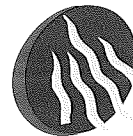




Hon Rachel Nolan MP
Member for Ipswich



**Queensland
Government**

Our ref: MC51375 '

Minister for Transport

27 OCT 2010

Mr Neil Laurie
The Clerk of the Parliament
Parliament House
George Street
Brisbane Qld 4000

LAI'D UPON THE TABLE OF THE HOUSE	
	No.: <u>5310T3470</u>
	29 OCT 2010
	MP: <u>Hon R. Nolan MP</u>
Clerk's Signature: <u></u>	

Dear Mr Laurie

I refer to petition number 1512-10 lodged with the Legislative Assembly by Mr Simon Finn MP, Member for Yeerongpilly, on 19 August 2010 about the location of the Cross River Rail southern tunnel portal.

I have read the petition and note the signed residents support the Queensland Government's efforts to improve public transport in Brisbane and that they advocate for the Cross River Rail southern tunnel portal to be located in Moorooka (Clapham Rail Yard). I have also forwarded this feedback to the Cross River Rail project team for their information.

Community consultation is a critical part of planning for the biggest transport project in Queensland's history.

Cross River Rail is an underground north-south rail line to deliver essential capacity at the core of the rail network that could double the number of train services from the suburbs to the city.

The project would include underground stations in lower Albert Street, near the Queensland University of Technology and Botanic Gardens, and in Woolloongabba, near the Gabba.

The project is progressing well and involves a range of technical investigations, development of a reference design, preparation of an environmental impact statement, a business case and extensive community consultation.

To date we have conducted two rounds of public consultation, distributed more than 1.2 million newsletters, received more than 10 000 unique visits to the website, provided information to more than 1 300 people at public displays and received 1 400 items of feedback. The project team also direct mailed about 4 000 property owners advising them that they either lived in the area of investigation for the southern tunnel portal, near a new underground station or along the proposed tunnel alignment.

One of the most important issues raised in consultation has been where the southern portal of the tunnel should be located. To identify the best location, investigations were undertaken between Fairfield and Moorooka along the existing train line.

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The investigations included rail operations, transport planning, future and existing land use, constructability, social, environmental and property impact and community feedback. This work has been completed and the government has announced that the preferred location for the southern portal is Yeerongpilly.

This decision will deliver a brand new train station at Yeerongpilly to cater for both Cross River Rail and surface trains – that means a train every five minutes bound for the CBD in the morning peak, double the current frequency.

It will also halve the travel time into the city, down from 21 minutes now to just 10 minutes. This is a big benefit for the local community, plus it caters for new developments such as the proposed Yeerongpilly transit oriented development and the Tennyson Tennis Centre.

Yeerongpilly was not the cheapest of the portal options, but it does minimise the number of residential properties impacted and 84% of the land required is commercial or industrial.

It would have been cheaper to locate the portal at Fairfield, but this would have more than tripled the number of residential properties impacted.

Many people suggested that the portal should be located in the Clapham Rail Yard at Moorooka. The Member for Yeerongpilly, Simon Finn MP, also lobbied hard for this option. This was thoroughly investigated, but was not selected because:

- it would have delivered no improvement in services for the local community, with express trains bypassing the suburbs
- it would not deliver a new and improved Yeerongpilly station
- it would be \$400 million more expensive because of the local topography (Clapham being lower), the rock structure and a longer underground tunnel
- it would still impact 38 properties, including 19 residential properties
- Clapham Rail Yard could not be used for train stabling.

Given Clapham would have also necessitated purchase of another 15 hectare site for train stabling, it would have potentially resulted in a greater property impact.

The Yeerongpilly decision will have an impact on residential properties and the government understands that this will be a difficult time for those involved. Meetings with affected property owners are under way, with many meetings having already occurred. While government is bound by its legal obligation not to pay above market value for property and decisions about the preferred course of action are matters for individual residents, I can assure you that the team is meeting with people and that people's hardship will be recognised.

It is clear that this project has a big impact on the local community and that government needs to do much more both to talk and listen to the local community. Of course, this is just the start of consultation, later this year (in late October-November) the project team will consult on the project's reference design and early next year the project's environmental impact statement will be available for public comment.

If you require more information about planning for Cross River Rail please visit the website at www.crossriversrail.qld.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to be 'R. Nolan', with a long horizontal stroke extending to the right.

RACHEL NOLAN MP
Minister for Transport