Boggo Road Station (Park Road Station) and Roma Street Station. Passengers would also be able to interchange with the existing busway network at Boggo Road Station (Eastern Busway), Gabba Station (South East Busway and Eastern Busway) and Roma Street Station (Inner Northern Busway).

The Project would also allow for enhanced freight capacity on the surface network.

Queensland Rail is currently undergoing a process to procure additional rollingstock to meet growing passenger demand. This includes higher capacity, 9-car trains. While 6-car trains would initially use Cross River Rail, these would be replaced over time with the 9-car trains.

Stabling of trains during off-peak periods would occur at Clapham Rail Yard and Mayne Rail Yard.

Further information on the Project operation is in **Section 4.3**.

1.5.3 Project construction

The Project would be constructed using a combination of tunnelling methods, including:

- cut and cover construction, where the tunnel is close to the surface
- road headers and limited drill and blast for the access shafts, underground stations and some sections of the tunnels
- tunnel boring machines for the tunnels.

Excavation works would also be required for the construction of dive structures (providing transition from the surface to the tunnel), access shafts and ventilation facilities.

Construction of Cross River Rail would be conducted simultaneously from a number of construction worksites. The main worksites for construction of the tunnels would be located at Yeerongpilly, Woolloongabba and Victoria Park at Spring Hill. Two tunnel boring machines are proposed to be launched at Yeerongpilly to head north to Woolloongabba. Two tunnel boring machines would be launched at Woolloongabba to head north to Victoria Park.

Worksites would also be required at each of the underground stations to allow construction of the station cavern and station access points, and at each surface station and the ventilation and emergency access building. The northern surface works would be constructed from a worksite at Mayne Rail Yard and the southern surface works from worksites at Clapham Rail Yard and Salisbury.

The construction, testing and commissioning period is expected to be approximately 5.5 years and is proposed to commence from 2015.

Detailed information on the Project construction is in **Section 4.4**.

1.6 Environmental impact statement process

1.6.1 Methodology of the EIS

Cross River Rail is a major infrastructure project, exempt from assessment under the Brisbane City Council City Plan. Schedule 4 of the *Sustainable Planning Regulation 2009* exempts development that involves the maintenance, repair, upgrading, augmentation or duplication of rail transport infrastructure from assessment against a local government planning instrument. Further approval requirements and exemptions are detailed in **Chapter 4 Project Description**.

An Initial Advice Statement (IAS), as part of an application to the Coordinator-General to declare the Project to be a significant project for which an EIS is required, was prepared and submitted to the Coordinator-General on 11 January 2010. The IAS provided the Coordinator-General with information to decide whether to declare Cross River Rail a significant project under Section 26 of SDPWO Act. The IAS also provided information to enable advisory agencies and the public to have input into the Terms of Reference (ToR) for the EIS.

On 26 March 2010, the Coordinator-General declared Cross River Rail to be a "significant project for which an EIS is required" under Section 26(1)(a) of the SDPWO Act.

The draft ToR for the EIS was publicly notified from 10 April 2010 to 17 May 2010. The Coordinator-General finalised the ToR on 19 August 2010 following consideration of comments received on the draft ToR from the public and government agencies. A copy of the ToR is attached in **Appendix A**.

The EIS addresses those matters identified in the ToR. The assessment of potential impacts considers the beneficial and adverse impacts of the Project's construction and operation, as well as direct, indirect and cumulative impacts. Measures to avoid, or manage and mitigate potential adverse impacts and facilitate beneficial impacts of the Project are also recommended and detailed in the draft outline environmental management plans (EMPs).

The EIS also outlines the legislation and other non-statutory guidelines administered by the Australian and State governments and Brisbane City Council relevant to the environmental aspects of the planning, construction and operation of Cross River Rail.

The EIS provides the Coordinator-General with a framework to:

- consider the environmental, social and economic aspects of the Project in the context of legislative and policy provisions and decide whether the Project can proceed
- recommend or impose conditions for approval, as appropriate
- recommend appropriate environmental management and monitoring programs to avoid, minimise, mitigate or offset any adverse impacts.

Materials that will be considered by the Coordinator-General in assessing the Project include:

- the EIS
- all properly made submissions and other submissions accepted by the Coordinator-General about the EIS
- other material the Coordinator-General considers relevant to the Project such as responses to submissions made to the EIS and comments and advice from advisory agencies.

The Project was referred to the then Australian Government Minister for the Department of Environment, Water, Heritage and the Arts (DEWHA) on 30 March 2010 for a decision as to whether the Project was a 'controlled action' under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (Referral Reference No. 2010/5427).

In August 2010, the delegate of the Minister determined that the Project is not a 'controlled action' provided it is undertaken in a particular manner, specifically that:

- the placement of tunnel spoil must be at the site detailed in the referral information ie Swanbank
- the tunnel alignment must not be closer than 200 m from the boundary of the following buildings
  - Commonwealth Law Courts, situated at 119 North Quay, Brisbane
  - Victoria Barracks, situated at 83-119 Petrie Terrace, Brisbane (Commonwealth Heritage Place ID: 105226)
  - General Post Office, situated at 261 Queen Street, Brisbane (Commonwealth Heritage Place ID: 105521)
  - Naval Offices, situated at 3 Edward Street, Brisbane (Commonwealth Heritage Place ID: 105225).

1.6.2 Objectives of the EIS

The overall objective of the EIS is to ensure that potential environmental, social and economic impacts of the Project are identified and assessed and that adverse impacts are avoided or mitigated. Specific objectives of the EIS are to identify:

- the need for the Project, alternatives to it and options for its implementation
- the existing environment of the study corridor or other areas potentially affected by the Project
- the potential direct impacts, including beneficial and adverse, of the Project on the natural, social and economic environment
- measures for avoiding, managing or mitigating the adverse impacts and maximising or enhancing the beneficial impacts of the Project.

1.6.3 Structure and presentation of findings

The EIS aims to provide sufficient information to allow the full range of stakeholders to reach an informed view on the Project.

Specifically, the EIS aims to provide stakeholders with a basis for understanding the Project, alternatives considered, existing environmental, social and economic conditions in the study corridor and potential effects of the Project's construction and operation. The EIS also provides information to allow stakeholders to understand measures proposed to manage or mitigate the adverse impacts of the Project and maximise the Project's beneficial impacts.

The Executive Summary provides a broad overview of the Project including potential impacts and proposed mitigation measures. It also provides a summary of the EIS conclusions and recommendations to the Coordinator-General.

The Executive Summary should be read in conjunction with the EIS which comprises:

- Volume 1 – a detailed assessment of the key issues, potential environmental, social and economic impacts and proposed mitigation measures
  - **Chapter 2** to **Chapter 4** of the EIS includes background information on the Project, including the project need and rationale, project alternatives, project development and project description
  - **Chapter 5** includes a description of the existing transport networks and an assessment of the Project's potential effects on transport and local access
  - **Chapter 6** to **Chapter 17** provides a description of biophysical and natural values, in the study corridor eg soils and geology, water resources, flora and fauna, air quality and noise, and an assessment of impacts to these values

  - **Chapter 18** to **Chapter 21** describes socio-economic values in the study corridor, including cultural heritage, social environment and local economy and an assessment of potential effects on these values
  - **Chapter 22** and **Chapter 23** describes impacts of the Project relating to hazard and risk and cumulative effects
  - **Chapter 24** provides an outline of proposed environmental management measures for the construction and operation of the Project
  - **Chapter 25** outlines conclusions and recommendations from the EIS
- Volume 2 – detailed engineering drawings to assist in understanding the reference design, including the tunnel route and depth, station locations, extent of surface works and construction worksites
- Volume 3 – supporting information, including technical reports and appendices which provide additional detail on matters such as traffic and transport, noise and vibration, and specialist biophysical and socio-economic disciplines.

1.7 Community and stakeholder consultation

1.7.1 Purpose and scope of the consultation process

The detailed feasibility phase for Cross River Rail has included a detailed communication and stakeholder consultation process. The purpose of this process was to:

- raise stakeholder and community 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 development of the reference design and preparation of the EIS
- 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
- inform decision makers of stakeholder and community issues and comments about Cross River Rail
- understand stakeholder and community issues and, where possible, address the issues throughout the detailed feasibility phase.

Stakeholder and community feedback and comments received from the consultation process has informed the preparation of the EIS including:

- identification of community values and local conditions in the study corridor
- identification of issues about the Project alignment, station location and entry points, key infrastructure and proposed construction sites
- assessment of potential benefits and impacts of the Project's construction and operation
- identification of strategies to minimise or avoid potential impacts and maximise or enhance potential Project benefits.

Stakeholder and community feedback gathered during community consultation also informed the development and refinement of the reference design.

The approach to communication and stakeholder consultation sought to raise awareness about the Project and offer regular opportunities for stakeholders and the community to have input into the planning phase of Cross River Rail. The consultation program for the detailed feasibility phase included four rounds of consultation.

The consultation program also ensured that individuals and groups directly affected by the Project design or by construction activities were provided with a high level of communication and consultation, while also ensuring that the greater Brisbane and South East Queensland communities were kept informed about the Project.

The communication and stakeholder consultation process sought to engage Queensland Government agencies and Brisbane City Council, including those with either a regulatory or an advisory role in the design, construction or operation of Cross River Rail.

The process also sought to engage stakeholder groups with specific interests in the Project, such as indigenous groups, industry associations, and special interest groups.

A detailed consultation report outlining stakeholders, consultation strategies and program and consultation outcomes is provided in **Appendix C**.

1.7.2 Community and stakeholder consultation

The consultation program ran concurrently with the EIS and engineering and design processes. Three rounds of consultation were undertaken between April and December 2010 to input into the development of the reference design and preparation of the EIS. The focus of this consultation was:

- Round 1 (April/May 2010) – introduce the Project, identify issues and community values within the study corridor for consideration in the identification of the tunnel alignment and existing environment investigations, seek public comment on the draft ToR for the EIS
- Round 2 (July/August 2010) – seek community feedback on the tunnel alignment, location of underground stations and considerations for the southern portal location, identify community issues for consideration in the EIS investigations
- Round 3 (November 2010) – seek community feedback on the reference design, including potential benefits and impacts of the Project to inform the impact assessment, seek community input to the development of mitigation measures to manage or avoid potential impacts.

Additional consultation was also undertaken in September 2010 as part of Round 2 to provide information to property owners and local communities on the preferred location of the southern portal and new station at Yeerongpilly.

Round 4 consultation will focus on the EIS and will call for submissions in accordance with the statutory requirements of Part 4 of the SDPWO Act. Information on refinements made to the reference design, including in response to community feedback received in November 2010, will also be provided.

Community consultation addressed multiple interests, including property owners potentially directly affected by the Project, communities near to the proposed surface works and construction activities, communities within the study corridor and the wider Brisbane and South East Queensland communities, including commuters and rail users.

Two local advisory groups (one group to focus on the southern section of the study corridor and one group to focus on the CBD and northern section of the corridor) were established to represent a cross-section of the community and identify issues and opportunities associated with the Project.

The local advisory groups met with the project team on a regular basis to:

- provide a forum for discussion and exchange of information on topics related to the planning and design of Cross River Rail
- assist the project team to identify community values, concerns and opportunities regarding Cross River Rail
- act as a conduit between the project team and the local community by communicating up-to-date information about the Project's status and outcomes.

Up to April 2011, approximately 5,000 people had participated in consultation for the detailed feasibility phase and more than 625,000 households and businesses received direct communication from the project team.

Consultation undertaken for the detailed feasibility phase between March 2010 and April 2011 involved:

- distribution of three newsletters, including two to more than 625,000 households, businesses, property owners and registered stakeholders in April and July and one to more than 200,000 households, businesses, property owners and registered stakeholders in September
- 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 2,000 community members
- eleven local advisory group meetings
- two industry briefings, two meetings of the industry roundtable, several presentations to industry association groups and individual briefings with industry stakeholders
- distribution of direct mail letters to property owners impacted by the Project, which resulted in more than 200 one-on-one meetings with property owners
- distribution of a letter to approximately 10,000 households in the study corridor
- establishment of direct feedback channels such as feedback forms, project email and a freecall community enquiry line, which attracted more than 3,000 pieces of community feedback.

1.7.3 Agency consultation

Preparation of the EIS and development of the reference design has been informed by input from Queensland Government agencies, Queensland Rail, Brisbane City Council and other stakeholder groups. In particular, this involved:

- whole of government and Brisbane City Council briefings on the draft and final ToR, reference design, EIS processes and technical matters
- workshops with relevant state government agencies and Brisbane City Council divisions with either a regulatory or advisory role on environmental issues, to provide input and feedback on EIS investigations, including
  - methodology and approach to investigations
  - assessment criteria, measures and environmental goals relevant to construction and operation
  - existing conditions in the study corridor
  - potential impacts related to construction and operation
  - mitigation measures to manage identified impacts

- establishment of three technical advisory groups relating to rail operations, engineering and design, and transport, to provide feedback and input on the design, construction and operational aspects of the Project
- establishment of a planning advisory group, comprising representatives of Queensland Government agencies and Brisbane City Council, to provide strategic advice in the development of the reference design and future planning and development matters
- meetings with the Brisbane City Council Road User Management group, to provide input and feedback to the reference design and EIS on local traffic and access issues
- briefings to and discussions with individual state government agencies, Brisbane City Council and key stakeholder groups around specific EIS technical matters.

Input received from agencies and stakeholder groups has informed the development of the reference design on which this EIS is based, as well as the assessment of impacts and identification of mitigation measures. In particular, the following organisations and agencies contributed to this process:

- Infrastructure Australia
- Transport and Main Roads
- Department of Premier and Cabinet
- Queensland Treasury
- Former Department of Infrastructure and Planning
- Urban Land Development Authority
- Board for Urban Places
- Department of Public Works
- Department of Environment and Resource Management
- Department of Education and Training
- Department of Communities
- Queensland Health
- Department of Community Safety
- Department of Employment, Economic Development and Innovation
- Queensland Rail
- TransLink Transit Authority
- Brisbane City Council
- Jagera and Turrbal People – local Indigenous groups.

1.8 Submissions to the EIS

The declaration by the Coordinator-General of Cross River Rail as a significant project under the SDPWO Act sets the legislative framework for the EIS to be prepared for the Project.

Preparation of the EIS is required to address those matters identified in the ToR.

The EIS for Cross River Rail is now available for public comment. To the extent that the Project involves a material change of use, or requires impact assessment, under the *Sustainable Planning Act 2009*, a properly made submission is taken to be a properly made submission about the application under the integrated development assessment system (IDAS).

A properly made submission is defined in Section 24 of the SDPWO Act, to mean that the submission:

a) is made to the Coordinator-General in writing

b) is received on or before the last day of the submission period

c) is signed by each person who made the submission

d) states the name and address of each person who made the submission

e) states the grounds of the submission and the facts and circumstances relied on in support of the grounds.

Submissions to this EIS are to be addressed to:

The Coordinator-General
EIS Project Manager – Cross River Rail
Significant Projects Coordination
Office of the Coordinator-General
Department of Employment, Economic Development and Innovation

Post: PO Box 15517 City East Qld 4002
Fax: 07 3225 8282
Email: crr@cg.qld.gov.au

Submissions can be posted, faxed or emailed.

Following public consultation, the Coordinator-General must prepare a report evaluating the EIS. The Coordinator-General must consider the EIS, all properly made submissions and other submissions accepted by the Coordinator-General about the EIS and any other material the Coordinator-General considers relevant to the Project. The Coordinator-General may ask the proponent for additional information or comment about the EIS and the Project.

Following finalisation of the Coordinator-General's evaluation report, should the Project proceed, departure from the reference design that may be identified during subsequent stages of the Project's development may require a change report to be prepared in accordance with the SDPWO Act. The need for a change report would be determined by the Coordinator-General.