

Moreton Bay Rail Link



Community Consultation Report Project Change Report



Australian Government



Nation Building Program



Moreton Bay
Regional Council



Queensland
Government

Contents

1	Executive summary	3
2	Introduction	4
2.1	About this document	4
2.2	About the Moreton Bay Rail Link project	4
3	Consultation approach	5
3.1	Objectives	5
3.2	Stakeholders	6
4	Consultation activities	7
4.1	Newsletter	7
4.2	Addressed correspondence	8
4.3	Community open days	9
4.4	Public displays	9
4.5	Written feedback forms and submissions	9
4.6	Website	9
4.7	1800 number	10
4.8	Online survey	10
4.9	Briefings and presentations	10
4.10	Property meetings	10
5	Overview of issues	11
5.1	Key issues	11
5.2	Property impacts	12
5.3	Traffic and access	13
5.4	Environment	14
5.5	Changes to alignment/station design	15
5.6	Other	16
6	Consultation outcomes	17
6.1	Project status and timeframes	17
6.2	Initial mitigation strategies	17
6.3	Next steps	17
	Appendix A – Newsletter and fact sheets	
	Appendix B – Feedback received from individuals during consultation period (verbatim, personal details removed)	
	Appendix C – Feedback received from organisations	

1 | Executive Summary

Work has begun on a 12.6 km dual-track passenger rail line to be built between Petrie and Kippa-Ring at a cost of approximately \$1.15 billion.

This is a significant project for the Moreton Bay region, which is one of the fastest-growing areas in the country. More than half the region's population departs the area every day to travel to work, with the vast majority (83%) using a private vehicle for their journey. This has resulted in significant traffic congestion on major roads.

Once completed in 2016, Moreton Bay Rail Link will provide a cost-effective, faster alternative to car travel to employment and activity centres, including Brisbane's CBD.



The project team is committed to engaging with the community throughout the process of planning and delivering the project. The first formal round of community consultation was carried out between November 2010 and February 2011. This included a broad range of initiatives to inform the community about the project, and also a variety of avenues and opportunities for people to provide feedback.

Consultation activities encompassed a wide range of stakeholders including residents, businesses, elected representatives, environment and wildlife conservation groups, indigenous groups, schools and numerous other government stakeholders. Interaction with individuals or companies facing potential property requirements was another important focus of the consultation process.

Feedback from this process has been collated and analysed within this consultation report. The report

identifies common themes and issues and summarises and analyses the various viewpoints expressed during the consultation process. These key themes include:

- **Property impacts**
- **Traffic and access**
- **Support for project**
- **Changes to alignment/station location**
- **Environment**
- **Other.**

Comments from the community have also been included verbatim within the report appendices.

The report concludes with a summary of project status to date and projected timeframes, initial mitigation strategies and an indication of the anticipated project activities to follow in the near future.

2 | Introduction

2.1 About this document

The purpose of this document is to collate the information collected during the first formal community consultation process, held between November 2010 and February 2011 to give people the chance to provide feedback on the updated environmental impact report originally prepared in 2003.

2.2 About the Moreton Bay Rail Link project

For the first time in the long history of the Moreton Bay Rail Link, three levels of government have committed funding to make the project a reality. The \$1.15 billion required for the project will be provided jointly by the Australian Government (\$742 million), Queensland Government (\$300 million) and Moreton Bay Regional Council (\$105 million). The Queensland Government has also contributed land valued at \$120 million to the project.

The Moreton Bay Rail Link will deliver a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring.

Once completed in 2016, the Moreton Bay Rail Link will:

- provide a cost-effective, faster alternative to car travel to Brisbane's CBD with travel time savings of up to 15 minutes in peak periods
- help reduce congestion on the road network, including the Bruce Highway, and free up capacity for journeys that can't be made using public transport
- help reduce carbon emissions – every full train on the new line will take about 600 cars off the road
- support sustainable development and population growth in the region
- provide better access to major employment centres both within and outside the Moreton Bay region
- help attract investment to the area and create business opportunities – this will in turn create a significant number of new jobs.



3 | Consultation approach

3.1 Objectives

In 2003, a Final Impact Assessment report was prepared for the project, recommending that the rail line go ahead, including six new stations at the identified locations. Since that time a number of changes to the project have occurred, and are detailed in the Project Change Report. The primary objective of the formal community consultation process between November 2010 and February 2011 was to give people the opportunity to provide feedback in relation to this report and accompanying draft reference design.

3.1.1 Inform

The first phase of the community engagement strategy sought to inform the community about the Project Change Report, and also to detail the process by which the project will develop. The primary consultation document, the Project Change Report with attached maps and environmental technical report, was available for download at www.tmr.qld.gov.au/moretonbay. It was also available in hard copy format at electorate offices and the Strathpine and Redcliffe customer service centres for Moreton Bay Regional Council and the Department of Transport and Main Roads (DTMR).

A detailed project newsletter providing key information about the project was made available as part of this process. This newsletter was distributed via letterbox drop to approximately 55 000 addresses throughout the Moreton Bay Rail Link corridor in November 2010. It also alerted members of the community of the open days held in November and December 2010.

Between late November and early December 2010, localised fact sheets accompanied by a personalised letter were mailed to residents and organisations in close proximity to the corridor. The localised fact sheets included more specific information about features of the project within the immediate area. Members of the community were given the opportunity to meet with representatives from the project team to discuss possible property impacts.

Details of the project website, freecall 1800 number and reply paid postal address were included in all communications offering people various options for contacting the project team.

3.1.2 Engage and collaborate

During this first phase of formal engagement there were a number of activities designed to engage with stakeholders, and provide opportunities for community groups to work with the project team to respond to the Project Change Report. These included meetings, presentations and workshops with numerous community groups, environment groups and industry groups. A significant number of stakeholders were contacted and in some cases offered individual meetings or briefings throughout the consultation period, including environmental groups, businesses, schools and community groups.



3.2 Stakeholders

3.2.1 Internal stakeholders

Internal stakeholders include DTMR senior management and other DTMR staff, and the Minister for Transport.

3.2.2 Government stakeholders

Government stakeholders include:

- Moreton Bay Regional Council
- Department of Infrastructure and Transport, (Federal Government)
- Queensland Rail (QR)
- TransLink Transit Authority
- Department of Local Government and Planning (Queensland Government)
- Department of Environment and Resource Management (Queensland Government)
- Treasury (Queensland Government)
- Department of Sustainability, Environment, Water, Population and Communities –formerly Department of Environment, Water, Heritage and the Arts (Federal Government).

3.2.3 Elected representatives

Elected representatives include all elected local representatives with an interest in the project:

Federal

- Yvette D’Ath, Federal Member for Petrie
- Peter Dutton, Federal Member for Dickson
- Wyatt Roy, Federal Member for Longman

State

- Mary-Anne O’Neill, State Member for Kallangur
- Dean Wells, State Member for Murrumba
- Lillian Van Litsenburg, State Member for Redcliffe
- Carolyn Male, State Member for Pine Rivers

Local (MBRC)

- Allan Sutherland, Mayor of Moreton Bay Regional Council
- Julie Greer, Councillor for Division 4
- James Houghton, Councillor for Division 5
- David Dwyer, Councillor for Division 7.

3.2.4 Environment

Environmental groups included:

- Queensland Conservation Council (also an advocate of public transport)
- SEQ Catchments
- The Wildlife Preservation Society of Queensland
- Pine Rivers Catchment Association
- Redcliffe Environmental Forum
- Local koala organisations including Moreton Bay Koala Rescue, Pine Rivers Koala Care Association and Koala Action Pine Rivers
- Chelsea Street Bushcare Group (Kippa-Ring)
- Griffith University Environmental Futures Centre and Road Ecology Unit.

3.2.5 Transport/community

- Mango Hill Progress Association
- Moreton Regional Alliance
- Rail: Back On Track
- Bicycle Queensland
- Centre for Transport Strategy (University of Queensland)
- Urban Research Program (Griffith University)
- Australian Federation of Disability Organisations.

3.2.6 Cultural heritage

- Dr Eve Fesl, elder of the Gubbi Gubbi Dyungungoo group.

3.2.7 Local businesses and residents

There are numerous local businesses that may be impacted by the project.

Residents throughout the Moreton Bay area are considered stakeholders for the project, and those with the most interest are likely to be those in close proximity to the corridor.

4 | Consultation activities

An extensive range of consultation activities were planned and carried out during the first formal phase of community engagement to ensure that people in the community had access to the Project Change Report, and the opportunity to provide feedback in relation to the report. Approximately 1000 people participated in consultation activities between November 2010 and February 2011.

4.1 Newsletter

The project newsletter was distributed to 55 000 households on Saturday 13 and Sunday 14 November 2010 in the suburbs of Petrie, Kallangur, Griffin, Murrumba Downs, Mango Hill, North Lakes, Deception Bay, Rothwell, Kippa-Ring, Redcliffe and the peninsula including Scarborough, Margate, Redcliffe and Clontarf (see Figure 1 below). A copy of this newsletter can be found in Appendix A.



Figure 1: Newsletter distribution map

4.2 Addressed correspondence

The project team completed three separate mail-outs as part of this process: (1) directly impacted property owners, (2) property owners adjacent to corridor and (3) broader community.

All 47 property owners whose properties were identified as being potentially required for the project were notified by mail by early November. Approximately 1200 property owners whose property directly border the corridor were sent individually addressed letters in late November. Letters were also sent to property owners who were identified as being in close proximity to the rail alignment or one of the stations. These letters were accompanied by the relevant station precinct fact sheet. Fact sheets can be found in Appendix A.

In addition to private residents in the vicinity of the rail alignment, the project team recognised that there were a large number of groups and organisations in these areas likely to be interested in the project wanting the opportunity to provide feedback as part of the consultation process. Accordingly, these groups and organisations were mailed individually addressed letters along with a newsletter in the second week of November 2010. These groups and organisations included the following:

Environment

- National Trust Qld
- Moreton Bay Koala Rescue
- Australian Conservation Foundation
- Caring for our Country (formerly Natural Heritage Trust)
- eWater Source CRC
- Australian Department of Sustainability, Environment, Water, Population and Communities
- Queensland Department of Environment and Resource Management
- Healthy Waterways
- Landcare Queensland
- Moreton Bay Environmental Alliance
- Queensland Wader Study Group
- Wilderness Society Queensland
- Wildlife Preservation Society of Queensland
- Greening Australia
- Birds Queensland
- Moreton Bay Coastcare
- Osprey House Environment Centre
- Queensland Frog Society
- Redcliffe Botanical Gardens
- Moreton Bay Koala Rescue
- Koala Action Pine Rivers

Schools

- Mereki Community Association
- Bunyabilla Aboriginal Corporation
- Grace Lutheran College
- St Benedicts
- Hercules Road Primary
- Kallangur State School
- Kallangur Primary
- Living Faith Lutheran Primary
- Mt Maria College
- North Lakes College
- Our Lady of the Way
- The Lakes College

Businesses

- North Lakes Shopping Centre
- North Lakes Messenger
- Kippa-Ring Village Shopping Centre
- Bay Coast Business Inc
- Commerce & Industry Redcliffe Peninsula
- Kallangur Business Association
- Moreton Central Business Link
- Moreton Bay Central Commerce
- North Lakes Chamber of Commerce and Industry
- Peninsula Business Network
- Petrie and District Chamber of Commerce
- Pine Rivers Chamber of Commerce
- Real Estate Institute of Queensland (Redcliffe branch)
- Peninsula Fair Shopping Centre

Other

- Moreton Bay Ratepayers Association
- Rotary Club – Kippa-Ring, Redcliffe, Pine Rivers
- Probus (Redcliffe)
- Pine Rivers Neighbourhood Centre
- Lions (Redcliffe)
- Rail Back on Track
- Where's Our Railway.

4.3 Community open days

Three community open days were held in the vicinity of the rail alignment in November and December 2010, details as follows:

- **Saturday 20 November: The Lakes College Hall, College Street, North Lakes**
- **Saturday 28 November: John Oxley Reserve Community hall, Ogg Road, Murrumba Downs**
- **Saturday 4 December: Redcliffe Library, Oxley Avenue, Redcliffe.**

These open days were advertised weekly in the *Redcliffe Herald*, *North Lakes Times* and the *Pine Rivers Press* from 10 November until 3 December 2010. There were additional advertisements in the *Weekend Courier Mail* on 13 and 27 November 2010.

The open days were enthusiastically received and well-patronised, with approximately 640 members of the community attending in total.

4.4 Public displays

Two public displays were held in early 2011 to allow further opportunities for members of the community who may not have been able to attend the open days in late 2010, details as follows:

- **Thursday 10 February: Peninsula Fair Shopping Centre**
- **Saturday 12 February: Peninsula Fair Shopping Centre**
- **Thursday 17 February: North Lakes Library**
- **Saturday 19 February: North Lakes Library.**

These public displays were advertised in the *Redcliffe and Bayside Herald* on 3 and 10 of February 2011 and in *Pine Rivers Press* on 10 and 17 February 2011. Approximately 100 people visited the team during these displays.

4.5 Written feedback forms and submissions

During the consultation period 183 written submissions were received including emails, feedback forms and letters. The content of these submissions (with individual details removed) can be found in Appendix B.

In addition to this, ten submissions were received from community and environmental organisations. These submissions can be found in Appendix C.

4.6 Website

A project website was established in October 2010. Key consultation documents such as the Project Change Report and concept design maps were uploaded onto the website.

There were more than 7300 hits on the website between November 2010 and February 2011. Over this period, more than 3000 people downloaded the Project Change Report.

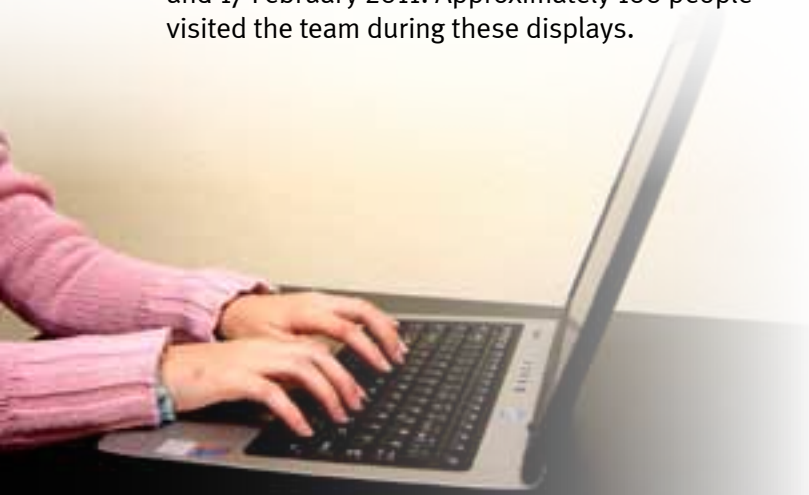
Tables 1 and 2 contain a break-down of numbers of hits to the various pages during the consultation period.

Month	Visits
November 2010	3214
December 2010	1724
January 2011	949
February 2011	1472
TOTAL	7359

Table 1: Breakdown of visits to: Moreton Bay Rail Link (www.tmr.qld.gov.au/moretonbayrail)

Month	Visits
November 2010	952
December 2010	992
January 2011	532
February 2011	681
TOTAL	3157

Table 2: Breakdown of visits to: Moreton Bay Rail Link Change report (www.tmr.qld.gov.au/Projects/Name/M/Moreton-Bay-Rail-Link/Moreton-Bay-Rail-Link-Change-report.aspx)



4.7 1800 number

The freecall project hotline was available for the duration of the consultation period as an avenue via which members of the community could contact the project team to make enquiries or provide feedback in relation to the project.

During the consultation period the project team responded to some 120 calls.

4.8 Project email

During the consultation period, the project team received and responded to some 93 emails via the project email address.

4.9 Online survey

An online survey was launched on 14 November 2010 to provide members of the community another avenue to provide the project team with feedback. The survey was accessible through the project website for the duration of the consultation period.

Approximately 140 people completed this survey during that time. Results and comments from the survey have been incorporated into the issue analysis in section five of this document.

4.10 Briefings and presentations

A number of groups were offered individual meetings as part of this consultation process including:

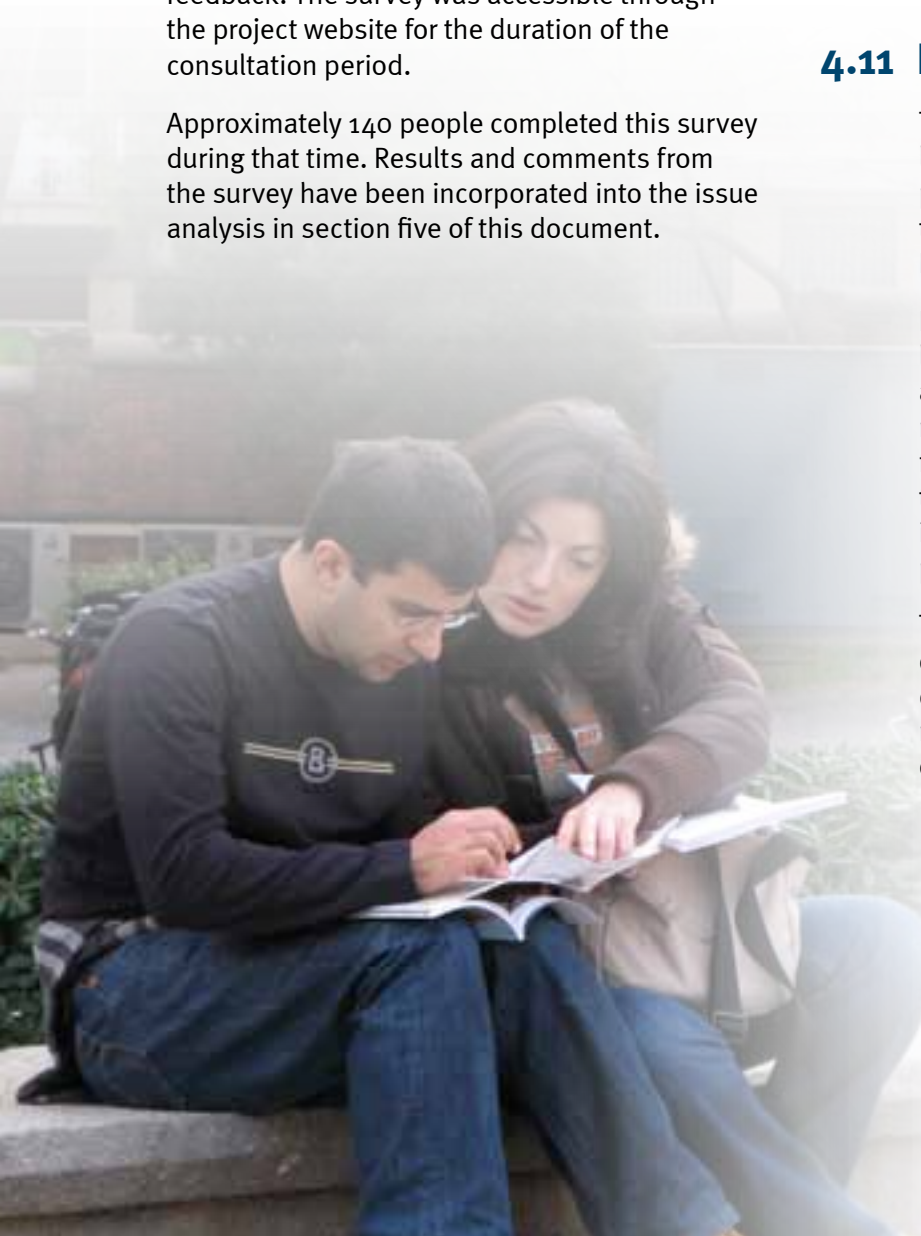
- SEQ Catchments
- Redcliffe Environmental Forum
- Australian Koala Foundation
- Griffith University Environmental Futures Centre
- Pine Rivers Koala Care
- Queensland Conservation Council
- Pine Rivers Catchment Association
- Wildlife Queensland, Moreton Bay Branch
- Chelsea Road Bushcare Group
- Murrumba Downs/ Kallangur/Petrie Bushcare Groups
- Moreton Regional Alliance
- Mango Hill Progress Association
- Gubbi Gubbi Dyungungoo Group.

4.11 Property meetings

The Queensland Government began acquiring land for this project in the late 1970s, following planning studies which identified the public transport corridor between Petrie and Kippa-Ring.

Because the project corridor has existed for so long, most of the land required for the project is already owned by the government. Although the rail alignment is only at concept stage and the final land requirements will not be known until the detailed design stage is completed in 2012, it is anticipated ten full properties and 39 partial properties will be required.

The project team made contact with property owners whose properties may be affected and during the consultation period there were 31 meetings with potentially impacted property owners.



5 | Overview of issues

This section provides an overview of issues raised during the consultation on the Project Change Report and draft reference design for the Moreton Bay Rail Link Project. It summarises input from community and local business liaison group meetings, community information sessions, stakeholder meetings, feedback forms, online surveys, the 1800 project information hotline, emails to the project team and submissions from environmental groups and other organisations.

Appendix B provides a full list of feedback provided by individual stakeholders with personal details removed. Submissions from environmental groups and other organisations are attached in Appendix C.

5.1 Key issues

As described above, all sources of feedback were analysed to identify the range of issues raised by the community during the consultation period. As is typical with feedback processes, each individual submission, meeting or conversation often raised a number of issues, resulting in more than 680 individual comments being recorded in the project’s stakeholder database. Issues that received five or more comments have been included in this analysis.

The issues that received the greatest number of comments from community feedback included:

- **Property impacts — property acquisitions, proximity of the corridor to residential properties and impact on property values**
- **Traffic and access issues — potential increases in traffic, proposed changes to roads and parking at stations and on local streets**
- **Support for the project**
- **Environmental considerations — including impact on wildlife, vegetation and wetlands**
- **Project corridor route and station design — including alternative route/alignment, changes to station locations and comments on design features.**

There were also a number of other issues raised which have been grouped together under the classification of ‘other’, including comments on frequency of rail services, integration of the line with other public transport and construction impacts or staging opportunities.

The number of comments in each category is in table 3, with the relative proportions in figure 2. Each of these issues is explored in more detail in the following sections.

Category	Number of comments
Property impacts	146
Traffic and access	141
Support for the project	139
Environment	98
Route alignment and station design	97
Other	64
TOTAL	685

Table 3: Issue categories and number of comments

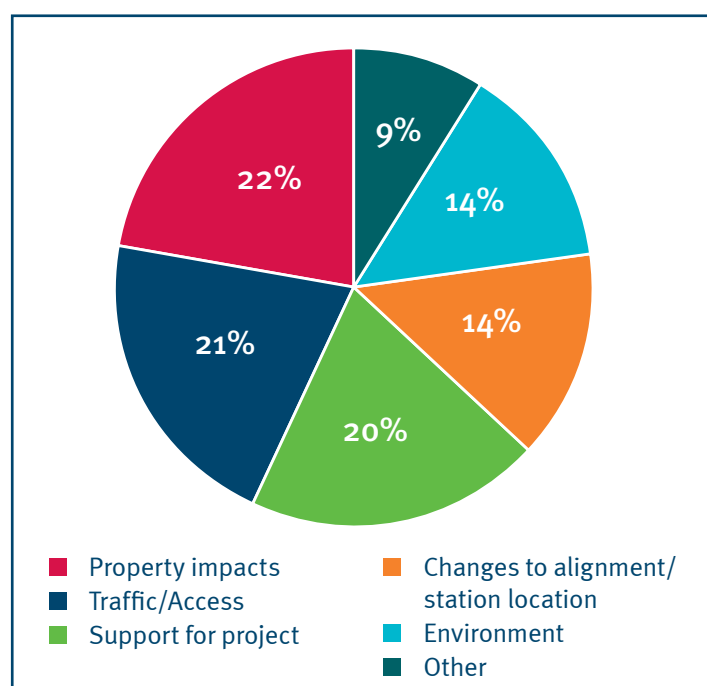


Figure 2: Overall feedback: categories and percentages

5.2 Property Impacts

Most of the comments received related to property impacts. Relative proportions of major issues raised are show in Figure 3 below.

5.2.1 Proximity

The proximity of the rail alignment to residential properties was a primary concern raised by the community, particularly in Murrumba Downs, Kippa-Ring and Mango Hill. Numerous residents commented that they were unaware of the exact location of the corridor prior to viewing the concept design maps made available during community consultation. Prior to consultation, many people whose properties border the alignment were under the impression that the rail line would be further away from their properties.

5.2.2 Noise

Noise was another primary concern raised by members of the community, particularly those who live nearby to proposed station locations. Concerns were raised both in relation to the noise caused by construction of the rail line, and noise from the operational rail line. Residents mentioned concerns about potential noise from trains, associated train station noise such as announcements, as well as noise made by passengers at train stations, particularly at night.

5.2.3 Property value

Many residents raised concerns that the close proximity of their property to the rail corridor would reduce the value of their investments, particularly during the current period between planning and operations.

5.2.4 Safety and security

Safety and security was also of concern to many residents who suggested the rail link will attract undesirable/criminal behaviour. The most frequently mentioned concerns included vandalism, graffiti and threats to personal safety.

5.2.5 Visual amenity

Visual impacts were considered an issue both from a broader community perspective and individual point of view, with comments ranging from concern over loss of outlook due to clearing of vegetation, to the suitability of structures for their surroundings.

5.2.6 Property requirement

A number of issues were raised in relation to property requirements. Although final property requirements will not be known until the detailed design is completed, it is anticipated that a small number of additional properties will be required for construction of the rail link.

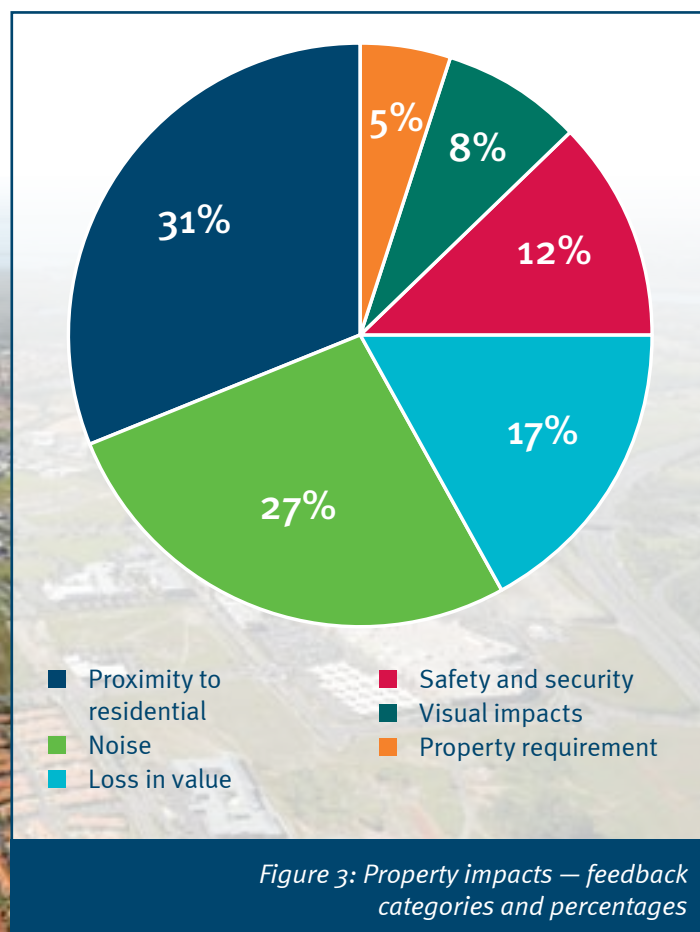


Figure 3: Property impacts — feedback categories and percentages

5.3 Support

Throughout the community consultation period, there was a significant amount of support for the Moreton Bay Rail Link from both individuals and community organisations at a local and regional level.

While the broader issue of support has not been broken down into specific elements as have the other categories, key themes included:

- **Provision of a more efficient and sustainable transport alternative to using private motor vehicles or current local bus services.**
- **Travel time savings from Moreton Bay Region to the Brisbane central business district.**
- **Catalyst for growth and economic development in the region.**
- **Increase in property values along the corridor due to access to reliable public transport.**



5.4 Traffic and access

Traffic and access issues are described below with relative proportions shown in Figure 4.

5.4.1 Parking facilities

There were numerous comments from the community questioning whether the car-parking facilities to be delivered as part of the project would be sufficient to meet demand. These comments were especially common in relation to Kippa-Ring Station, given it is the planned terminus for the new line. Concerns were also raised on the issue of parking facilities in relation to other stations in the rail network, in particular Petrie.

5.4.2 Traffic

The possibility of increased vehicle traffic in various areas was raised as a concern by a number of community members. Specific areas of concern include: Rothwell Station access via Finnegan and MacKillop Streets; congestion around Hercules Road and Anzac Ave; Kippa-Ring, and passenger drop-off on the southern side of Murrumba Downs Station.

5.4.3 Access

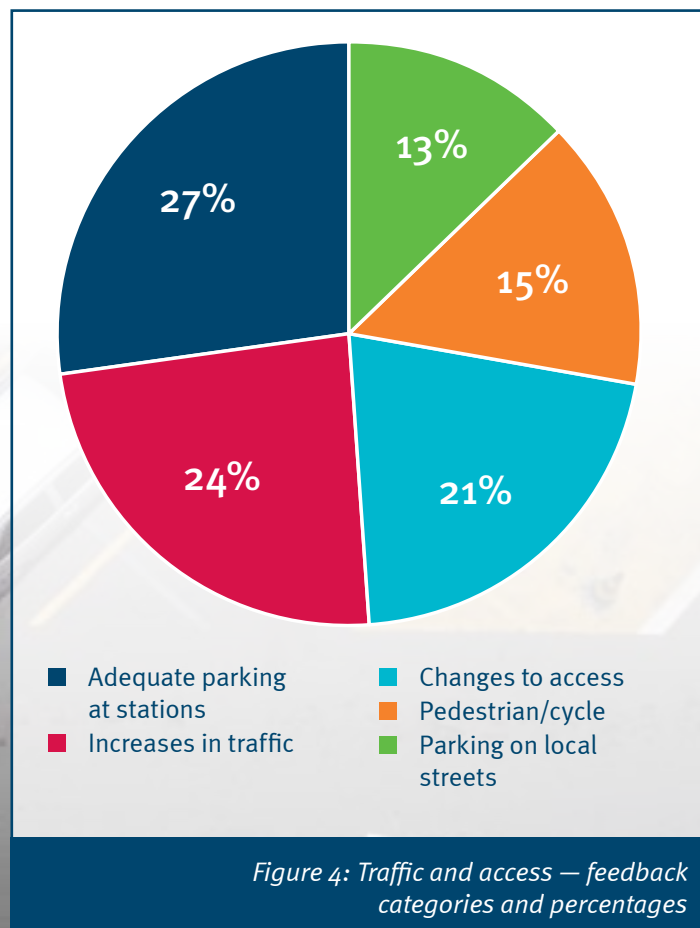
Changes to road access were of concern to numerous community members, especially the severing of Goodfellows Road in Kallangur. The primary issue in that area relates to access to schools in the south, and the commercial precinct to the north. Other issues raised in relation to modifications to road access include the Dohles Rocks Road overpass and associated access changes to Clyde Street and Glendon Court.

5.4.4 Pedestrians

Maintaining existing pedestrian access paths was a concern raised by a number of residents. Specific areas of concern include access paths in common use at Goodfellows Road at Kallangur, Halpine Lake at Mango Hill and Hercules Road at Kippa-Ring. There were also a number of requests from local residents to limit pedestrian access through some residential precincts, particularly Constance Street at Kallangur. Cycling was mentioned less often, though cited as important by some residents, particularly in the Kippa-Ring precinct.

5.4.5 Parking on local streets

There were concerns raised in relation to the possibility that local streets would become congested as a result of commuter parking, predominantly in close proximity to Murrumba Downs, Mango Hill and Kippa-Ring Stations. This was perceived as both a safety issue in terms of an increased number of vehicles on local roads, and a potential access issue for property owners.



5.5 Environment

Environment issues are described below with relative proportions shown in Figure 5.

5.5.1 Wildlife

Impact on wildlife was the key environmental concern raised during the consultation phase. There has been significant development in the areas adjacent to the rail corridor in recent years. As a result of this development, animal habitats in the region have diminished, and the undeveloped parcels of land earmarked for the rail link are currently home to a large variety of animals including koalas and kangaroos as well as numerous species of birds, reptiles and amphibians.

There is concern that construction of the project will impact the declining koala habitat in South East Queensland. A key issue is the fragmentation of populations on either side of the rail line, as well as concerns about the viability of the remaining habitat. Management and safety of wildlife during construction and operations was also raised as an issue.

5.5.2 Vegetation

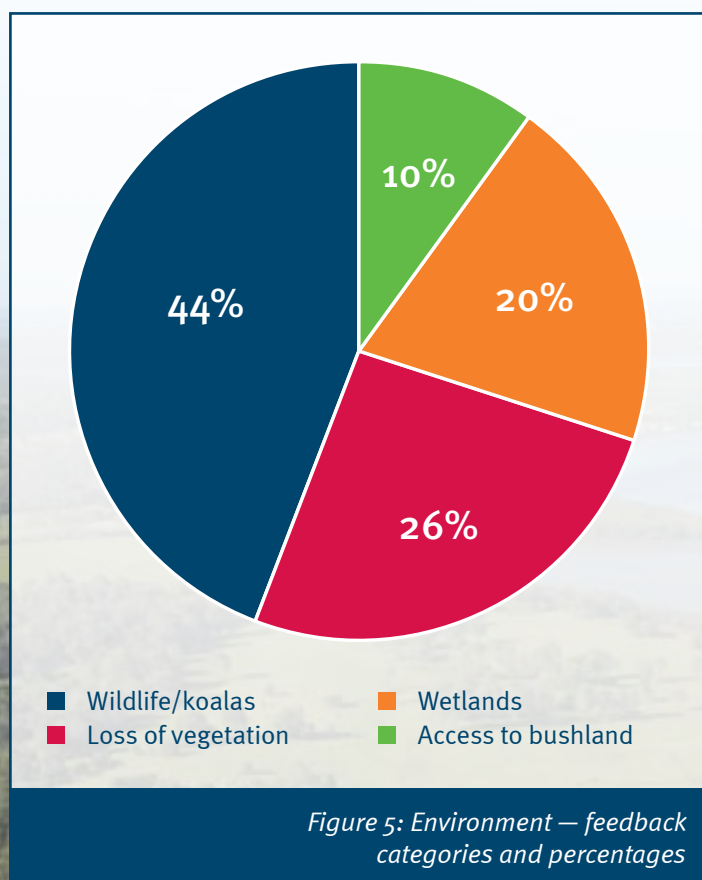
The clearing of vegetation was also a concern raised during the consultation phase — specifically the loss of green space and valuable wildlife habitat. This was viewed as part of the broader issue of diminishing green space in South East Queensland generally, and symptomatic of population growth and development. Provision of environmental offsets was considered important by the community as part of the project, as was the need to start revegetating as soon as possible to ensure adequate growth.

5.5.3 Wetlands

The existence of the RAMSAR-listed wetlands adjoining the rail corridor was an issue of some concern. Specific concerns were in relation to potential loss of fish habitat and negative impact on sensitive marine vegetation such as mangroves and salt marsh.

5.5.4 Access to bushland

Access to bushland was among the issues raised in relation to environment. Members of the community expressed an interest in maintaining access to green spaces for recreational purposes such as bushwalking, but also protecting bushland from damage by motorbikes that are currently being ridden in this area.



5.6 Changes to alignment/station design

Changes to alignment/station design issues are described below with relative proportions shown in Figure 6.

5.6.1 Other destinations

There were several alternatives to the concept design proposed by members of the community during the consultation phase. The most common suggestion was that a station should be built in North Lakes closer to the Westfield development. Many people also thought that the rail line should continue further beyond Kippa-Ring into other suburbs on the Redcliffe Peninsula. Other alternative destinations suggested included Deception Bay and also a rail connection to Redcliffe via the Shorncliffe line.

5.6.2 Kippa-Ring Station

The proposed location and layout for Kippa-Ring Station was frequently commented upon, with suggestions that the proposed location was unsuitable because it is within a residential area, and also too far removed from Peninsula Fair Shopping centre.

5.6.3 Truncation of line

While many people were of the opinion that the rail line should continue beyond Kippa-Ring, there was also a group of people who suggested that Kippa-Ring Station should not be built; rather, that the line should terminate further west of Kippa-Ring to avoid impacting sensitive environmental habitat between Rothwell and Kippa-Ring stations and also avoiding residential precincts.

5.6.4 Murrumba Downs Station

During the consultation process it became apparent that some residents and businesses had used Google Maps, independent websites or street directories as a source of information about the location of the rail alignment. These sources did not necessarily reflect accurate information, resulting in a perception that the rail line would be built further north than is reflected in the concept design.

As such, numerous residents expressed their unhappiness about the close proximity and raised location of Murrumba Downs Station to existing residential dwellings, and suggested that it should be moved further north.

5.6.5 Rothwell Station

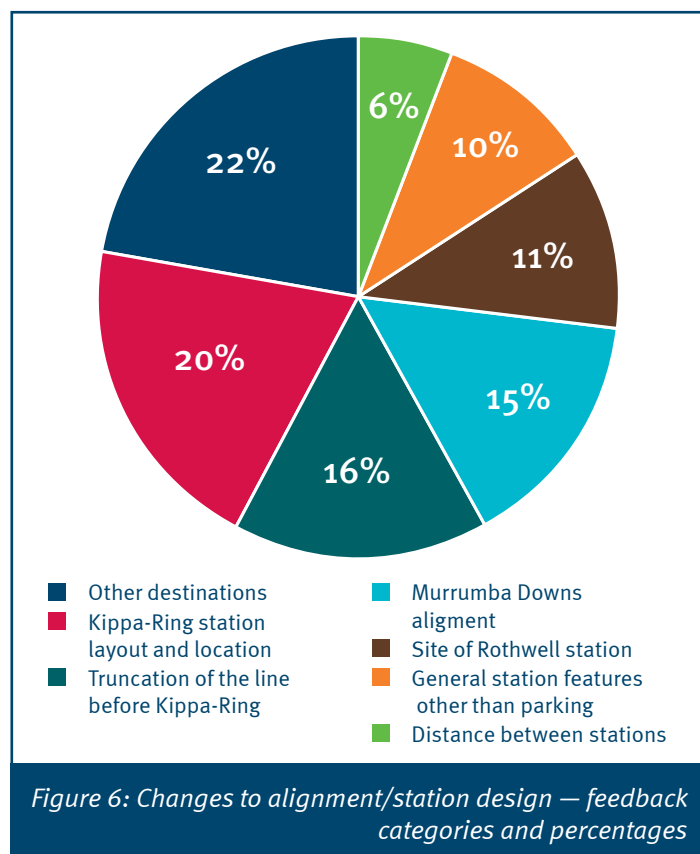
The location of the Rothwell Station was changed from the site identified in the Final Impact Assessment Study Report (FIASR) prepared in 2003. Feedback received from the community in relation to this change suggested the new location would result in decreased connectivity with schools and residential areas to the north of Anzac Avenue. Traffic access to the new location is also a major concern of residents.

5.6.6 General station features

Many community members provided feedback and opinions as to their preferences in relation to station design elements. There were numerous enquiries and various suggestions as to configuration of station platforms, lighting and fencing.

5.6.7 Distance between stations

A number of people questioned the need for all six stations to be built. There were suggestions that perhaps the stations were too close in proximity to one another, and that a fewer number of stations would suffice.



5.7 Other

Other issues are described below with relative proportions shown in Figure 7.

5.7.1 Train services

During the consultation phase there were numerous enquiries and suggestions in relation to train services once the new rail line is operational — specifically about frequency, stopping patterns and availability of express services.

5.7.2 Project priority

Feedback received from some members of the community indicated a belief that the funds allocated to the rail link would be better utilised for other purposes. Some people suggested that the government should reallocate these funds to prioritise the reconstruction work that is required as a result of the January floods in 2011.

5.7.3 Bus services

During the consultation phase there were numerous enquiries and suggestions in relation to possible bus services once the new rail line is operational — specifically whether there will be new bus services to integrate with rail services.

5.7.4 Construction impacts and staging

The concept design displayed as part of the consultation phase raised many questions in relation to the process of constructing the rail line. These questions included likely timeframes for construction period, potential impact on properties and possible changes to property access during construction.

There were also questions as to whether the rail line would be delivered in stages and therefore also become operational in stages.

5.7.5 Drainage/flood risk

Feedback was received from a number of community members in relation to drainage and flood risk in and around the rail corridor. It is known that the corridor traverses flood-prone areas of the region, and concerns were raised that construction of the rail line could potentially change flood patterns and increase risk for surrounding areas.

5.7.6 Role of MBRC

Another concern raised by members of the community is the role of the Moreton Bay Regional Council. Some people considered it was inappropriate for a local government authority to provide funding and take an active role in the delivery of public transport infrastructure.

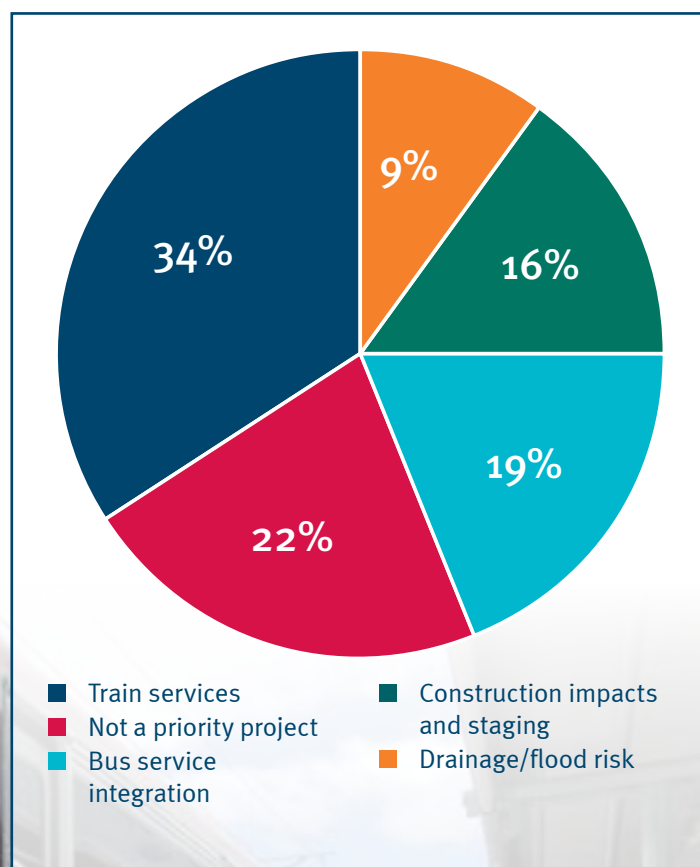


Figure 7: Other — feedback categories and percentages



6 | Consultation outcomes

To date, approximately 1000 people have participated in consultation activities during the Project Change Report and draft reference design stage of the Moreton Bay Rail Link.

6.1 Project status and timeframes

Detailed design of the Moreton Bay Rail Link will commence once the Project Change Report has been finalised in mid 2011. This process is expected to take around 12 months to complete with the start of construction following in late 2012. The rail line is planned to be operational in 2016.

6.2 Initial mitigation strategies

This community consultation process has identified a range of social and environmental issues for consideration both at a regional and local level. Initial mitigation strategies to address these concerns during the next stages of design include:

- Establishment of one or more stakeholder and community reference groups to focus on station precincts or areas of interest.
- Continue to work with peak and local environmental organisations to develop solutions that balance the needs of providing sustainable transport and the environment.
- Conduct detailed surveying and geotechnical work to provide clarity around exact locations of corridor boundaries.
- Conduct ecological surveying to provide greater insight into the impact on flora and fauna and determine appropriate offset requirements.
- Complete detailed traffic modelling for each of the proposed stations, taking into account vehicle, cycle and pedestrian access.
- Continue public patronage modelling to refine train service frequencies and determine the level and frequency of bus services at stations along the corridor.

6.3 Next steps

This report provides a record of all feedback obtained during the first formal phase of consultation. This feedback has been considered in detail by the project team, and will inform both the business case and also the detailed design for the project.

Although formal consultation on the Project Change Report has now finished, stakeholders will continue to have the opportunity to provide feedback via a number of channels including the project 1800 number, email address and reply-paid postal address for the duration of the project.

Further formal phases of community consultation are planned during project planning and construction. The first of these will be held during the detailed design phase.



Appendix A

Newsletters and
fact sheets

Project overview

Work has now begun on a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at a cost of \$1.15 billion.

For the first time in the long history of the project, three levels of government have committed funding to make the project a reality. The \$1.15 billion required for the project will be provided jointly by the Australian Government (\$742 million), Queensland Government (\$300 million) and Moreton Bay Regional Council (\$105 million). The Queensland Government has also contributed land valued at \$120 million to the project.

Why do we need it?

More than 375 000 people call the Moreton Bay region home, making it the third-largest local government area in Australia. It is also one of the fastest-growing areas in the country, with the population set to exceed 500 000 by 2031.

More than half the region's population departs the area every day to travel to work, with the vast majority (83%) using a private vehicle for their journey.

This has resulted in significant traffic congestion on our major roads, as well as impacting our environment and economy. This congestion is expected to get worse as the population in the area continues to grow.

What will it deliver?

Once completed in 2016, Moreton Bay Rail Link will provide a sustainable transport alternative to the current high levels of private vehicle use.

It will deliver a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring.

The Moreton Bay Rail Link will:

- provide a cost-effective, faster alternative to car travel to Brisbane's CBD with travel time savings of up to 15 minutes in peak periods
- help reduce congestion on the road network, including the Bruce Highway, and free up capacity for journeys that can't be made using public transport
- help reduce carbon emissions – every full train on the new line will take about 600 cars off the road
- support better access to major employment centres both within and outside the Moreton Bay Region
- help attract investment to the area and create business opportunities – this will in turn create a significant number of new jobs.

Sustainable growth

The new rail link will provide a catalyst for sustainable development in the Moreton Bay Region. The new stations will provide opportunities for transit-oriented development that will contribute to the sustainable management of population growth.



The project so far

Moreton Bay Rail Link has been the subject of numerous planning studies over the past three decades.

An Impact Assessment Study commenced in 1999, with significant community consultation activities including staffed public displays.

The final Impact Assessment Study was completed in October 2003, recommending that the existing corridor be developed for heavy rail, ultimately including six stations at the identified locations. Since that time a number of changes to the report have occurred.

The Project Change Report describes the proposed design and delivery changes to the corridor since the final Impact Assessment Study was completed in 2003.

The change report is available online at www.tmr.qld.gov.au/moretonbayrail.

Impact on property

The Queensland Government began acquiring land for this project in the late 1970s, following planning studies which identified a public transport corridor between Petrie and Kippa-Ring.

Because the project corridor has existed for so long, most of the land required for the project is currently owned by the government.

The project team is already consulting with approximately 10 stakeholders whose properties may be wholly affected along with others that may be partially impacted.

However, the rail alignment is only at concept stage and the final land requirements will not be known until the detailed design stage is completed in 2012.



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Project timeline

1970

Late 1970s

Corridor identified
Land acquired

1980

1990

1999–2003

Impact Assessment Study
Define the preferred corridor
Identify new station locations

2000

2010

September 2010–May 2011

Prepare the final business case
Finalise alignment and station sites
Develop reference design

October 2010

Commence early site investigations

2011

November 2010–February 2011

Conduct stakeholder and community consultation – Project Change Report

2011

Develop detailed design
Procurement for construction
Acquisition of remaining properties

2012

2012–2016

Preconstruction activities
Construction

2016

2016

Finalise construction
Commence rail services

NOV 2010 01042 B

The project journey

Work has now begun on a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at a cost of \$1.15 billion.



Moreton Bay Rail Link has been the subject of numerous planning studies over the past three decades. The first of these took place in 1978–79 when the former Metropolitan Transit Authority conducted a series of investigations for a public transport corridor between Petrie and Kippa-Ring. Over the last 30 years the project has been included in documents such as the *Integrated Regional Transport Plan 2001*, the *South East Queensland Infrastructure Plan and Program 2009* and, more recently, in *Connecting SEQ 2031 2010*.

An Impact Assessment Study commenced in 1999, with significant community consultation activities including staffed public displays to discuss the draft Impact Assessment Study report.

The final Impact Assessment Study was completed in October 2003, recommending that the existing corridor be developed for heavy rail, ultimately including six stations at the identified locations.

In late 2010 the project team began consultation with property owners about land requirements and also commenced developing a business case.

The Australian Government, Queensland Government and the Moreton Bay Regional Council are committed to delivering the new rail line by 2016.

Project Change Report

The Project Change Report describes the proposed design and delivery changes to the corridor since the main environmental assessment was completed in 2003, including consideration of operational requirements and changes to relevant state and federal legislation.

The proposed changes are as follows:

- Although the new rail link will be built largely within the preserved corridor, there are minor changes to the alignment in response to changes in Queensland Rail design requirements.
- A number of additional road overpasses will be built, including new overpasses at Dohles Rocks and Goodfellows Roads near the proposed Kallangur station.
- There are additional land requirements outside the preserved corridor with an estimated 10 stakeholders whose properties may be wholly affected, along with others whose properties may be partially impacted. These numbers will not be finalised until the completion of detailed design.
- Changes to the alignment have the potential to impact the Moreton Bay Ramsar Wetland, requiring greater environmental planning and mitigation work.
- The project team is working with the Queensland Government's Department of Environment and Resource Management and the Australian Government's Department of Sustainability, Environment, Water, Population and Community to determine the likely degree of impact, and the best way to mitigate impacts on animal and plant species and habitats.

The project team will undertake a formal community consultation process from November 2010 until February 2011 to allow members of the community to have their say in relation to the Project Change Report.

The Project Change Report is available online at www.tmr.qld.gov.au/moretonbayrail.

Frequently asked questions

Why heavy rail?

During the planning process a number of solutions were considered to meet the identified need, including rail, busway and road options. During this process, rail and bus options were assessed as being potentially suitable solutions warranting further investigation.

The analysis concluded that:

- a heavy rail dual-track solution is the most effective means to meet the daily and peak hour transport demands
- the light rail and busway options have equal costs to heavy rail but would have much lower patronage.

The Preliminary Evaluation Report found that a heavy rail, dual-track solution with six stations located at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring provided the best transport solution.

How were station locations chosen?

New stations will be positioned within the existing corridor to service the growing communities in these areas, while minimising disruption to existing land use.

Why doesn't the rail link extend to other suburbs on the Redcliffe Peninsula?

The reserved land for the transport corridor only extends as far as Kippa-Ring. Most of the remaining land on the Redcliffe Peninsula has already been built on, so extending the rail link to other suburbs would require a large number of residents and businesses to be relocated, potentially costing hundreds of millions of dollars.

Why doesn't the new rail line link up with the Shorncliffe line?

Plans for a rail link to the Redcliffe Peninsula have been in place for many years, with several planning studies already conducted to determine how to deliver this rail link.

A link to the Petrie line is the preferred option because it uses the allocated land corridor and allows for six new stations. This will provide vital public transport infrastructure to parts of the region which have seen the greatest growth in recent years such as North Lakes, Murrumba Downs, Mango Hill and Kallangur.

Working with the community

The project team is committed to engaging with the community and keeping people well informed about the progress of the project. There will be numerous opportunities for people to participate in engagement activities and have input into the project.

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NOV 2010 01042 C

Focus on the environment

Work has now begun on a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at a cost of \$1.15 billion.

The Moreton Bay region has experienced significant population growth in recent years and continues to be one of the fastest-growing local government areas in Australia. The area has already seen a great deal of development in order to accommodate this growth with large housing estates, shopping centres, childcare centres and schools being built.

Just as this development has impacted on the natural environment, it is inevitable that provision of much-needed public transport in the area will also have an effect on the environment, including the need for clearing and removal of vegetation in the corridor.

Most of the vegetation to be cleared is within the existing government-owned corridor, which has been earmarked for construction

of a rail line for several decades. As this rail corridor has remained undeveloped for many years, there are significant sections of established vegetation to be cleared and removed, before construction of the rail line can begin.

The project team is committed to caring for the environment and to maintaining the highest standards of environmental practice during planning, design and construction phases of the project.

Flora and fauna

Following environmental assessments carried out in 2008, a report was prepared detailing the likely environmental impacts of the project works on ecological communities

and habitats. While there is considerable diversity of flora and fauna in the area, the report concluded that the risk posed to most of these species is low, and careful strategies will be put in place during planning and construction to reduce the impact on the natural environment.

Field surveys have identified a significant community of koala habitats within the corridor. The project team is working with environment agencies to develop a Koala Management Plan to ensure appropriate rehabilitation and revegetation measures are undertaken to help mitigate impacts on koala habitats. Planning is already underway to provide land crossing points throughout the corridor.



Moreton Bay 'Ramsar' Wetland

The Ramsar Convention is a global environmental treaty concerned with the conservation and wise use of wetlands and their resources. The treaty was adopted in the Iranian city of Ramsar in the early 1970s.

In 1993 an area of around 113 000 hectares in the Moreton Bay region was included in the Ramsar List of Wetlands of International Importance, due to the existence of vulnerable or endangered species of fish, birds, coral and mangroves. This included a section of land in the area which had already been earmarked for a rail corridor in the late 1970s.

Although provision of the new rail line will impact only a very small section of the wetlands, mitigation strategies are vital in minimising effects on the wetlands. As this land was already government-owned for the purpose of providing a future rail corridor, project planning has taken into account these specific environmental considerations from the beginning.

Minimising impacts

Direct impact on the Ramsar Wetland as a result of construction will be confined to an area of around 0.15 hectares. The rail line has been designed to include a bridge structure over the wetland to minimise aquatic impacts. The use of a bridge over the waterway will ensure the continued passage and flow of fauna in the area.

A series of other mitigation measures have been devised to avoid or minimise potential impacts including:

- clear definition of all construction areas to minimise the construction 'footprint'
- identifying species present in the locality and providing wildlife with effective crossing points in the corridor
- relocating any fallen logs from the construction zone into adjacent rehabilitation or retained habitat areas
- directional felling of all trees to be removed in development areas to minimise potential damage to retained vegetation
- landscaping with nectar-producing native species once construction is complete
- implementing sediment and erosion controls prior to and during construction to minimise adverse impacts of construction downstream.

Working together

The project team recently submitted a self-assessment referral to the Department of Sustainability, Environment, Water, Population and Community after identifying potential impacts to the natural environment. This is the Australian Government Department that administers *The Environmental Protection and Biodiversity Conservation Act 1999*.

The Environmental Protection and Biodiversity Conservation Act 1999 is the Australian Government's central piece of environmental legislation. It provides the legal framework to protect and manage nationally and internationally significant flora, fauna, ecological communities and heritage places.

The project team will continue to work with the Queensland Government's Department of Environment and Resource Management and the Australian Government's Department of Sustainability, Environment, Water, Population and Community to determine the best approach to mitigating impacts on animal and plant species and habitats.

The project team will also devise a detailed Environmental Management Plan for each section of work, to analyse specific impacts and minimise construction impacts on local flora and fauna.

Air quality

A well-patronised public transport corridor in the region will result in lower private vehicle use and have beneficial impacts on air quality.

The reduction in traffic congestion on the region's roads will also allow for more free-flowing vehicle movements and reduce air pollution from stationary vehicles.



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NOV 2010 01042 D

How will it affect me?

Work has now begun on a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at a cost of \$1.15 billion.



Much of the corridor for the Moreton Bay Rail Link has been government-owned since the late 1970s. In recent years significant residential development has taken place in close proximity to the corridor, particularly in Mango Hill, Murrumba Downs and Kallangur.

This means that housing now share a boundary with the rail corridor in a number of areas. Community facilities such as schools, childcare centres, and churches, as well as businesses have also been built in close proximity to the corridor.

Construction activities

Although every effort will be made to work with the community to minimise impacts, it is likely that nearby residents and businesses will experience some noise, dust and visual impacts during construction of the rail line.

Some construction areas are likely to have higher impacts than others. It is too early to know the locations of these sites, but the project team will keep the community informed as soon as this information is available.

Another construction impact will be changes to local road networks. Some local streets will be permanently altered by the project, while many roads (including some major routes) will be impacted by changed traffic conditions during construction.

This may result in increased traffic on streets that have previously had low traffic flows, as well as requiring residents to travel via alternate routes to reach their homes or local facilities.

Environmental management during construction

It will also be necessary for clearing and removal of vegetation to take place in the corridor. Professional animal spotters will supervise all clearing work to ensure minimal impact on fauna in the area.

The project team is committed to caring for the environment and will maintain the highest standards of environmental practice during the planning, design and construction phases of the project.

Operational impacts

It is likely that nearby residents and businesses will experience some impacts as a result of their close proximity to the operational train line.

Noise management is a high priority for Queensland Rail. Rail is a part of our suburban and regional landscape, and part of everyday life. Queensland Rail is committed to managing rail noise, and balancing impacts with the benefits provided by an efficient rail service.

As part of this commitment to minimising noise from rail operations, Queensland Rail developed the *Code of Practice – Railway Noise Management*. The code outlines a number of strategies to reduce the impacts of rail noise, including noise barriers in some cases.

Minimising noise impacts for residents will be a key consideration for designers in preparing the detailed design for the project in 2011–2012. Members of the community will have the opportunity to be involved and have their say in relation to managing noise impacts.

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Moreton Bay Rail Link

Newsletter Edition 1
November 2010



Full steam ahead for Moreton Bay Rail Link

Work has finally started on the long-awaited Moreton Bay Rail Link. This is the first in a series of newsletters that will keep you informed about the project.

Work has begun on a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at a cost of \$1.15 billion.

Once completed in 2016, Moreton Bay Rail Link will provide a sustainable transport alternative to the current high levels of private vehicle use.

The project will deliver travel time savings of up to 15 minutes compared to car travel in peak-hour traffic for those travelling from Kippa-Ring to the Brisbane CBD.

Have your say

A formal community consultation process will begin in November with a series of community open days and will continue until the end of February 2011.

This gives people the chance to provide feedback on the updated environmental impact report originally prepared in 2003.

You can read the report and share your views online at www.tmr.qld.gov.au/moretonbayrail

Engineering and technical team members will be available at the community open days to answer any questions you may have. You are welcome to visit at any time to speak to a member of the project team.

Community feedback collected during these sessions will be compiled in a consultation report which will be made publicly available after the formal consultation process closes in 2011.

Community open days

North Lakes The Lakes College Hall, College St	Saturday 20 November 2010, 10 am–3 pm
Murrumba Downs John Oxley Reserve Community Hall, Ogg Road	Saturday 27 November 2010, 10 am–3 pm
Redcliffe Redcliffe Library, Oxley Avenue	Saturday 4 December 2010, 10 am–3 pm

Moreton Bay Rail Link alignment

Track in cutting



Kallangur Station

- Two side platforms
- New road overpass on Dohles Rocks Road
- Goodfellows Road will be split at Duffield Road in the north and the boundary of the rail corridor on the south
- A new section of Goodfellows Road North will connect to Dohles Rocks Road via an overpass over the rail line
- Access to the station will be via this new section of Goodfellows Road
- Park 'n' ride

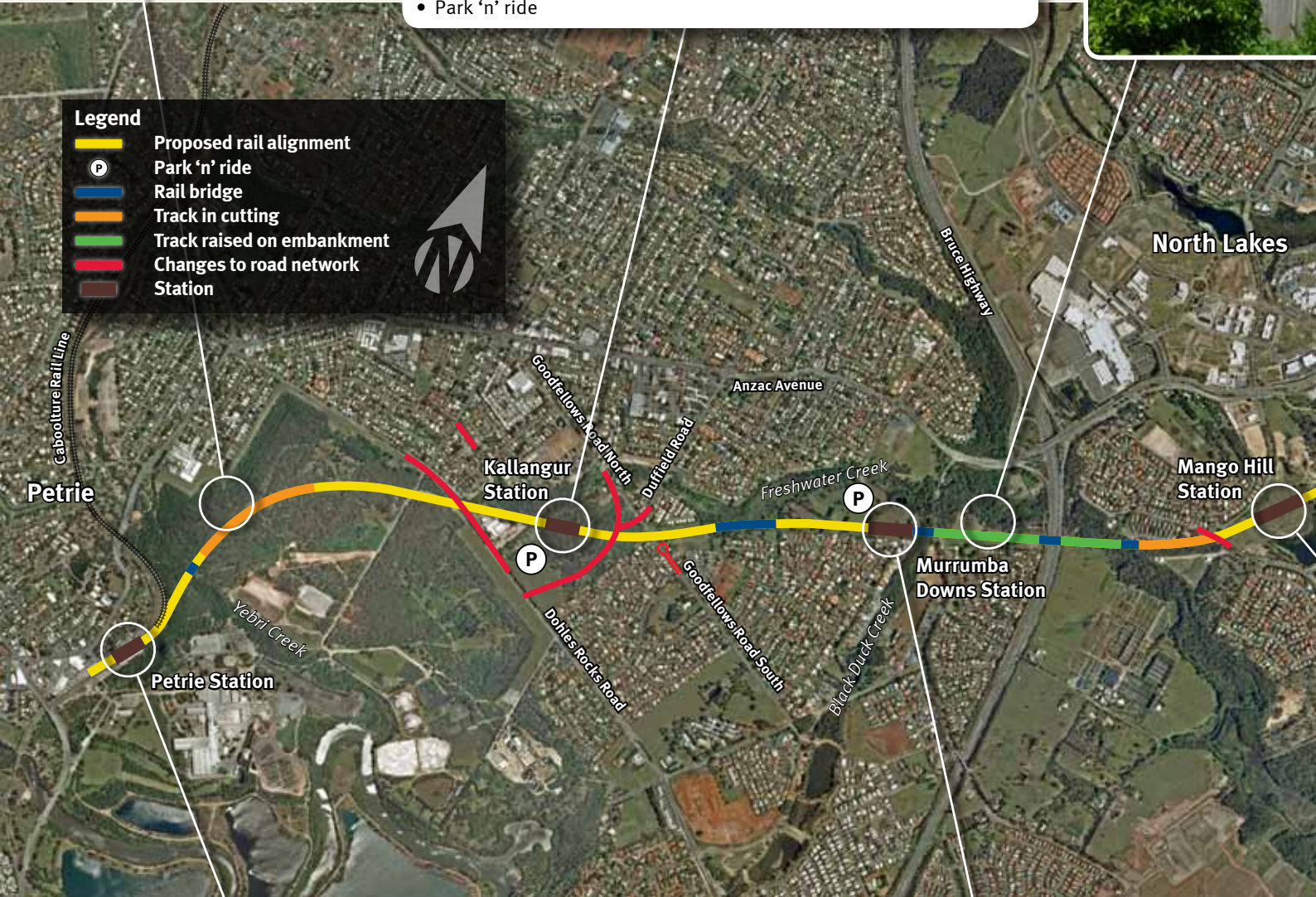
Track on embankment

- Track raised 8 m to cross



Legend

- Proposed rail alignment
- Park 'n' ride
- Rail bridge
- Track in cutting
- Track raised on embankment
- Changes to road network
- Station



Petrie Station

- Two new rail platforms
- Park 'n' ride along the east of the station to be relocated and expanded

Murrumba Downs Station

- Two side platforms
- Vehicle access from Brays Road
- Park 'n' ride



Bruce Highway

Kinsellas Road Station

- Two side platforms
- Road access completed in line with proposed residential development
- New road overpass on Kinsellas Road East
- Park 'n' ride

Rothwell Station

- Two side platforms
- Vehicle access from planned extension to McKillop Street
- Park 'n' ride

Train stabling facility

- Additional track space to leave trains overnight

Mango Hill Station

- Two side platforms
- Vehicle access from Halpine Drive
- New road overpass on Freshwater Creek Road
- Park 'n' ride

Kippa-Ring Station

- One central platform
- Vehicle access from Kroll Street and Hercules Road
- Park 'n' ride

Environment

The Moreton Bay region has experienced significant population growth in recent years and continues to be one of the fastest-growing local government areas in Australia. The area has already seen a great deal of development in order to accommodate this growth with large housing estates, shopping centres, childcare centres and schools being built.

Just as this development has impacted upon the natural environment, it is inevitable that provision of much-needed public transport in the area will also have an effect on the environment, including the need for clearing and removal of vegetation in the corridor.

The project team is committed to caring for the environment and will maintain the highest standards of environmental practice during the planning, design and construction phases of the project.

Flora and fauna

Following environmental assessments carried out in 2008, a report was prepared detailing the likely environmental impact of the project works on ecological communities and habitats. The presence of other wildlife, vegetation and sensitive wetlands and waterways within the corridor will require comprehensive planning and mitigation strategies in order to minimise effects.

The project team will develop a Koala Management Plan to ensure appropriate rehabilitation and revegetation measures are undertaken to help mitigate impacts on koala habitats.

The project team will continue to work with the Department of Environment and Resource Management (Queensland Government) and the Department of Sustainability, Environment, Water, Population and Community (Australian Government) to determine the best approach to mitigating impacts on animal and plant species and habitats.



Working together

For the first time in the long history of the Moreton Bay Rail Link, three levels of government have committed funding to make the project a reality. The \$1.15 billion required for the project will be provided jointly by the Australian Government (\$742 million), Queensland Government (\$300 million) and Moreton Bay Regional Council (\$105 million). The Queensland Government has also contributed land valued at \$120 million to the project.



Indicative station design

Why do we need it?

More than 375 000 people call the Moreton Bay region home, making it the third-largest local government area in Australia. It is also one of the fastest growing areas in the country, with the population set to exceed 500 000 by 2031.

More than half the region's population departs the area every day to travel to work, with the vast majority (83%) using a private vehicle for their journey.

This has resulted in significant traffic congestion on our major roads including Anzac Avenue, the Bruce Highway, Gympie Road and the Gateway Arterial, impacting on our environment and our economy. This congestion is expected to get worse as the population in the area continues to grow.

What will it deliver?

Moreton Bay Rail Link will deliver a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring.

Once completed in 2016, Moreton Bay Rail Link will:

- provide a cost-effective, faster alternative to car travel to Brisbane's CBD with travel time savings of up to 15 minutes in peak periods

- help reduce congestion on the road network, including the Bruce Highway, and free up capacity for journeys that can't be made using public transport
- help reduce carbon emissions — every full train on the new line will take about 600 cars off the road
- support sustainable development and population growth in the region
- provide better access to major employment centres both within and outside the Moreton Bay region
- help attract investment to the area and create business opportunities — this will in turn create a significant number of new jobs.

Minimising property impacts

The Queensland Government began acquiring land for this project in the late 1970s, following planning studies which identified a public transport corridor between Petrie and Kippa-Ring.

Because the project corridor has existed for so long, most of the land required for the project is already owned by the government.

The project team is already consulting with approximately 10 stakeholders whose properties may be wholly affected along with others that may be partially impacted.

However, the rail alignment is only at concept stage and the final land requirements will not be known until the detailed design stage is completed in 2012.

Project timelines

What's been done to date

Moreton Bay Rail Link has been the subject of numerous planning studies over the past three decades. The first of these took place in 1978–79 when the former Metropolitan Transit Authority conducted a series of investigations for a public transport corridor between Petrie and Kippa-Ring.

An Impact Assessment Study (IAS) commenced in 1999, with significant community consultation activities including staffed public displays to discuss the draft IAS report.

The final IAS was completed in October 2003, recommending that the existing corridor be developed for heavy rail, ultimately including six stations at the identified locations.

The business case development phase has already begun, including the development of a concept design and a range of community consultation activities.

Project schedule

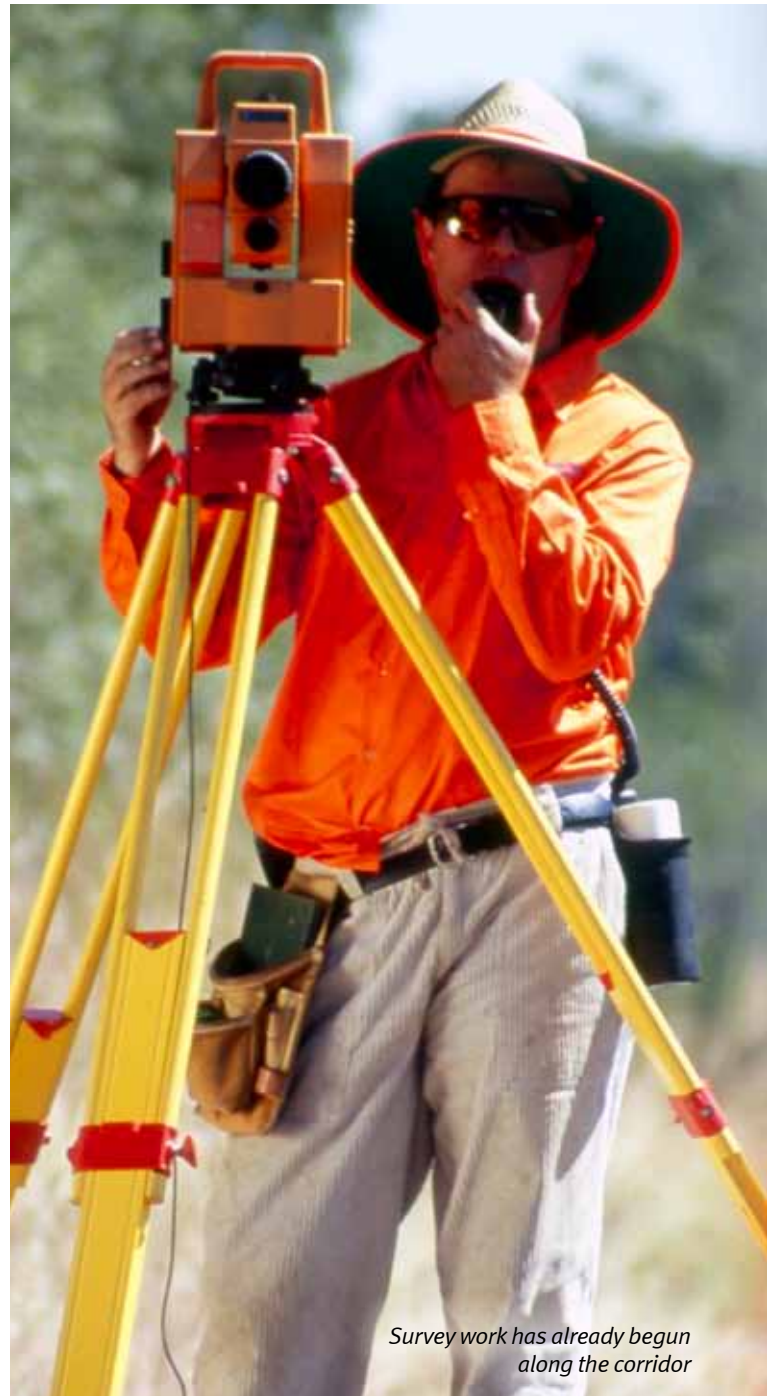
Define the preferred corridor	completed
Identify new station locations	completed
Commence survey works	October 2010
Complete stakeholder and community consultation	Mid 2011
Complete the final business case	Mid 2011
Construction	2012–2016
Open rail link	2016

Working with the community

The project team is committed to engaging with the community, and keeping people well informed about the progress of the project.

In 2003, a Final Impact Assessment report was prepared for the project, recommending that the rail line go ahead, including six new stations at the identified locations. Since that time a number of changes to the project have occurred, and are detailed in the project change report. The report is available online at www.tmr.qld.gov.au/moretonbayrail

Members of the community will have the opportunity to provide feedback in relation to this report and find out more information about the project at the community open days.



Survey work has already begun along the corridor

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Petrie Station

Moreton Bay Rail Link will deliver a 12.6 km dual-track rail line between Petrie and Kippa-Ring. Six new rail stations will be delivered as part of the project at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring. Works will also be required at Petrie Station where the Moreton Bay Rail Link connects with the existing rail network.

These stations will incorporate a high level of security and visually appealing urban design.

Station access and parking

- Existing parking along the east of the station will be relocated and expanded.
- A new park 'n' ride facility will be provided off Paper Street, via Gympie Road for commuters.
- Park 'n' ride numbers will be finalised as part of detailed design.

Preliminary station design

Final station design will be in accordance with guidelines developed by the TransLink Transit Authority and Queensland Rail.

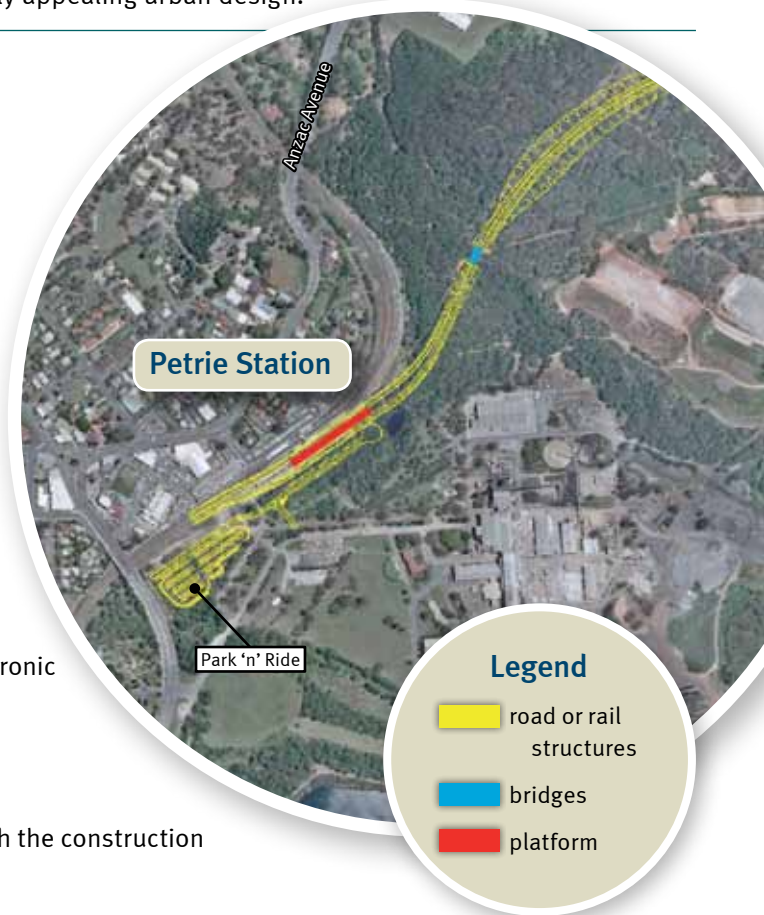
Station features will be refined during detailed design, but will typically include:

- a new 175-metre-long side platform, including an overhead walkway with stairs and lifts, passenger waiting facilities, electronic timetable information and other public amenities
- landscaping with native species and drought-resistant plants
- security cameras and emergency phones.

Work in operational corridor at Petrie Station will be integrated with the construction of the future third track between Lawnton and Petrie stations.

Construction impacts

The rail corridor has been moved further south than originally proposed between Petrie and Kallangur Station, away from residential properties at Caine, Beattie and Harding Streets.



Contact us

Moreton Bay Rail Link recognises the proximity of homes and businesses to the rail corridor. The project will carefully plan all work to ensure construction methodologies are chosen that limit the impact on the surrounding community as much as possible.

The project is committed to meaningful community engagement and encourages residents and businesses to contact the project team for more information.

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Kallangur Station

Moreton Bay Rail Link will deliver a 12.6 km dual-track rail line between Petrie and Kippa-Ring. Six new rail stations will be delivered as part of the project at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring. Works will also be required at Petrie Station where the Moreton Bay Rail Link connects with the existing rail network.

These stations will incorporate a high level of security and visually appealing urban design.

Station access and parking

- Access to the station will be via a new overpass from Goodfellows Road in the north or via a new road access from Dohles Rocks Road in the south and will include a park 'n' ride facility for commuters.
- Park 'n' ride numbers will be finalised as part of detailed design.

Preliminary station design

Final station design will be in accordance with guidelines developed by the TransLink Transit Authority and Queensland Rail.

Station features will be refined during detailed design, but will typically include:

- 175-metre-long side platforms including an overhead walkway with stairs and lifts, a ticket office, passenger waiting facilities, electronic timetable information and other public amenities
- landscaping with native species and drought-resistant plants
- security cameras and emergency phones
- provision for bus/rail interchange facilities as required.

Moreton Bay Regional Council and Growth Management Queensland are working together to produce a master plan for future transit-oriented development outcomes around the Kallangur Station precinct.



Construction impacts

- Goodfellows Road will be permanently split just south of Duffield Road.
- A new vehicle overpass will be constructed on Goodfellows Road which will divert motorists along a new street between Goodfellows and Dohles Rocks Road. This will provide access to Kallangur Station and its park 'n' ride facilities.
- A new vehicle overpass will also be constructed on Dohles Rocks Road to cross the rail line.
- Access to Clyde Street will be restricted to entry only, requiring a new road link between Glendon Court and School Road.

Contact us

Moreton Bay Rail Link recognises the proximity of homes and businesses to the rail corridor. The project will carefully plan all work to ensure construction methodologies are chosen that limit the impact on the surrounding community as much as possible.

The project is committed to meaningful community engagement and encourages residents and businesses to contact the project team for more information.

Phone: 1800 096 821 *Free call within Australia. Higher rates apply from mobile phones and pay phones.*
Email: moretonbayrail@tmr.qld.gov.au
Website: www.tmr.qld.gov.au/moretonbayrail
Post: Moreton Bay Rail Link
Transport and Main Roads
Reply Paid 2439, Brisbane Qld 4001

Murrumba Downs Station

Moreton Bay Rail Link will deliver a 12.6 km dual-track rail line between Petrie and Kippa-Ring. Six new rail stations will be delivered as part of the project at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring. Works will also be required at Petrie Station where the Moreton Bay Rail Link connects with the existing rail network.

These stations will incorporate a high level of security and visually appealing urban design.

Station access and parking

- A major park 'n' ride facility will be provided for commuters with vehicle access from Brays Road.
- Park 'n' ride numbers will be finalised as part of detailed design.
- Pedestrian access will also be possible from Masjakin Court.

Preliminary station design

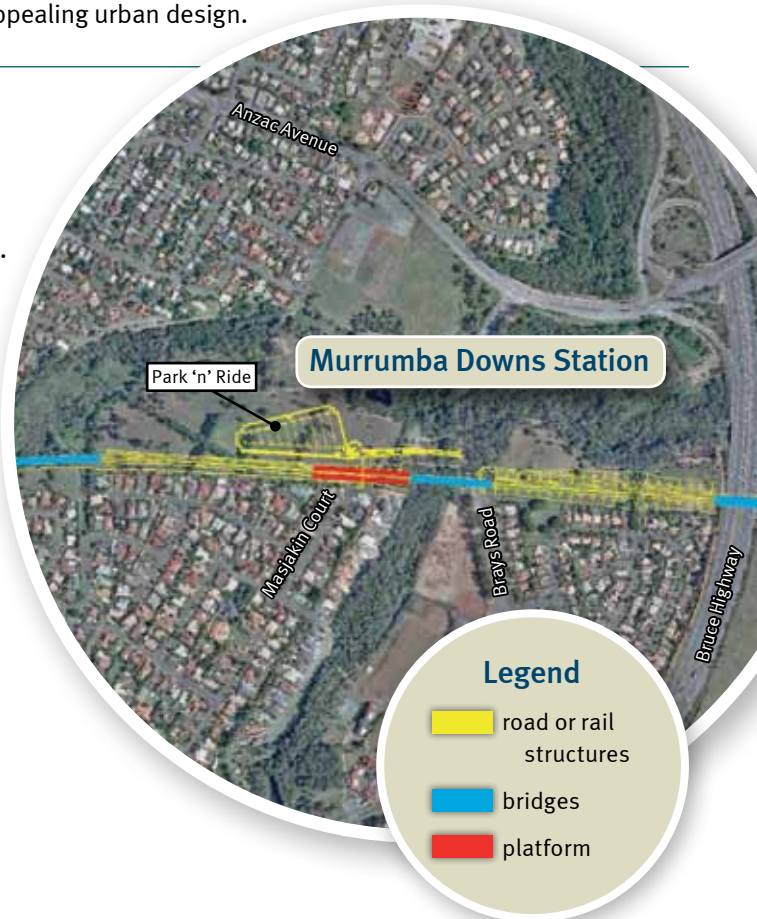
Final station design will be in accordance with guidelines developed by the TransLink Transit Authority and Queensland Rail.

Station features will be refined during detailed design, but will typically include:

- 175-metre-long side platforms, an overhead walkway with stairs and lifts, a ticket office, passenger waiting facilities, electronic timetable information and other public amenities
- landscaping with native species and drought-resistant plants
- security cameras and emergency phones
- provision for bus/rail interchange facilities as required.

Construction impacts

- A new rail bridge will be constructed across the Bruce Highway to connect Murrumba Downs Station to Mango Hill Station.
- The rail line will be raised on an embankment as it approaches the Bruce Highway in order to cross at sufficient height. Residents from Murrumba Downs Station to the highway can expect to see the embankment from their properties as it rises from approximately 3 metres to 10 metres.



Contact us

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Mango Hill Station

Moreton Bay Rail Link will deliver a 12.6 km dual-track rail line between Petrie and Kippa-Ring. Six new rail stations will be delivered as part of the project at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring. Works will also be required at Petrie Station where the Moreton Bay Rail Link connects with the existing rail network. These stations will incorporate a high level of security and visually appealing urban design.

Station access and parking

- A small park 'n' ride facility will be provided for commuters with vehicle access from Halpine Drive.
- Park 'n' ride numbers will be finalised as part of detailed design.
- Bus/rail hub for North Lakes

Preliminary station design

Final station design will be in accordance with guidelines developed by the TransLink Transit Authority and Queensland Rail.

Station features will be refined during detailed design, but will typically include:

- 175-metre-long side platforms, an overhead walkway with stairs and lifts, a ticket office, passenger waiting facilities, electronic timetable information and other public amenities
- landscaping with native species and drought-resistant plants
- security cameras and emergency phones
- provision for bus/rail interchange facilities as required.

Construction impacts

- A new vehicle overpass will be constructed on Freshwater Creek Road to cross the rail line.
- Much of the rail line between the Bruce Highway and Mango Hill Station will lie within a cutting, slightly lower than the existing ground level. From the station, the rail line will cross the tip of Halpine Lake on a new bridge as it heads east in cutting towards Kinsellas Road.



Contact us

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Kinsellas Road Station

Moreton Bay Rail Link will deliver a 12.6 km dual-track rail line between Petrie and Kippa-Ring. Six new rail stations will be delivered as part of the project at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring. Works will also be required at Petrie Station where the Moreton Bay Rail Link connects with the existing rail network.

These stations will incorporate a high level of security and visually appealing urban design.

Station access and parking

- A park 'n' ride facility will be provided for commuters with vehicle access from Kinsellas Road, in line with proposed residential developments in the area.
- Park 'n' ride numbers will be finalised as part of detailed design.

Preliminary station design

Final station design will be in accordance with guidelines developed by the TransLink Transit Authority and Queensland Rail.

Station features will be refined during detailed design, but will typically include:

- 175-metre-long side platforms, an overhead walkway with stairs and lifts, a ticket office, passenger waiting facilities, electronic timetable information and other public amenities
- landscaping with native species and drought-resistant plants
- security cameras and emergency phones
- provision for bus/rail interchange facilities as required.

Construction impacts

- A new vehicle overpass will be constructed on Kinsellas Road East to cross the rail line.
- The project is working closely with the Moreton Bay Regional Council to make the best use of the station and new road accesses.

Contact us

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Rothwell Station

Moreton Bay Rail Link will deliver a 12.6 km dual-track rail line between Petrie and Kippa-Ring. Six new rail stations will be delivered as part of the project at Kallangur, Murrumba Downs, Mango Hill, Kinsellas Road, Rothwell and Kippa-Ring. Works will also be required at Petrie Station where the Moreton Bay Rail Link connects with the existing rail network.

These stations will incorporate a high level of security and visually appealing urban design.

Station access and parking

- A park 'n' ride facility will be provided for commuters with vehicle access planned from an extension to McKillop Street and a new road link via Gynther Road and Buchanan Street.
- Park 'n' ride numbers will be finalised as part of detailed design.

Preliminary station design

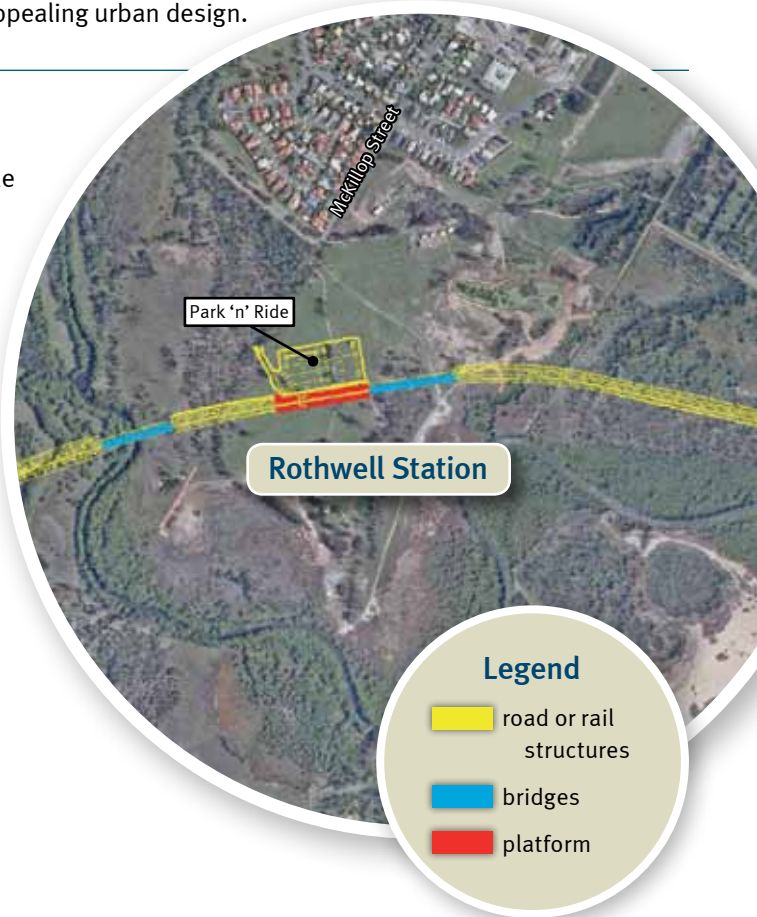
Final station design will be in accordance with guidelines developed by the TransLink Transit Authority and Queensland Rail.

Station features will be refined during detailed design, but will typically include:

- 175-metre-long side platforms, an overhead walkway with stairs and lifts, a ticket office, passenger waiting facilities, electronic timetable information and other public amenities
- landscaping with native species and drought-resistant plants
- security cameras and emergency phones
- provision for bus/rail interchange facilities as required.

Environmental impacts

- The project recognises the rail corridor is in close proximity to the conservation wetlands around Hays Inlet.
- The project team is working closely with state and federal environmental agencies to ensure that appropriate construction methodologies are chosen to minimise any further potential impacts.



Contact us

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Kippa-Ring Station

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These stations will incorporate a high level of security and visually appealing urban design.

Station access and parking

- A park 'n' ride facility will be provided for commuters with vehicle access from Anzac Avenue and Hercules Road.
- Park 'n' ride numbers will be finalised as part of detailed design.

Preliminary station design

Final station design will be in accordance with guidelines developed by the TransLink Transit Authority and Queensland Rail.

Station features will be refined during detailed design, but will typically include:

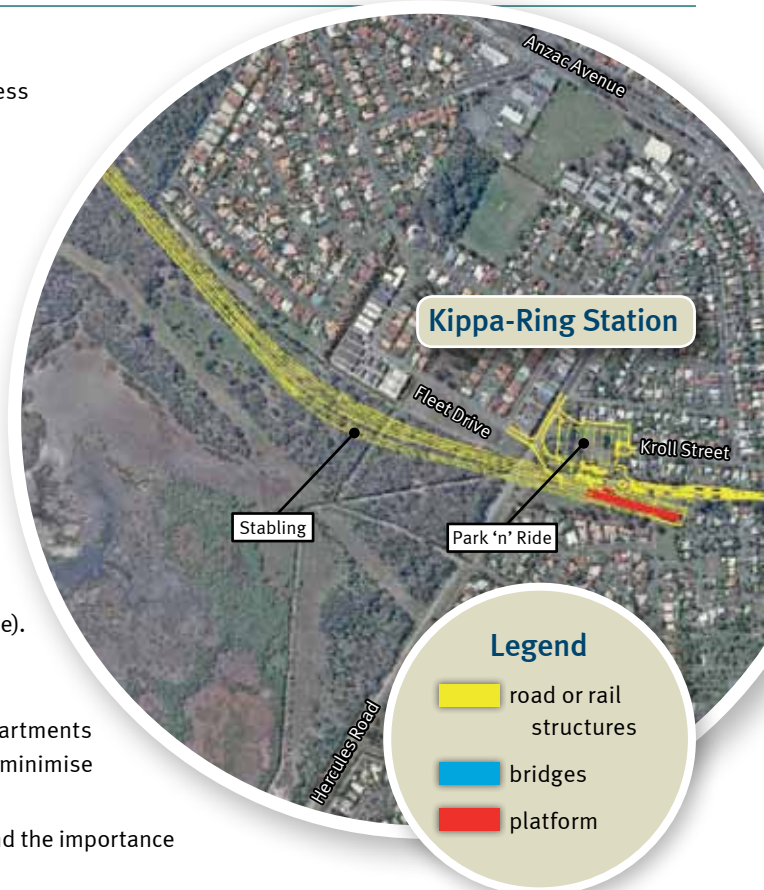
- a 175-metre-long central platform, a ticket office, passenger waiting facilities, electronic timetable information and other public amenities
- landscaping with native species and drought-resistant plants
- security cameras and emergency phones
- provision for bus/rail interchange facilities as required
- provision for stabling near Fleet Drive (for trains when they are not in use).

Environmental impacts

- The project is working closely with state and federal environment departments to ensure that appropriate construction methodologies are chosen to minimise any potential impacts.
- The project recognises its proximity to the koala habitats in this area and the importance of ensuring connectivity between wildlife habitats.
- Provisions for safe wildlife crossings under the rail line will be provided to ensure habitats are not cut off and become isolated.

Construction impacts

- Hercules Road will be extended to link up with Anzac Avenue between Kroll Street and Lions Crescent.
- Road works will also be undertaken on Kroll Street close to the Kippa-Ring Station.



Contact us

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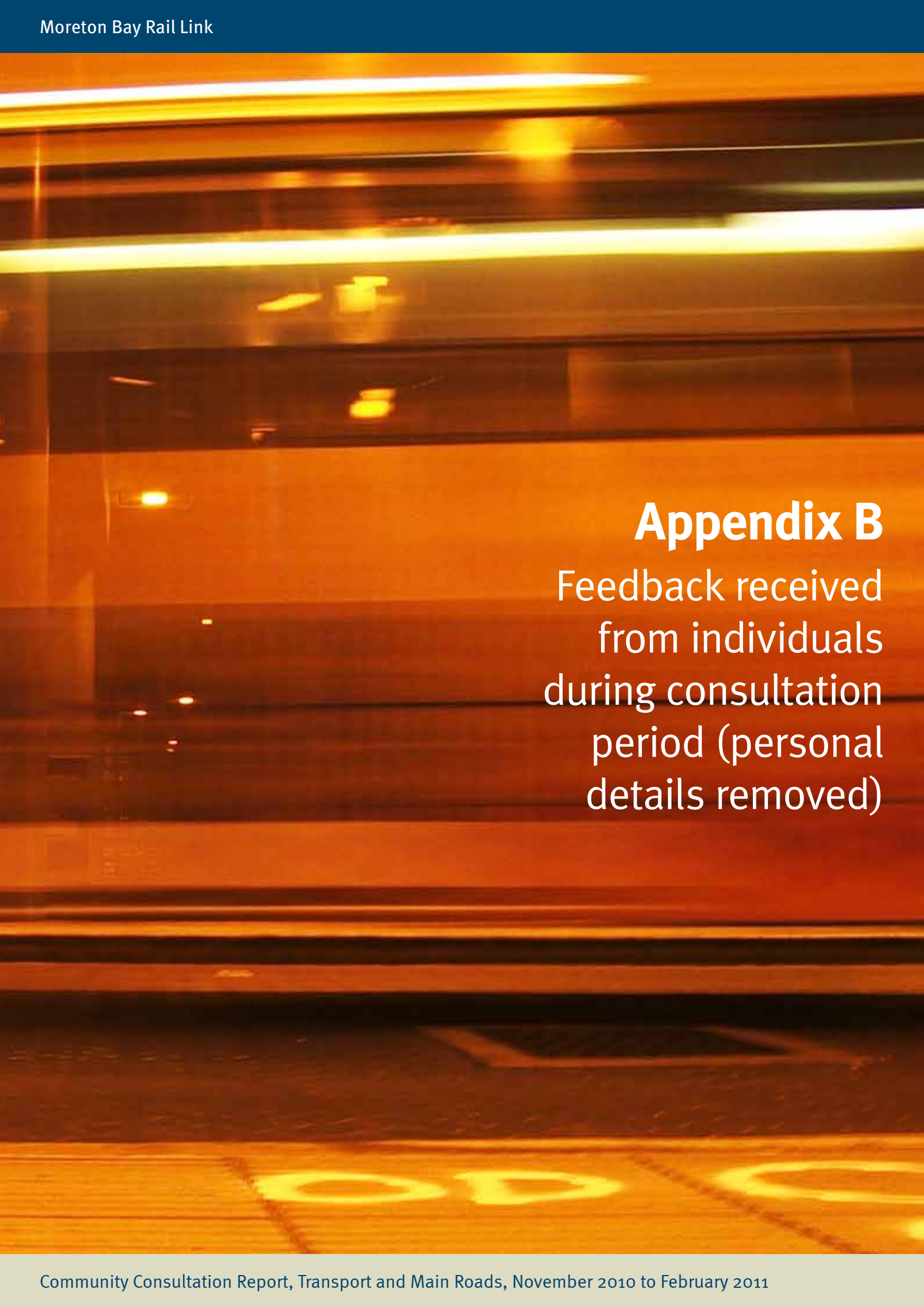
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A blurred photograph of a train at night, with warm yellow and orange lights from the train and station platform. The train is moving horizontally across the frame, creating a sense of motion. The background is dark, with some lights visible in the distance.

Appendix B

Feedback received
from individuals
during consultation
period (personal
details removed)

Appendix B: Feedback received from individuals during consultation period (personal details removed)

KALLANGUR	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Agrees that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p> <p>--</p> <p>When building the rail line protection of the future of native wildlife particularly Koala needs to be included. This rail corridor can also serve as an important wildlife corridor as it goes through/ near many areas of bush. Further it needs to be ruled out that this corridor will never be used for any roads as this will undermine the rail line and wildlife values.</p>
CHAPEL HILL	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: I am moving to the area next year and currently intend to drive to Petrie. The proposed rail link will enable me to reduce my car travel time. I hope the timetable will incorporate express trains during peak times, this will be great.</p>
KIPPA-RING	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents of the Moreton Bay area.</p> <p>Agrees that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p> <p>--</p> <p>But why stop at Kippa-Ring why not drop the line down to Clontarf industrial area as well and open our industry up.</p>
<p>Written Comment/Enquiry 03 Feb 2011</p>	<p>Stakeholder Comments:</p> <p>~ Third attempt to em my responce to your "update"... That YOU sent Me... Thought Democrousy was all about Freedom of Speech ? You Guys sent me an 'update' on your intellegent Rail-Link to Redcliffe that will waste Millions \$\$,of OUR money & will benefit No one--- Money that SHOULD be used to Re-Build Queensland, instead of flushing it down the toilet;</p> <p>~ invited ME to Comment, & when I do, my responce is Blocked / stopped ! Thought this was Australia ? Seems like Nth Korea to me... What's the prob.? U Guys are welcome to contact me ?????</p>
KIPPA-RING	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly disagree that the MBRL will benefit the residents in the Moreton Bay area.</p>

KIPPA-RING	
	<p>Strongly disagree that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p> <p>--</p> <p>The rail link will be crossing over significant wetland and should ultimately be stopped at Kinsellas Road for this reason alone. Not to mention that Redcliffe population wouldn't necessitate the need for this many train stations. There are multiple buses that make their way out to Mango Hill frequently, is there are real need to come this far into Redcliffe and risk damaging critical wetlands.</p> <p>Clearly the state and local governments have applied their 'pig headed' hard hat to their heads and are only thinking of the minor benefits of the train line instead of the substantial environmental impact this train line will have. This government is making it very clear that urban sprawl is the only item on its' agenda this term!</p>
SANDGATE	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Disagrees that they will use MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p> <p>--</p> <p>It has to go to North Lakes shopping centre - It's a major destination. Not bringing mass transit to major destinations is not the best solution to solving people using shopping car parks as a park and ride. And let's not forget that every 1000 people to get their shopping at the train station on the way home is 2000 less car trips!</p>
MURRUMBA DOWNS	
<p>Written Comment/Enquiry 02 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Suggests don't close Goodfellows Road - used a lot to avoid Anzac Avenue.</p> <p>Suggests building on/off ramp at Murrumba Downs</p>
GRIFFIN	
<p>1800 Comment/enquiry 19 Feb 2011</p>	<p>Stakeholder Comments: Stakeholder rang hotline on a Saturday.</p> <p>Left message requesting a map and some basic information on the rail line - where it is going, when does construction start and when do the trains start running.</p>
KIPPA-RING	
<p>Written Complaint 11 Dec 2010</p>	<p>Summary: Complaint about rail line in proximity to house when told by others that the rail line would never happen</p> <p>Stakeholder Comments: To the Moreton bay-REDCLIFFE COUNCIL.</p> <p>I am hereby announcing my disgust with the new train line going through, especially in regards to the bushland being destroyed, not to mention the people lives you are effecting.</p> <p>My mum and dad's house is situated <i>in</i> Kippa Ring and was bought in 2001 a few years ago. Prior to buying this he investigated the prospect of the train line going in behind his house. The council assured him this would not be happening. They checked it out with the police, council and even the locals. They all just laughed at the mention of it. Now years later, we can see that the council once again lied to the public in order to get more votes.</p>

KIPPA-RING	
	<p>I would like to know what you are doing about the reimbursement of the loss that these properties will adhere to. As we know that the houses depreciate dramatically on the market. What are you doing about the security of the houses. Lets for once be honest here if you are capable of such a thing. There will be an increase of theft, break ins and grafitti and property damage.</p> <p>(reference removed)</p> <p>Sincerely upset. Stakeholder</p>
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: It will be no benefit to residents! You have only upset them. Destroy the beautiful bushland! What are you doing to preserve the koalas and kangaroos and native birds. You say it is environmentally friendly. Is it? I don't think so!!!</p> <p>What are you doing to help the residents especially on Trafalager Drive? Are you going to give them money/compensation for the new graffitti on fences and to the damage of the homes? Are you going to scrub and bleach the graffitti off the walls of the houses every week? Are you going to pay compensation for noise pollution? What security are you providing for the housing..... If any at all? There must be allowances made. Perhaps provide and plant more trees around the surrounding houses? Perhaps give them some remorse money for all the stress that you are causing the residents? Perhaps care a little more? Perhaps you can get the conservationists to take the koalas away from their homes to safe ground before you destroy it? Perhaps you could do a lot????</p>
DECEPTION BAY	
<p>Written Comment/Enquiry 15 Nov 2010</p>	<p>Summary: Wants to know why Deception Bay isn't getting a rail line.</p> <p>Stakeholder Comments: I live <i>an estate</i> in Deception Bay and the most pressing need for this area is transport.</p> <p>I am very concerned that the Deception Bay area doesn't rate a mention when the Moreton Bay Rail Link project is discussed.</p> <p>With the completion of the Moreton Bay Rail Link, will there be a local bus that can take Deception Bay residents to the railway station so that they can gain uncomplicated access to Brisbane City?</p> <p>At the moment, Deception Bay is a heavily car-dependent area. Residents without cars who wish to travel forward to Brisbane need to catch a Kangaroo bus into the former Redcliffe Shire and then change into a Peninsula Bus in order to travel up past North Lakes to catch another bus service that will take them into the Brisbane City Council area to then catch another bus into Brisbane City. I would suggest that this is a burden that no constituent should have to endure.</p> <p>I'm asking that Transport and Main Roads will recognise the disadvantage the Deception Bay residents have endured for too long now and see fit to include Deception Bay in their plans to improve Brisbane's transport network.</p> <p>Why is Deception Bay always left out?</p>
MURRUMBA DOWNS	
<p>Written Comment/Enquiry 14 Dec 2010</p>	<p>Stakeholder Comments: Stakeholder requested information and maps on Murrumba Downs Station and Kallangur Station.</p> <p>Expressed concern about the loss of access to Aldi via Duffield Road.</p> <p>Not comfortable with the idea of driving to Dohles Rocks Road to reach Goodfellows (north).</p> <p>Dust concerns during construction</p>

KIPPA-RING	
Written Comment/Enquiry 10 Dec 2010	Summary: Feedback form received Stakeholder Comments: We are concerned about a railway station situated at our back door. This brings certain problems such as security, noise from public car park, shouting of trains and public access to station. Also there is a problem with security and increase in undesirable elements using station as a place of overnight sleeping arrangements and violence. Obviously the 'Rail for Redcliffe' supporters will not have their lifestyle changed with all the advantages and none of the problems that will be our future. We are also concerned with property values in this area, particularly resale value should we be obliged to move. Our native animals namely kangaroos birds and koalas will disappear. Yes our lifestyle is in for a big big change.
MURRUMBA DOWNS	
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: I think you need to look at the how many people from Redcliffe/ Kippa-Ring would use this as the age group in these areas should be taken in to consideration. Plus the newly completed bridge from Redcliffe and let's face it how many people travel from Redcliffe to Petrie on the public transport network already running the answer is next to none mainly students. We don't need a white elephant in our shire.
CLONTARF	
In person comment/enquiry 23 Feb 2011	Summary: Moreton Bay Ratepayers Action Group attendance at session organised by Moreton Regional Alliance Stakeholder Comments: Who is paying for associated roadworks? Dohles Rocks Rd in particular? How exactly is MBRC contribution being used and how much will it be? Will there be transparent use of MBRC funding? How will ratepayers be kept informed about the project? How is the project managing koalas at Kallangar site? How far is the proposed alignment from Constance Crt, Kallangur? Why has Rothwell Station moved? Poorer connectivity with schools. Traffic management concerns at Kippa-Ring station. Hercules Road should be extended to meet with MacDonnell St. Line should finish at Rothwell.
KIPPA-RING	
Written Comment/Enquiry 03 Feb 2011	Stakeholder Comments: Can you please advise when the next public display is to be held in our area. We are most concerned that the proposed line appears to be situated barely 50m from our home.
MURRUMBA DOWNS	
1800 Comment/enquiry 14 Dec 2010	Stakeholder Comments: Stakeholder is very concerned about the proposed changes to Goodfellows Road. Would like to see Goodfellows Road turned into a cul de sac at both ends and the connection to Dohles Rocks Road scrapped altogether. Believes a connection to Dohles Rocks Road will increase traffic at her end of Goodfellows Road. Agreed to make a submission in writing.

KIPPA-RING	
<p>1800 Comment/enquiry 15 Nov 2010</p>	<p>Summary: Stakeholder returned Project team member's phone call from previous Wednesday</p> <p>Stakeholder Comments: Very thankful for the call Strong supporter of the project Thinks environmental impacts are able to be managed Enthusiastic about all three levels of government working together Very keen to drum up community support and has his own weekly radio segment on local radio</p>
<p>Written Comment/Enquiry 15 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: The following comments are made to the preliminary details displayed at the public consultation meeting.</p> <p>Proposed Kippa Ring Station: The proposed arrangements indicate all access will be via Kroll St and Hercules Road off Anzac Av. By observation Anzac Av between Klingner Rd and Elizabeth Ave at present peak hour traffic volumes is already congested. To impose additional local traffic generated by passenger movement to the Kippa Ring Station will exceed tolerable traffic movement. A secondary means of access is needed. This could be provided via MacDonnell/Hercules Rds to the southern side of the station and would better serve the Margate, Woody Point and Clontarf areas. This would involve the constructing this section of Hercules Rd. Also consideration should be given to the realignment of Anzac Av east of Hercules Rd to continue along Klingner Rd to a constructed intersection at Boardman Rd. This would remove through traffic from the second of Anzac Av between Klingner Rd and Elizabeth Ave.</p> <p>Proposed Rothwell station: The station has been moved further to the west from the location originally proposed. It is understood that this was done to reduce environmental impact. Some concern arises in that the location is less attractive to school commuters to the 3 school colleges in the area. Are the environmental considerations so significant to justify the relocation further to the west? Similarly a secondary means of access is desirable via the unconstructed section of Gynther Road.</p> <p>To the extent of detail contained on the public consultation drawings Moreton Regional Alliance is in general agreement but would welcome future opportunities to comment as the planning process develops with more detail.</p>

KIPPA-RING	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Complete online survey</p> <p>Stakeholder Comments: Agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Disagrees that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p> <p>--</p> <p>I think the rail access will benefit many people in the Moreton Bay area but I am concerned that one of the access roads to Kippa-Ring station (Hercules Road) will be past a school. This area is dangerous enough now when parents are dropping off and picking up children without adding railway station traffic into the equation. The congestion and potential risk will be greatly increased.</p>

PETRIE TERRACE	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefits residents in the Moreton Bay area.</p> <p>Neither agree or disagree that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p>

PETRIE TERRACE	
	<p>--</p> <p>I hope that this rail-link will alleviate the traffic congestion on the Bruce Hwy and allow for many local residence of Kippa Ring and surrounding suburbs to commute to Brisbane CBD without the stress of sitting in traffic. Question - how will this affect property prices in Kippa Ring?</p>

MURRUMBA DOWNS	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p> <p>--</p> <p>My only concern is commuters parking in the streets around the Murrumba Downs station. I live in <i>street</i> and would love to be able to walk to the station (stairs over the line?), but would also want to make sure that our street did not become a busy drop-off route. I know those two things are probably mutually exclusive, so probably allowing us to walk through the bush to the Bray Park entrance would be best rather than providing stairs/lifts. Thanks</p>

ROTHWELL	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Been involved in the care of the veg in the area. Want to preserve the bush. Concerned that proposed infrastructure will severely effect the eco system in the bushland. Would like the project to consider corridors for the koalas that have been shifted.</p>
<p>Written Comment/Enquiry 10 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Chelsea Street Bushcare group has been involved in Bushcare at Chelsea Street for 5 years now and with the assistance of the MBR Council has been able to preserve a unique section of Redcliffe Peninsula vegetation. As well as the special vegetation, it also has koalas, kangaroos, frilled neck lizards etc. The rail line will isolate our bush area on the northern side. The vegetation on the southern side of the line is full of EPA classified weeds and needs attention but is too large an area for our volunteers. Our concerns are:</p> <ol style="list-style-type: none"> 1. Fauna Survival - tunnel for animal corridor 2. Weed Protection - from area on southern side of the line. This area would need a major clean and an annual maintenance program. Thanks

LAWNTON	
<p>Online Survey 29 Nov 2010</p>	<p>Summary: Online survey completed</p> <p>Stakeholder Comments: Agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>I would not directly benefit from the link, but understand improvements to public transport are needed for the Redcliffe Peninsula. I am not however convinced that this is the best option for maximising social, environmental and economic interests.</p>

TENERIFFE	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p>

TENERIFFE	
	<p>Stakeholder Comments: Strongly agree that the MBRL will benefit residents of the Moreton Bay area.</p> <p>Disagrees that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the email distribution list.</p> <p>--</p> <p>I use public transport all the time but I don't live in this area. If I lived here I would use the new service</p>
KEDRON	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL for travel.</p> <p>Has indicated they wish to be added to the distribution list.</p> <p>--</p> <p>This rail link is an absolute must for the whole precinct. The current public transport system is definitely not adequate for the existing & ever growing residential catchment. This proposed rail link has been mentioned for years but nothing has ever been forthcoming. Hopefully for the future of the surrounding area that the project gets the go ahead.</p>
KALLANGUR	
<p>1800 Comment/enquiry 16 Nov 2010</p>	<p>Summary: Concerned about impacts on Fred Kruger Park</p> <p>Stakeholder Comments: Stakeholder wanted to know if there would be any impacts on Fred Kruger Park (Between St Aidens Court and Glendon Street).</p> <p>Wanted to know why houses were being resumed on School Road.</p> <p>Thanked <i>Project team member</i> for the information and agreed that she would attend one of the community open days for more information.</p>
MURRUMBA DOWNS	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Amenity/noise</p> <p>Access drive access Goodfellows Rd being cut off increased traffic from through residential area south of rail. School being built will increase the risk.</p> <p>Rail tunnel under Bruce Highway was filled in the past.</p>
REDCLIFFE	
<p>Online Survey 29 Nov 2010</p>	<p>Summary: Online survey completed</p> <p>Stakeholder Comments: Strongly disagrees that the MBRL will benefits residents in the Moreton Bay area.</p> <p>Strongly disagrees that they will use MBRL for travel.</p> <p>--</p> <p>Please explain WHY anyone would spend TWO HOURS (Front-Door > CBD) + all the hassle, when they can Drive OR Bus/Train > CBD 'NOW' in ONE Hour ? [example] Mayor of Cairns wants Gov. pay for a 28,000 seat Stadium in Cairns. Stadium for what??? She doesn't know! And the Redcliffe Rail IS the same - for what??? Totally pointless bull! and extreme waste of "OUR" hard earned money!</p>

GRIFFIN	
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the area. Strongly agrees that they will use the MBRL to travel.

LOTA	
Online Survey 29 Nov 2010	Summary: Online survey completed Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area. Strongly agrees that they will use the MBRL for travel. -- I won't use it because I live at Lota but it is a wonderful idea to get more traffic off the roads, improve air quality and provide a safer way of getting to work. My main concern however is the volume of people alighting the train at the end and the effect this will have on the amount of seating for others later in the journey in the morning and the opposite for the afternoon. One would hope that train traffic volume increases as well to cater for extra passenger numbers at peak hours.

MURRUMBA DOWNS	
Written Comment/Enquiry 03 Dec 2010	Summary: Feedback form received Stakeholder Comments: Not happy! Concerns include: <ul style="list-style-type: none"> - Having a station so close to so much residential - Quality of estate will go down - Parking of cars in our street - Excess noise from people accessing the station - Noise levels from trains and extra pedestrians - Cutting off Goodfellows Road and redirecting the traffic according to the current plan is very close minded. Have you thought about the number of children that are going to be affected by the excess traffic

KIPPA-RING	
Written Comment/Enquiry 09 Dec 2010	Summary: Feedback form received Stakeholder Comments: Concerned about noise from trains Access into reserve and whether can still go bushwalking - reserve Dust noise issues during construction as have pool and garden

GRIFFIN	
1800 Comment/enquiry 27 Jan 2011	Summary: Partial impact on property Stakeholder Comments: Calling in response to letter. Not concerned about potential impact. Been through similar process previously and no need to meet at this time. Re-contact when ready to actually acquire land.

MURRUMBA DOWNS	
Written Comment/Enquiry 02 Dec 2010	Summary: Feedback form received Stakeholder Comments: Close any paths from station through to existing estate.

MURRUMBA DOWNS	
	<p>Pre-plant trees to assist with noise retention along new access road (mature by the time project completed).</p> <p>Move proposed bridge from Goodfellows Road North Lakes. Duffield Road near natural bridge, cutting clear of traffic. No need for bridge!</p> <p>Propose highway upgrade before starting any work on Dohles Rocks Road.</p> <p>Another car park proposed for opposite side (north?)</p> <p>Subway rather than footbridge in proposed design Kallangur.</p> <p>Prefer an island platform as opposed to current design (side platforms).</p> <p>Solar panels for power</p>
KIPPA-RING	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit the residents of the Moreton Bay area.</p> <p>Agrees that they will use the MBRL for travel.</p>
REDCLIFFE	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: I hope there will be plenty of express trains to Petrie from at least 4pm till ?</p> <p>And also a few express trains after the morning rush for casual visitors to the city.</p> <p>I would love to go to the city but travel time is excessive.</p>
KIPPA-RING	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Neither agrees or disagrees that they will use the MBRL to travel.</p> <p>--</p> <p>It's a good idea, I live near site of the Kippa-Ring station. But I will only use the line if the travel time and cost is less than or equal to my current travel to the CBD via North Boondall Station. Also even though I will be able to walk to the station there must be more plenty of car parks with with heaps of room for growth in numbers of people wanting to park at the station, so that nobody has to ever resort to parking in residential streets. Just about all the train station carparks on the Shorncliffe line are full and cars are often parked on residential streets which is not fair for local residents.</p>
KIPPA-RING	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Neither agree or disagrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>The Kippa-Ring station is metres away from our house. I'm concerned that having a station so close will increase crime & vandalism in the area. Drunken people getting off the last train at night, walking the streets, causing noise and trouble. Youth</p>

KIPPA-RING	
	<p>hanging out at the station. I'm also concerned that people will park their cars down our street all day and night, clogging up the street and leaving no spaces for our visitors to park. We already have enough trouble with people hooning down our street. That will no doubt increase due to the increase in traffic. We have two young children, so their safety and the safety of our property and neighbourhood means a lot to us. If we could afford to move right now, we would. Unfortunately the value of our property will probably decrease now due to the train line. I believe it would be more beneficial to have a station near the waterfront or central business district which is easily accessible and would increase tourists and visitors to our city.</p>

KIPPA-RING	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: - Would like to see some form of security at the end of the cul-de-sac at Kroll St</p> <ul style="list-style-type: none"> - Would see project to provide higher fencing to rear of properties - Concern the station lighting will illuminate the area - Concern about property value impact
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Neither agree or disagrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Strongly disagrees that they will use MBRL for travel.</p> <p>--</p> <p>My property is going to be affected by this project. It will greatly decrease the value of my property.</p>

MURRUMBA DOWNS	
<p>Written Comment/Enquiry 02 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Bikeway do run alongside rail between Dohles Rocks Rd - Petrie rail station</p> <p>Parking at Kallangur/Murrumba Downs/Mango Hill stations SHOULD be double storey minimum to relieve parking congestion on Petrie rail and surrounding streets.</p> <p>New estate in Murrumba Downs and Mango Hill and Griffin are expanding rapidly - so planning to promote rail lineage needs strong consideration.</p> <p>Lack of logistical thinking will deter users!</p>

MURRUMBA DOWNS	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: By removing access to Aldi, Post Office, Kallangur Town Centre through Goodfellows Road for residents of Murrumba Downs (south of rail line), these residents will be tempted to 'rat run' down Alana and Blotchford to Dohles Rocks Rd. Traffic calming?</p> <p>Pedestrian access to the station from Goodfellows through Badgers Hall estate?</p> <p>Details of Major Transport Hub as per Mayor's Newsletter No 10?</p>

NORTH LAKES	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p>

NORTH LAKES	
	<p>Stakeholder Comments: Agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Agrees that they will use the MBRL to travel.</p> <p>--</p> <p>Though I have said that I will use the rail link to travel to work in the CBD, it remains to be seen whether this will be time efficient for me. If it is not, then it may be that I continue to drive to Petrie to take the train as this allows me the option to take an express train.</p>

KIPPA-RING	
<p>Written Comment/Enquiry 10 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: My main concern with Kippa-Ring station is the exiting of traffic through a new intersection at Kroll St into Anzac Av, this intersection is only about 150m from a major intersection at Elizabeth Av.</p> <p>An inspection off Hercules Road school between 8am to 9am in the morning and again in the afternoon between 2.30pm to 3.30pm will convince you of the problem of mothers picking up their children in cars and then creating a traffic jam to get into the Anzac Av traffic.</p> <p>The answer is simple, you need an additional exit south to MacDonald Rd via the unsealed Hercules Road, this road requires a culvert bridge over a small tidal creek that runs from the new station site in Kenna Park and a low train speed rail crossing with traffic lights if a traffic rail bridge is too costly.</p>
<p>Written Comment/Enquiry 10 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Once Hercules Road is sealed and connects to MacDonnell Road, traffic can exit at the traffic lights to Snook Street, and by using heavy constructed Grice Street you can divide rail traffic by 50% by transferring traffic over to exit by Duffield Road at the lights in Snook St. This plan will avoid any use of homes in residential streets creating any noise objections by using only industrial roads.</p> <p>Car parking should plan for the future growth of Redcliffe with its 12 storey high rise building now being erected and I suggest car parking be at least 500 car sites.</p> <p>As for express rail to Brisbane line can be picked up after Petrie by stopping only at the large industrial areas of Strathpine, Geebung and Northgate then express to Brisbane.</p> <p>Thank you for the chance to state my opinion on the project at Kippa Ring station.</p>
<p>Proactive (phone/doorknock/letter/mail) 15 Feb 2011</p>	<p>Stakeholder Comments: Suggests that the project utilise Hercules Road properly by extending it to MacDonald Street.</p> <p>Believes there will be too much congestions with the current configuration.</p>

MANGO HILL	
<p>Written Comment/Enquiry 28 Jan 2011</p>	<p>Stakeholder Comments: Hello,</p> <p>We own the above property. I am wondering if you could please shed any light on exactly where the railway line will be situated in relation to our property boundary? The rear of our house has an acoustic fence and our house has been built to the suggested acoustic specifications so that is no problem. I am just trying to understand, definitively, where the line will run and also what is being done to minimize the noise from the railway. I have no issue with the railway line and we bought the land and built the house knowing it was there but not specifically in terms of location because no one could tell us – that is frustrating.</p> <p>I look forward to hearing from you or meeting with you so we can understand this information.</p>

MANGO HILL	
1800 Comment/enquiry 31 Jan 2011	<p>Stakeholder Comments: Rang to advised that they are trying to sell their property.</p> <p>Asked if noise barriers would be provided.</p> <p>Advised that they could direct potential buyers to the project hotline.</p>
SCARBOROUGH	
Written Comment/Enquiry 09 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Please use foresight and have sufficient parking for all stations (parking station - multi near Murrumba Downs for example). Not parking only in near by side streets. Great news but do things property from the start.</p>
SCARBOROUGH	
1800 Comment/enquiry 12 Nov 2010	<p>Summary: Request for environmental report</p> <p>Stakeholder Comments: Stakeholder requested that the project post a copy of the change report and the environmental study undertaken in 2003 to him.</p>
MANGO HILL	
1800 Comment/enquiry 09 Dec 2010	<p>Stakeholder Comments: Concerns about layout.</p> <p>Building secondary school in 2012 -> running by 2013. On the same land. Both primary and secondary.</p> <p>School is already master planned.</p> <p>School has planned two storm water pipes 1350mm (starts Easter 2011). BMD requires a sewer connection all along southern boundary.</p> <p>Concerns about noise from line and station directly behind the school. - What noise barriers are planned?</p> <p>What height is the platform above ground? - 2.5m - That's ugly</p> <p>Concerns about traffic impacts from park and ride - Urbex intersection Anzac Av (main intersection to Urbex)</p> <p>Childcare centre to be constructed next to park and ride.</p> <p>Can we move the cycleway and access road to the south of the rail line. - Would avoid most concerns</p> <p>School's DA is linked and depedent on Urbex's DA.</p> <ol style="list-style-type: none"> 1. Increased traffic 2. Increased noise 3. Increased security - vandalism - short cutting
MURRUMBA DOWNS	
1800 Comment/enquiry 24 Nov 2010	<p>Summary: Phone call re: proposed Murrumba Downs Station.</p> <p>Stakeholder Comments: Stakeholder rang stating he is very concerned about the proposed rail line. Advised that his property is directly adjacent to the proposed Murrumba Downs Station.</p> <p>Is concerned about noise, increased traffic, safety, lighting, property devaluation and being unable to sell his property in the future.</p>

MURRUMBA DOWNS	
	Asked what noise attenuation was planned for properties. Agreed to attend this Saturday's community open day.

MANGO HILL	
Written Comment/Enquiry 02 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Please please think about the wildlife on hold they will cope with the rail line provide ways they can cross without problems and safely. Also the impact of their habitat being effected as the building in this area has already had major impact on the numbers being killed.</p>
Written Comment/Enquiry 03 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Look of the station - blending in with surroundings.</p> <p>Parking - is it enough for area</p> <p>Not to spoil views of Halpine Lake/wildlife in area</p> <p>And if not enough parking provided, people will clog up local streets</p> <p>Concerned about increase in traffic in local streets, getting in and out of estate</p> <p>Can see problems with North Lakes now</p> <p>Discovery Drive nightmare - ... at moment</p>
Written Comment/Enquiry 03 Dec 2010	<p>Summary: Request for maps</p> <p>Stakeholder Comments: Could you please provide a detailed map with all the roads marked so you can see where you are actually situated and where everything is going to go. As it's hard to see from the maps provided as they only show the major roads.</p>

Scarborough	
Written Comment/Enquiry 14 Mar 2011	<p>Summary: Redcliffe Environmental Forum (REF) combined submission on MBRL concept design</p> <p>Stakeholder Comments:</p> <p>Please find attached a PDF copy of the report on environmental mitigation. I will forward you hard copies of all files (including media clips) in due course.</p> <p>Thanks for the opportunity you have provided to myself and other members of the community and REF Inc to work and provide input into the public consultation process.</p> <p>I will distribute the report to all community participants as well as <i>others</i>.</p> <p><i>Stakeholder</i></p>

MANGO HILL	
Written Comment/Enquiry 22 Mar 2011	<p>Stakeholder Comments: 22February, 2011</p> <p>Re: Moreton Bay Rail Link</p> <p>Firstly we would like to state that our family is grateful to those involved in getting this project to proceed & that they have done a fine job. We also believe that getting this rail link will be great for public transport & will benefit our community immensely.</p> <p>However, in saying all that, we have a few concerns directly relating to our home & lifestyle. We purchased our home at <i>Property</i>, in 2009, knowing that their was a proposed rail line to be constructed near our home. When we did our searches, all we were told was that there was a transport (rail) corridor behind our house & that its been '30 years in the making & may or</p>

MANGO HILL	
	<p>may not ever happen'.</p> <p>We never believed it would be just 20 meters from our back fence & up to 8 meters above our back fence, instead hoping that as we have hundreds of meters of bushland & a creek just behind us that we would be still far enough away to shield any noise & we certainly didn't think our privacy would be compromised..</p> <p>We are currently lucky enough to have a beautiful backyard with a pool that our children enjoy & as the attached photos show, are able to enjoy with no safety, noise or privacy related concerns.</p> <p>Other concerns that we foresee at the moment include:</p> <p>Parking - we live approximately 400 metres from the proposed Mango Hill station & are concerned commuters will use our streets as a parking lot, as there does not appear to be sufficient parking allocated. As you would be aware, the streets are not that wide & it could be a safety issue.</p> <p>Insurance - Will our house be covered insurance wise against any structural faults during the construction of the rail link & its close proximity to the rail line in the future.</p> <p>Dust, debris & noise from construction</p> <p>Could you please advise if you will implement anything that will alleviate these concerns.</p> <p>Please feel free to contact us to discuss further . Thankyou for the opportunity to air our concerns.</p>
ROTHWELL	
<p>Written Comment/Enquiry 17 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Years ago the Rothwell station was supposed to be at the end of Gynther Road near Buchanan Road and the Grace Lutheran College.</p> <p>Why don't you move the station back to that location? You could build the station on the current horse paddock with easy access from Gynther and Buchanan Roads.</p> <p>The current sitting of the station with access through the housing estate is stupid. The roads (Parsons especially) are too narrow with cars parked on both sides at all times of the day.</p> <p>If the station stays where you now have it - why not put a road straight us directly off Anzac Av and bypassing the housing estate</p>
SCARBOROUGH	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Generally pleased.</p> <ol style="list-style-type: none"> 1. Would have liked line to beachfront to boost community numbers and tourism. 2. Insufficient park and ride at Kippa-Ring station (300 spaces totally inadequate). 3. Concerned that water on Saltwater Creek flood plain may not escape because of rail embankments insufficient bridging. 4. Pleased that large platforms to be built to take 7 car sets. 5. Concerned that stabled trains at Kippa-Ring siding may be vandal targets. 6. Trains will need a supered local bus services.

MURRUMBA DOWNS	
Written Comment/Enquiry 03 Dec 2010	Summary: Feedback form received Stakeholder Comments: In relation to noise barrier - would like to ensure that whatever barrier is used doesn't close property in, it remains open area. What sort of fencing will it be around rail corridor? eg chain wire fence? Concrete fence? House backs onto rail corridor - concerned about how close it is. Would like to know distance from their house to rail corridor

KIPPA-RING	
Online Survey 17 Dec 2010	Summary: Completed online survey Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area. Strongly agrees that they will use the MBRL for travel. -- My Wife and I worked in Brisbane the time it takes us to get to work and home each day is around 1 and half hours each way to reach Brisbane and return to Kippa-Ring at the end of the day. We believe the new rail corridor from Petrie to Kippa-Ring will benefit us and everybody who live along the new rail corridor areas like Kallangur, Mango Hill and North Lakes will get great benefit from this new rail corridor. We hope that the Train Service will have Express Trains from Kippa-Ring to City giving people are real choice in using Public Transport instead of their own car. We believe the numbers who will use the railway will justify the Express Service option for this rail link. One of the main benefits we believe is that commuters who take up seats on Train Services on the Caboolture and Shorncliffe Lines will now only travel as far as their local Train Station taking pressure off the two above mentioned rail lines. look forward to future updates on the project.

1800 Comment/enquiry 13 Dec 2010	Stakeholder Comments: Called requesting details of <i>Project team member</i> .
Written Comment/Enquiry 03 Feb 2011	Stakeholder Comments: Dear <i>Project team member</i> , Thank you very much for the newsletter. This is a great initiative! Could I please ask you to add <i>us</i> to the list of Distribution? Thank you very much in advance.

MURRUMBA DOWNS	
Presentation/event 09 Dec 2010	Summary: Feedback form received Stakeholder Comments: Question 1 - I back onto proposed line, I want to know how far line will be from my back fence. Question 2 - A rail bridge will be behind my property, how do sound barriers stop the raised noise? Question 3 - What type of sound barriers will be installed? Question 4 - Will my property be fenced as I don't believe sound barriers will be effective. Question 5 - What times will be train be running between? Question 6 - By closing off Goodfellows Road (cul de sac) do property owners east of this have to travel all the way to Dohles Rocks Rd to reach Kallangur hops etc?

MURRUMBA DOWNS	
	<p>Question 7 - I have a reserve behind my property will that remain and will the bushland be totally cleared?</p> <p>Question 8 - How far before stations do trains have to start slowing?</p> <p>Question 9 - Do trains continue right through or do you have to disembark at Petrie?</p>
ZILLMERE	
<p>1800 Comment/enquiry 15 Dec 2010</p>	<p>Summary: Enquired about property on receipt of mailout letter</p> <p>Stakeholder Comments: Owns a property on Duffield Rd.</p> <p>Company owns 41 properties, 22 are in the Pine Rivers Shire. Has some concerns about construction noise near the property and further questions regarding the project.</p>
KALLANGUR	
<p>Written Comment/Enquiry 01 Dec 2010</p>	<p>Summary: Feedback form received with comments</p> <p>Stakeholder Comments: Congratulations on commencing a rail line to Redcliffe - many years overdue. Residents need enough parking space to use this new rail facility. Petrie/Lawnton now well under parking spaces required. Ensure more spaces available and residents will use rail line.</p>
MANGO HILL	
<p>Written Comment/Enquiry 14 Nov 2010</p>	<p>Summary: Wants exact location of Mango Hill Station</p> <p>Stakeholder Comments: Dear Sir / Madam,</p> <p>Could you please advise us to where EXACTLY where the Mango Hill Train Station will be built.</p> <p>We recently built our Dream Home at <i>Property</i> and now fear the Train Station will be on our Door Step, is there a detailed Map showing the exact location where we can work out the exact distance in Feet / Meters from our Home. due to work commitments, i can't attend the community consultation forum, and doubt if objections would make any difference as the decision seems to have been made to go ahead with this Project.</p>
GRIFFIN	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Strong agrees that they will use the MBRL for travel.</p> <p>--</p> <p>It will be crucially important to ensure ample (and growable) parking facilities at all stations, but particularly at Murrumba Downs and Mango Hill stations due to the growth of these suburbs. Many commuters travelling southbound by car along the Bruce Highway, particularly when faced with queuing vehicles back from the Gateway Motorway and Gympie Arterial Road, will exit at Anzac Avenue and park at either Murrumba Downs or Mango Hill. These will be seen as ideal park & ride facilities and insufficient parking opportunities will be to the disbenefit of local people living within a short driving distance to the stations.</p> <p>Additionally, it will be important to provide safe pedestrian and cycle facilities within 1-2km of each station to encourage walking and cycling.</p>

ROTHWELL	
Online Survey 17 Dec 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Neither agree or disagrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Strongly disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>I live in <i>street</i> which at the moment is a quiet street with just the (<i>reference removed</i>) traffic to put up with. With a station at the end of the street it will become a main road with the buses and cars to and from the station. Maybe the project director and all the people involved would like to live on a main road ?</p>

STRATHPINE	
Meeting/briefing 16 Nov 2010	<p>Summary: Project briefing for Pine Rivers Koala Care</p> <p>Stakeholder Comments: <i>Stakeholder</i> has personal concerns about value for money and actual need for the project as a whole- there are other priorities that government should address before MBRL</p> <p>From a PRKC perspective: Large numbers of koala sightings along the length of the corridor, even within residential areas</p> <p>Current wildlife corridors associated with Freshwater Creek intersect at junction of rail line and Bruce Hwy. Working with DTMR on solutions for the road, but would be ideal if MBRL could provide part of the solution.</p> <p>The Rothwell and Kippa-Ring end of the corridor is particularly sensitive with large numbers of koala and wetlands</p> <p>At the moment, there is relatively good north-south connectivity across Anzac Road at Nathan Street for koalas in terms of vegetation, however the road does present an issue.</p> <p>Is it possible to mitigate impacts in these locations by either putting the rail line on pylons as per the airport line or by truncating the route at Mango Hill or Rothwell?</p> <p>Very interested in the potential offset of 12ha land at Rothwell but keen to know how this land will be managed moving forward. Also which species will be planted?</p> <p>Groundsel and other weeds are prolific along the length of the corridor.</p> <p>Interested in fencing of rail line. Issues at Lawnton where ineffective fencing has resulted in koala injury and death.</p> <p>Also fencing or similar mitigation during construction as they regularly are called to rescue koalas from pits etc.</p> <p>Interested in the preservation of the cycling corridor.</p> <p>Interested in securing recreational access to Hays Inlet from Chelsea Street.</p>

ROTHWELL	
Online Survey 19 Nov 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL for travel.</p> <p>--</p> <p>I <i>work for the Department of Transport and Main Roads Metropolitan Region (Assets & Operations)</i> and have been a local resident of Kippa-Ring and Rothwell all of my life.</p>

ROTHWELL	
	<p>I normally catch the train from Northgate into the city for work five days a week. This rail link will be incredibly valuable as I will not need to rely on my car to travel long distances to existing train stations. While I understand timetabling issues will be controlled by Translink and QR once the rail line is built, trains should run express from Northgate to Petrie and then stop all stations to Kippa-Ring, as this will ensure the trip to and from the city is fast and will encourage residents to use the rail line. I completely support this project and look forward to seeing construction commencing to deliver better public transport for the Redcliffe region.</p>
BONGAREE	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Agrees that the MBRL will benefit residents who live in the Moreton Bay area.</p> <p>Neither agree or disagree that they will use MBRL to travel.</p> <p>--</p> <p>It is difficult to say whether I would use the rail link. Car parking and security concerns are both issues I would review when the project is finished. Can I suggest that the project consider building a multi level car park (maybe 3-4 stories) where a modest fee is charged to park there, the fees could be linked to the go card system. The revenue raised could offset security and maintenance costs. This would also mean that people could park their vehicle under cover, therefore providing a greater attraction to using the public transport option.</p>
MARGATE	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly disagrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Disagrees that they will use MBRL for travel.</p> <p>--</p> <p>I need my vehicle for work purposes, so using the link wont be a regular option. Concern that do however come to mind if my situation changes.</p> <ol style="list-style-type: none"> 1. Is time to travel - are there going to be express trains on a regular basis between Brisbane and Petrie? 2. Times that train will run - how often? 3. Hours trains will be running. 4. Future expansion of track if required to dual line. 5. Extension of track to go all the way to Redcliffe or Scarborough. 6. Parking and security of vehicles for park and ride.
KIPPA-RING	
<p>Written Comment/Enquiry 18 Nov 2010</p>	<p>Stakeholder Comments: Please find attached some alternative suggestions for your consideration</p> <p>In regard to the rail link there are a few different concerns I have that I think could be beneficial to be considered as part of the rail link proposal.</p> <p>They are:</p> <ol style="list-style-type: none"> 1. The increased traffic on Anzac Avenue created by the existing 3 proposed access points to the rail way station. 2. The increased traffic risk to school children at Hercules Rd State Primary School due to the car park being accessed via Hercules Rd. 3. The destruction of Koala habitat at the current site of the Kippa Ring Train Station in

Kenna Park.

4. Kippa Ring Train Station being located directly behind residences.
5. Kippa Ring Train Station causing the removal of children playground and only large park area for local residents in Kenna Park.
6. No consideration given to the large Kangaroo and Wallaby population that access Kenna Park to obtain food, especially in drought times.
7. No consideration given to the large Kangaroo and Wallaby population that access Regency Park to obtain food, especially in drought times.
8. No clear indication provided of the proposed corridors for the Kangaroo and Wallaby population to access both sides of the rail line.

In relation to items 1 through 4 these relocating the Kippa Ring Train Station to the western side of Hercules Road as per photo 1 below will have the following benefits:

1. Allow use of land already owned by the State Government along train corridor. Refer photo 2.
2. Prevent destruction of Koala Habitat in Kenna Park. Refer photo 3.
3. Prevent destruction of children playground in Kenna Park. Refer photo 4.
4. Locate station away from local residents.
5. Significantly reduce vehicle impact on already high traffic areas of Anzac Avenue at Hercules Road, Kroll Street and proposed access through Kenna Park entrance on Anzac Avenue.
6. Prevent traffic issues in residential and school areas due to vehicles access to rail station being via MacDonnell Rd and Hercules Road South. Hercules Road South to MacDonnell Road has no commercial, industrial or residential premises. Refer photo 5.
7. Allow vehicular traffic to disperse North, South and East at MacDonnell Rd and Snook street existing traffic lights, while allowing for local residential and commercial access to train station without impacting the main thoroughfare of Anzac / Elizabeth Avenue.
8. Allow for Hercules Road to maintain current closure to vehicular traffic near Southwell Street. Reducing the potential risk of primary school students near heavy vehicular traffic accessing Station car parking. Refer Photo's 6 & 7
9. Allow the possibility of a Kangaroo corridor for access to Kenna Park from the salt flats.

In regard to items 8 and 9 a Kangaroo corridor needs to be created to allow the Kangaroos and Wallabies to access Regency Park (refer photo's 8, 9 and 10) and other large grassed areas they currently access when drought and flooding causes them to look for alternative food source locations.

These locations currently include large grass lands of Hercules Road State Primary School, Holy Spirit Catholic School, Grace Lutheran School, government and other private properties located on the Northern side of the proposed Rail Line to the Southern Side of Anzac Avenue between Hercules Road and Rothwell.

KIPPA-RING

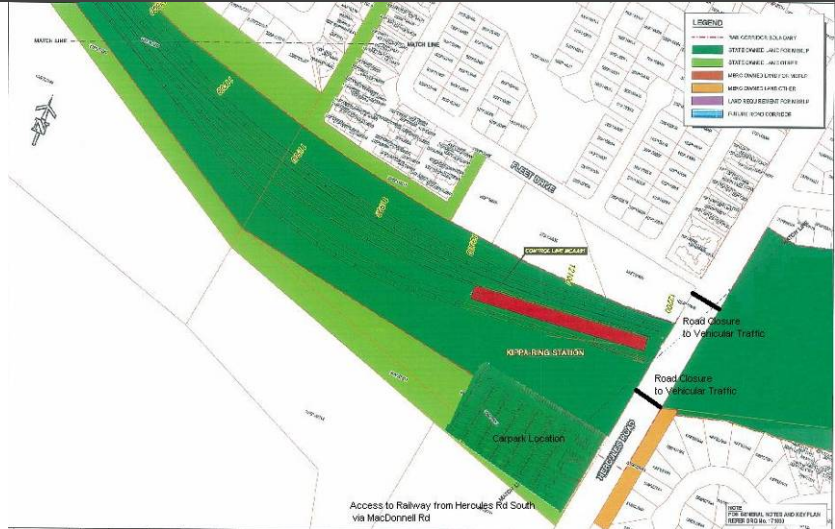


Photo 1 – Proposed alternative location of Kippa Ring Train Station with access via Hercules Road South from MacDonnell Rd only

Online Survey
19 Nov 2010

Summary: Completed online survey

Stakeholder Comments: Agrees that the MBRL will benefit residents living in the Moreton Bay area.

Disagrees that they will use the MBRL to travel.

Has indicated they wish to be added to email distribution list.

In your newsletter you mention the impact on Koalas in the area but there is no mention of the large wallaby and kangaroo populations in the area from the proposed Kippa Ring station to Rothwell. At present the various family populations roam from the salt flats out to Kenna Park between Kroll Street and Lions Crescent, Regency Park behind Trafalgar Drive and the schools and private property along Anzac Avenue down to Rothwell. Reading the Moreton Bay Rail Link Change report I struggled to find any checks done to identify the level of Kangaroo population and the impact on them. I did find listed on Table B1 a corridor/ habitat attribute for Large Ground Mammals, but I could not find anywhere where assessments had been done to identify the areas used by the Kangaroos or the best locations for these corridors. My family presently has the joy of being able to go for walks in this area to view these beautiful creatures. I hope this will not impact them or this special access we have to them.

KIPPA-RING

Written Comment/Enquiry
07 Mar 2011

Stakeholder Comments: We live in Coventry Court and are against the railway line. As a resident of Redcliffe I would not catch a train to Petrie to get to Brisbane. This to me seems a very long way around in time & kms. I am also concerned about the impact this will have on our suburb and the wildlife. We moved here 8 years ago from acreage and chose to live here because of the beautiful surroundings and encounters with wildlife. We have watched over this time as progress has made its way into our suburb (eg Bunnings, Harvey Norman). Hays Inlet & surrounds are a unique and beautiful place the disturbance to this area while the railway line is constructed will take many many years to adjust and revegetate. I have lived near a railway line previously and coped because it was a built up suburb in Brisbane, this is not a built up suburb. At night I can hear Anzac Ave very clearly and now you are asking me to have a train line on the otherside to hear as well. I have to ask why is it necessary for the rail line to come so far in to Redcliffe should it stop at Rothwell where there is more room for parking etc.

KIPPA-RING

1800 Comment/enquiry

Stakeholder Comments: She received her letter today in post and wanted to know

KIPPA-RING	
02 Dec 2010	<p>how far her property is from Kippa-Ring Station. They are retired pensioners and want to stay in the area. Her family loves coming to visit them in area.</p> <p>She said she will come to this Saturday's open day.</p>

DECEPTION BAY	
Presentation/event 31 Jan 2011	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: - Suggest Kippa-Ring station moved west to the other side of Hercules Rd to maintain flow along Hercules Rd.</p> <ul style="list-style-type: none"> - Bus network to/from Kippa-Ring station. - Parking at station - ensure there is enough build foundations to allow multi-story at a later date. - Protect cultural heritage.

ROTHWELL	
Written Comment/Enquiry 14 Dec 2010	<p>Stakeholder Comments: Property backs onto Parson Park. Wants to know what impact it has on his property.</p> <p>Traffic study - Rothwell Station information road in and out. Is it available now?</p>

ROTHWELL	
Written Comment/Enquiry 20 Dec 2010	<p>Stakeholder Comments:</p> <p>ROTHWELL STATION (proposal)</p> <p>Extend Gunther Road to the south. Extend Buchanan Road to the west to meet up with Gunther Road. Relocate the ROTHWELL Station to the junction of these two roads. There is plenty of room on the current horse paddock that you say you will be resuming. This location will give (1) more access roads to the station, (2) have less negative impact on current housing areas, (3) ease the congestion at the Rothwell roundabout because Deception Bay users of the rail will travel along Morris Road and Gunther Road thereby bypassing the roundabout.</p> <p>Access to the current suggested location for the ROTHWELL station is ridiculous. This station will be very heavily used serving D'bay and north Rothwell. Proposed access along Finnigan, Parsons, and McKillop street is crazy. Parsons street is narrow and at all times of the day and night there are cars parked on either side causing drivers to pull over to allow oncoming cars to pass. This is the only access road into this housing estate. To use this as the only access to the Rothwell station would put the residents at risk if there was an emergency. It would also negatively impact the ambulance and fire services that regularly attend the Rothwell Aged Care facility on Springdale road.</p> <p>If the ROTHWELL Station remains at its current proposed site why not take a road directly to it off Anzac avenue, completely bypassing the established housing estate on the southern edge.</p>

MANGO HILL	
Written Comment/Enquiry 03 Feb 2011	<p>Stakeholder Comments: Needs regular and reliable feeder buses from North Lakes to Mango Hill and Kinsella's Road.</p> <p>Do not want cars parked on roads. Need adequate parking.</p> <p>Retain aesthetic appeal of lake at Mango Hill as much as possible. Maybe see-through fences/barriers</p>

NEWPORT	
Written Comment/Enquiry 09 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: A multi-level carpark should be considered seriously at the Kippa-Ring station. Also how will the existing roads cope with the increased traffic?</p>
KALLANGUR	
1800 Comment/enquiry 09 Dec 2010	<p>Summary: Concerned about visual amenity</p> <p>Stakeholder Comments: Stakeholder is concerned about loss of bushland behind her property where the proposed Kallangur station will be built.</p> <p>Stakeholder is concerned about loss of habitat and loss of visual amenity.</p> <p>Stakeholder is concerned about loss of property value and enquired if compensation is available.</p>
KALLANGUR	
Written Comment/Enquiry 22 Feb 2011	<p>Stakeholder Comments:</p> <p>To whom it may concern,</p> <p>I am a resident of <i>street</i> and after recently seeing the proposals for the soon to be built rail extension to Kippa Ring, I have the following objections to the proposed designs and offer my own modifications to prevent house resumptions, new access road and allow for current road access to be retained.</p> <p>My objections are the close proximity of the elevated section of Dohles Rocks Rd to the end of Clyde St and existing Dohles Rocks Rd residences combined with the absence of any noise prevention both for the road and rail corridor. Also I object to the resumption of properties to provide an extension of Glenden Court through to School Road.</p> <p>My suggestion is to re-align Dohles Rocks Road into resumed parcel of AMCOR land and move the proposed Dohles Rocks Rd rail bridge further east bringing the rail & road crossing across Dohles Rocks Rd beyond the current residential cluster in line with the 2006 proposed modal transport link.</p> <p>This would eliminate the need for residential resumptions and the new access road and allow for the retention of existing access for properties in Clyde St, Glenden Court , Glencoe St and the properties along Dohles Rocks Rd between School Rd and Clyde St. This, I believe, would achieve the balance of improved transport access coupled with minimal disruption to the existing residents.</p> <p>Regards</p>
DOONAN	
1800 Comment/enquiry 06 Dec 2010	<p>Summary: Local roads enquiry</p> <p>Stakeholder Comments: Stakeholder owns a house near the proposed Rothwell Station and is concerned that the road will be pushed through to the Deception Bay Road / Anzac Avenue round about.</p>
GLASS HOUSE MOUNTAINS	
Written Comment/Enquiry 14 Mar 2011	<p>Summary: Koala Action Pine Rivers submission on MBRL concept design</p> <p>Stakeholder Comments:</p> <p>Please find attached the Koala Action Pine Rivers Inc. (KAPR) submission on the Moreton Bay Rail Link.</p> <p>KAPR hopes that sufficient resources will be provided to mitigate the negative impacts from this piece of infrastructure. Both the long term sustainability of the koala population in those locations as well as the short time survival of individual koalas is in the hands of Queensland Rail.</p> <p>Our members are thankful for the opportunity to detail their concerns. KAPR will remain vigilant to ensure the best possible positive outcome for those who have no</p>

voices of their own.

Written Comment/Enquiry
17 Jan 2011

Summary: Alternative proposal for the location of Kippa Ring Station

(Note: Submission attached)

Stakeholder Comments: Our house backs onto the land set aside by the Queensland government as the site for the Kippa Ring railway station. We were aware when we bought this house, three years ago, that the station would be possibly built somewhere close by however we obviously had no idea where exactly it was to be built.

While we have no objection to the railway we would prefer that the actual railway station be located on the other side of Hercules road which would mean finishing the line approx 100 metres earlier.

I have drawn a red circle around the area that I believe should be used for the station.

As you can see this is a much larger area situated beside a road that could allow easy and uncongested access to the station from two directions.



I believe that by having the station built on the other side of the road there are a number of advantages

Firstly, it would reduce the number of existing homes affected by the noise of the railway station. With the station built further away from the majority of houses it would reduce the need for noise barriers.

Secondly, by locating the station on the other side of Hercules Road, there is a much larger area for car parking facilities and access roads in and out of the station. The presently proposed location near Kenna Park will have limited car park facilities and will restrict future expansion. Plus the access roads to and from the presently proposed site will need to be narrow and could cause some traffic congestion in peak usage times. It would be better to have a wider and more open access road to the station.

Thirdly, the station located over Hercules road would mean that no railway crossings or bridges would be necessary to be built for the rail line. Obviously this is always a safer option than having any sort of railway crossing. Hercules Road allows wider access roads to and from the station and would provide safer and more direct access roads to and from Anzac Avenue and Snook street (Elizabeth Avenue).

If the station were built on the other side of Hercules Road this would give good

KIPPA-RING	
	<p>access for a bus service to operate via a Hercules road to two schools located on Anzac Avenue and the other on Snook Street (Elizabeth Avenue). This location would also give a safer route for the bus company to transport passengers to and from Kippa Ring Village and Peninsula Fair shopping centres.</p> <p>My understanding is that at present, there is a proposal for a road to be built that leads directly from the railway station through Kenna Park and onto Anzac Avenue. I have drawn a circle in red where I believe that the railway access road is proposed (picture supplied).</p> <p>This proposed road will require another intersection on an already busy Anzac Avenue plus it will be located close to another major intersection. It would be far better and safer to build a walk way/bike path that leads from the railway station to the shopping centre and use Hercules Road via the top end of Anzac Avenue and MacDonnell Road as a bus route via Peninsula Fair.</p> <p>I could envisage that bicycle hire, like the Brisbane inner city bike scheme, could be implemented here successfully if bike/pedestrian paths are built through Kenna Park to Peninsula Fair instead of the road. Bike paths could lead from the station towards Scarborough as well.</p> <p>Bike hire stations could be located at the shopping centre. Additionally paths could be built leading down to the Ted Smout bridge and bike stations located could be built throughout the Peninsula providing a fun and safe method to get to and from the railway station.</p> <p>Thanks for reading my comments and I hope that you find some favour in my ideas. Good luck with your project.</p>

MANGO HILL	
<p>Meeting/briefing 20 Jan 2011</p>	<p>Summary: Property meeting</p> <p>Stakeholder Comments: Planning for 48 townhouse 90% complete. Concerned that the rail line will necessitate changes to his design and council approvals - will he need sound attenuation now? (double glazing, etc).</p> <p>Concerned about the perceived lack of parking in the concept design.</p> <p>Advised that 110,000 cars use Bruce highway every day to get to work. If 5% of drivers decided to take the train, that would approximate the need for 5000 car spaces. Currently, the planned number of car parks is 350 per station.</p>

<p>Written Comment/Enquiry 12 Nov 2010</p>	<p>Summary: Suggesting an alternative to heavy rail</p> <p>Stakeholder Comments: Hi, The South Australian government is considering tram-train rollingstock for the duplication and extension of the Tonsley line to Flinders University: http://www.infrastructure.sa.gov.au/darlington/darlington_transport_study/darlington_rail_animation</p> <p>This is a concept that would work well for the Moreton Bay Rail Link. Tram-trains could meet each service on the heavy rail line at Petrie and travel out to Kippa-Ring on a dedicated alignment, and then travel on-road as trams for the final few kilometres along Anzac Avenue to the Redcliffe foreshore. Imagine the boost to tourism and business along the Redcliffe foreshore if the new public transport link extended through to the coast!</p>
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<p>Written Comment/Enquiry</p>	<p>Summary: Question for Moreton Bay Regional Council</p>
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15 Nov 2010	Stakeholder Comments: Just wondering, what is the real reason that a QR project is receiving funding from a local government authority? (preferably the real reason, not the spin that "news" programs put out.)

Online Survey 19 Nov 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in Moreton Bay.</p> <p>Strongly agrees that they will use the MBRL to travel.</p> <p>--</p> <p>You guys have an obligation to service the people and not sell us out. This rail service to the people of the region should go without saying. You're in office to serve us, start building! Make this state grow to its full potential. Government is not a business, you guys are care takers for the people of Queensland. This great state has so much to offer, such a wonderful place to live and work in. Our life style is second to none in the developed world. Let's keep growing for the benefit of Queensland and its lovely people.</p>

KIPPA-RING	
Written Comment/Enquiry 18 Feb 2011	<p>Stakeholder Comments: Concerns with construction of rail line</p> <ol style="list-style-type: none"> 1. Impact on Fauna 2. Increase in noise from trains (especially at night) 3. Lack of information on planned construction 4. Lack of access to bushland & marine park for residents 5. Will adversely effect property values 6. Proposed alignment of line to close to houses. 7. Impact on drainage of entire area (rail line will probably be constructed using a raised fill which will impede natural flow of storm water which during heavy rain is up to 300/400mm deep. If blocked will cause flooding of surrounding property. 8. Consultation process should be extended to include concept & planning of project, all we are shown is ariel map with a picture drawn on it no real information as to what is really planned.

MURRUMBA DOWNS	
Written Comment/Enquiry 09 Jan 2011	<p>Summary: Concerns about proximity of station</p> <p>Stakeholder Comments: To Whom It May Concern,</p> <p>I am a resident of <i>street</i> and am writing to voice my concerns about the proposed rail link.</p> <p>This is a new modern station which should not utilise a previously quiet suburban (<i>reference removed</i>) for access, vehicle drop off and commuter parking. The proposed station was moved from its previous location and is now actually closer to residential homes than was originally planned.</p> <p>This alignment was also not shown on any map when we purchased our homes in 1998.</p> <p>It now appears the Government and Council want to funnel and weave traffic down to a (<i>reference removed</i>) to gain entry to the new station.</p> <p>Residential streets should not become commuter car parks to service the surrounding areas; all of this should be taken into account before hand. <i>Street</i> should not have access to the station and this would stop parking problems, which will now occur. Reducing the amount of parking for residents will create problems between residents and commuters, areas surrounding brand new stations should be resident parking only.</p> <p>The original plans we were shown, had the station located further down the hill and access via Tulip Tree Road, which is a straight through road with no weaving. The</p>

MURRUMBA DOWNS	
	<p>station and rail link designers should have allowed for parking within the transit corridor not our streets.</p> <p>It has come to my attention in a draft copy of the rail link that outside my house will be a 'kiss and ride' for the new station at (<i>reference removed</i>). This 'kiss and ride' on the plans, will block my driveway. The next thing they will be proposing will be a taxi rank and a bus stop. 'Kiss and rides' should be in the confines of the station area not in a cul-de-sac where children play, outside of the station area.</p> <p>I have contacted the number of the supplied letter for the Moreton Bay Rail Link and was basically told it is not their problem and that this is a Council issue.</p> <p>I believe that this planning in an ad-hoc fashion is typical of this Government, with no regard to the health and wellbeing of the people they are meant to serve.</p> <p>Your consideration in this matter is appreciated and I hope to hear from you soon.</p>
MANGO HILL	
<p>Written Comment/Enquiry 03 Mar 2011</p>	<p>Stakeholder Comments: Hi there,</p> <p>I recently dropped into the library at North Lakes, and noticed that a consultation regarding the Moreton Bay Rail Link was being held. As the local papers are quite often ruined before I get the chance to read it I was unaware that the consultation had been planned. The staff there were very helpful and mentioned that if I wanted to be kept up to date with information as it became available it could be emailed to me if I contacted you to be added to the mailing list.</p> <p>Could you please add me to this mailing list, if you require further information to do this please do not hesitate to contact me.</p>
MANGO HILL	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly disagrees that the MBRL will benefit residents living in the Moreton Bay region.</p> <p>Strongly disagrees that they will use the MBRL to travel.</p> <p>The proposed site for this line runs directly pass my house in Mango Hill. I and many of the other residents in Mango Hill will fight this proposal all the way until the route is directed away from our properties!</p>
ROTHWELL	
<p>Written Comment/Enquiry 17 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Parsons Street is too narrow to take a high volume of traffic to the proposed Rothwell station.</p> <p>Consider 1. Building a road off Anzac Av going straight up to the station thus bypassing the housing estate altogether.</p> <p>Or 2. Extend Gynther Rd South and put the station opposite that ie on the land you intend to resume also extend Buchanan Rd to meet Gunter Rd and that will give you more options for access to the station.</p>
TOORBUL	
<p>1800 Comment/enquiry 21 Jan 2011</p>	<p>Summary: Phone call from <i>Stakeholder</i> regarding koala management approach of MBRL as a follow up to earlier conversations</p> <p>Stakeholder Comments:</p> <p>Just thought I'd send a short email to summarise the things we spoke about.</p>

TOORBUL	
	<p>Also, I had a very quick chat with <i>Stakeholder</i> about things this morning.</p> <p>In summary:</p> <ol style="list-style-type: none"> 1. I think this TMR project provides a good opportunity to showcase how development projects can be constructed and operated in a manner that is compassionate towards the wildlife impacted, and provide a net benefit for conservation more broadly, even if the local impacts are not totally avoidable; 2. If the powers that be are sympathetic to this sort of approach, then it would be good to encourage them to articulate that clearly and formally as early on in the planning process as possible. People like us are often involved far too late in the process to make meaningful differences. So, if we can get them to say that the project is to be conducted in a manner that is best practice in terms of animal welfare and ecological management, and the project engages people with credibility to actually make that happen, it will be a wonderful thing. Particularly if the project proponents can put hand on heart and say that the project has/will achieve a net benefit for conservation. 3. This project is likely to (potentially) significantly impact an important local koala population. If we can, let's get really good baseline data on the population - number, demographics, health and viability (short-term and long-term) and make some well-informed decisions on the best way to manage them during and after construction. Translocation may or may not be appropriate - but we need the baseline info to make that call. This stuff is our area of expertise. 4. I strongly recommend some bio-telemetry of koalas - as discussed, if collar design and fitting are done well, there should be none of the usual problems that (<i>reference removed</i>) are concerned about. Telemetry gives us really good info on home ranges, social dynamics and health, not to mention giving us the opportunity to look after them during veg clearing or other operational works. 5. There will be community concern about: <ol style="list-style-type: none"> a. effects of the project on individual koala welfare; b. the potential loss of a much loved "local" koala population; c. the flow-on impacts of the rail itself and increased traffic on any koalas remaining; d. the fact of further incremental loss of koala habitat. Each of these can be managed, to a point, with careful planning, consideration and consultation; and by engaging the right people to do it. 6. We have the expertise to assist with appropriate management of other fauna likely to be impacted during either construction or operational phases of the project. <p>Other "add-ons", like the field trial of the koala Chlamydia vaccine being developed at QUT, would certainly demonstrate a commitment to offsetting the impacts on the local population, by benefitting the broader population, as well as providing some very valuable support to a critically important koala conservation project. As I discussed with you today, the koala population has a few unique features that make it ideal for such a field trial, not least of which is its accessibility and the relative abundance of koalas.</p> <p>I know that a lot of folk in TMR will say that animal welfare and conservation is not the business of TMR. I hope you can exclude that cultural attitude from this project, because it has the potential to make some really good contributions if you can get/influence the attitude to be right from the get-go.</p>
<p>Written Comment/Enquiry 08 Mar 2011</p>	<p>Summary: Email re setting up a meeting about potential trial of chlamydia vaccine on koalas in MBRL corridor</p> <p>Stakeholder Comments: I've had a chat with about the possibility of doing some of the koala chlamydia vaccine work on koalas living in an around the proposed rail link. Is there a chance at some stage that I could have a more detailed chat with you and/or <i>Project team member</i> (or whomever is relevant) about this?</p>
MURRUMBA DOWNS	
<p>Presentation/event 31 Jan 2011</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments:</p> <p>Noise barriers to be put up? Is Brays Road to be widened?</p>

CLAYFIELD	
<p>1800 Comment/enquiry 30 Nov 2010</p>	<p>Summary: General enquiry</p> <p>Stakeholder Comments: Stakeholder rang to request some information about the project.</p> <p>He does not live in the MBRC area, but is interested in the project. Advised that he does not have internet.</p>
MURRUMBA DOWNS	
<p>1800 Comment/enquiry 12 Nov 2010</p>	<p>Summary: Murrumba Downs Station location</p> <p>Stakeholder Comments: Stakeholder expressed concern about the proposed MBRL and the proximity of the Murrumba Downs Station to his home.</p> <p>Asked if noise barriers would be provided.</p> <p>Asked why it was necessary to have a Station at Murrumba Downs when there would be two very close by - Kallangur and Mango Hill.</p> <p>Asked if information would be available at the community open days and whether he would be able to speak to an engineer.</p>
<p>Written Comment/Enquiry 11 Dec 2010</p>	<p>Stakeholder Comments: Stakeholder was very concerned and upset at the proposed location for the Murrumba Downs Station.</p> <p>Station will be directly adjacent to his property and stakeholder is concerned about noise, security and privacy.</p> <p>Current proposal will have the platform 3 metres above ground and people on the platform will have an unobstructed view into his property without fencing or noise barriers.</p> <p>Wants to know if there will be noise barriers, sound proofing and/or airconditioning provided by the project.</p>
KIPPA-RING	
<p>1800 Comment/enquiry 01 Dec 2010</p>	<p>Stakeholder Comments: <i>Stakeholder</i> concerned about access road to station behind his property- resident of <i>Street</i> for 26 years</p> <p>Would like to retain current trees as buffer if possible</p> <p>Concern about koalas being displaced in parkland at station location</p> <p>Aware of rail corridor and not un-supportive</p> <p>Likely impact on property values?</p> <p>What is proposed for Kroll Street and Anzac Avenue intersection? Left turn only</p>
BRENDALE	
<p>Written Comment/Enquiry 09 Feb 2011</p>	<p>Stakeholder Comments:</p> <p>Dear Sir,</p> <p>Re: Proposed Redcliffe rail link, specifically the proposed resumption of <i>property</i>.</p> <p>We, <i>Stakeholder</i> and <i>Stakeholder</i>, of <i>property</i>, wish to express our opposition to the proposed resumption and offer an alternative.</p> <p>We bought this property in 1993 and built the existing house on it. We specifically sought out a property in a cul-de-sac because our previous house was located on a corner and the noise and lack of privacy was a particular problem for us. We took considerable time and patience in our search to find the appropriate building site that gave us the privacy and quiet lifestyle we craved. We found this at <i>property</i>. We also</p>

BRENDALE	
	<p>were aware at the time of the Redcliffe rail corridor and we purchased this land knowing where the corridor was but having no reasonable expectation that this property would, or could be affected by any rail link that might be built.</p> <p>As you are aware QR are proposing to resume <i>property</i> for the purpose of creating a road to join <i>street</i> to the end of <i>street</i>. This is proposed by QR because access to <i>street</i>, <i>street</i>, and <i>street</i> will be obstructed by <i>street</i> flyover that will take traffic over the rail line. This will change <i>street</i> from a quiet cul-de-sac to a thoroughfare that will carry 50 times more traffic than it currently does now.</p> <p>As our property will be on a corner (exactly what we went out of our way to avoid) we will be exposed on 2 fronts which will have a very significant effect on our privacy, noise levels, health and the value of our property.</p> <p>We would like to offer an alternative that will relieve the need to connect <i>street</i> to <i>street</i> and therefore allow us to keep our quality of lifestyle and property value. I have attached a drawing of the proposed alteration for your interest. I propose that the <i>street</i> flyover be moved south by a minimum of 15mtrs (-more if possible-). This could allow more space at the intersection of <i>street</i> and <i>street</i> for a set of traffic islands that would allow all the traffic for <i>street</i>, <i>street</i>, and <i>street</i> to remain as it is now along what was the old <i>street</i>. This would have added benefits of slightly reducing noise to the closest residents; it would also allow an earth bank instead of a vertical concrete retaining wall to be used between <i>street</i> and the rail line itself. This earth bank could be planted with trees etc which not only would be a far more pleasant view for the residents along that strip of road but it would also add to noise abatement. My guess would also be that this proposal be cost neutral, or even have a positive cost effect as the money saved on resuming <i>property</i> and any compensation to other resident's effect would be quite significant.</p> <p>Our concern also is that if <i>street</i> is connected with <i>street</i>, we will have a thin strip of land that will be left after the road has been put through) next to us that we have no indication of what it may used for. If it is to be used for anything other than road space we will exercise all our legal rights to prevent this as it would further devalue or property. Current appraisals by qualified evaluators have already indicated our property has devalued by \$30,000 because we will lose the very feature that makes our house desirable, and that is the quite location with virtually no passing traffic and the unexposed frontage.</p> <p>To summarize I have listed in order of preference the outcomes we desire:-</p> <ol style="list-style-type: none"> 1. Our proposal be excepted so <i>street</i> remains as it is and therefore our lifestyle, health and property value are unaffected. 2. If <i>street</i> is connected through to <i>street</i> that the remaining land from <i>street</i> be offered in part or in full by negotiation to us as compensation for the devaluation of our property. This would at least allow us to have some control over our privacy and the effect that the proposed road would have on us. (We could fence and plant trees etc that would have the greatest effect for us). 3. If <i>street</i> is connected to <i>street</i> that the remaining land from <i>property</i> be formally identified as road space and financial compensation be negotiated to offset the devaluation of our property. Our legal advice is that compensation is appropriate in our case because it has never been indicated that our property would or could be affected by the rail link and therefore any devaluation is the responsibility of QR. 4. If none of the above are realized we will exercise our right to have QR purchase our property for the value that it would be if there were no alteration to <i>street</i>. <p>The connection of <i>street</i> to <i>street</i> has caused great stress and anxiety for us as we are not able to just sell up and move like most others will. Even with any compensation the extra costs of repurchase and moving combined with our inability to raise extra funds, I doubt that we will be able to buy another house that would give us the same quiet lifestyle that we enjoy now.</p>

BRENDALE	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Impacted by redirection of access onto Church Rd How does School Rd join Dohles Rocks Rd</p>

BRENDALE	
Written Comment/Enquiry 14 Jan 2011	<p>Summary: Wants to make alternative submission</p> <p>Stakeholder Comments: Hi, I am preparing a submission to alter the proposed rail link to Redcliffe and need to know the height of the road bridge that will fly over the rail line at Dohles Rocks road Kallangur. Thanks, <i>Stakeholder</i>.</p>
KALLANGUR	
Written Comment/Enquiry 02 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Could you look at re-positioning the Kallangur parking area to the other side of the track (northern side). Easier access then for Goodfellows Rd.</p>
MANGO HILL	
Written Comment/Enquiry 02 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: I have concerns over parking at existing stations and wonder if this will continue with the new line. Being retired now my travel is off peak. Problem being no parking for off peak travellers. With the train going to be in the vicinity as there are no buses in my section of the estate. I am far enough from the station to need to park. A total impossibility at all local existing stations and with the influx of people who will travel from North Lakes, there will be no hope of parking for off peak travellers at Mango Hill station. Any chance of parking for 'off peakers'.</p>
KALLANGUR	
Written Comment/Enquiry 03 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Will I be able to turn both in and out of Duffield Road if coming from Elsie St (Kallangur)</p>
ROTHWELL	
Online Survey 19 Nov 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL to travel.</p>
MURRUMBA DOWNS	
Written Comment/Enquiry 02 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: The new rail link will provide my children with greater access to the city and southside via public transport. At present we either drive or catch a train from Carseldine (due to parking problems at Petrie). It will be a great thing for the local community.</p>
ROTHWELL	
Online Survey 17 Dec 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Disagrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Agrees that they will use MBRL for travel.</p>
MURRUMBA DOWNS	
Online Survey 17 Dec 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Great Project bring it on.</p>

<p>Written Comment/Enquiry 05 Jan 2011</p>	<p>Summary: Supportive email with a number of comments and suggestions for the project</p> <p>Stakeholder Comments: Hi</p> <p>I'm a local resident of Kallangur and travel by train daily for work & uni and have been waiting for this project for some 20yrs. So I'm very pleased to finally see something happening on it.</p> <p>I'm confused why there are so many train stations planned though. The distance between Kallangur and Murrumba Downs is fairly small. I know that Griffin is just about to get developed and there will be a significant number of new houses in there, but I'd suggest that the Kallangur station would be the preferred location and that the Murrumba Downs station probably isn't needed. Just make sure that you do allow for a significant amount of car parking at the stations. Petrie is a very popular station but it's limited parking is a great pain. Don't repeat that mistake for these new stations.</p> <p>Am I reading the plan right? Do you plan to cut Goodfellows road near Duffield Rd? If so, the by pass taking Duffield and Goodfellows over onto Dohles Rocks Rd is great, but you will definately need to upgrade Dohles Rocks Rd to 4 lanes from ANZAC Av to just past Ogg Rd. Remember, there is a primary school on Ogg Rd and there is a reasonable flow of traffic currently using Goodfellows Rd. If they now have to use Dohles Rocks, I doubt Dohles Rocks can cope with the extra traffic before you build a train station beside it, let alone after it's built. Great location for the Kallangur station though.</p> <p>I like the Mango Hill & Kinsellas Rd station locations. You will need to ensure the Mango Hill station doesn't create any new bottle necks through that area as people will be driving to it from North Lakes.</p> <p>Kinsellas Rd will be great for the school there but I also understand there are plans to develop much of that area so it will eventually have enough houses to justify a station, but should the station be built now, or in 5-10 years when there are more houses to make it worth the effort?</p> <p>The Rothwell Station will be used by the local schools like Grace, Mueller, Deception Bay, etc. The connecting roads will need to be looked at to ensure the buses have easy access in and out of the main road (ANZAC Av).</p> <p>For the Kippa-Ring Station, when you say one central platform, what does that mean? Does it allow for a train either side of the platform or is it only able to cater for the one train? It seems silly to have only one train platform there, so I hope you plan to build 2 platforms. Again, look at the intersection at ANZAC Av for buses & cars getting in and out of this new station. ANZAC Av & Elizabeth Av intersection is large and carries a large volume of traffic. Putting in a new set of lights just down from it, may create a new bottle neck problem for this area. Remember, lots of people in the Redcliffe area may choose to drive to this station so it could be very busy and popular. Significant car parking and bus stops are naturally vital for the success of the station.</p> <p>A side issue is the zoning for these new stations. The current zoning looks like Kippa-Ring is zone 6, but Rothwell may be zone 7 with Kinsellas Rd being zone 6 again. You will need to ensure this doesn't happen or risk people not using the stations.</p> <p>Generally, I like the plan. You just need to consider the additional car traffic on surrounding roads and ensure that you've made whatever upgrades to them before you open the new train line.</p>

Written Comment/Enquiry 06 Mar 2011	Stakeholder Comments: Good evening I am currently considering an option to purchase some property on Redcliffe, not being a south east Queensland resident I am currently not very familiar with what is happening in the Redcliffe area. One of the key attractions of the property being considered is the planned construction of the Moreton Bay Rail Link, a very significant transport project. The project's web site indicates to me that the project is still in its planning phase, thus I suspect that contracts for construction have yet to signed and most that likely tenders have yet to be sought. I have concerns that the level of the commitment of Governments, Local, Stat and Federal, to deliver this project by the scheduled 2016 may be uncertain, particularly in light of Governments needing to reconsider new infrastructure project priorities as the ey determine their assistance to Australian communities to recover from the recent floods. It may be that the project has already been deferred for an undetermined period of time. Can you please advise me: What the current status of the project is from a planning / construction perspective? Has the final route alignment been determined as yet? Have construction contracts been awarded yet? What is the level of commitment of Governments to complete the project by the scheduled opening date of 2016? What announcements, if any, have been made regarding this project by State and Federal Government leaders since the floods earlier tis year? I anticipate your early response to my enquiries.

KIPPA-RING	
1800 Comment/enquiry 06 Dec 2010	Summary: Stakeholder called 1800 Stakeholder Comments: Came to open day, doesn't have access to internet and would like printout posted of land requirements around Kippa-Ring station (two closest pages)

MURRUMBA DOWNS	
In person comment/enquiry 20 Nov 2010	Summary: feedback given during community open day Stakeholder Comments: Goodfellows road overpass/ embankment will be unsightly and result in loss of property value

BARGARA	
1800 Comment/enquiry 23 Nov 2010	Summary: Kippa Ring Station location Stakeholder Comments: Stakeholder wanted to know if there were maps available that shows the station location in more detail.

MURRUMBA DOWNS	
Written Comment/Enquiry 07 Dec 2010	Stakeholder Comments: I live in the area where the new rail line will be going. On a pamphlet that I've seen it looks like Goodfellows road will be cut by the rail line and no provision for through traffic. Why is this the case. People from tulip tree road will need to go aournd past two schools to get to Kallangur shops where presently this is not the case. If this is the case why would a person bother. Businesses struggle enough in the area and people will not go there if it becomes a problem. I would be willing to discuss this in more detail as I believe a gate controlled crossing would make more sense.

MIAMI	
Written Comment/Enquiry 17 Dec 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents of the Moreton Bay area.</p> <p>Neither agree or disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>From Margate and other eastern parts of Redcliffe peninsula, the line may not deliver much time saving or convenience over using Sandgate or direct bus to the city via the northern busway. An extension of the line along/under Anzac Ave to Redcliffe would provide a genuine link to Moreton Bay and the peninsula. It would enable better access to commuters, service the hospital and other facilities at Redcliffe and provide access for tourists and visitors to the beach, lagoon and business district at Redcliffe.</p>
MURRUMBA DOWNS	
Written Comment/Enquiry 15 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: My house backs onto land designated for the rail (between <i>street</i> and <i>street</i>).</p> <p>I have a really big issue with the proposed road that will connect Goodfellows to Dohles Rocks Road.</p> <p>Earlier this year upgrade for sewerage was completed and in the process a lot of trees were cleared now I am getting a lot more road noises (hoons, sirens etc). I am not happy a major road will be on my back fence.</p> <p>This will occur when you take a major road like Goodfellows and make it a cul-de-sac. All traffic will then be using road behind my house 24 hours a day, which is not acceptable. Why not make Goodfellows a flyover and put the link road between <i>the two streets</i> on the other side of the tracks. There will be less impact to residents.</p>
MURRUMBA DOWNS	
1800 Comment/enquiry 14 Feb 2011	<p>Stakeholder Comments: Stakeholder rang to enquire about the exact location of the rail line in relation to her property.</p>
KIPPA-RING	
Online Survey 17 Dec 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly disagrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Strongly disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>Why do people come to Redcliffe? To go the beach! The station is no where near it. This has always been a stupid bloody idea and complete waste of taxpayers money. I will be practically living on top of the station and will have nothing but blaring light at my windows all night, noise and pollution, not to mention the increase in crime it will bring. This area now is idyllic. We have koalas and kangaroos are sighted daily.</p>
KALLANGUR	
1800 Comment/enquiry 28 Jan 2011	<p>Stakeholder Comments: Stakeholder rang to advise he had received a letter via registered post concerning a property in his family trust.</p> <p><i>Stakeholder</i> would like to meet to discuss the potential land requirement from the project.</p>
PETRIE	
Written Comment/Enquiry	<p>Stakeholder Comments: Concerned about pedestrian connectivity with Kallangur</p>

PETRIE	
14 Dec 2010	<p>Station.</p> <p>Would like to limit access from Constance Ct to the station. Advised that Constance Crt is full of elderly people and having access through their street would bring undesirables into the area.</p> <p>Despite this concern, they advised that they are "Mega supporters" of the proposed rail line.</p>
CHAPEL HILL	
<p>Online Survey 29 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL for travel.</p> <p>--</p> <p>I am moving to the area next year and currently intend to drive to Petrie. The proposed rail link will enable me to reduce my car travel time. I hope the timetable will incorporate express trains during peak times, this will be great.</p>
SCARBOROUGH	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Neither agrees or disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>I have to take my car for work purposes</p>
MANGO HILL	
<p>Written Comment/Enquiry 03 Feb 2011</p>	<p>Stakeholder Comments: Hi ,</p> <p>I am considering buying a house in the Mango Hill area and would like you to provide me with a map showing where the link will be. This map will need to show streets so I able to access if the rail will be on our future doorstep.</p>
HIGHGATE HILL	
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strong agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Neither agree or disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>This is a crucial project and must be constructed as soon as possible. Well done all levels of government for getting this project started.</p>
KALLANGUR	
<p>1800 Comment/enquiry 17 Nov 2010</p>	<p>Summary: Did not receive newsletter</p> <p>Stakeholder Comments: Stakeholder rang to advise that he did not receive newsletter.</p> <p>Advised that if we had it delivered to his mailbox, it would have been thrown out.</p> <p>Advised that he only accepts mail via his PO box.</p>

KALLANGUR	
	<p>Asked if his property access would be disrupted.</p> <p>Asserted that if his access was changed in any way, he wants his entire property resumed.</p> <p>Asked that I send him the detailed map.</p> <p>Agreed to read over the material posted to him and attend the community open day at Murrumba Downs on Saturday 25 November.</p>
<p>Presentation/event 31 Jan 2011</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Concerned about access to property and impacts of proposed change to road design at intersection. Property is close to intersection where change of vertical alignment shown. Needs more details.</p> <p>No letter box drops. Contact by mail or phone.</p>
<p>1800 Complaint 04 Feb 2011</p>	<p>Summary: Call to 1800 number</p> <p>Stakeholder Comments: Complained his feedback form had been "ignored" and concerned he will not have access to his property under concept design.</p>

KALLANGUR	
<p>Presentation/event 04 Dec 2010</p>	<p>Summary: Feedback form from community open day at Redcliffe</p> <p>Stakeholder Comments: Stakeholder attended community open day and submitted a feedback form with the following comments:</p> <p>Interested in how access is maintained to <i>Property</i>? Will it be a dead end?</p> <p>Please get back to me about this. A meeting would be appropriate?</p>

KIPPA-RING	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: - Noise/access are of concern</p> <ul style="list-style-type: none"> - Road will now be behind - Station on original plan was at a different location - Would want to see high fencing at the rear of the properties if this station goes ahead

NORTH LAKES	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Recommend that at the Park and Rides a limited number of spaces be restricted to use between 9am and 4pm to enable other than workers to use the trains outside of the peak periods. That system is being used in some of the new stations in Melbourne and is well patronised.</p> <p>When living at Ferny Grove it was impossible to obtain a park anywhere near the station after about 8am resulting in any travel to the city etc outside of the peak being by car.</p>

MURRUMBA DOWNS	
<p>1800 Comment/enquiry 18 Jan 2011</p>	<p>Stakeholder Comments: Stakeholder rang regarding the proximity of the Murrumba Downs Station.</p> <p>Stakeholder concerned at how close the station will be and advised that he had been unable to attend the previous community open days.</p>

MURRUMBA DOWNS	
	Interested in attending the public display at North Lakes Library and requested he be added to the email distribution list.
MANGO HILL	
Online Survey 19 Nov 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: I hope we don't have to wait until 2016 to see a single train on the track. There are 10 inbound city services that commence at Petrie in the mornings and there are 7 outbound services in the afternoon that terminate at Petrie. Push these services through to each station as it is developed from Petrie towards Kippa Ring. This requires no increase in rolling stock or even changes to existing Caboolture timetables and will be of significant benefit to the majority of commuters. In short, give us what you can when you can. Don't wait until everything is in place to deliver half hourly services all day all the way to Kippa Ring. Thank you for your time.</p>
KALLANGUR	
Online Survey 29 Nov 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL for travel.</p> <p>--</p> <p>I fully support access to the Murrumba Downs station being from Brays Rd. My family and friends in the area do not want access to occur from Cecily St as the local roads could not accommodate the increase in traffic.</p>
NORTH LAKES	
Online Survey 19 Nov 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Agrees that they will use the MBRL for travel.</p> <p>--</p> <p>I believe that this is a major benefit for our region and is much needed and overdue.</p>
MANGO HILL	
Written Comment/Enquiry 02 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: I hope the new rail link will be built ASAP.</p> <p>Since 3 years I am using daily the rail from Petrie station to the City. I never have a chance to go a little bit later to the office, because after 7.00am there is no parking available at Petrie station. A seat in the train is like a win in a lottery.</p> <p>To go by car to Northgate, where parking is available until 8.00am, is not an alternative, because of the unpredictable traffic on the Bruce Highway in the morning and evening.</p> <p>To use the 682 bus from Mango Hill will increase my travel time to and from work for each trip app 15 minutes.</p> <p>The last 682 bus is leaving Petrie station at 6.17pm, some days I would have the problem to come home after working hours in the office.</p> <p>Therefore a bus is not an alternative for me.</p> <p>I am looking forward to have a train station within walking distance from my home before I get retired!</p>

NORTH LAKES	
Presentation/event 31 Jan 2011	Summary: Feedback form received Stakeholder Comments: Hi, All looks good so far. My main concern is that enough provision is made for parking and bike racks. Also need to ensure that there is adequate lighting and security. Otherwise the proposed route is fine.

KALLANGUR	
Written Comment/Enquiry 15 Nov 2010	Summary: Vehicle access from School Road to Dohles Roacks Road Stakeholder Comments: Good Morning, We received our first Moreton Bay Rail Link Newsletter late last week and it is great to have this information updated to those of us who live in the area where the rail line will be located. We live on the corner of <i>Street</i> and <i>Street</i> in Kallangur and noticed on the map within the newsletter that an overpass is to be built on Dohles Rocks Road to cross the rail line. On the map it seems as though the overpass will begin on the western side of School Rd. If this is the case, could you let me know how we will be able to access Dohles Rocks Road from school road? We think the rail line will be a great step forward and it will be nice to have a railway station (Kallangur) within walking distance!! Your clarification would be very much appreciated.

MURRUMBA DOWNS	
1800 Comment/enquiry 06 Dec 2010	Summary: Request for fact sheets Stakeholder Comments: Stakeholder advised that she had received the Murrumba Downs Station factsheet in the mail. Requested that we send her a copy of the Kallangur factsheet as well. Raised concerns over access to the station. Happy to wait for detailed design.

KIPPA-RING	
1800 Comment/enquiry 18 Nov 2010	Stakeholder Comments: Stakeholder rang to advise he had just purchased the property and was concerned about the impact of the rail line. Asked if there would be noise barriers. Suggested that a rail line so close to his property should automatically come with noise barriers. Agreed to attend the Redcliffe Community open day.

MURRUMBA DOWNS	
1800 Comment/enquiry 28 Feb 2011	Stakeholder Comments: Rang and left message: Would like some information on the rail alignment, particularly the section at Brays Road. Wants to know if there will be a level crossing or a bridge.

BURPENGARY	
Written Comment/Enquiry 04 Jan 2011	Summary: Email requesting hard copies of information Stakeholder Comments: Good morning, At our next meeting one of the items is the Moreton Bay Rail Link. In order to show our members what is going to happen we will need some material to show. I wonder if you are able to send us the report, newsletters and other related papers?
Written Comment/Enquiry 04 Feb 2011	Stakeholder Comments: Good morning, As a representative of Moreton Bay Koala Rescue Inc. could you please put me on your distribution list for any updates on the Moreton Bay Rail Link Project? Thanks, <i>Stakeholder</i>
MURRUMBA DOWNS	
Written Comment/Enquiry 11 Mar 2011	Stakeholder Comments: Is this project still going ahead?
MURRUMBA DOWNS	
1800 Comment/enquiry 19 Nov 2010	Summary: Website enquiry Stakeholder Comments: Stakeholder rang to enquire after a map of the alignment. Asked if there was any other information I could email him.
MURRUMBA DOWNS	
1800 Comment/enquiry 14 Dec 2010	Summary: Enquired after viewing maps online Stakeholder Comments: Would like to know if any properties around Goodfellows Road are being taken (mainly southern side). Wants to know about the new road from Dohles Rocks Road and forks out into 2. How high is the overpass?
MURRUMBA DOWNS	
Written Comment/Enquiry 16 Dec 2010	Summary: Email query about location of rail line Stakeholder Comments: Please advise the proposed route for the proposed rail link. I have looked at the available maps on the internet and am unable to gauge the proximity to my house at <i>Property</i> .
NORTH LAKES	
1800 Comment/enquiry 17 Dec 2010	Summary: Call regarding station precinct letter received in post Stakeholder Comments: <i>Stakeholder</i> concerned that the government needed to purchase his property to construct the Mango Hill Station Interested in distance from his property to the rail line and station

KALLANGUR	
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: I disagree as the rail line comes within 100m of my back yard. You state that you have spoken to all the relevant and affected people but no one has spoken to me or my wife. I have just spent over \$70,000 dollars on my property to spend more time out doors now I don't know if it was a wise choice. I will be attending the next few meetings to hear what everybody has to say.
Written Comment/Enquiry 02 Dec 2010	Summary: Feedback form received Stakeholder Comments: My property will back on the rail line I would like to see sound barriers and light barriers also compensation as have spent a lot of money in a pool and other things to enjoy my backyard and all of a sudden you decide to put the line through.

KIPPA-RING	
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area. Strongly agrees that they will use the MBRL to travel. -- Great idea this is a growing area and there needs to be better public transport to the city for residents within this area.

KIPPA-RING	
Presentation/event 09 Dec 2010	Summary: Feedback form received Stakeholder Comments: Property on market at the moment. Council advised rail corridor was going to be further south. Keen for the buffer to be developed. Keen to see the station location in the industrial area. This will ... less congestion and more ... for workers. Less impact on the residential area where station is currently proposed.

MANGO HILL	
Written Comment/Enquiry 09 Dec 2010	Summary: Feedback form received Stakeholder Comments: The designated parking at this station requires up sizing, as the residents of the North Lakes Estate will certainly use this station and we do not want another Petrie station situation where all the surrounding streets are used for parking. As the rail line construction advances, consideration should be given to commission the Mango Hill station, this would take a very large number of cars off the road, well before the line completion at Kippa Ring. One other suggestion is that construction be started at both the Petrie and Kippa Ring ends of the line at the same time. This would speed up construction by many months.

NORTH LAKES	
Written Comment/Enquiry 16 Mar 2011	Stakeholder Comments Hi there I am planning to purchase a property at North Lake. I want to know if you have plans to acquire any land in the North Lake area. I understand that you have already contacted the property owners in Nov2010. I am buying the property from a real estate agent. I would check with the agent about that.

NORTH LAKES	
	Can you also please confirm if you are acquiring any land in that area.
MURRUMBA DOWNS	
1800 Comment/enquiry 16 Dec 2010	Summary: Called 1800 line enquiring about mailout Stakeholder Comments: Stakeholder requests future mailouts to contain information about Kallangur station as Stakeholder lives closer to that station.
MURRUMBA DOWNS	
Online Survey 29 Nov 2010	Summary: Online survey completed Stakeholder Comments: Agrees that the MBRL will benefit residents in the Moreton Bay area. Agrees that they will use the MBRL for travel. -- With the new retirement village, and the new High School being built in Murrumba Downs, plus existing local residents & primary students, would Kallangur Station be the closest station, and how accessible will it be? I would like to see a concrete walkway/footpath along Dohles Rocks Road, with safe overpasses if required, plus a bus service/shuttle to the station from both shopping precincts in Murrumba Downs. I would like to see the same for North Lakes as in bus services from the shopping centre & schools to Mango Hill station.
CLONTARF	
Written Comment/Enquiry 17 Mar 2011	Stakeholder Comments: We would like it brought to the attention of the relevant authorities, the number of kangaroos, rabbits, galahs, cockatoos and other native animals that are present in the Coventry Court area that backs onto Chelsea Park Reserve. Our children can not believe it when we see these animals hopping across our lawn each evening. We would be in favour of the line ending before it reaches the Coventry Court area that borders near Harvey Norman. Finishing up near Grace Lutheran College area would be a better option.
KALLANGUR	
Presentation/event 31 Jan 2011	Summary: Received feedback form Stakeholder Comments: Parking at Petrie Station needs to be of a sufficient size to meet demand. Did receive news letter, supports the project
REDCLIFFE	
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the area. Strongly agrees that they will use the MBRL to travel. -- Must have connecting express trains from Petrie to Brisbane to cut time
MURRUMBA DOWNS	
Written Comment/Enquiry 02 Dec 2010	Summary: Feedback form received Stakeholder Comments: Concerned about people parking in Constance Court and the through road ie doesn't want people driving through the street.

MURRUMBA DOWNS	
	<p>Currently limited street parking in Constance Court.</p> <p>Concerned about the increase in parking and increase in cars in the street.</p>
KALLANGUR	
<p>1800 Comment/enquiry 01 Dec 2010</p>	<p>Summary: Wants to know how close the rail line will be and how access will change</p> <p>Stakeholder Comments: Stakeholder was concerned about the proximity of the rail line and the newly proposed Goodfellows overpass.</p> <p>Wanted to know how she would access her property, if there was a potential impact to property values and whether there would be noise barriers or sound proofing offered.</p> <p>Stated that she can't attend this weekend's open day and advised that greater notification should have been provided to the community.</p> <p>Agreed to search the website for more information and call back if she has any difficulties or questions.</p>
<p>Written Comment/Enquiry 04 Feb 2011</p>	<p>Stakeholder Comments: Dear Sir/Madam,</p> <p>Can you please advise on the time frames for the Moreton Bay Railway. Will there be an environmental study done that will be open for public comment or is the design finished and no comments will be able to be incorporated?</p>
MANGO HILL	
<p>1800 Comment/enquiry 28 Jan 2011</p>	<p>Stakeholder Comments: Stakeholder rang in response to a registered letter from the project advising of potential land requirement</p>
<p>Meeting/briefing 02 Feb 2011</p>	<p>Stakeholder Comments: Stakeholder very concerned about native wildlife.</p> <p>Stakeholder stated that the local koalas and kangaroos are her friends.</p> <p>Enquired if fauna crossings would be provided and hinted that she would like one over the rail line to her property.</p> <p>Supports the idea of the rail line, just concerned about the impact on her land and how much compensation she will receive.</p>
NORTH LAKES	
<p>Online Survey 29 Nov 2010</p>	<p>Summary: Online survey completed</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Strongly agrees that they will use MBRL for travel.</p> <p>--</p> <p>Ensure that there is not only sufficient and ample room for Park 'n' Ride but also for expansion of the parking facilities for the future years / decades down the track (no pun intended).</p>
SCARBOROUGH	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: I understand that wildlife management is part of the planning. I suggest a different perspective when managing shared space. That is to</p>

SCARBOROUGH	
	<p>put the rail link on stilts instead of trying to funnel wildlife through bottlenecks. it is known from Australia (GCCC) and beyond (USA, Germany) that wildlife overpasses (or tunnels) do not work because they are not accepted by the animals but just randomly found.</p> <p>Road and train hills are common, ... populations - that are intended to be protected - become fragmented and weakened to the point of no return.</p> <p>I urge the government to put the train link on stilts as it delivers the better outcome compared to trying to convince wildlife to change their biology and go through 'conduits'.</p> <p>Stilts will also be beneficial for the wetlands feeding into Hays Inlet (RAMSAR site) which are home to locally significant species, including rare cryptic animals unique to SEQ.</p> <p>This suggestion is not about 'tree/animal hugging' but a serious management alternative. Though considerably more expensive, a stilted train-duct makes economic sense in the long run. Hays Inlet is the nurse of fish and crustaceans (and birds) and recreational and commercial fishing are the heartbeats - if not pacemakers - of the Moreton Bay Region.</p> <p>Thanks for considering my comments.</p>
NORTH LAKES	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefits residents living in the area.</p> <p>Strongly agrees that they will use the MBRL to travel.</p> <p>--</p> <p>This rail link is long overdue, it will go a long way towards removing cars etc from the main highway and make travelling to and from the CBD if not enjoyable at least bearable. In the mean time could you please run a direct bus service from Mango Hill/North Lakes to the CBD via Anzac ave/the main highway through Carsledine/Aspley/Chermside/Kedron etc. This can be bought into operation within weeks and would also relieve the car use from the highway. I can think of no reasonable excuse not to do this as it seems one of the most logical first moves whilst waiting the 4 years for the train to get up and running.</p>
NORTH LAKES	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL to travel.</p> <p>--</p> <p>I currently use the train - live at North Lakes and drive to Bald Hills station along the Bruce Hwy (aka Bruce car park). I fear though that the new rail line will not eventuate during my working life.</p>
KALLANGUR	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Concerned about pedestrian access across/under railway between Cecily Street and Undurba school.</p> <p>Currently we walk across land between eastern end of Cecily Street to Masjakin Court (Murrumba Downs).</p>

MURRUMBA DOWNS	
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: Strongly disagrees that the MBRL will benefit residents living in the area. Strongly disagrees that they will use the MBRL to travel. -- I am vehemently opposed to this rail line on personal, economical and environmental grounds. I will be living right next to a rail line, and this line is running through land teaming with wildlife (koalas, kangaroos, a myriad of birdlife (including black cockatoo breeding area)). I cannot see an economic return on investment for a rail line that will terminate at Kippa-Ring. I doubt Redcliffe residents will use this line, opting for the Ted Smout bridge instead.
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the area. Neither agrees or disagrees that they will use MBRL to travel.
SCARBOROUGH	
1800 Comment/enquiry 05 Nov 2010	Summary: Proposed Alignment Stakeholder Comments: Currently lives in Scarborough, but looking to purchase a property near Chelsea Street, Kippa-Ring and wanting to know exact location of the rail line.
MURRUMBA DOWNS	
Written Comment/Enquiry 02 Dec 2010	Summary: Feedback form received Stakeholder Comments: I am completely against the cutting off of Goodfellows Road. This is a major arterial road in this area used by thousands of vehicles each day. All residents east south/east of the proposed cut will have to now go eastwards to go back west to get into Kallangur ie go east southeast to Dohles Rocks Rd or east to Brays Rd. Business in Kallangur will be severely affected. Personally, I will have to go in a big loop to go to Kallangur, where I shop and do a lot of business. There is no easy access to Duffield Rd or Anzac Av for those wanting to go to Kallangur and of course Petrie Lawnton Strathpine etc
GRIFFIN	
Written Comment/Enquiry 10 Nov 2010	Summary: Looking at purchasing property in the area Stakeholder Comments: I am looking at investing in a property development at Griffin, I read about the recently announced Moreton Bay Rail link that is supposed to run from Petrie to Kippa-Ring. My question is can you give me information as to where the proposed locations would be for the 6 new stations?
MURRUMBA DOWNS	
Written Comment/Enquiry 01 Dec 2010	Summary: Feedback form received Stakeholder Comments: Dear Sir/Madam While there will be plenty of winners, the people want this rail link, there will also be lots of losses, the people who become the consequence of this rail link.

MURRUMBA DOWNS	
	<p>As can be seen we are very close to the proposed Kallangur Station and road fly over. We can already hear the traffic from Anzac Ave, the noise from this fly over with the train and station noise will do nothing for the value of our home. This is how we become the consequence of 'progress', and there is little we can do about it!</p> <p>At the moment the map shows NO PEDESTRIAN ACCESS from <i>street</i> to the railway station. PLEASE DO NOT LET THIS SITUATION CHANGE. If access is made, we will get street parking by commuters and high level pedestrian traffic. Service vehicles ie rubbish collection already have difficult turning around in this cul-de-sac. There will be little we can do against the steam roller of this development, so again, please do not allow access from <i>street</i>.</p>
ROTHWELL	
<p>Presentation/event 04 Dec 2010</p>	<p>Summary: Feedback form from Saturday's community open day at Redcliffe</p> <p>Stakeholder Comments: Stakeholder attended community open day and submitted feedback form with the following question:</p> <p>I would like to know exactly how far (distance measurement) will the station be from my place.</p>
KALLANGUR	
<p>1800 Comment/enquiry 20 Dec 2010</p>	<p>Stakeholder Comments: Stakeholder advised that she and her husband are currently trying to sell their property at <i>Property</i>.</p> <p>Advised that three contracts had fallen through and advised that potential buyers are no longer interested due to the proposed railway.</p> <p>Stakeholder asked if their property was in any danger of being resumed.</p>
KIPPA-RING	
<p>Written Comment/Enquiry 17 Feb 2011</p>	<p>Stakeholder Comments:</p> <p>I have attached my completed comments regarding the plans for the Moreton Bay Rail Link and how residents of <i>street</i>, Kippa-Ring who <i>back onto the rail corridor</i> feel about how it will affect their enjoyment of living where we live.</p> <p>I personally acknowledge that the rail line is overdue and a welcome addition to the growth of the Redcliffe Peninsula. It could possibly increase the value of homes in the area, but unfortunately I know that it will not increase the value of my home, now that it is a few metres from a railway line - a situation that most buyers discount when looking for a new home, as seen in real estate search engines such as Domain "stay away from railway lines" is a search option.</p> <p>I am mainly concerned at losing my outlook - all the trees which my husband loved so much (<i>reference removed</i>). Yes, I do have a special attachment to them, so am hoping that my neighbours and I could possibly start planting some replacement trees in preparation for the construction phase in 2 years' time.</p>
KALLANGUR	
<p>Written Comment/Enquiry 02 Nov 2010</p>	<p>Summary: Noise barriers</p> <p>Stakeholder Comments: I live at <i>Property</i> approx. 300 mts form the rail line. Will sound proofing barriers be installed on the line in my area? I have checked the net & could not find any info.</p>
BRACKEN RIDGE	
<p>1800 Complaint 10 Dec 2010</p>	<p>Summary: Landlord concerned about property</p>

BRACKEN RIDGE	
	Stakeholder Comments: Has residents living in a townhouse complex in Kippa-Ring, says they are very nervous. Would like more information about the project. Very unhappy.
CLONTARF	
Online Survey 29 Nov 2010	Summary: Online survey completed Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area. Agrees that they will use MBRL for travel.
MURRUMBA DOWNS	
1800 Comment/enquiry 14 Dec 2010	Stakeholder Comments: Pedestrian access via floodway (Brigalow Ct) to Kallangur station. Increased/easier connectivity please. Please help
NORTH LAKES	
Online Survey 17 Dec 2010	Summary: Completed online survey Stakeholder Comments: Mango Hill Railway Station should be build on the northern side of Anzac Ave closer to Westfields
Written Comment/Enquiry 11 Nov 2010	Summary: Request for exact location of Kippa Ring Station Stakeholder Comments: Good morning, I would be grateful for your advice as to the proposed site for the Kippa-Ring rail station, for the proposed Moreton Bay Rail Link. I've seen the map on your website showing its general location, but I would like to know the specific street address for the proposed site, if possible.
KIPPA-RING	
1800 Comment/enquiry 02 Mar 2011	Stakeholder Comments: Stakeholder rang for more information on the project and asked whether the floods had delayed the project.
KALLANGUR	
1800 Comment/enquiry 19 Nov 2010	Summary: Looking to buy in the area Stakeholder Comments: Stakeholder is looking at purchasing <i>Property</i> . Wants to know if it will be impacted by the rail line.
NORTH LAKES	
Written Comment/Enquiry 02 Dec 2010	Summary: Feedback form received Stakeholder Comments: I am very keen for this project to continue. Having been on the drawing board for 20+ years, it is about time this is progressed and finalised. I have moved to North Lakes in the last 12 months and my commute to the city daily takes up at least 3 hours of my day. The rail link needs to be express from Petrie to the city - not stopping at stations from Northgate on, to make the commute time

NORTH LAKES	
	shorter and giving us city workers some of our family time back.
KALLANGUR	
1800 Complaint 29 Nov 2010	<p>Summary: Objects to rail line and associated roadworks</p> <p>Lived at his home for 40 years</p> <p>Stakeholder Comments: Stakeholder advised he wished to lodge a complaint.</p> <p>Concerned about new roadworks proposed. Objects to the new road design for Goodfellows Road.</p> <p>Stakeholder lives on <i>Street</i> near to <i>Street</i>.</p> <p>Believes he will have property access difficulties.</p> <p>Believes his property value will go down due to reduced visual amenity due to height of road bridge (overpass).</p> <p>Concerned about pedestrian access to Kallangur station - safety concerns for crossing the new road.</p> <p>Stakeholder advised that the current design is not like the GHD design from 2003.</p> <p>Stakeholder strongly objects to the new proposed layout.</p> <p>Stakeholder requests a one on one meeting with appropriate DTMR staff to discuss.</p> <p>Stakeholder advised that his neighbours and he are considering a class action should the design proceed.</p>
Written Comment/Enquiry 03 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Concerns ramp road access up to road bridge</p> <p>Impacts on property value, access to property. A pedestrian access to Kallangur station does not agree with road network concept which significantly different from GHD 2003 concept.</p> <p>Requesting meeting with TMR.</p>
Presentation/event 31 Jan 2011	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Concerns ramp road bridge over rail where Goodfellows Rd split. Property and Duffield Road may have access impacts. Concerned about impact on amenity due to height of road bridge over rail.</p> <p>Also concerned about ability to walk to Kallangur Station from my home due to busy roads.</p> <p>Road design is not the same as 2003 GHD concept and I strongly object to the proposed layout.</p> <p>I request a one on one meeting with appropriate TMR staff to discuss.</p>
NORTH LAKES	
Online Survey 19 Nov 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents of the Moreton Bay area.</p> <p>Strongly agrees that they will use the MBRL for travel.</p>

KIPPA-RING	
Written Comment/Enquiry 01 Dec 2010	<p>Stakeholder Comments: Dear moretonbayrail@tmr.qld.gov.au</p> <p>Subject: Petrie-Kippa Ring Rail Link</p> <p>In regard to the railway station proposed at the end of Hercules Road in Kippa Ring and the associated car park, here are concerns of the parents at Hercules Road State School.</p> <p>They are:</p> <ol style="list-style-type: none"> 1. The construction of units at the back of our school on Fleet Dr has led to enrolments increasing to nearly 880 students with over 120 prep students. 2. As a result of this development, traffic along Hercules Road and Anzac Avenue has increased and this often causes congestion. 3. If a train station car park is accessed by Hercules Road and Kroll Street, the increase in traffic around the school will put students and families at a greater risk. 4. Anzac Avenue is already a major road and with the increase in traffic as a result of the railway station, there will be further congestion. eg. at traffic lights. 5. A family of koalas live in the school grounds, as well as the occasional Kangaroo. Increased traffic will surely affect the habitat of these creatures. 6. Our school mascot is a koala, named Hercules, and is a very important tool in our school behaviour management plan. Hence, our koalas are vital to the success of this program in an area where behaviour is a constant concern. 7. As there is a projected number of approximately 1100 rail commuters possibly increasing to 3500 by 2031, surely these numbers will adversely impact on the area in question. <p>Our primary concern as a school community is the safety of our 880 students and 500 families. We co-exist as a committed community that is increasing in number. The proposed construction and infrastructure associated with the development, will be too much for our school and community to handle.</p> <p>We have perused the application by <i>Stakeholder</i> in relation to the relocation of the train station to the western side of Hercules Road and we believe that this would be a far better option for the community at large.</p> <p>The main benefits of <i>Stakeholder's</i> proposal for our families will be:</p> <ol style="list-style-type: none"> 1. Very little to no traffic impact along Hercules Road and within the school side of the train line. 2. Little traffic impact will mean less environmental damage to our koala and kangaroo populations. 3. Our students who ride or walk to school will have less chance of being injured by traffic. 4. Access to the railway station could still be possible for our students and families via the over pass or walk way bridge. <p>By positioning the station on the other side of the track, this will allow for access along Snook St and MacDonnell Road. This is already an industrial area, and therefore this will experience minimal impact.</p> <p>We believe that <i>stakeholder's</i> proposal for the re-positioning of the train station is an excellent alternative to the current model and we would like to wholeheartedly support him. I am quite happy to collect signatures and comments from our families in order to show the extent to which we feel strongly about this.</p>

KIPPA-RING	
Written Comment/Enquiry 09 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Property is located within 30-40m of proposed station. Got concerns about noise. Peaceful location now that will change. Concern that value of property is affected. Concerned that he had to sell ... not get fair value. Noise concerns from people using the station particularly at night. Think adjoining area did not receive any info on project.</p>

KIPPA-RING	
	Just refurbished the property over the last few years. Wouldn't be adverse to his property be required for the scheme.
BRIGHTON	
Meeting/briefing 17 Nov 2010	<p>Summary: Meeting between <i>Stakeholder</i> and <i>Project team member</i> and <i>Project team member</i> from the MBRL project team</p> <p>Stakeholder Comments: Previously worked for EPA and has walked the entire corridor in this capacity.</p> <p>There are unique geologic conditions and endangered regional ecosystems in the Chelsea Rd area which would be compromised by the construction of a rail line.</p> <p>Supports building the terminus station behind Bunnings rather than at Kroll Street.</p> <p>Suggested building a road from Kroll Street along the edge of the corridor to bring traffic to new station location.</p> <p>Suggestion of building a recreational walk through the Chelsea rd reserve to provide pedestrian access from Kippa-Ring</p>
Written Comment/Enquiry 19 Nov 2010	<p>Summary: Email from <i>Stakeholder</i> regarding his suggestions for corridor (<i>maps supplied</i>)</p> <p>Stakeholder Comments: As you may be aware, I examined all sections of of the dual-track rail line between Petrie and Kippa-Ring for the EPA in 2002-2003. As a result, the project director, <i>Project team member</i> and the communication manager <i>Project team member</i> from the Moreton Bay Rail Link Project asked me to meet them last Wednesday for an hour.</p> <p>In my previous discussions I felt that it should stop at Mango Hill, but its not worthwhile to keep doing this, so I concentrated on the whole railway line. The major comments made were:</p> <ol style="list-style-type: none"> 1. All mangroves, salt marsh, and Casuarina glauca- Melaleuca quinquenervia forest. All these areas should be have large elevated bridges to allow these areas to move and change with different tides, weather and climate change. 2. The most important area is the Chelsea Street Environmental Reserve at RE 12.5.2 which is the only area left on the geology of the Petrie Formation in the Redcliffe area. The divergence between animals and birds between this and other RE's is important. I feel that the railway will stop this divergence and movement, even though the railway design will try to place artificial corridors. I have examined these on railways and bridges in Qld and NSW with poor success in many places. As a result I feel that the railway should terminate at the corner of Bremner Rd and Buchanan Rd. On the Web Map (above), Point (A) is private land but is the best place. Point (B) is part of the Hayes Inlet and belongs to MBRC. This has re-growth and this small area is better sacrificed than the larger forest. 3. I have put in (C) a Walking Trail to show the beauty of this area but local people can walk to the train 4. I have placed a train entrance road to the railway station (D_E) if people need a different entrance at a later time with higher traffic. This road must mot go through the Chelsea Street Environmental Reserve.
PETRIE	
Online Survey 17 Dec 2010	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Agrees that the MBRL will benefit residents of the Moreton Bay area.</p>

PETRIE	
	<p>Disagrees that they will use the MBRL for travel.</p> <p>--</p> <p>Believes trains are unreliable</p>
MARGATE	
<p>Written Comment/Enquiry 14 Dec 2010</p>	<p>Stakeholder Comments: Is the draft alignment shown including the 'minor alterations' required by QR.</p> <p>Please involve me in environmental issues specifically RAMSAR wetlands and koala impact.</p>
KALLANGUR	
<p>Written Comment/Enquiry 01 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Our business relies on cars. We are a <i>business</i>. Urgent we require a response ASAP. We have a property and business which is going to be profoundly affected by this overpass.</p> <p>The flow of traffic has already been reduced 1000 cars there will be no flow of traffic virtually after overpass. In plan there is no exit to our building going west. There are major concerns which we would like to discuss on entry and exit to building with other owners.</p> <p>Our property value has significantly been reduced. We will have no exposure from overpass which will profoundly affect business which relies on cars passing. We are majorly concerned also at the future isolation of property that poor lighting and lack of traffic will make this a target for vandalism. There are many other concerns</p>
ROTHWELL	
<p>Written Comment/Enquiry 02 Nov 2010</p>	<p>Summary: General enquiry</p> <p>Stakeholder Comments: I was told by someone that you would be able to tell me the exact location of the proposed Rothwell Railway Station.</p>
KIPPA-RING	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Kippa-Ring station would be better placed at end of McDonnell Road. To assist industrial area employees transport to work. If it is at Hercules Road the employees will need a bicycle to travel from Hercules Road to Industrial Area. Businesses would also benefit.</p> <p>The proximity of houses and small busy streets and primary school at Hercules Road site make this very impractical.</p> <p>Provision for wildlife along park near Trafalgar Street is necessary to preserve koala population.</p>
NORTH LAKES	
<p>1800 Comment/enquiry 16 Nov 2010</p>	<p>Summary: Concerned about disability access to public transport facilities</p> <p>Stakeholder Comments: Stakeholder advised that his wife is disabled and that they're concerned about access to stations.</p> <p>Suggested that carparks be built over the top of the station to make it easy it access and to reduce the footprint on the surrounding area.</p>

ROTHWELL	
Written Comment/Enquiry 08 Dec 2010	Summary: Increased traffic concerns Stakeholder Comments: Hi, After receiving an update via mail regarding the planned park and ride facility at Rothwell (after the planned open sessions for consultation on the 4th December 2010 have concluded), i'm increasingly concerned about plans to turn a single lane residential street into a main access point for your planned station. I would be stongly against the plan as a home owner and father, The increase in traffic would be clearly unrealistic and to simply assume that to reclaim a quiet residential street for such a purpose seems misguided and quite frankly a concern in a planning sense, this quiet street is not an easy planning way out! I have a number of questions ie: how many commuters are you catering for, have you reviewed the traffic implications on Anzac Avenue with increases in development being planned/and the access to and from. I find it simply absurd that the best plan is to utilise a single lane, residential estate as your access when you have land just kilometers away outside of the existing housing estates. Access should not be through this street, the implications for the residents would seem to have been greatly underestimated and a general access point directly to Anzac Avenue would make significantly more sense.
MANGO HILL	
1800 Comment/enquiry 07 Mar 2011	Stakeholder Comments: Stakeholder wanted to know if the project was still happening after the floods. Also requested some maps and fact sheets be sent to her.
CABOOLTURE	
1800 Complaint 17 Nov 2010	Stakeholder Comments: Stakeholder left message asking why no public meeting are being held at Caboolture. Asked that we ring her back.
MURRUMBA DOWNS	
Written Comment/Enquiry 03 Feb 2011	Stakeholder Comments: The Project Manager, I reside at <i>Property</i> . My dwelling which currently has Northerly views of trees and koalas and bird life will by your maps soon be a concrete railway bridge and platform. Not great for property value and quality of living! I have not seen on any of the maps or 3D animation, noise pollution barriers. Could you advise if these barriers are planned for or factored in and if not why not?
MURRUMBA DOWNS	
Written Comment/Enquiry 02 Dec 2010	Summary: Feedback form received Stakeholder Comments: Looks good - go ahead ASAP. The fact that there are no level crossings is great move forward.
STRATHPINE	
Written Comment/Enquiry 27 Nov 2010	Summary: Over-crowding on trains Stakeholder Comments: Hello Firstly, I catch the train from Strathpine every morning, Monday to Friday, return to Central. No matter what time train I catch in between 7.30am & 8.30am, they are always packed. We will not even discuss how packed the trains are coming home at night. By building this link, trains will become even more crowded with the additional

STRATHPINE	
	<p>commuters.</p> <p>What do Queensland Rail/Translink intend to do (if anything) about this problem? Extra trains have already been promised during peak periods on the Caboolture line, but that is only going to solve the problem of over crowding at the moment. I suppose they could use trains with more carriages.</p> <p>Secondly, when building commences, is it going to affect current services in between Caboolture and Northgate?</p> <p>Looking forward to your reply</p>
MURRUMBA DOWNS	
<p>Written Comment/Enquiry 02 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Full steam ahead looks great</p> <p>No level crossing along please. Thank you</p>
MURRUMBA DOWNS	
<p>Presentation/event 17 Feb 2011</p>	<p>Stakeholder Comments: Concerned at the proximity of the rail line to his property. Did not realise that it would be so close. Acknowledged that he undertook property search when he purchased the property and it revealed that there would be a train line.</p> <p>Wanted to know if there would be noise barriers.</p> <p>Thankful for the offer of being added to the email distribution list.</p>
<p>Written Comment/Enquiry 28 Jan 2011</p>	<p>Stakeholder Comments: As a property owner I am interested to know if the timetable for the design and construction of the Moreton Bay Rail Link will be maintained or altered after the floods experienced in Queensland. Construction has been advertised to start next year 2012, and to finish 2016. I consider the Rail Link will be a wonderful addition to the existing infrastructure.</p> <p>Can I assume the project will continue in approximately the same time period?</p>
MOUNT NEBO	
<p>1800 Comment/enquiry 17 Nov 2010</p>	<p>Summary: Community open day locations</p> <p>Stakeholder Comments: Stakeholder wanted to know where the community open days will be held.</p> <p>He is not a resident, but is interested and was told by a friend about the open days.</p> <p>Thanked <i>Project team member</i> for his help.</p>
<p>Online Survey 17 Dec 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Neither agree or disagree that they will use the MBRL for travel.</p> <p>--</p> <p>As an active and enthusiastic cyclist I would use a dedicated cycleway, when provided, adjacent to the rail line.</p>

MURRUMBA DOWNS	
Written Comment/Enquiry 11 Feb 2011	Stakeholder Comments: Although we are in favour of the MBRL there a a number of concerns. These are: 1. Proximity of rail link to built up area around Masjakin Court. We would prefer the rail and station to be 50m further north. 2. Noise - what noise abatement procedures and measures are being considered for area around Murrumba Downs station? 3. Parking in Masjakin Ct and surrounding streets - with the planned pedestrian areas to the railway station from Masjakin Ct, commuters may be tempted to park them instead of at the designated park n ride facility. What measures will be implemented to prevent this from happening?
HAZELGROVE	
1800 Comment/enquiry 17 Dec 2010	Summary: Enquired about his property Stakeholder Comments: Stakeholder called enquiring about his property in Kippa Ring. Mentioned <i>Project team member</i> had sent him some maps and wanted to know how much of an impact his property has. Mentioned the drive in carpark next to his unit is close to the rail line.
OBERON, NSW	
1800 Comment/enquiry 09 Dec 2010	Stakeholder Comments: Stakeholder rang and left message, would like to know more about the rail line and Kippa-Ring station.
WOODY POINT	
Written Comment/Enquiry 07 Dec 2010	Summary: Email from stakeholder regarding impact on Chelsea Street Reserve Stakeholder Comments: <i>Project team member</i> , I was part of the Chelsea Bush Care Group that talked with you on Sat at Rcliffe Library. We hope to meet with you again on the morning of Sat, 11th Dec at Chelsea St. Most of the attached comments are agreed with by the other members but are being sent as my own comments. See Appendix C
KALLANGUR	
Written Comment/Enquiry 14 Jan 2011	Summary: Looking at purchasing a property at (<i>name</i>) Street Stakeholder Comments: I am in the process of purchasing the property at <i>Property</i> and am trying (without any Luck) to ascertain whether or not the new proposed railway line will affect this property Are you able to provide me with any information regarding this new line.. This matter is quite urgent as my deadline for this is COB 14.01.2011
KALLANGUR	
1800 Comment/enquiry 10 Dec 2010	Summary: Dohles Rocks Road overpass Stakeholder Comments: Stakeholder rang for more information about the Dohles Rocks Road overpass. The structure is being built directly in front of her home and she is concerned about increased noise from traffic. Very thankful for the information and especially the maps.
Online Survey	Summary: Completed online survey

KALLANGUR	
17 Dec 2010	<p>Stakeholder Comments: Agrees that the MBRL will benefit residents in the Moreton Bay area.</p> <p>Neither agree or disagrees that they will use the MBRL for travel. --</p> <p>I agree that the rail link will greatly benefit the Morton Bay Region and will take a lot of vehicles' off the roads and make travel time quicker and more efficient. It will cut greenhouse carbon emissions and make it cleaner and greener. This is the start to a better travelling network on the Northside which has beautiful Fauna and Flora and by this rail link we may maintain and enjoy what we have. This region is growing fast and rail is the best way to go. As for all the bridges that will be put in place over main roads I would like to see transparent noise barriers on top of the concrete bridge side walls so that it protects the households nearby. There has been a lot of houses allowed to be built around these proposed bridges and it is only fair that the householders be protected. Is the planting of shrubs and trees around these bridges need to take place not only to absorb the added noise but to beautify the bridges and train stations and make them a place where people want to be.</p>
KALLANGUR	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: It would appear that the Duffield Rd ramp will terminate at or near our street from ... We are concerned that this may affect our ability to access the property. We would like to be advised of design proposals as they occur.</p> <p>Of particular concern are questions of local access and traffic flows in the Duffield and Goodfellows Rds precinct, estimated traffic flows on Duffield Rd and noise mitigation.</p> <p>Is it intended to provide dedicated cycle paths throughout this project?</p>
KEPERRA	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: If QR/Dept Transport are concerned about noise in residential areas - why are train services required to use 'country' ... at level crossings with gates and on starting from stations.</p>
KIPPA-RING	
<p>Written Comment/Enquiry 09 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Would like to see a good quality access from Buchanan Street to the proposed new station <i>at Rothwell</i> for the residence of the residential villas (building for 4-6 years). Scooter access will be a priority. Path needs to be wide to allow scooters to pass.</p> <p>Train will need to be accessible for scooters (gofers).</p> <p>Two other retirement villages will use this station.</p>
MARGATE	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area.</p> <p>Neither agree or disagrees that they will use the MBRL to travel. --</p> <p>I currently live at Margate and catch the 690 bus to Sandgate rail. It would seem easier for me to continue to do this than to catch a bus to Kippa-Ring rail however there are many people who live at Kippa-Ring who will find Kippa-Ring rail of use.</p>

KIPPA-RING	
Online Survey 17 Dec 2010	Summary: Completed online survey Stakeholder Comments: Strongly agrees that the MBRL will benefit residents in the Moreton Bay area. Agrees that they will use the MBRL for travel.
1800 Comment/enquiry	
02 Dec 2010	Stakeholder Comments: Wanted to know when trains would start on the line as he is 78 and would like to live long enough to see it
ROTHWELL	
1800 Comment/enquiry 01 Dec 2010	Summary: Concerns about increased vehicle numbers Stakeholder Comments: Stakeholder rang to express concern about potential increases in traffic due to the new Rothwell Station and the extension of McKillop Street. Stakeholder is concerned that the main access to the station will be via Anzac/McKillop and his sleepy cul de sac will become a busy intersection.
KALLANGUR	
Online Survey 19 Nov 2010	Summary: Completed online survey Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay area. Disagrees that they will use the MBRL for travel. -- This is long overdue, however, I am worried about the wildlife living behind my house. I hope to see adequate wildlife fencing to stop animals entering track areas and also ways for the animals to go over or under the tracks. An example of this is alongside and over Compton Road between the Gateway Motorway overpass at Kuraby and Kingston Road. This will enable the animals to maintain the majority of their territory rather than having it cut in half and not being able to access one side of it. I hope this is an issue that can be spoken about at the community open day.
MURRUMBA DOWNS	
Written Comment/Enquiry 02 Dec 2010	Summary: Feedback form received Stakeholder Comments: Main question regarding parking: What action will Council be taking to control excess traffic and parking in the streets on southern side of Murrumba Downs station? The streets in this area are narrow local suburban not suited for heavy traffic. What action will be taken to control the increase in vandalism etc that will no doubt come as a result of the railway line? What action will be taken to contain the noise that will come from the trains, particularly at night.
ROTHWELL	
Written Comment/Enquiry 14 Feb 2011	Stakeholder Comments: Hi, I live <i>near the proposed Rothwell station</i> and have the following concerns. Increased traffic at the Finnegan Street and Anzac Avenue intersection area.

ROTHWELL	
	<p>I believe this will be an issue with traffic entering Finnegan Street from Anzac Avenue (North Lakes side), there is a very short turning lane and at present it fills and becomes dangerous. Traffic leaving Finnegan Street and going towards the Anzac Avenue Roundabout will cause increased congestion and amplify the dangerous action of parking in between traffic lanes.</p> <p>The Roundabout will have even more traffic than present (traffic is commonly backed up during the day).</p> <p>I would like to see no additional traffic into Finnegan Street area, can access be restricted or denied for traffic using this as a short cut to Rothwell Station from Anzac Avenue and also in the reverse direction?</p> <p>I would like to also see a solution to problems at the Roundabout in question.</p> <p>My last concern is with noise from the rail line near the Rothwell Station, I believe the line is above ground level in this area. Will the sound from the trains travel further due to the height?</p> <p>Have any of the above issues been addressed? If so what solutions are in place.</p>

KALLANGUR	
<p>Written Comment/Enquiry 03 Dec 2010</p>	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: Please include a pedestrian/cyclist underpass or overpass in Goodfellows Road so that people do not have to walk or cycle the long way round. I try to walk regularly along Goodfellows Road and if there was no access I would be forced to drive.</p>

STRATHPINE	
<p>1800 Comment/enquiry 02 Mar 2011</p>	<p>Stakeholder Comments: Stakeholder is looking at moving to Kallangur/Murrumba Downs and wanted to know where the rail line will be.</p> <p>Thankful for the offer to be added to email distribution list.</p>

ROTHWELL	
<p>Online Survey 19 Nov 2010</p>	<p>Summary: Completed online survey</p> <p>Stakeholder Comments: Strongly agrees that the MBRL will benefit residents living in the Moreton Bay region.</p> <p>Strongly agrees that they will use the MBRL to travel.</p>

KIPPA-RING	
<p>Online Survey</p>	<p>Stakeholder Comments: Strongly agree it will benefit Moreton Bay Strongly agree I will use it</p> <p>I truly believe this rail link will improve the WHOLE area while removing thousands of cars off the road, further cutting pollution. This project will also indirectly assist millions of school students, house hold people, shoppers, workers & visitors to the extended area this rail line will support. I'll be very glad to see it put into place when it's complete !</p>

KALLANGUR	
<p>Online Survey</p>	<p>Stakeholder Comments: Agree this will benefit Moreton Bay Strongly disagree I will use it</p>

KALLANGUR	
	i live off dolhes rocks rd and we are very angry at the road changes and we will be protesting loudly about the matter
SAMFORD	
Online Survey	<p>Stakeholder Comments: Strongly agree - this will benefit Moreton Bay</p> <p>Strongly disagree - i will use this.</p> <p>I used to live in the area that is earmarked for the rail link so I can see that it would definitely be an important piece of infrastructure. I do not live in the area anymore, hence the reason that I would not regularly use the rail link if it was available.</p>
REDCLIFFE	
Online Survey	<p>Stakeholder Comments: Agree that it will benefit Moreton Bay Disagree that I will use it</p> <p>Wasn't the rail link supposed to go to 'Redcliffe' ? but it seems to stop at Kippa-Ring. Is that why it has been renamed 'Moreton Bay rail link' ?</p>
Online Survey	<p>Stakeholder Comments: Strongly agree it will benefit Moreton Bay Strongly agree I will use it</p> <p>Build it quicker. 2016 is too slow.</p>
MARGATE	
Online Survey	<p>Stakeholder Comments: Strongly agree this will benefit Moreton Bay Disagree I will use it</p> <p>Is still going to be much faster to Drive from Redcliffe to Sandgate station, and catch that train into the city. Its a shame better/more frequent links are not setup between Redcliffe and Sandgate/North Bondall stations.</p>
UPPER CABOOLTURE	
Online Survey	<p>Stakeholder Comments: Disagree this will benefit Moreton Bay Strongly disagree I will use this</p> <p>I am a commuter from Caboolture to Brisbane CBD. It's a long commute, but it's pretty much a straight line, so the time difference between driving and rail transport is not too great. This proposed line does not run directly to the CBD, it runs to Petrie first. The difference between driving and catching the train (to the CBD) is going to be significant isn't it? Likewise if we were to go shopping at Northlakes, it would be far easier to drive from home to the shops than catch the train to Petrie then swap (involving a wait of how long?) then another train to Northlakes (and repeat for the return journey). It will take too long. Minor concern that branching the line at Petrie may reduce services to stations between Caboolture and Petrie, if some trains are diverted to Kippa Ring. What about connecting Kippa-Ring and Redcliffe to the Sandgate line—wouldn't that make for a much quicker journey to the city? Northlakes could be connected to that, or to Petrie (or both).</p>
MURRUMBA DOWNS	
Online Survey	Stakeholder Comments: Neither agree or disagree this will benefit Moreton Bay

MURRUMBA DOWNS	
	<p>Disagree I will use it.</p> <p>Consideration of the impact on residents in Masjakin Court and surrounds has not been demonstrated.</p>

MURRUMBA DOWNS	
Online Survey	<p>Stakeholder Comments: Strongly disagree it will benefit Moreton Bay Strongly disagree I will use it</p> <p>The Moreton Rail Link is a project that is very politically driven. It is amazing that overnight during the election we suddenly could invent billions of dollars to create this link. This project has not been very well thought out. This was evident in the recent information sessions. Why would you put a railway station so close to a beautiful residential estate when not so long along Westfield offered to have a station near their shopping centre. This Murrumba Downs station is the biggest joke of the project. How can you possibly have a train station 10 metres away from a residents boundary fence. This shows the lack of empathy the project leaders have. Why do you even need this station when Kallangur and North Lakes stations are so close? What would make more sense is to have a train line run from Mango Hill to Redcliffe to Shorncliffe. That would attract more commuters than the current scenario.</p>

KIPPA-RING	
Online Survey	<p>Stakeholder Comments: Neither agree or disagree - this will benefit Moreton Bay Strongly disagree - that i will use this</p> <p>I am concerned about the impact the Kippa-Ring station will have on local residents. Commuters will be parking in our streets and on our footpaths, clogging up our streets, late night commuters making noise (especially those who have been partying in the city until late and return drunk and causing trouble), vandalism and crime will increase in the surrounding streets and Anzac Avenue will further struggle with the increase in traffic. There is also going to be a lot of noise during construction, then noise from the trains and connection buses we will have to contend with. We would also lose our local park, Kenna Park, where our children like to play. We would prefer it if the station was situated near the Clontarf Industrial Area which would not only benefit the workers and potentially increase business in that area, but minimise noise and disruption to local residents. That area could better cope with a station and be easier for residents, buses and taxis to access. Thank you.</p>

NORTHGATE	
Online Survey	<p>Stakeholder Comments: Agree this will benefit Moreton Bay Neither agree or disagree I will use this</p> <p>I think that, overall, the impacts of the rail will be beneficial. There will also be negative impacts however that need to be anticipated and managed.</p>

MURRUMBA DOWNS	
Online Survey	<p>Stakeholder Comments: Disagree this will benefit Moreton Bay Strongly disagree I will use it</p> <p>The proposed placement of stations is not beneficial to anyone. Murrumba Downs station will have safety/security impact on my home and family, and on all others in my street. It is neither useful nor wanted in our area. I will not be able to let my children play outside (not even in my yard as it too will be open to strangers). We were led to believe the line would be several hundred metres from our yard, not 6 as proposed. Our beautiful home will basically be unliveable if the station goes ahead, and dramatically reduced in value - as will all the homes in our area. We are devastated by the poor choice of line / station placement and beg that the line be</p>

MURRUMBA DOWNS	
	reconsidered - more buses would be far more useful. People need to come and see the effect the line will have on the houses near the track. Speak to the people and see what kind of negative impact it will have on our lives. Please please reconsider the rail - many don't want it!
ROTHWELL	
Online Survey	<p>Stakeholder Comments: Strongly agree - this will benefit Moreton Bay Strongly agree - i will use this.</p> <p>It a brilliant idea and about time.</p>
KIPPA-RING	
Online Survey	<p>Stakeholder Comments: Strongly disagree - this will benefit Moreton Bay Strongly disagree - i will use this</p> <p>The proposed line is too close to houses in the Kippa-Ring area. Would be better for the rail to finish at Rothwell where there is a lot more land for trains and extra parking. The traffic behind the Hercules Road School and streets close will have more traffic then it does now. There are two schools and Child Care Centre in the area so the traffic is bad enough now. If it has to go at Kippa-Ring why is the line not going into the bush more, further away from homes. Any plans that we have ever seen, up until now, had the line further away from the edge of the park. We have been informed that the land is still <i>privately</i> owned which he will never be able to do anything with, so why doesn't the council or the government buy it back or like the Government does often, resume the land. It is for a good cause. Has anyone has really thought of the wild life and how they will be affected. We often see Koala's in the tress on the edge of the park. Do not forget that we pay your wages.</p>
SCARBOROUGH	
Online Survey	<p>Stakeholder Comments: Neither agree or disagree this will benefit Moreton Bay Disagree I will use this</p> <p>The rail link is an inefficient rail link being built to service the Redcliffe Peninsula. The current rail line site provides a slow link to the new suburbs of North Lakes & Mango Hill PLUS substantial swampland(subject to flooding !!) west of Kipparing. If the rail hub at Kipparing is used by the public, it will create greater traffic snarls at the intersection of Anzac Ave & Elizabeth Ave than that currently experienced at the Rothwell roundabout in peak hours. This line does not service the rapidly expanding high density developments(3-4km away) of Redcliffe or the suburbs of Clontarf, Margate, Woody Point & Scarborough(3+km away). Thought should be used in the following extensions or alternatives: 1 Loop line Carseldine-Brackenridge-Brighton-Clontarf-Kipparing-current route to Petrie(using former Hornibrook bridge site). 2 Extension along Snook St to Clontarf Beach High or Primary. 3 Extension adjoining George St to approximate area of museum/paceway 2&3 require minimal acquisition.</p>
MIAMI	
Online Survey	<p>Stakeholder Comments: Strongly agree that this will benefit Moreton Bay Neither agree or disagree I will use this</p> <p>From Margate and other eastern parts of Redcliffe peninsula, the line may not deliver much time saving or convenience over using Sandgate or direct bus to the city via the northern busway. An extension of the line along/under Anzac Ave to Redcliffe would provide a genuine link to Moreton Bay and the peninsula. It would enable better access to commuters, service the hospital and other facilities at Redcliffe and provide access for tourists and visitors to the beach, lagoon and business district at Redcliffe.</p>

ROTHWELL	
Online Survey	<p>Stakeholder Comments: Strongly agree this will benefit Moreton Bay Neither agree or disagree I will use it</p> <p>I'm now retired, so would have wanted the rail link in the 1980's. I see that I shall use the Rail on shopping trips to the CBD when required or when I wish to go out for a trip somewhere on the Rail network. It's about time it's happening.</p>
NORTH LAKES	
Online Survey	<p>Stakeholder Comments: Strongly agree this will benefit Moreton Bay Strongly agree I will use this</p> <p>This project is a must have for residents in the the Moreton Bay region. Transport connections are already years behind where they should be - how can one road accident mean doubling of travel times into the city due to lack of alternatives. For this project not to happen now would confirm the suspicion that the south side of the city (Springfield / Ipswich corridor for example) receive preferential treatment</p>
MANGO HILL	
Online Survey	<p>Stakeholder Comments: Strongly agree this will benefit Moreton Bay Strongly agree I will use it</p> <p>i would like to see the Moreton Bay rail link join with the Shorncliffe line to make a travel loop</p>
NORTH LAKES	
Online Survey	<p>Stakeholder Comments: Mango Hill Railway Station should be build on the northern side of Anzac Ave closer to Westfields</p>
KIPPA-RING	
Online Survey	<p>Stakeholder Comments: Strongly agree - It will benefit Moreton Bay</p> <p>Strongly agree - I will use this</p> <p>I would like to know when the noise modelling and mitigation measures for potential impacts to locals living along the corridor will be available for public comment? Will this be part of the report available later this year? cheers</p>
KIPPA-RING	
Online Survey	<p>Stakeholder Comments: Agree it will benefit Moreton Bay Agree I will use this By the time the rail link is completed i will be retired and will use it to shop in the city.</p>
KALLANGUR	
Online Survey	<p>Stakeholder Comments: Strongly agree this will benefit Moreton Bay Neither agree or disagree I will use it</p> <p>I personally would'nt use the link often as I am medically retired, however, my daughter attends University in the City and a station either closer or with better parking facilities. The parking at Dakabin station is an inadequate joke and large numbers of people are forced to park either in the golf club opposite or down Lakeside Drive. With the housing developments in the North Lakes, Dakabin an surrounding areas the facilities at Dakabin station are not coping and need upgrading or mitigating by having the link which should help relieve some congestion in the area.</p>

KALLANGUR	
Meeting/briefing 19 Nov 2010	<p>Summary: Property meeting - teleconference</p> <p>Stakeholder Comments: Stakeholders advised that they were in the process of selling their land to <i>property developers</i>.</p> <p><i>Property developers</i> had pulled out of the deal, citing the construction of the railway as the reason.</p> <p><i>Stakeholder's</i> allege <i>Property developers</i> had advised them that the resumption would make their purchase more difficult and could potentially lower the value of the land.</p> <p>Stakeholder advised that they are desperate to sell.</p> <p>Stakeholders advised that they would take some time to consider the information before responding.</p>
MANGO HILL	
1800 Comment/enquiry 22 Nov 2010	<p>Summary: Looking at purchasing property in Mango Hill</p> <p>Stakeholder Comments: Stakeholder rang to advise she and her husband are looking at buying the property at <i>Property</i>.</p> <p>The owners told her the rail line will be underground in that area.</p> <p>She would like to know how far back the rail will be to the property boundary.</p> <p>She asked if we can call her husband first, as he's got phone most of time.</p>
MURRUMBA DOWNS	
Written Comment/Enquiry 14 Dec 2010	<p>Stakeholder Comments: Concerned about commuters parking in local streets.</p> <p>Concerned about impacts to the koala habitats and maintaining connectivity.</p>
KIPPA-RING	
Written Comment/Enquiry 14 Dec 2010	<p>Stakeholder Comments: Supports rail line.</p> <p>Interested in knowing about connectivity between existing bus services and the proposed rail line.</p>
KIPPA-RING	
Written Comment/Enquiry 15 Dec 2010	<p>Summary: Feedback form received</p> <p>Stakeholder Comments: We have apprehensions of the proposed Moreton Bay Rail Link for the following reasons.</p> <ol style="list-style-type: none"> 1. The noise that will be associated with the rail link is a pressing issue for residents living in what was previously an extremely quiet environment. I truly hope noise buffer infrastructure will be installed anywhere residential dwellings are within close proximity to the train. 2. The animals and wildlife that currently lives in the bushland and green zone is a major issue. the koala, kangaroos, birds, frogs, wallabies, fish breeding grounds, mudcrabs but to name a few will all be put in jepoardy, should not be compromised for a rail link. What will be done about the animals? 3. Many people use the bushland area for bushwalking, bird watching and enjoyment etc and I would be interested if this access to the wetlands would continue. It is a vital part of some peoples lives to be able to access this beautiful environmental area, us being one of them.

KIPPA-RING	
	I certainly hope this enjoyment and recreational pleasure can be continued.

KIPPA-RING	
Meeting/briefing 16 Dec 2010	<p>Summary: Project briefing for the Chelsea Street Bushcare group</p> <p>attended by approx 8 members including: <i>Stakeholders</i></p> <p>Stakeholder Comments: Keen to be involved in planning</p> <p>A mix of views across the group- some supportive of the rail line, while others would prefer it to stop at Rothwell</p> <p>interested in the possibility of the project reclaiming and rehabilitating land adjoining the current reserve</p> <p>Very keen to know boundaries of corridor to determine which vegetation is likely to be affected</p> <p>Requests during clearing for seed collection and fodder for koalas</p> <p>Request to start planting for revegetation ASAP as it takes a long time for trees to reach feeding size</p>

MURRUMBA DOWNS	
Written Comment/Enquiry 06 Feb 2011	<p>Stakeholder Comments:</p> <p>I thank you for the update on the progress of the project and news of an updated public Display you have sent to me.</p> <p>No doubt you are aware that the residents of <i>street</i> hold some deep concerns about the design process, public consultation and desired outcomes of the project due to their close proximity to the current design alignment and the effect it may have on their property values and ongoing lives. It appears at this stage little consideration of the effects upon our lives have been taken into consideration - which of course gives us reason to be worried.</p> <p>Please find attached our personal views and concerns about the current design as it has particular effect to my family and our immediate neighbours as part of the Moreton Bay Rail Link "Have your Say" initiative. We welcome your feedback and questions of this submission and still await the personal consultation I was told to expect late last year - as we fall into the category of being substantially affected by the project.</p> <p>I also thank you for the opportunity to provide your project team with our personal perspective and keenly wait to hear from senior members of your team.</p>

	<p>Stakeholder Comments: It is vital for the local community that pedestrian access is retained along the current Goodfellows Rd corridor when the road is split for traffic just north of Duffield Rd and a new traffic overpass is constructed, diverting road traffic across to Dohles Rocks Rd.</p> <p>As the rail line crosses Goodfellows Rd in a 3 metre deep cutting, a pedestrian ramp with a relatively low gradient could be constructed over the rail line allowing continued pedestrian access along the current road corridor linking the new east and west sections. This would allow easier access along Goodfellows Rd for pedestrians, prams and mobility scooters without the steeper incline of the footpath along the side of the new traffic overpass.</p> <p>There are many townhouses, and many more planned, along the length of Goodfellows Rd. Residents in these developments, many of whom are low income</p>

	<p>families, need walking and pram access along Goodfellows Rd to access the Post Office, medical centre, pharmacy supermarket, Kallangur State School and day care centres in the area at the western end; and Undurba State School and the day care centre at the eastern end.</p> <p>There are also two retirement communities in Ogg Rd: Inverpine and Fig Tree Village, whose residents also need easy access for walking and mobility scooters to access the Post Office, medical centre and supermarkets at the western end of Goodfellows Rd.</p> <p>We feel it would be a serious safety issue for families with prams and small children, the elderly and school children to be walking/riding next to vehicle traffic on the new traffic overpass between Goodfellows Rd and Dohles Rocks Rd. A much safer alternative would be to provide a completely separate ramp access over the railway line along the existing Goodfellows Rd corridor.</p> <p>Thank you for the opportunity for community consultation to provide local knowledge for the next stage of the planning process for the MBRL project.</p>

MURRUMBA DOWNS	
<p>Written Comment/Enquiry 11 Feb 2011</p>	<p>RE: PROPOSED MORETON BAY RAIL LINK</p> <p>Dear Sir/Madam,</p> <p>We have resided in <i>street</i> since 1992 and are writing to express our serious concerns about the positioning of the proposed Petrie to Kippa-Ring Rail Link and the associated Murrumba Downs rail station.</p> <p>We attended the information day at John Oxley Reserve and found out, for the first time, that the station will be positioned adjacent to our back fence line, and that there will be an associated drop-off zone at the end of <i>street</i>.</p> <p>When we moved to <i>street</i>, we always knew of the possible rail line, and were advised at the time that the line would be positioned closer to the then Tulip Town shopping village, some 100 meters from our house.</p> <p>At no time were we advised of a station being positioned close to our proximity, indeed our copy of the council map shows a proposed future road at the end of <i>street</i> – no mention of a station.</p> <p>The positioning of this proposed station is ridiculous, quite frankly in our opinion, as well as the opinions of families in <i>street</i> and people we have spoken to in the neighbouring streets of (<i>reference removed</i>). Correct planning methods have not been carried out, and no consultation with the landowners has been done.</p> <p>We understand that a “Kiss and ride” parking bay, and a bus station is to be established at the end of <i>street</i>. There is also a limited turn-around area at the end of <i>street</i>. Garbage trucks, let alone buses are required to do a three-point turn to navigate the end of <i>street</i>.</p> <p>Taking into account that this is a residential area with many winding streets and no direct access to <i>street</i>, traffic would be an enormous problem, as well as the safety of our children, who are accustomed to growing up in a quiet residential estate.</p> <p>Has consideration been given to positioning the station at the end of Tulip Tree road, through the park easement? This would be a more direct route for the residents of the multiple high density apartment block being constructed along Goodfellows Rd.</p> <p>The train horn will be a constant noise issue for this quiet neighbourhood, as it approaches and departs the station every 15 minutes</p> <p>Train stations are recognised as gathering areas for wayward youths, the associated crime, graffiti, and general nuisance to the neighbourhood.</p>

	<p>The positioning of the rail line has no direct access from North Lakes and the greater part of the Redcliffe peninsula – 20000 people from North Lakes will have no direct access to the line, and most of the Redcliffe peninsula with also have no direct access</p> <p>Has consideration been given to construct the rail line closer to North Lakes, giving the residents direct access?</p> <p>The positioning of Kippa-ring station is nowhere near Redcliffe, Scarborough, Margate, Woody Point, where the bulk of the Redcliffe peninsula resides. Parking will be an issue, increased traffic at Kippa-ring will be an issue, and we can't see this station being used - people will still drive or travel to Shorncliffe.</p> <p>We suspect this positioning of the station is reliant on the proposed Moreton Bay Shire Council new premises at the old Tulip Town site. This appears to be at the insistence of the council with no regards to the residents of the area. There has been no consultation in this regards as well.</p> <p>Recent natural disasters in Queensland, NSW, Victoria and Western Australia demand funds to fix destroyed infrastructure immediately and we believe these funds should be directed to a much more worthy cause. This would greatly assist millions of Australians, where as only a few hundred would benefit from this rail line.</p> <p>We feel a complete disregard has been carried out from the various governments, and is just another vote-getting exercise, as it has been for many years at election time, without proper community consultation and planning, lead by political “pushing” from the local newspapers.</p> <p>The maths simply don't add up – benefits for many Australians or just a few local politicians wanting a vote grabbing opportunity.</p> <p>We are voters in a marginal electorate and deserve our opinion to be heard and considered.</p> <p>We anticipate a reply to this communication, answering the concerns, and not just a “spin” document</p>
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MORETON BAY	
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<p>Meeting/briefing 14 Feb 2011</p>	<p>Summary: Meeting with Pine Rivers Koala Action and Moreton Bay Koala Rescue</p> <p>Stakeholder Comments: Concern about impact of project on koalas, though pragmatic approach</p> <p>Amcors lands currently frequently used as a release site for relocations or recoveries Interested in a comprehensive survey along corridor Would like to be involved in peer review of environmental work Consider relocation of animals instead of costly attempts to refurbish existing, but inadequate habitat Prefer construction timing not to occur in spring breeding season</p>
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MANGO HILL	
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<p>Meeting/briefing 16 Feb 2011</p>	<p>Summary: Mango Hill Progress Association Meeting 30 attendees</p> <p>Stakeholder Comments: Broadly supportive of project</p> <p>A number of questions around: amount of carparking environmental mitigation staging of construction bus/rail interchange Local Area Plans and community consultation Traffic impacts at Rothwell</p>
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MURRUMBA DOWNS	
Written Comment/Enquiry 18 Feb 2011	<p>Stakeholder Comments: 1. Why does it need to be so close to our homes with many areas of land available further away from homes.</p> <p>2. Parking while costly needs to be available if people are to use trains.</p> <p>3. I would expect that if the train is close to residence that a sound barrier wall will be erected to keep the noise away from homes.</p>
KIPPA-RING	
Written Comment/Enquiry 18 Feb 2011	<p>Stakeholder Comments: First it was 4x4's & trail bikes, then trail bikes & now it's a damn train. We used to see lots of wallabies & koalas behind our home, but very few of late.</p> <p>We DON'T need a train line to Kippa Ring. It's purely a political exercise.</p> <p>Fence the area off & give the flora & fauna including the cane toads a fair go.</p>
KIPPA-RING	
Written Comment/Enquiry 23 Feb 2011	<p>Stakeholder Comments: We have recently purchased a house <i>close to the rail corridor</i>. We were previously close to Kippa-Ring shops. Very noisy there. We had to move somewhere quiet for our 2 yr old girl as <i>she has significant health problems..</i> This area seemed perfect with all the wildlife and not much noise. Now to here we are going to have the trainline right up our back is terrible. Why does it have to come so close. What about all the wildlife don't us humans do it enough damage as it is. Why can't this line stop at Rothwell. Where there is enough room for all the traffic. If it has to come right into Kippa-Ring. Why can't the line be further out where the powerlines run.</p>
REDCLIFFE	
Presentation/event 23 Feb 2011	<p>Summary: Presentation organised by Moreton Regional Alliance</p> <p>Stakeholder Comments: Questions about appropriateness of Moreton Bay Regional Council involvement and the terms of their funding</p> <p>Property impact concerns from a number of residents in close proximity to the rail line at Kippa-Ring</p> <p>Development potential around station locations</p>
KIPPA-RING	
Meeting/briefing 24 Feb 2011	<p>Summary: Meeting to discuss location of rail line in relation to property in Kippa-Ring</p> <p>Stakeholder Comments: Interested in survey coordinates of corridor</p> <p>Construction impacts- dust, noise, hours of operation</p> <p>Operations- noise, drainage impacts</p> <p>Depreciation of property values Timing of detailed design</p> <p>Environmental issues- what is being done to safeguard wildlife</p> <p>Is parking at Kippa-Ring adequate?</p> <p>Concern that people in Trafalgar St are not adequately informed</p>
MURRUMBA DOWNS	
Written Comment/Enquiry	Stakeholder Comments:

24 Feb 2011

Feedback:

Topic Feedback

Fact Sheets distributed at community displays – Murrumba Downs Station

The Murrumba Downs Fact Sheet has Masjakin Court noted in the incorrect position. The street that has been labeled Masjakin Court is actually Chesterfield Drive. This is misleading for anyone who has looked at the displays and will have impacted the feedback provided to you. It is of great concern that the people making decisions about the rail line and station positioning are being provided incorrect data.

Letter dated 2 December 2010 from Department of Main Roads

This letter was addressed to *us* and stated that our property “has not been identified as being directly affected”. We dispute this as previous studies have identified us as being directly affected. Our home (not land) is 4.6 metres from the corridor and from the information provided at the community displays the rail station and platform will be elevated along our fence line and above our low set home. We are an internal block without street frontage and the fence line facing the rail line is what standard blocks would deem as road frontage. We are directly impacted by the current plan and should be treated as such by this study and the project in general.

Kangaroo Waterholes

The proposed positioning of the Murrumba Downs Station and Park and Ride facility will be adjacent to the Kangaroo Waterholes. These waterholes are spring fed and the overflow feeds into Freshwater Creek and then onto Moreton Bay. There will be a significant detrimental impact to the waterholes and their water quality from the oil run off, track pollution and general rubbish that the station and parking facility will generate.

Proposed Kiss and Ride, Masjakin Court and impact to adjacent streets of the estate

Goodwood Estate is a residential area. Masjakin Court is a cul de sac and currently has limited parking due to the number of internal blocks that feed off the court and the positioning of the turning circle at the end of the court. Placing a kiss and ride in this court is madness. The Rubbish trucks currently have difficulty turning in the street if you were to add commuter traffic it would make their job impossible. There would also be the impact to residents with their driveways being blocked and the increased traffic in residential streets. One only has to look what has happened to the areas around other stations where streets are clogged from early morning to late evening and on weekends. We do not want to have the situation where residents are restricted in how they can park in their own street.

Noise and pollution – general

The fact sheets mention that action will be taken to address noise issues for residents. We understand from the community days that there are no plans to provide noise barriers around the Murrumba Downs station, rail line or the proposed bikeway/walkway. With the Murrumba Downs rail line and station being elevated the trains will be stopping and starting on a rise. This will increase the braking required to stop the train and traction needed to restart the journey, especially when wet. This will significantly increase noise levels around the station.

The Kiss and Ride in Masjakin Court will result in car doors being opened and closed, raised voices greeting/fare welling commuters. (*reference removed*)

The need for a higher level of braking will also generate higher levels of brake dust. The train line being elevated will mean that dust and dirt from the rail lines will be constantly blown into our homes.

Station and Parking positioning

The plan is for Murrumba Downs Station to be elevated. As the majority of homes adjoining the rail line and station are low set, this will mean that rail commuters and rail staff will be looking down into the homes and their yards. We will have no privacy. There will also be the added issue of out of hours visitors (hoons and general undesirables) being able to look into the homes.

The planned parking will be well below the platforms which will make access to the platforms difficult. This will encourage people to use the Masjakin Court access rather

	<p>than the car park.</p> <p>Light and sound pollution</p> <p>Again, with the elevated rail line and platform the light pollution from the station will flow directly into our homes and gardens. We highly value our garden (both decorative and productive) and the light pollution will be very detrimental to flowering and fruiting.</p> <p>The noise from station messages will flow directly into our homes. These messages are repetitive and continuous throughout the day and night.</p> <p>Vandalism</p> <p>Outside timetable hours, train stations attract undesirables. You only need to look along the train lines and frequent train stations to see what occurs. Once QR staff have left (and even while they are there) residents' lives are made a misery.</p> <p>Bray Road</p> <p>The Bray Road/Anzac Avenue intersection is already notorious for congestion, accidents and near misses. Pedestrians travelling to North Lakes also frequent this intersection. Having the train station at the proposed position will place even greater pressure on this intersection. In recent weather events Bray road has been closed 3 times due to flooding. This is not a suitable road for access to a station.</p> <p>Just because you can doesn't mean you should</p> <p>The Petrie to Kippa Ring rail line has been planned for over 100 years. It was amazing foresight to realise that the area would need public transport. Locals who use public transport know that the majority of commuters are travelling to the city and alight at Fortitude Valley, Central or Roma Street. Why would someone from Kippa Ring catch a train that will route through Petrie when they can go over the Hornibrook Bridge and use the Sandgate line for a shorter trip. Our family has used public transport to the city for the past 60 years and the main bug bare is the time it takes for the journey. With this rail proposal we have an opportunity for a new system that will make a real difference.</p> <p>Over the past few years we have had numerous occasions where trains on the north coast line have been impacted by boom gate malfunctions, electrical problems and derailments all between Petrie and Bald Hills. During the recent floods trains were stopped at Bald Hills. Why put more pressure on this section of line? Shouldn't we consider running the line down from North Lakes, tracking the Highway, and have it realign at Bald Hills. At the same time add a station, for Kallangur, on the existing north coast line near the Narangba road bridge. This would give commuters on the new line a quicker journey and provide Kallangur with the much needed station.</p>
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MURRUMBA DOWNS	
<p>Written Comment/Enquiry 25 Feb 2011</p>	<p>Stakeholder Comments: Objection to Proposed Moreton Bay Rail Link</p> <p>As owners of property at <i>street</i>, we wish to lodge our objections to the proposed Moreton Bay Rail Link and more specifically, the proposed Murrumba Downs Railway Station.</p> <p>Being long-term residents of the street, we have obviously long been aware of the potential construction of the railway line relatively close to our home. However, all previous proposals indicated the line would be further north, a significant distance from our property. The latest design has the line and Murrumba Downs Station less than 200m from our house. We will be severely impacted, in the short term during construction and in the long term by the day to day operation of the Station.</p> <p>The proposed embankment means the rail line will overlook our properties. Along with the substantial loss of privacy in our homes, it also means we are disturbingly vulnerable in terms of the security of our neighbourhood. The incidence of opportunistic property crime is markedly higher close to railway lines and the construction of the elevated line increases the likelihood of our homes becoming targets.</p>

More alarming is the close proximity of the Murrumba Downs Station to our property. The current proposal indicates pedestrian access will be available from our street. As a (*reference removed*), our street is designed to handle local resident traffic only. It is in no way capable of handling the increased volumes of traffic that a pedestrian access will bring. Along with some of our neighbours, we are parents of two small children. Increased traffic would mean a significant increase in the risk to the safety of our children on a number of levels.

The current proposal does not specify the Park 'n' Ride spaces available at the Murrumba Downs Station, stating numbers will be finalised as part of the detailed design. Based on the parking arrangements at other railway stations, we believe the numbers will dramatically fail to meet demand for car park spaces. We believe it is policy to intentionally limit car park spaces, maximizing the commercial potential of adjacent land for further development. Commuters will inevitably be forced to park on local, residential streets. As (*reference removed*), we will be severely impacted by long term parking outside our homes. We adamantly object to any ability for long term parking in our street and to any proposed "kiss and ride" provisions. As we have already stated, *street is (reference removed)* designed ONLY for local, residential traffic.

With the proposed Kallangur Railway Station less than one km away and the proposed Mango Hill Station a similar distance, we question the need for a station at Murrumba Downs at all. Along the 12.6km, there are six proposed stations – one for every two kilometres of rail line.

It is our understanding that the Kallangur Station will be a "Transport Hub", accommodating co-ordinating bus services and a large, long-term parking facility. We believe enlarging the facilities at the Kallangur Station, particularly the car park spaces, would be more cost effective and minimize the impact on local residents, while still providing the required services to the community.

There has been a strong rumour that the only reason the Murrumba Downs Station has been funded is to satisfy the demands of the Moreton Regional Council's negotiations to establish central Council Offices on the former "Tulip Town Shopping Centre" site on Anzac Avenue. We would like to know if this rumour is true. If the construction of the station is only to placate a possible staff revolt at being relocated to more central offices, the general public should be made aware of the reasons and be given the opportunity to address this issue with our elected local representatives.

With the recent destruction to so much of Queensland's infrastructure, we believe that funds allocated to this Rail Link would be better used elsewhere. Many rural and regional areas have been severely impacted by disruption to their road and rail networks and we believe their needs are more pressing than commuters in the wider Brisbane area being forced to drive an extra 10 minutes to an existing railway station. Surely now is the time to allocate resources where resources are needed most. Arguments that the project has already been funded are unconvincing when we have seen funding withdrawn or reallocated for other capital works projects numerous times in the past.

The residents of *street* are patient people. We have endured our street being used for heavy equipment access to the upgrade of the local sewerage network for nearly 18 months. During this time we have had constant interruptions, trucks up and down the street all hours of the day and night. The street is often caked in mud from the site. Dust, dirt and noise means we are forced to close our doors and windows and our children are forced to play indoors. The amenities which all home owners deserve have been severely impacted during this construction. However, once the sewerage line is completed, we understand our street will return to a quiet, suburban (*reference removed*).

The proposed Rail Link means a permanent end to the amenity of our homes. Property values will be negatively impacted. Our privacy and security will be severely compromised and the safety of our children will be put at dire risk. Along with our neighbours, we are determined to fight the proposed Murrumba Downs Railway Station with every resource available and demand a radical rethink of the Project.

KALLANGUR	
Written Comment/Enquiry 25 Feb 2011	<p>Stakeholder Comments: We are very concerned at:</p> <ol style="list-style-type: none"> 1. the rail crossing planned for Murrumba Downs, particularly Goodfellows Road; 2. the flyover from Dohles Rocks Road to the Goodfellows Road/Duffield Road area; and 3. the lack of efficient pedestrian/cycle walkways in the Goodfellows Road area. <p>1. Goodfellows Road extends from Kallangur to Murrumba Downs and is much used (along with Duffield Road) by vehicles and pedestrians going to the Kallangur shopping area (which includes the Kallangur Post Office and shops) and the Kallangur State School and coming from Kallangur to the Undurba State School (and High School currently under construction between Goodfellows Rd and Dohles Rocks Road, Murrumba Downs).</p> <p>Splitting the roadway of Goodfellows Road at Duffield Road will necessitate vehicles either rat-running through the Badger Hall Estate (between Goodfellows Road and Dohles Rocks Road) or an even longer journey of Goodfellows Road to McClintock Drive to Dohles Rocks Road to use the proposed fly-over, just to return to a place less than 1km from my home. Those from the Kallangur end will have to drive to Dohles Rocks Road, turning at McClintock Drive and come in to Goodfellows Road at Murrumba Downs. That is a ridiculously extra journey for a road that is now 1km from Kallangur to Undurba State School.</p> <p>There is also the issue of Undurba State School drivers trying to get out of the area. As the junction between Ogg Road and Dohles Rocks Road is now closed, all vehicles wishing to access Dohles Rocks Road have to use McClintock Drive. The very short connection between the junction of Ogg Road and Goodfellows Road and McClintock Drive is a dreadful bottle-neck and school times and will obviously become worse IF Goodfellows Road is cut at Duffield Road for the rail crossing.</p> <p>We have been told that on-road rail crossings are no longer allowed, but the whole of Murrumba Downs is going to be severely affected by the closure of Goodfellows Road at Duffield Road. We request that serious and determined thought and planning consideration be given to an alternative to that currently proposed.</p> <p>It was always planned that Buse Court (off Goodfellows Road, Murrumba Downs) would connect to Blatchford Drive and to alleviate rat-running through the Badger Hall Estate, we ask that Buse Ct be opened to connect to Blatchford Drive.</p> <p>2. As mentioned above, Murrumba Downs' residents in the area of Goodwood Road and Tulip Tree Road will have to make quite a long journey by road to come back to the place only 1km from home. The flyover proposal seems ill-conceived and very ad hoc, i.e. not properly considered and certainly not in the best interests of the local residents.</p> <p>Again, we request that the proposal is considered again.</p> <p>3. For any pedestrians or cyclists wanting to access Goodfellows Road from Murrumba Downs to Kallangur will again have quite a long journey to get over the rail line at the Duffield Road area. Again, we request that more planning expertise be brought to bear on a better solution. It is not just pedestrians accessing the Kallangur station site that will be using the walkways; it will also be parents and school students going between Kallangur State School and Undurba State School and other pedestrians who wish to access the Post Office, etc.</p>

MURRUMBA DOWNS	
Written Comment/Enquiry 17 Mar 2011	<p>Stakeholder Comments: Dear <i>Project team member</i>,</p> <p>I once again thank you for keeping us abreast of matters related to the proposed Moreton Bay Rail Link but feel compelled to reiterate our frustration by your non response to our previous emails (attached for your records). It seems there is no problem for your team to send out information at your desire yet there appears to be a difficulty in responding to our email correspondence to you. I am certain that this is not the community perception you wish to project but the experience continues to give us</p>

cause for concern how genuine the offer is to work in a community consultative way.

I recognise our particular circumstance at *Property* is an awkward one - the precise reason we have been forthcoming with our involvement to provide you with a comprehensive explanation of how we perceive the Current Design will affect our home, living experience and immediate area. But we cannot see that as a reason to ignore us. Surely, far better to involve us more than typical residents (or 'Stakeholders' as we are sometimes referred to) - in recognition of our specific potential plight.

What we are finding particularly upsetting is the as yet unfulfilled promises to:

a) Personally visit our home (and I would hope the other immediate houses who also will be adversely affected), to see our perspective from the ground rather than by 'Google Earth reconnaissance (as appears to have happened). This undertaking was made to me at the Redcliffe display weekend last year and in early February (see attached email 'Thankyou for ...') yet to date we have had not one Project member make personal contact with us.

b) Respond to our considered email - despite we are aware other residents in *Street* have received replies.

So this time we have chosen to escalate the matter and from now will broadcast all our correspondence to the local political entities - who are possibly unaware of the situation we face that we have been asking the Project Team to become familiar with and take into consideration as the design process continues. They are no doubt also considered to be 'Stakeholders', with hopefully more influence than we have been given to believe we will have, I trust their more intimate involvement (and we do hope that they will show that personal concern for the people that they politically represent), will encourage the Project to demonstrate more of the 'consultative' approach that it so widely reputed to be a key principle of the Project's drivers.

We do not consider the rationale "the residents have a responsibility to conduct all research prior to purchasing your property..." as an alibi to flagrantly ignore the impacts of the design on real people now that Federal and State contributions have been committed. In our particular circumstance, in 2006 we were permitted by the Pine Rivers Council to build a house on the Lot with only the knowledge where the corridor existed. It could never have been anticipated that the alignment of the rail would be within 6-10m of our house, and (*reference removed*). If such knowledge existed, the land surely should not have been permitted to be developed for a a domestic dwelling in the configuration it is - which was to optimise energy efficiencies with respect to seasonal solar loadings (in particular location and orientation of the house).

I keenly await your response to this email and others previously sent that you have undertaken to reply to.



Appendix C

Feedback received
from organisations

Chelsea Street Bushcare Group

Aims of Rail Link:

- To provide needed access by public transport to places of work, education etc to populations in our region.
- To reduce the number of cars on the road and resultant CO2 emissions.

A popular opinion among commuters from Margate, Woody Point and Clontarf seems to favour using the Shorncliffe line but with increases in frequency of trains and connecting buses.

The planned line from Petrie to Kippa Ring would be more practical if it extended only to Kinsellas Road and was then fed by a fleet of small feeder buses bringing commuters from Deception Bay, Rothwell, Kippa Ring, North Lakes etc. thus reducing the size of the car parks. Presently the public's enthusiasm for buses isn't great but this plan is for a different future which is rapidly approaching, a future in which peak oil will be very important.

Of great importance in this change would be the saving of a large area of environmental importance in Hays Inlet Conservation Park. This destruction would involve the State Government in a need for trade offs and special care in the methods of construction of the line and its surroundings.

Of primary importance is the maintenance of bush land of an area and quality able to support the existing population of koalas without their needing to travel during the mating season across busy roads and into suburban backyards with dogs, pools and fences. This is vital to maintaining a strong, healthy koala gene pool.

A trade off for the destruction of habitat by the extension of the line as far as Kippa Ring could be support by State Government by improving the quality of that part of Hays Inlet Conservation Park not presently supported by the Chelsea Street Bush Care Group. The bush care group is maintaining an area of bush that is by far the best in the area but its membership isn't enough to look after the whole conservation park and the remainder is rapidly being taken over by an increasing number and variety of

weeds. Wherever roads, rail lines etc are built the resultant disturbance immediately causes the weed population to flourish..

Our suggestion is to, as soon as clearing starts and the large old trees along the line are removed, revegetate with smaller varieties of native plant species. Some of these can be koala supporting.

In addition, State Government could do some serious work on the over-all weed problem in the area by arranging a weed reduction by workers supervised so that they remove only weeds and not native plants. This weed reduction should not use poisons. This could hopefully be followed by the formation of another weed care group by Moreton Bay Regional Council to maintain this new area with the understanding that government support through weed control would be provided annually for a few years so that the bush could continue to improve as good koala habitat.

The acquisition and revegetation by State Government of some privately owned land along the line would be of great value in ensuring sufficient habitat.

As the rail line could separate out a western and an eastern populations of koalas and eastern gray kangaroos, etc every effort needs to be made to facilitate their linking up by providing plenty of tunnels under the line and the type of fencing along the line that koalas can't climb and so get on to the line.

Get it Right for Rothwell

11 December 2010

Project Director (Moreton Bay Rail Link)
Transport and Main Roads
Reply Paid 2439
Brisbane QLD 4001

RE: Location of Rothwell Train Station

First off, I apologise for the inundation of correspondence. You may have guessed that I am somewhat passionate about this matter. Yesterday, it came to my attention that the final approval for the Gynther Road end stages of the retirement village in Buchanan Street may not have been signed off on by the Council. If this is the case, may I suggest you look into this, as this is a 'one-shot' opportunity to keep your options open for using part of that site as an alternative location for the Rothwell Station. Further, you should also note that this area was contained within **Preferred Use Area 4** of the Redcliffe City Planning Scheme 2005, the intent of which is for subject land 'to be retained in its current state until such time as the future transport corridor is known.' Under these circumstances, I would question an approval of this stage of that development.

I believe this situation needs to be examined sooner rather than later as I understand this site has already been signed off on for development by the state government. This means that the area that should be considered as one of the most environmentally sensitive areas immediately north of the Transport Corridor has already been approved for development. Having this site approved for development would, in my mind, make it much easier to change the use from retirement village to station reserve and for you to win some points on the environmental front.

Having met with most of the key parties that could influence the outcome of the station and where it is sited, I believe I have a good understanding of the issue. These parties are as follows:

...
With the information I have gathered, I have put together a list in no particular order of the issues that I believe will need to be taken into consideration when the final decision is made on the location of the station.

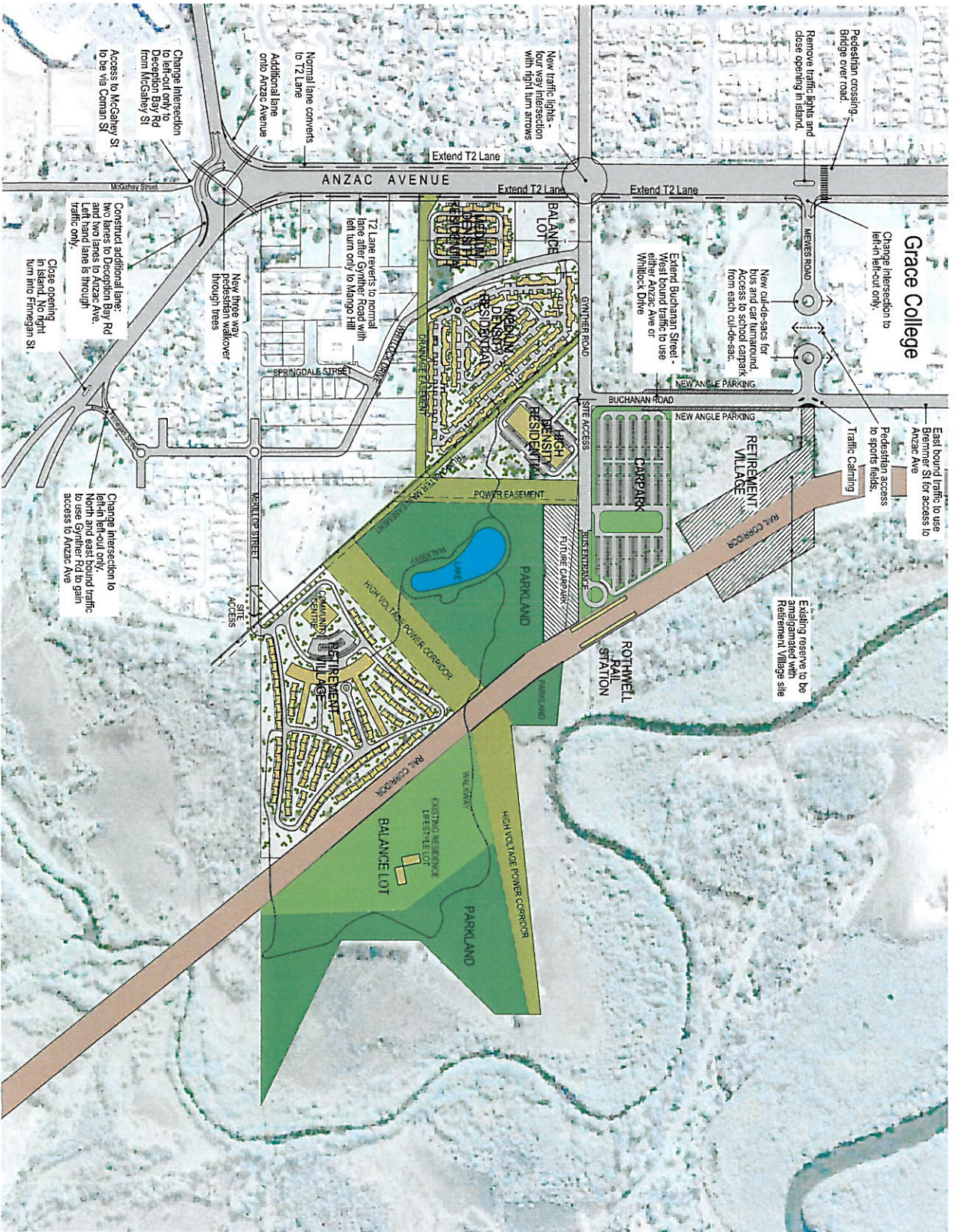
.../2

1. How is it practical to move traffic in and out of the station of McKillop Street given the network of narrow suburban roads around this area?
2. Why would you want to encourage traffic through Finnegan Street to McKillop Street from Anzac Avenue when only a short distance further along Anzac Avenue there is access to the Kinsellas Road station on the way to Mango Hill.
3. The Finnegan Street/Anzac Avenue intersection has been recognized by all including DMR as an intersection that needs to be looked at from a safety point of view and there has always been a plan to change this intersection to left in and left out as soon as the Whitlock Drive to Gynther Road link is built. There has also been contributions taken from developers for this change over many years and also to contribute to the traffic lights at the Gynther Road and Anzac Avenue intersection.
4. Under the McKillop Street station proposal there would need to be a road built through the storm water retention basin to connect Gynther Road and Buchanan Street to McKillop Street. This is completely unnecessary if the station is sited at or near the end of Gynther Road.
5. How do you control traffic near the college in Buchanan Street heading for the station? This could be achieved by traffic calming and by reducing the traffic at the Gynther Road end of Buchanan Road to local traffic only.
6. When you look at the people who would use the Rothwell Station, the catchment would have to cover the area around the Gynther Road/Anzac Avenue intersection including the schools and businesses in the area. Why then would you need to have all that traffic travel across to McKillop Street to access the station when you could enter the station at the end of Gynther Road?
7. If the station is at, or near, the end of Gynther Road it would be close enough for most of the local people to walk to, including students from the local schools, and far enough away to offer the security of distance for Grace College.
8. I believe the opening up of the Gynther Road Anzac Avenue to a four-way intersection would mean the Mewes Road/Anzac Avenue intersection could be made much safer by becoming left in and out with a walk over Anzac Avenue for students and local residence.

There are many other practical questions that need to be answered when planning to move the Rothwell Station out of the middle of Rothwell, but I will leave that to others as they become aware of this plan.

Thank you again and remember there is no-one more aware of my prejudiced view than me. I hope that my points will be considered and may I take this opportunity to wish you a very happy and safe Christmas.

Sincerely



CONCEPT FOR ROTHWELL RAIL STATION, ASSOCIATED ROAD WORKS AND RESIDENTIAL DEVELOPMENTS

Date: December 2010

Hercules Road State School
P&C
Hercules Road
Kippa Ring Qld 4021

December 1, 2010

In regards to: TMR Moreton Bay Rail Link Change Report

Dear moretonbayrail@tmr.qld.gov.au

Subject: Petrie-Kippa Ring Rail Link

In regard to the railway station proposed at the end of Hercules Road in Kippa Ring and the associated car park, here are concerns of the parents at Hercules Road State School.

They are:

1. The construction of units at the back of our school on Fleet Dr has led to enrolments increasing to nearly 880 students with over 120 prep students.
2. As a result of this development, traffic along Hercules Road and Anzac Avenue has increased and this often causes congestion.
3. If a train station car park is accessed by Hercules Road and Kroll Street, the increase in traffic around the school will put students and families at a greater risk.
4. Anzac Avenue is already a major road and with the increase in traffic as a result of the railway station, there will be further congestion. eg. at traffic lights.
5. A family of koalas live in the school grounds, as well as the occasional Kangaroo. Increased traffic will surely affect the habitat of these creatures.
6. Our school mascot is a koala, named Hercules, and is a very important tool in our school behaviour management plan. Hence, our koalas are vital to the success of this program in an area where behaviour is a constant concern.
7. As there is a projected number of approximately 1100 rail commuters possibly increasing to 3500 by 2031, surely these numbers will adversely impact on the area in question.

Our primary concern as a school community is the safety of our 880 students and 500 families. We co-exist as a committed community that is increasing in number. The proposed construction and infrastructure associated with the development, will be too much for our school and community to handle.

We have perused the application by [redacted] in relation to the relocation of the train station to the western side of Hercules Road and we believe that this would be a far better option for the community at large.

The main benefits of [redacted] proposal for our families will be:

1. Very little to no traffic impact along Hercules Road and within the school side of the train line.
2. Little traffic impact will mean less environmental damage to our koala and kangaroo populations.
3. Our students who ride or walk to school will have less chance of being injured by traffic.
4. Access to the railway station could still be possible for our students and families via the over pass or walk way bridge.

By positioning the station on the other side of the track, this will allow for access along Snook St and MacDonnell Road. This is already an industrial area, and therefore this will experience minimal impact.

We believe that [redacted]'s proposal for the re-positioning of the train station is an excellent alternative to the current model and we would like to wholeheartedly support him. I am quite happy to collect signatures and comments from our families in order to show the extent to which we feel strongly about this.

Yours sincerely

P&C President

MORETON BAY RAIL LINK

Submission by the KALLANGUR BUSINESS ASSOCIATION

24 February 2011

1. Station designations

The station designations seem to be all 'local' designation, except for Kippa-Ring which is designated as 'regional'. This means that the town planning around the station sites, when applying the TOD principles to the local stations, will severely limit the maximum amenities around the Bruce Highway stations and result in fewer future residents, less diverse centres and, ultimately, less utilization of the train by passengers.

i. Regional Centres

The joint stations, either side of the Bruce Highway, are being greatly under-utilised. The two stations are:

a. Murrumba Downs

The proposed plan for this site utilizes only 1.7 hectares, when there are up to 37 hectares of Government-owned land adjoining the station.

The car parking provision is for 419 vehicles.

The station is located on the crest of a gently-sloping hill, which is ideal for a large, on-grade, cheap to construct car park with a large overflow area. If the land between the station and the creek are used (largely clear of trees), there are 17 hectares including the rail corridor and 11.4 hectares excluding the rail corridor, which can be utilised for parking. This would provide for approximately 3,800 car park spaces.

b. Mango Hill

The proposed plan for this site services the massive North Lakes catchment of approximately 21,000 people and the rapidly growing Mango Hill/Griffin areas.

To provide only 240 car parking spaces will be highly insufficient.

There are 6,400m² of Transport Dept land to the south of the station which is not utilised for car parking. This could accommodate another 213 car parking space.

Adjoining this 6,400m² there is approximately 7,000-8,000m² of open space between the station and the lake. Some of this could be

used for approximately a further 200 car parks, while still maintaining an open space vista/walk path from the station to the lake.

This would bring the car parking spaces from 240 to approximately 650.

Of these two sites, Murrumba Downs has the greater area to create a Regional parking space to take up approximately 5% of the traffic off the Bruce Highway and has more than 10 times more Government-owned land than the Mango Hill site.

Using the Murrumba Downs station site area as the main Regional station (in conjunction with the Mango Hill site), the real challenge is to now add in a Regional bus interchange. The proposed plan shows only 3 bus parking bays for the Murrumba Downs site. This needs to be increased to include facilities similar to the Chermside bus Park 'n Ride facility, with provision for at least 5-8 bus stops and 5 bus holding bays.

From this central north point, express buses can also go out to North Lakes and Deception Bay in the east; Burpengary and Narangba (east of the Bruce Highway which is unserved by public transport); Dayboro to Narangba in the west and an express bus down the Bruce Highway, picking up at Griffin and Bald Hills, to the Chermside bus depot to allow students who can't get to the universities that aren't on a train line, like Kelvin Grove.

The next lane widening for the Bruce Highway/Gympie Road, from Murrumba Downs/North Lakes to Chermside, needs to be for a dedicated bus lane, not more private vehicles. Alternatively, perhaps convert one of the current 3 lanes to the dedicated bus lane.

This would rapidly increase patronage along the train line corridor. Murrumba Downs is predicted to have 1,591 boardings a day in 2016, which could be increased to just less than 5,000. Mango Hill boardings for 2016 could increase from 1,344 per day to approximately 1,750.

It would also reduce traffic volumes on the Bruce Highway by approximately 5% (100,000 vpd x5% = 5,000).

This would be very beneficial for the Federal Government's investment for the project, as it would reduce the need for a multi-billion dollar upgrade of the Bruce Highway by approximately 2-3 years. The interest on this alone would save hundreds of millions of dollars.

2. Comment on the Proposed Plans, Station by Station

i. Petrie

Question: how can the eastern car park be accessed once the Petrie by-pass is in place? Is it a safe location for an intersection?

ii. Kallangur/Murrumba Downs

a. The plan doesn't show any northern exit (Kallangur side) from the station platform – only to the south. If you measure the 800m radius using the footpaths on the plan, it only gets 100m over the train line (approximately near the Duffield Road overpass).

This is a major fault, in that it will allow only the southern side of the station to qualify for the TOD guidelines (high density living), which will give only 50% of the potential dwellings that could be created within the 800m radius of the station.

This could be easily fixed, by extending an exit to the northern end of the train station (Kallangur side). This would allow a doubling of the 800m radius, from approximately 13,000 to 26,000 people.

b. The houses in Murrumba Downs, to the east of the Kallangur station, in Constance Court and Mallee Court have walkways, but they are not connected to the train station walk ways.

c. The Goodfellows Road to Dohles Rocks Road flyover severs Murrumba Downs from the services at the Kallangur hub, i.e. Post Office, shops, bank, etc. and makes it very hard for people to walk from the cut off section of Goodfellows Road.

The missing 200m of Goodfellows Road (where the train and the Kallangur by-pass cross) is replaced by a 900m walk to get back on to Goodfellows Road. This has the effect of isolating Murrumba Downs from Kallangur. Alternative road and footpath links need to be provided.

This can be done with walkways under Bunbury Road and a road/pathway at Tulip Tree Road. This area needs to be reworked.

d. Land at the end of Tulip Tree Drive has been put aside for the road extension under the train line corridor. Looking at the engineering on Lot 901, RP 867753 is 30m wide and ample for a bus collector road. There is a 3.5m clearance under the bridge. This will not be suitable for trucks, but it shouldn't be designed for trucks.

This road could continue over the creek to join up with an extension of Cecily Street. Cecily Street has been designed to 18m width (minimum bus collector) and can easily be widened as the Moreton Bay Regional Council now owns the land along its eastern boundary. This would have an added advantage of giving access directly from Goodwood Road and Tulip Tree Road areas of Murrumba Downs. It would also eliminate locals needing to park in local streets (Camarsh Drive/ Masjakin Court) to access the station.

iii. Mango Hill

It is only utilising 1.5 hectares, providing only 240 car parks.

It exits to the north only, eliminating 50% of the TOD catchment (half-moon design).

It needs an entrance to the south-eastern side, preferably on the western end of the platform, as this adjoins the 6,000m² of under-utilised Dept of Transport land, which also needs to be converted to a further 200 car parks.

Vehicle journey times on the Bruce Highway, from Mango Hill to Brisbane CBD, have rapidly increased in 2011, from 45 minutes in 2010 to 90 minutes at the beginning of 2011.

Because of the rapid congestion at the Anzac Avenue/Bruce Highway interchange, the design needs to look at multi-storey car parking on the Mango Hill site, or acquiring the adjoining vacant land (Jennings) to the north.

iv. Kinsellas Road

It will be on the Mango Hill ring road and between it and the Mango Hill station will take the lion's share of the Mango Hill public transport needs.

The Kinsellas Road car parking is only 273 spaces and appears to include only 2 bus spaces. Once again, this seems to be insufficient for the 2,000 lot subdivision that will surround it.

v. Rothwell

The Rothwell station site has been relocated 400m further away from the Grace Lutheran College/Mueller College/Southern Cross school. It is expected that high school students will make up the majority of the eastward flowing transport trips in the morning and westward in the afternoon.

It is therefore imperative that the station is as close as possible to the above schools, otherwise if it not convenient, they will continue to drive.

The station site should be moved 300m to the east. This would still keep it within the same property, but would be more conveniently located on Gunther Road, rather than McKillip Road. It would also have the added benefit of not bringing increased traffic through an existing built-up residential area.

vi. Kippa-Ring

With its Regional designation, it is going to need a lot of redesigning at a local area plan level and may require additional access points, such as Hercules Road South and maybe some house resumptions along Anzac Avenue, to open up the station through to the retail areas.

/C:/RAIL STUDIES/RAIL LINK SUBMISSION 24.2.2011

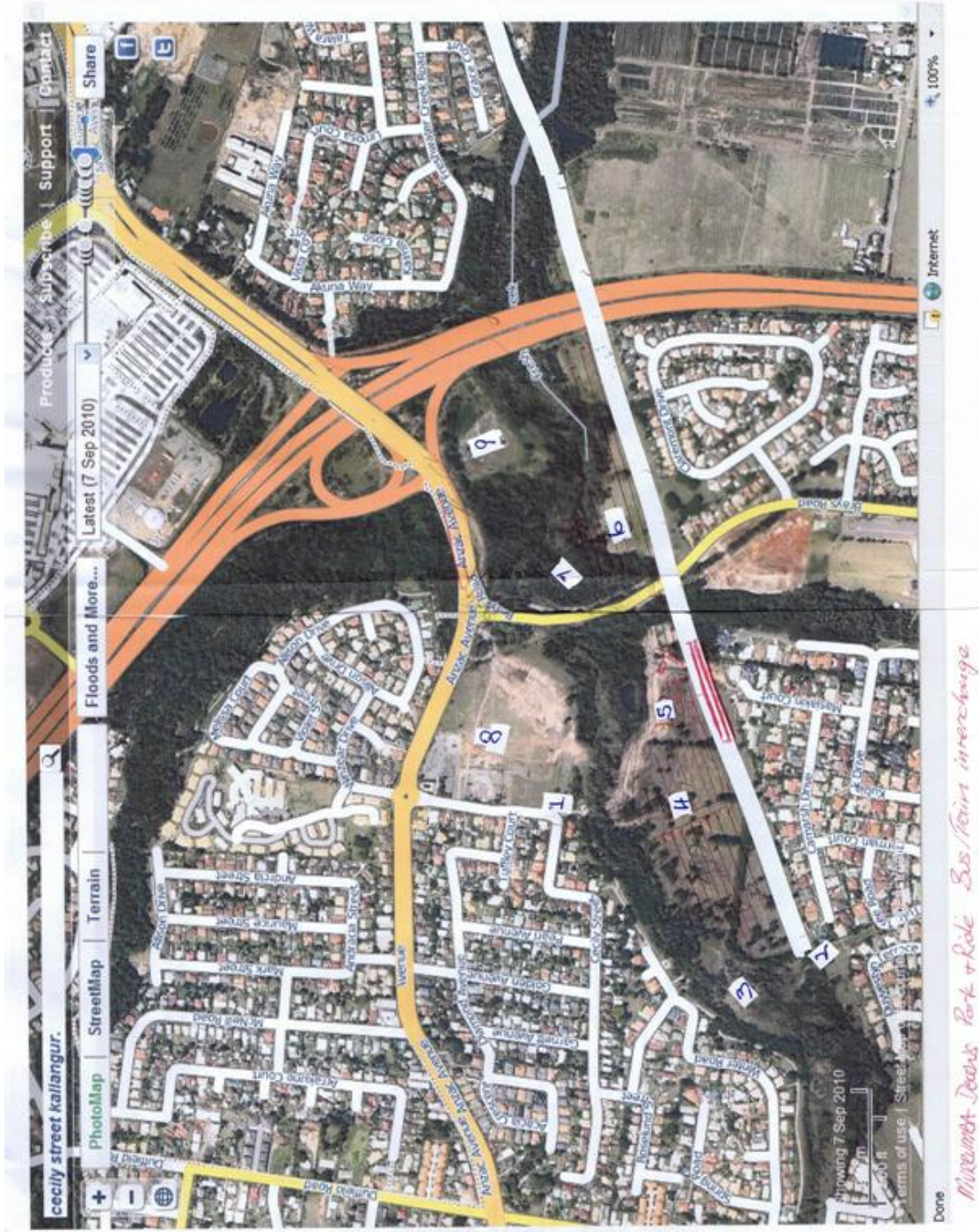
Murrumba Downs' station development potential for a Key Regional Centre/Regional Transport Hub

The attached plan, with the following numbers, forms part of our submission emailed on Friday 25 February.

1. **The extension of Cecily Street to the south.** The property with the red roof is already owned by Moreton Bay Regional Council, to allow for the future road extension.
2. **Tulip Tree Drive extended** under the rail corridor (3.5m clearance – cars and buses only).
3. **A relocated Kallangur By-Pass** to the north, closer to the creek.
4. **Car parking** space 300m west of the station for 650 car spaces.
5. **Regional Bus depot** for buses express to Chermside/Bracken Ridge/Bald Hills.
6. **Car parking** spaces for 530 car parks, 200m to the east of the station.
7. **Direct line road** from the Murrumba Downs' station to the North Lakes' shopping centre, 800m long. All land and corridor is already owned by government departments. This is the shortest, most direct link between the shopping centre and a train station. Additional to this road, **an elevated walkway** over Brays Road/Freshwater Creek/Bruce Highway off-ramp to on-grade at the Bruce Highway bridge. This direct line, in the future, could be turned into a travelator or loop-like rail through the major employment centre between the Murrumba Downs' station and the North Lakes' shopping centre.
8. **Major employment centre** zoned land owned by the Moreton Bay Regional Council, suitable for a TOD, with emphasis on offices for regional Councils and State Government departments.
9. **Major disaster centre** with fire station, ambulance, police, SES. The land is 2.8 hectares and is on the closest location to the largest north/south road in Brisbane (M1/Bruce Highway) and the longest east/west road (Anzac Avenue/Redcliffe Road/Gympie Road – approx. 24km), giving it the quickest primary catchment area on a 10 minute drive time of approximately 330,000 people.

Also, this is an initial plan for relatively cheap on-grade car parking which, with time, could be upgraded to either multi-level car parking or TODs over areas 4, 5 and 6, which would give the area a Major Employment Centre status at a true District Level – more in keeping with the State Government's Key Regional Centre status.

With 37 hectares of already government owned land, the initial cost to acquire the land is \$zero. The on-sell of the TOD sites over a 37 hectare site makes for a very strong business case, with the government being able to recoup the infrastructure costs by on-selling the master-planned and approved sites.



KOALA ACTION PINE RIVERS INCORPORATED

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WARNER QLD 4500

ABN: 92 282 853 793

<http://koalas.kumbartcho.org.au>



INTRODUCTION

Koala Action Pine Rivers Inc. (KAPR) is a volunteer not for profit group made up of 70 individuals concerned about the plight of the koala population. Our member's assist koalas by lobbying local, state and federal government as well as businesses to ensure the sustainability of the koala population in the Moreton Bay Region. Free koala education and awareness presentations are provided to community groups, schools and private enterprise. KAPR members are involved in the rescue of sick, injured and orphaned koalas, actively facilitate the creation of koala food tree plantations, rehabilitate degraded bushland habitat to increase its carrying capacity and replant koala food trees and other natives wherever possible. In addition, KAPR provides support to those raising koala orphans from their homes.

Statistical and anecdotal evidence shows an escalating decline in the koala population in the Moreton Bay Region. Habitat destruction and fragmentation have taken a devastating toll on the koala population. Add to that the impact of motor vehicle strikes, attacks by domestic animals and disease Koala Action Pine Rivers Inc. (KAPR) considers the situation to be serious.

The key issues this submission will highlight are:

1. Scientific verification of the numbers of koalas affected by the Moreton Bay Rail Link (MBRL) is required;
2. No protection of koala habitat;
3. Inadequate protection and management of koalas during vegetation clearing;

There has been a failure to adequately mitigate the negative impacts of urbanisation and transport infrastructure in the Moreton Bay Region. KAPR posits that koala populations in some areas are already on the brink of extinction.

1. Scientific verification of the numbers of koalas affected by the MBRL

KAPR considers that estimates of koala numbers in the Natural Environment Technical Report are inaccurate and our members question the competence of methodology and level of expertise used to study the sites in question.

Koalas are found naturally in nearly all of the areas to be cleared for the MBRL. Koalas do move around and their home ranges vary in size from 1 to 5 kilometers (on average). Home range size depends on the quality of the koala habitat. Good quality koala habitat will support a higher density of koalas. Good quality koala habitat depends on the health of the food trees which relates directly to the nutritional content of the soils upon which they grow and water availability.

Therefore, Intensive surveying over a range of diverse areas, at different times and seasonal situations needs to be undertaken well in advance of any clearing being undertaken. This must be done along the entire length of the MBRL. The knowledge of koala habitat needs to be accompanied by rigorous surveying to ensure that all areas supporting koalas have been examined. This work needs to be carried out by an independent, non government organisation with expertise in finding, monitoring and retrieving koalas in particular as well as other wildlife to ensure the ecological integrity of the survey.

It is crucial that MBRL obtains a complete picture of the number of koalas located on land to be cleared in order to provide an accurate baseline for their management and mitigation efforts. The size of the population, the gender ratio, their health and location needs to be determined. For only then can MBRL ensure that the negative impacts koalas experience as a consequence of this infrastructure are minimal.

2. No protection of koala habitat

Both gross and incremental loss of koala habitat will occur along the entire length of the MBRL. In addition any remaining habitat will be intensively fragmented. Those blocks of koala habitat remaining have no connectivity to other areas. This makes the process of dispersal to locate new territory, finding mates and seeking alternative food sources extremely challenging to koalas already stressed from crossing roads and dealing with domestic animals.

Those animals displaced by clearing will have no where to go. The only way out is through suburbia which will no doubt result in injuries and deaths in both the short and long term. This will bring the genetic diversity and sustainability of the koala population in those locations into question. Sufficient additional resources must be provided to rehabilitate any koala habitat in the nearby vicinity and

increase its carrying capacity in order to support animals displaced from other areas.

The only other option is to provide good quality koala habitat elsewhere. SEQ Water Catchment around Lake Samsonvale needs to be considered as a logical offset location. It offers numerous opportunities to replant koala food trees and other natives in an area that won't be destroyed by development. In addition the chances of being hit by motor vehicles and/or attacked by domestic animals are considerably reduced because water catchment land is not accessible to the general public.

Statistics and numerous surveys conducted over many years confirm that all efforts by local and state government authorities to halt the escalating decline of koalas have failed. Koala management plans have not halted the destruction of koala habitat nor have they prevented the fragmentation of other areas. It is clear that to date urban and peri-urban koala populations have not been managed in a considered and scientific way by any government bodies.

To ensure the sustainability of the koala population a different approach is obviously required. There are several aspects that require rethinking and these are detailed as follows.

3. **Inadequate protection and management of koalas during vegetation clearing**

There has been a failure to truly protect individual koalas from being stressed, injured and/or killed during the land clearing process. When development does take place and bushland has to be cleared extensive earlier planning is required to ensure a future for those koalas displaced during the clearing of vegetation. Fully trained koala spotters and catchers need to remove the animals well before the trees are felled. Relocation may be an option in some instances but has to be addressed well in advance to ensure the new location has the appropriate food trees and carrying capacity to support additional animals.

In some instances, koala/wildlife corridors may be available to facilitate the movement of koalas for food, shelter, mates and dispersal. However, they must be at least 100 metres in width (as supported by current research) and need to ensure connectivity to other good quality koala habitat. The corridors must support koala food trees and provide relatively "safe" access to other areas avoiding roads and the dangers of dealing with residential properties containing dogs.

The sustainability and safety of koalas, in fact all native wildlife needs to be ensured prior, during and after the construction of the MBRL. With thanks for the opportunity to comment on this important issue.



Moreton Bay Koala Rescue Inc

24 hour Koala Rescue
0401 080 333

P.O. Box 1271 Burpengary Qld 4505
www.moretonbaykoalarescue.org

16 March 2011

Moreton Bay Koala Rescue Inc. (formerly Caboolture Koala Care & Rescue Inc.) was formed ten years ago. We operate a 24 hour rescue service for sick, injured and orphaned koalas. In each of recent years we received approximately 1,000 calls on our 24/7 rescue telephone and in the past twelve months have conducted 262 koala rescues. All koalas are taken to Australian Wildlife Hospital at Beerwah, and we also have several registered carers within our group to administer to joeys.

In 2010 we recorded another 480 koala sightings.

Thank you for the opportunity to comment on this project, which for Moreton Bay Koala Rescue (MBKR) is one of the most important issues in the coming years.

In the Moreton Bay Region koala populations have been in constant decline in the last 10 years. One of the main reasons is habitat destruction and fragmentation. New housing estates are a contributing factor to stress in koalas and subsequently the increase of car hits and dog attacks.

The study of the Petrie-Kippa Ring Public Transport Corridor concluded that the preferred alignment was identified in the 1970s and purchased in the 1980s. While this corridor was excluded from development in the last 30-40 years, it actually became a heaven for wildlife, including a very healthy koala population.

Severe loss of habitat

Environmental impacts described in the report mention severe loss of koala habitat. It must be noted that the rail corridor is exempt from the compensatory habitat provisions under the SE Qld Regional Plan for Koala Habitat. Also previous studies have demonstrated that koala use of the area is high and therefore an independent survey should be conducted before, during and after construction.

The impact study estimates that approximately 30 koalas could be displaced as a result of the corridor through the clearing of koala food trees. We believe this to be a huge understatement. The quality of the existing habitat is to be considered very good, and therefore it might actually sustain a much higher population than anticipated.

Only when a baseline can be established regarding the total koala population, gender and age, their health and location, measures can be taken to minimize the impacts of the construction of MBRL.

These surveys should be conducted by an independent, non-government organisation with the inclusion of official spotter-catchers, in order to ensure a safe outcome for all wildlife before, during and after construction.

Mitigation Options

In the report measures are identified to mitigate the clearing of core koala habitat trees and might include fencing, replanting, creating overpasses and offset.

Fencing is mostly important, so no animals will get injured during the construction. However, this needs to be done before the start of the construction and it needs to be clear that all animals inside the fenced area have been removed.

Replanting trees is always applauded, but these trees will have no impact on the survival of koalas in the short term. Therefore other measures should be considered. One of the options is relocation of the koala population - reverse off-set. As most of the food- and habitat trees will be cleared the affected koalas will have nowhere to move to, as all surrounding areas are housing estates. As a result they will move into suburban backyards with dogs and they will cross roads - some of these 4 lanes! - which will take its toll.

To ensure the safety of this koala population we believe relocating them to a safe area would be the only option. There are some areas very suitable for this purpose, e.g. SEQ Water Catchment around Lake Samsonvale. Past tracking projects have proven that koalas thrive really well here and do not suffer any stress related diseases after this move.

Again, this can only be achieved by a survey, so we know exactly how many koalas are going to be affected. Ongoing monitoring is extremely important to ensure the survival of this population.

Survival of the koalas

For the past 15 or so years the major causes of decline of koalas in South-East Queensland (SEQ), (land clearing, road hits, dog attacks and disease) have been well documented, widely reported and publicised. Numerous Plans, Acts, Strategies, etc have been published, all promising to halt the destruction of koala habitat. No actions by those authorities in a position to enforce changes have actually occurred other than (recently) an unsatisfactory response in attempting to fence some main roads and on/off roads and on/off ramps in this local koala habitat.

Here is a chance for Moreton Bay to really prove they care for their koalas.

Moreton Bay Rail Link

Have your say

Name	MORETON REGIONAL ALLIANCE		
Business/Organisation	A sub committee of Commerce and Industry Redcliffe Peninsula (CIRP) comprising members of the Chambers of Commerce and Progress Associations within the region..		
Address			
Email			
Phone		Mobile	
Comments	<p>The following comments are made to the preliminary details displayed at the public consultation meeting:</p> <p>Proposed Kippa Ring Station The proposed arrangements indicate all access will be via Kroll St and Hercules Rd off Anzac ave. By observation Anzac ave between Klingner Rd and Elizabeth Ave at present peak hour traffic volumes is already congested. To impose additional local traffic generated by passenger movement to the Kippa Ring station will exceed tolerable traffic movement. A secondary means of access is needed. This could be provided via MacDonnell/Hercules Rds to the southern side of the station and would better serve the Margate, Woody point and Clontarf areas. This would involve the constructing this section of Hercules Rd. Also consideration should be given to the realignment of Anzac Ave east of Hercules Rd to continue along Klingner Rd. to are constructed intersection at Boardman Rd. This would remove through traffic from the section of Anzac Ave between Klingner Rd and Elizabeth Ave.</p> <p>Proposed Rothwell Station The station has been moved further to the west from the location originally proposed. It is understood that this was done to reduce environmental impact. Some concern arises in that the location is less attractive to school commuters to the 3 school colleges in the area. Are the environmental considerations so significant to justify the relocation further to the west? Similarly a secondary means of access is desirable via the unconstructed section of Gynter Rd.</p> <p>To the extent of detail contained on the public consultation drawings MRA is in general agreement but would welcome future opportunities to comment as the planning process develops with more detail.</p>		
	<input checked="" type="checkbox"/> Add to email distribution		

Privacy Statement

The Department of Transport and Main Roads is collecting the information on this form for the purpose of gaining community feedback on the planned Moreton Bay Rail Link. The information from this survey will be used primarily for project planning. Authorised departmental officers and the project consultants will have access to this information, but your personal details will not be disclosed to a third party without your consent, unless required by law. All information that may identify individuals or households will be deleted from the survey records before their release for transport planning purposes. No names, addresses or telephone numbers will be used for marketing purposes.

Contact us

Phone: 1800 096 821 *Free call within Australia. Higher rates apply from mobile phones and pay phones.*

Email: moretonbayrail@tmr.qld.gov.au

Website: www.tmr.qld.gov.au/moretonbayrail

Post: Moreton Bay Rail Link
Transport and Main Roads
Reply Paid 2439, Brisbane Qld 4001

01072



Pine Rivers Koala Care Association Inc

11 January 2011

Firstly, we ask that the Queensland Government defer building this rail link and put the funds towards the mammoth task of rebuilding Queensland's damaged existing infrastructure.

Secondly, we started attending the community consultation sessions back in 2000 for this proposed rail link and have kept up-to-date with it over the years. More recently, we attended community consultation sessions and met with the Petrie to Kippa Ring project team in September 2010 to get an update on progress. While we have concerns for the koalas and other wildlife all along the proposed route, our main concerns are for the section east of Saltwater Creek which will have particular impact on koalas and other native wildlife and the sensitive Hays Inlet Conservation Park and the fish breeding areas of Saltwater Creek. The road congestion in the surrounding areas will increase particularly at the Deception Bay/Anzac Avenue roundabout at Rothwell. This roundabout would need to be replaced with either an overpass or traffic lights to help the flow of traffic going to and from the railway stations. Also the huge cost of construction for a 12 km railway line to service a community that is more than well catered for with existing, underutilized public transport is just daunting. Overall, we have concerns as the whole venture seems very speculative. There are still so many existing rail crossings with boom gates that will have to be replaced (Lawnton, Strathpine, Telegraph Road, Geebung, Sunshine and Northgate) to relieve the ever-increasing congestion that the new rail link's extra trains will cause even if the Alderley to Strathpine rail line is constructed.

We ask that the Queensland Government err on the side of caution and not build the rail line. If that is not possible just not build the section east of Saltwater Creek.

Yours faithfully

Secretary

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Moreton Bay Rail Link

Public Consultation
on Environmental
Mitigation

Bob Crudginton B.Sc (Hons)

This paper provides feedback to the MBRL Project team on issues and mitigation strategies associated with the development of the Moreton Bay Rail Link and its significant impact on the local environment

Submitted 14 March 2011

Contents

Headings	Page
Executive Summary	2
Background	3
Issues and Impacts of MBRL Project	5
Issues associated with Planning	7
Mitigation Framework	10
Mitigation Actions	10
Comments on Monitoring	14
Developing a Mitigation Plan	14
Recommendations	17
Acknowledgements and References	17
Appendix A: Hays Inlet Overview	18
Appendix B: Strategic Framework and comments	21
Tables	
Table 1 A comparison of issues/impacts identified in the MBRL Technical Change Report and the Environmental Community Workshop	6
Table 2 Identified planning issues from community workshop (refer to workshop facilitators report)	9
Table 3 Strategies placed into mitigation categories to reflect the overall framework and the range of actions possible under a comprehensive environmental management plan	12
Table 4 Example Strategic Planning Framework for MBRL Project (refer to Appendix C for partially completed table from workshop data)	16
Maps (Figures)	
Fig 1 Diagram showing habitat types associated with Hays Inlet	18
Fig 2 Diagram showing proposed placement of rail project associated with Hays Inlet	20



Moreton Bay Rail Link Environmental Mitigation Planning Submission

Executive Summary

In 2010 it was announced that the Moreton Bay Rail Link project would proceed with scheduled completion by 2016. A technical report based on an environmental impact assessment in 2003 reveals that the project will have significant impacts on local koala populations, endangered regional ecosystems and the Hays Inlet catchment area (high conservation values including Ramsar site for local and migratory waders and a declared fish habitat). A workshop involving local environmental community groups was conducted to address the high level of impacts on the surrounding area.

A number of issues were identified including the lack of baseline data (hydrology, fauna and flora) required to design and construct the rail link with minimum impacts on the biodiversity and ecological integrity of the area. A number of issues have been listed which support the concerns of the impacts identified in the MBRL change report (1). A major area of concern was also highlighted in terms of planning for the project, including the integration of a mitigation plan (environmental management plan) with the SEQ Regional plan, the Natural Resources Management plan for SEQ and Local Area Planning by the Moreton Bay Regional Council.

A number of mitigation strategies were put forward on the basis of prevention and control which have a direct implication on the project design and planning process. Further actions in terms of compensation (offsets) and remediation were also put forward. These issues and objectives have been incorporated into a nearly completed strategic plan. Six major recommendations have also been put forward including:

- The 1.2 billion dollar budget should provide or allocate significant resources to reflect the environmental sensitivity of the area and the high levels of impact caused by this major infrastructure project
- That a comprehensive environmental mitigation plan be put in place with community groups engaged as key stakeholders in the development, implementation and review of the plan
- This MBRL environmental mitigation plan be fully integrated within other planning and conservation instruments related to South East Queensland
- A comprehensive and long term monitoring and auditing program is put in place and conducted by an independent agent
- Significant offsets in terms of land acquisition are carried out in order to protect the environmental integrity of Hays Inlet as well as preserve identified regional ecosystems and connectivity
- Best practice is used in terms of the construction process and any clearing including remedial mitigation strategies

Background

The Moreton Bay Rail Link (MBRL) infrastructure project has been on the State Government's agenda for some time with the purchase of the rail corridor completed in 1978. The latest design for this project includes an increased footprint associated with the realignment of some sections of the rail and the addition of road and cycleway elements. A project change report was initiated in order to ascertain any additional information which can take into account any changes in the survey area as well as the new design elements. In a draft report (1) it has been noted that the proposed MBRL has significant environmental impacts including the following:

- Disturbance to Ramsar wetland (minor to moderate impact)
- Severe loss of core habitat of koala (major impact)
- Disturbance to threatened fauna species including species of birds and frogs (major impact)
- Loss or disturbance of remnant vegetation (moderate)
- Loss or disturbance of regrowth vegetation
- Removal of threatened plant species

Furthermore a number of other environmental impacts have also been identified including:

- Disturbance to migratory species (wading birds)
- Disturbance to listed threatened species (grey-headed flying fox)
- Disturbance to Fish Habitat Area (particularly water quality)
- Fragmenting of wildlife corridor
- Removal of marine plants
- Spread of weeds including lantana, groundsel and slash pine

It has also been noted that the corridor has acted to a buffer to development and there has been significant regrowth of vegetation identified including expansion of the endangered regional ecosystem (12.5.2) around and within the corridor. The committee members of the Redcliffe Environmental Forum Inc raised concerns in relation to the significant impacts of this project particularly in relation to the Kippa-Ring to Kinsellas Road sections and their impact on the Hays Inlet wetlands (refer Appendix A) and the catchment area.

A planning meeting was conducted in December 2010 with a recommendation to approach the MBRL community consulting team to provide funds and resources (including experts in rail design, koala management and ecology) to prepare, facilitate and conduct an environmental community workshop. This workshop was conducted on the 27 Feb 2011 and involved delegates from 8 environmental community groups.

The goal of the workshop was to collaboratively develop a submission detailing environmental concerns and mitigation strategies for the MBRL project. To ensure a structured approach and to maximise participation from all participants the workshop focused on issues and mitigation strategies. This workshop did not address the

general consensus in terms of opposition to the project based on its significant impact on the local environment. In particular a number of groups questioned the need to extend the project past the (Petrie to Kinsellas Road section) given the high impacts on the Ramsar site of Hays Inlet and the dense population of Koalas located at the Kippa-Ring station site and the Chelsea Street Reserve (2). For more information on the workshop outline please refer to the facilitation report prepared by Arthur Alexander (ITAS consulting).

The aims of this report are to collate the strategies and information discussed during the workshop into two main areas of impacts and mitigation as follows:

- **Prepare a report to identify the impacts on the environment**
- **Identify a set of objectives, actions and recommendations in terms of developing a comprehensive environmental mitigation plan for the MBRL Project.**

Based on this work a number of major recommendations will be put forward for consideration by the MBRL project team before they commence the process of compiling a business case for the project.

Issues and Impacts of the MBRL Project

In line with the draft MBRL change report a number of issues were identified in terms of impacts on flora and fauna. Further areas of concerns were also raised around the planning of the project (including design, construction, maintenance and operation).

These non-planning issues have been worked into the following table incorporating the comments from the draft change MBRL change report (Tables 4 pp 24-27) – refer the column “description of impact”. The first column outlines impacts identified in the MBRL Change Report, the second column outlines issues identified at the environmental workshop and the third column lists other areas of concern identified in the workshop.

Environmental Impacts and Concerns

Impacts from MBRL Technical Report	Issues raised in Community Workshop	Concerns
Wetlands and Waterways		
Disturbance to Ramsar wetlands (p24)	Impact on overland flow, hydrology, siltation	Potential to change environmental services including habitat and fisheries production
	Disturbance to feeding and roosting areas for international and residential wading birds and fauna associated with the wetlands and associated vegetation	Impact on saltmarsh areas and specific regional ecosystems including endangered Regional Ecosystem <i>Casuarina glauca</i> (RE 12.1.1)
	Disruption in hydrology	Affects groundwater movement and has the capacity to change composition of flora (and fauna)
	Saltmarsh habitat	Already under threat due to climate change
	Disturbance can cause acid sulphate soils	Prevalent around the waterways crossed by the project: Saltwater and Freshwater Creeks and Yebri creek and their tributaries within the Hays Inlet catchment area
Fauna		
Severe loss of core habitat of koala (p24)	Loss of koala habitat	Loss of habitat will impact on the viability of koala population
Disturbance to threatened species (p25)	Accounting for fauna (audit) Mapping of fauna and flora in the affected areas (including any construction actions	Need accurate baseline data before mitigation decisions are made

Impacts from MBRL Technical Report	Issues raised in Community Workshop	Concerns
Disturbance to migratory species (p25)	Relocation of fauna	Duty of care, animal welfare and ethical obligation
Disturbance to Fish Habitat area (p25)	Welfare of individual animals	Duty of care, animal welfare and ethical obligation
Fragmentation of wildlife corridor (p26)	Connectivity of habitat	<p>Fragmentation will endanger animals which have to move for food, shelter, mating and dispersal of sub-adults</p> <p>Increased mortality through exposure to domestic animals and motor vehicles</p> <p>Decreased genetic diversity</p>
	Maintenance of fauna including their marine and riparian habitats (vegetation)	Loss of this vegetation will have impact on productivity of Hays Inlet and Moreton Bay
	Maintaining viable and sustainable populations	<p>To conserve species, genetic diversity and balanced ecosystems</p> <p>Productivity (fisheries)</p> <p>Tourism</p>
Flora		
Loss or disturbance of remnant vegetation (p26)	Re-vegetation within the corridor	Balance between supporting wildlife and exposing them and the track to danger
Loss or disturbance of regrowth vegetation (p26)	Rehabilitation and revegetation	<p>Timing is crucial – needs to be done as early as possible</p> <p>Ensure correct species are planted</p>
Removal of threatened plant species (p27)	Endangered flora management	Potential loss of endangered plant species and endangered regional ecosystems (with their associated fauna)
Spread of national environmentally significant weeds (p27)	Weed reduction	<p>Significant problem within the Hays Inlet catchment area</p> <p>Clearing provides an increased opportunity for weeds to flourish</p> <p>Weeds have the potential to smother and outgrow native species</p> <p>Project will increase edge effect which will favour weeds</p>

Impacts from MBRL Technical Report	Issues raised in Community Workshop	Concerns
Removal of marine plants (p27)	Use of poisons to control weeds	Run off can impact on waterways Direct impact on wildlife (e.g. frogs) Can encourage the growth of other weeds
	Use of environmental waste (from construction and clearing practice)	Good timber can be used for mulching Potential loss of microhabitats e.g. hollow logs for nesting, on ground logs for reptiles etc Nutrients for soil through natural decomposition
	Flying fox food and roosting trees needed	The species are keystone species with their capacity as a pollination agent Conservation strategy for grey-headed flying fox which is endangered
	Chelsea Street regional ecosystem (12.5.2)	Reserve is divided by rail and impacts on viability (fragmentation and increased edge effect) Corridor removes significant area of this endangered regional ecosystem

Table 1: A comparison of issues/impacts identified in the MBRL Technical Change Report and the environmental community workshop

The number of issues identified in the workshop mirror the environmental impacts outlined in the Draft Changes Report for the MBRL Technical plan. There is a significant amount of evidence and opinion supporting the major environmental impacts this project will have on the local area, particularly the catchment area of Hays Inlet. There were also a number of issues identified which related to the planning process.

Identified Issues associated with Planning

During the workshop further issues and concerns were raised with respect to the planning of the project. Some of these concerns included the rationale behind the purchase of land, protection of the buffer zone (Ramsar wetlands), managing the impacts on hydrology, planning for climate change, communication and the role of community groups, independent monitoring of the project and its implementation of

mitigation actions as well as the impact on the surrounding environment (biodiversity and hydrology). It was also noted that planning had to account for:

- Pre-construction (design and site preparation)
- During construction (managing impacts)
- Post-construction (long term)

Issue	Concerns
Integration of future planning to ensure long term planning AND communication of all departments	<ul style="list-style-type: none"> ▪ Reduce duplication, waste, and community frustration ▪ Knowledge of how future projects will impact on this one (MBRL) ▪ Region has an NRM and targets considered
Impact of the construction process: <ul style="list-style-type: none"> ▪ Its footprint (include stabling) ▪ Siltation ▪ Hydrology ▪ Overland flow ▪ Use of waste materials 	<ul style="list-style-type: none"> ▪ Sensitivity of the natural environment ▪ Impact on the community ▪ Impact on ecosystem services
Land purchase: <ul style="list-style-type: none"> ▪ Resumption ▪ Environmental offsets ▪ Budget now for these mitigation actions ▪ Long term monitoring needs to be resourced now and for the future ▪ Independent authority 	<ul style="list-style-type: none"> ▪ Project and future land use—change in the future ▪ Fit for purpose—mitigate environmental impacts ▪ There has been a history of other projects not monitored and implemented correctly ▪ Independence of the authority that will monitor ▪ Long term impacts are unknown ▪ Ensure local knowledge and community priorities are used and recognised
Stabling at Kippa-Ring	<ul style="list-style-type: none"> ▪ Footprint is massive ▪ Disruptive to the community
Climate change	<ul style="list-style-type: none"> ▪ Impact of project now and in the future ▪ Embodied energy ▪ Sea level rise and potential flood issues ▪ Barrier to wildlife
No net biodiversity loss	Impacts on: <ul style="list-style-type: none"> ▪ Ecosystem services ▪ Environment ▪ Community ▪ Economy
Offsets on public land	<ul style="list-style-type: none"> ▪ Avoid the lack of communication between stakeholders

Table 2 Identified planning issues from community workshop (refer to workshop facilitators report)

Further concerns were also noted regarding the impact of Local Area Planning (LAP) by the Moreton Bay Regional Council (MBRC) which was scheduled for public consultation later in the year (after the business case for the MBRL has been considered). It is understood that communication is ongoing between the project team and the council, but concerns were raised regarding the potential for the LAP to have an impact on aspects of environmental mitigation.

Mitigation Framework

Mitigation: *Steps taken to avoid or minimise environmental impacts.*

During the workshop a presentation was given on implementing mitigation plans. The objective of this presentation was to give the participants a greater understanding of environmental mitigation as well as provide the common language for discussing potential solutions to reducing environmental impacts. Mitigation can occur in three ways:

- Prevention and control measures
- Compensatory measures
- Remediation measures

Prevention and control measures can include:

- Changing the means or design of the project. This can include planning (e.g. elevating the rail, using light rail, culvert design etc)
- Changing the location or site (e.g. shortening the route and leaving out the high impact structures, use another location for stabling etc)
- Specifying the operating practices (e.g. can make changes to construction practice to lessen impact – storage of equipment, degree of clearing at site, operating equipment at low tide when waders are feeding rather than roosting etc)

Compensatory measures can include:

- Offset adverse impacts in one area with improvements elsewhere (e.g. revegetate another area of land – e.g. koala habitat etc)
- Purchase similar habitat (species or ecological service) for preservation (e.g. secure similar land on peri-urban blocks on the western side of Hays Inlet)

Remediation measures can include:

- Repair or restore areas after the damage or construction is completed (e.g. rehabilitation of affected areas, re-vegetation and weed removal etc)

Mitigation Actions for the MBRL Project

The participants at the workshop were requested to put forward a number of mitigation activities, including measures of success, timeframe and priorities. In terms of the workshop, limits in time prevented participants from finalising their

answers. Again the categories were related to flora, fauna and planning. In this submission the mitigation actions will be placed in terms of the mitigation framework. That is prevention and control, compensation and remediation. Please refer to the table on the next page for a summary of the mitigation actions identified through the community workshop.

Mitigation Measure	Strategy	Specific Action
<p>Prevention and Control</p>	<p><i>Changing the design or planning for the project</i></p>	<p>In order to minimise impact on hydrology use comprehensive modelling e.g. Mike 21. Complete modelling process before final planning of infrastructure. Implement design elements to minimise natural hydrology including the placement of culverts, bridges, swales and artificial wetlands</p> <p>Ensure Local Area Planning from MBRC is co-ordinated and implemented within the mitigation plan</p> <p>Integration of future planning including infrastructure should be incorporated into the SEQ Regional Plan with one government agency to oversee the process where cumulative impacts are continually assessed and future infrastructure should use the same corridor wherever possible.</p> <p>Manage biodiversity and ensure there is no net loss. Develop an evaluation tool to analyse current biodiversity levels and ensure project plan is aligned with targets associated with the SEQ NRM plan. Evaluation tool to be used in the short term (before and after project) as well as long term assessment (e.g. 5 years later)</p> <p>Develop a vegetation plan which includes:</p> <ul style="list-style-type: none"> • Weed and pest management • Native plant restoration • Identify best management practice to limit poison impacts • Study weed classification and sales • Consider flying fox in planning <p>Form an independent and ongoing wildlife monitoring program by DERM Parks and Wildlife and with community involvement</p> <p>Conduct baseline soil surveys and recycle natural resource materials from clearing activities, logs (nesting boxes) and mulch for nutrient recycling. Recycle browse (leaves and twigs) for koala feed</p> <p>Update and conduct fauna surveys and incorporate and collate all data in order to identify data sets. Develop baseline based on summer and winter and include offset areas and adjacent reserves. Use an independent expert.</p> <p>Develop a conservation and viability plan for fauna. Identify health of target species including ongoing needs and capacity to mate. Consider mitigation based on enhancing or conserving connectivity or consider relocation (e.g. koala population)</p>

Mitigation Measure	Strategy	Specific Action
	<i>Changing location or altering site</i>	Consider terminating line at Kinsellas Road to reduce major environmental impacts in wetlands, Ramsar site and fish habitat area. Reduce significant impact on koala habitat associated with Kippa-Ring and endangered regional ecosystem of Chelsea Street Reserve.*
	<i>Operating practices</i>	<p>Develop a construction plan which incorporates an EMP as part of the tender process. Other criteria of the plan should include:</p> <ul style="list-style-type: none"> • Access plan (social, safety, flora and fauna) to minimise footprint of construction outside the corridor • Construction plan where workload is managed at a level that minimises footprint • Inclusion of environmental mitigation within the construction time frame • Independent auditing of the mitigation activities and impacts <p>Implement long term monitoring for hydrology impacts including stability, flood levels, salinity, tidal flow, water quality including testing for acid sulphates</p> <p>Relocate plants and collect and store seeds (e.g. Pine Rivers Nursery)</p> <p>Minimise disturbance to soils and reduce the presence of weeds and pests within the project area</p> <p>Develop a clear plan for clearing processes which incorporates strategies to maintain well being of affected fauna including:</p> <ul style="list-style-type: none"> • Use survey data to determine timing of clearing • Use an independent team to monitor before during and after clearing actions • Where appropriate remove animals prior to construction and use appropriate fencing
Compensation	<i>Improve other areas</i>	Improve the extent and condition of adjacent vegetation (various regional ecosystem profiles, koala habitat etc)
	<i>Purchase offsets</i>	<p>Make an offset purchase of similar connecting systems (regional ecosystems) and integrate offset purchases with local area plan and vegetation mapping</p> <p>Consider purchasing Hays Western peri-urban blocks (Griffin)</p>
Remediation	<i>Restore areas after construction</i>	<p>Inside and outside tracks and pathways plant vegetation species that are suitable for birds in the area</p> <p>Ensure re-vegetation commences immediately after construction using local provenance (place of origin)</p>

Mitigation Measure	Strategy	Specific Action
	Revegetation and rehabilitation	<p>Develop a connectivity program (wider than 30 metres) and identify suitability of potential connections. Selection of connections based on based on species specific data and movements. Support with long term monitoring.</p> <p>Ensure revegetation projects are implemented in advance of clearing and construction wherever possible.</p>

Table 3 Strategies placed into mitigation categories to reflect the overall framework and the range of actions possible under a comprehensive environmental management plan

The majority of mitigations lie within prevention and control category. There was an underlying theme of mitigation planning based on evidence-based practice (reflecting recognised ecological techniques)

Comments on Monitoring

Throughout the workshop there was a strong emphasis on monitoring with surveys to be conducted before, during and after construction with a long term monitoring program to provide baseline data which can be incorporated into future planning for the region.

Monitoring should be systematic and their design should consider the ability to isolate impacts from the project itself. This is difficult with the paucity of monitoring data within the area. This is why it is important to commence surveys as soon as possible in order to establish some meaningful baseline data. Some of the indicators which could be used include:

- Water quality, also refer hydrology modelling comments
- Soil quality, include salinity acid sulphate, nutrient levels and erosion
- Fauna, surveys, health and habitat assessment
- Flora, density and composition, presence of key species (refer regional ecosystem models and mapping) and the impact of weed species
- Environmental health, presence of pathogens and other disease vectors
- Presence of key or icon species, including the koala

Developing a Mitigation Plan for the MBRL Project (environmental mitigation)

The workshop was designed to identify issues, impacts and possible mitigation measures in order to reduce the significant environmental impact on the local environment. This information could be incorporated into an environmental mitigation strategic plan (which could then be incorporated into the business case for the project). The following table is a summary document (template) of the type of information required, clearly the workshop was not intended to complete this process, however it is recommended that there is a communication process put in place which recognises the community environmental groups as key stakeholders in

the design and implementation of an **environmental mitigation plan**. The headings to be considered are outlined in a model table and defined as follows:

- Mitigation Strategy (Each action is categorised within the mitigation framework)
- Action (mitigation measure or strategy)
- Timeframe (in general terms there are three areas – pre-construction (planning and design); construction and post –construction)
- Responsibilities (appointed stakeholders including MBRL project team, representatives of the three levels of government, contractors and the relevant community groups)
- Measures of success, key performance indicators which are measurable and reflect best practice in terms of infrastructure and ecological processes
- Defined budget allocation which ensures all mitigation actions and monitoring is appropriately resourced

Strategic Plan Framework for Environmental Mitigation

Vision To minimise the environmental impact of the MBRL Project on the surrounding environment including the Hays Inlet Catchment Area

Mitigation Strategy	Action	Timeframe	Responsibility	Measure of Success	Budget Allocation
1.0 Prevention and Control					
Changing the design or planning for the project					
Changing location or site					
Operating practices					
2.0 Compensation					
Improve other areas					
Purchase offsets					
3.0 Remediation					
Revegetation and rehabilitation					

Table 4 Example Strategic Planning Framework for MBRL Project (refer to Appendix C for partially completed table from workshop data)

Recommendations

Recommendation 1.0

The budget for the environmental mitigation should represent a significant portion of the project budget (given the high level of environmental impact). These resources should be allocated for the acquisition of baseline data, analysis and independent and ongoing monitoring of the environment and the mitigation plan.

Recommendation 2.0

It is also important that community groups be recognised as key stakeholders in the development of a comprehensive environmental mitigation plan. That consideration is given to a “catchment/umbrella group” to be recognised as a key stakeholder in the project with the opportunity to provide feedback and input into developing an **environmental mitigation plan**. These processes and evaluations are to be open and public. Some of the key outcomes include:

- No net loss in terms of variety and area of regional ecosystems
- No net loss in biodiversity
- Comprehensive hydrological modelling is conducted before the final design for the project is completed
- Planning to reflect the need to maintain connectivity wherever possible and reduce the impact of habitat fragmentation

Recommendation 3.0

The mitigation plan is integrated and incorporated into all other relevant planning instruments including the SEQ NRM Plan, the MBRC Local Area Plan, the SEQ Regional Development Plan and the MBRC Koala Conservation Partnership Project.

Recommendation 4.0

There is provision and the resources to implement a long term monitoring and auditing program conducted by an independent agent/s and relevant community groups.

Recommendation 5.0

Significant offsets are delivered which allow environmental services to continue (including the provision of productive habitat for fisheries and migratory waders). These offsets include:

- Purchase of land on the western side of Hays Inlet (peri-urban blocks adjacent to the Moreton Bay Marine Park) to preserve the fishery and habitat for migratory waders
- Purchase of land which enhances connectivity around the corridor
- Purchase of land to preserve or enhance regional ecosystems of concern

Recommendation 6.0

Best practice is used in terms of clearing with relevant undertakings in terms of recycling waste (mulch, logs etc) in situ, management of weeds, animal welfare, rehabilitation of adjacent habitats and revegetation utilising species of local provenance.

Acknowledgements

The author would like to thank Lisa Berrie and Paul Setchell from the MBRL Project team for providing the resources for the preparation, implementation and reporting of the community workshop held on 27 Feb 2011. I would also like to acknowledge the contribution on the day from the workshop facilitators Arthur Alexander (ITAS Consulting) and Amelia Loye (Manidis Roberts) and the expert advice provided by John Hanger (Endeavour Veterinary Ecology: Koala Specialist); Melody Stoneham (AECOM ecology) and Stuart Law (AECOM Rail Construction Engineer). Special thanks are also extended to Wayne Cameron from the Bulimba Creek Catchment Coordinating Committee for providing his input, expertise and experience into the issues associated with implementing mitigation actions around major infrastructure. This report would not be possible without the input and advice provided by a number of community group delegates including:

- Simon Brown SEQ Catchments
- Vanda Grabowski Koala Action Group
- Cameron Hetherington REF Inc
- Peter Johnson REF Inc
- David Lergessner Friends of the Redcliffe Botanical Gardens
- Anika Lehmann Moreton Bay Koala Rescue
- Louise Orr SEQ Catchments
- Jennifer Singfield Moreton Bay Coastcare
- Peg Walsh Chelsea Street Bushcare Group
- Wayne Cameron Bulimba Creek Catchment Committee

The workshop and process was also driven by Tony Crudgington, Greg Heaney, Samantha Abbott and Rob Johnston from REF Inc with support from Melanie Brennan and David Logan (Hays Inlet Steering Committee). Finally I would also like to acknowledge the support provided by MBRC Councillor Rae Frawley, State MP for Redcliffe, Lillian van Litsenburg and the Federal Member for Petrie Yvette D'ath MP.

References

- (1) Draft Project Change Report (MBRL) November 2010
- (2) Caboolture, Pine Rivers & Redcliffe Councils: Report for Koala Habitat Survey and Mapping Final Report (2008) GHD
- (3) "Hays Inlet: We're all around it" REF Inc and the MBRC

Appendix A

Hays Inlet Overview

Hays Inlet and its catchment area is a key coastal site in terms of Moreton Bay and South East Queensland. The inlet covers an area of approximately 2,400 hectares and includes intertidal flats, mangroves and saltmarsh as well as extensive stands of forest including Casuarina, Melaleuca and Eucalypt. It has a high conservation status reflected in terms of designated conservation parks (Moreton Bay Regional Council, Queensland Government) as well being part of the designated Marine National Park of Moreton Bay.

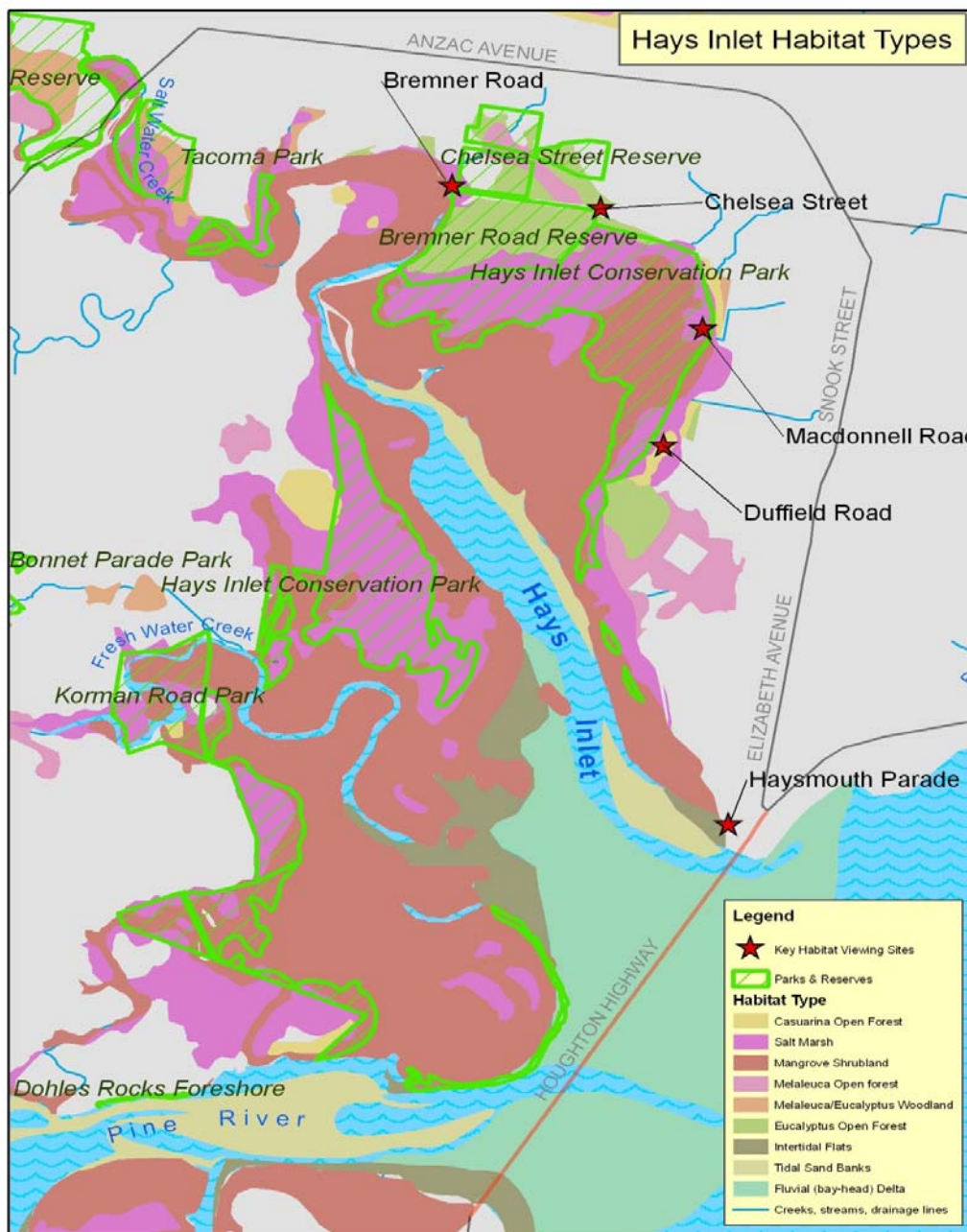


Diagram showing the various habitats associated with Hays Inlet - Refer (3)

Hays Inlet is important to significant amounts of wildlife including koalas and wading birds. The Inlet and its associated wetlands are internationally recognised as a Ramsar site which provides protection for international migratory birds. The upper reaches of Hays Inlet and Saltwater Creek has recently been declared a green zone within the Moreton Bay Marine Park Zoning Plan. Prior to this zoning the Inlet and its waterways have also been listed as a Fisheries Habitat Area (since 1969).

The park also provides significant environmental services to Moreton Bay in terms of stabilisation of the coastline, managing salinity and water quality entering Moreton Bay and the provision of habitat for fisheries and local wildlife. Recent surveys of the area have indicated that there is significant regrowth of regional ecosystems including some listed as endangered.

The Hays Inlet area has been a focal point for a number of environmental groups including:

- Redcliffe Environmental Forum Inc
- Pine Rivers Catchment Association
- South East Queensland Catchments
- Hays Inlet Festival Steering Committee
- Moreton Bay Coastcare
- Chelsea Street Bushcare Group
- Saltwater Creek Greening Group
- Pine Rivers Koala Care
- Koala Action Group
- Moreton Bay Koala Action Group

Recently a significant number of community projects have been implemented to preserve the catchment and raise the profile of Hays Inlet within the general community. These actions include:

- The ongoing development of a 10 year Hays Inlet Management Plan which includes the participation of the community, political representatives from 3 levels of government and a number of State Government departments
- Fencing to exclude motor bikes and Four Wheel Drives
- Rehabilitation and regeneration of saltmarsh habitat
- Saltmarsh monitoring and Mangrove Watch
- Annual rubbish clean ups (large numbers of local volunteers)
- The Hays Inlet Festival (which attracted 4,000 visitors in 2010)



1 International Waders



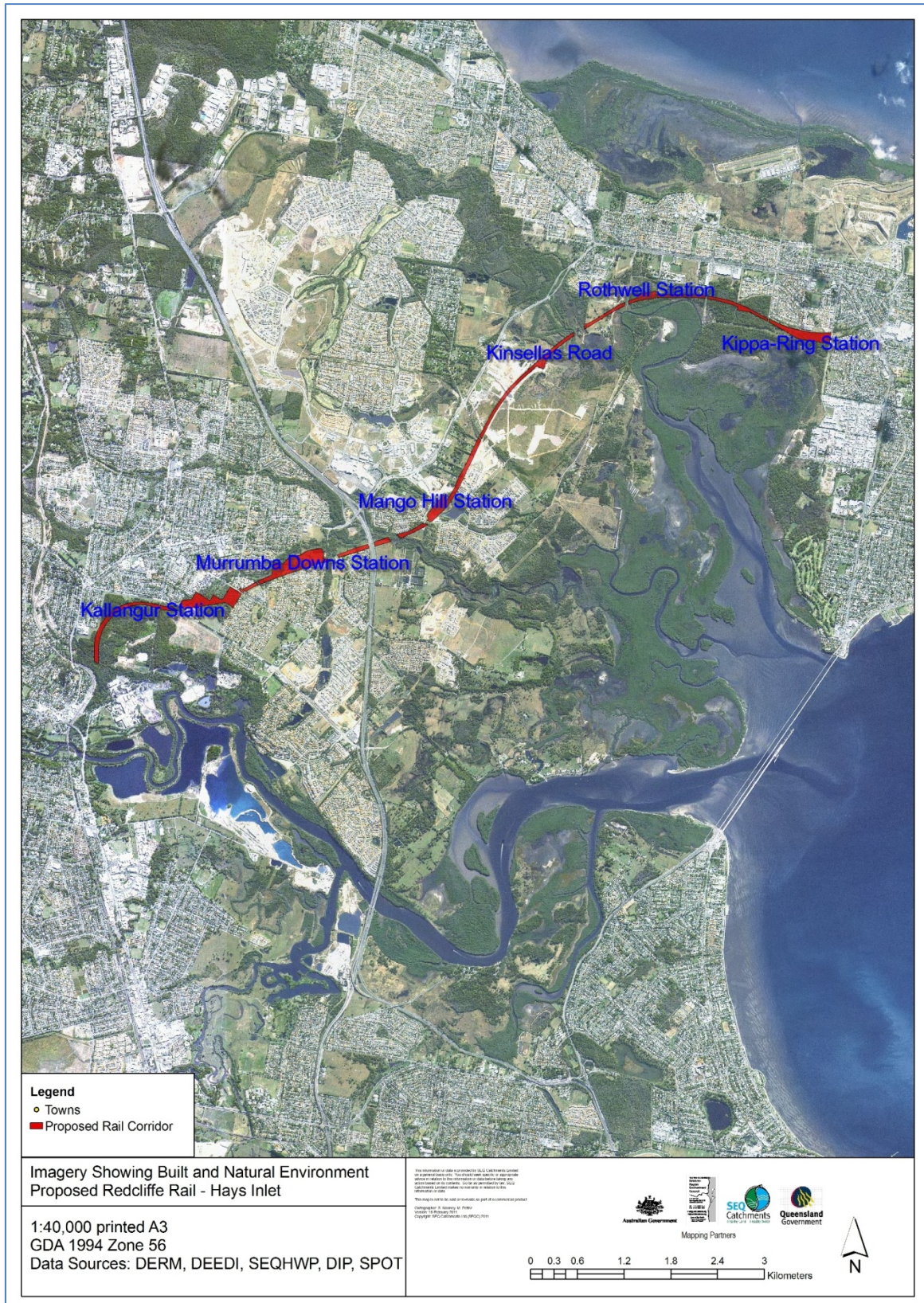
2 Koala in Hays Inlet



3 Tea - Tree Forest in Chelsea Street Reserve



4 Saltmarsh habitat within Hays Inlet wetlands



Map illustrating the impact of the MBRL Project on Hays Inlet and its catchment area. Note the major impact associated with the Kippa-Ring to Kinsellas Road section where the rail impacts on the Ramsar site and its buffer and significant portions of koala habitat.

Appendix B

Strategic Plan Framework for Environmental Mitigation

Vision To minimise the environmental impact of the MBRL Project on the surrounding environment including the Hays Inlet Catchment Area

Mitigation Strategy	Action	Timeframe	Responsibility	Measure of Success	Budget Allocation
1. Prevention and Control					
Changing the design or planning for the project	In order to minimise impact on hydrology use comprehensive modelling e.g. Mike 21. Complete modelling process before final planning of infrastructure. Implement design elements to minimise natural hydrology including the placement of culverts, bridges, swales and artificial wetlands	Pre-Construction	MBRL project team and design contractor	<ul style="list-style-type: none"> Hydrology /flood models produced for various scenarios Completed prior to finalisation of planning Long term monitoring or testing indicates stability of hydrology including flood levels; salinity; tidal flow; water quality No ASS (Acid Sulphate Soils) impacts 	
	Ensure Local Area Planning from MBRC is co-ordinated and implemented within the mitigation plan	Pre-Construction	MBRL Project team, MBRC & Qld Govt	<ul style="list-style-type: none"> All elements of LAP for railway corridor and surrounds are in line with all elements of the MBRL Mitigation Plan 	
	Integration of future planning including infrastructure should be incorporated into the SEQ Regional Plan with one government agency to oversee the process where cumulative impacts are continually assessed and future infrastructure should use the same corridor wherever possible.	Ongoing	MBRC & Qld Govt	<ul style="list-style-type: none"> Regular assessments communicated to stakeholders and the public Future infrastructure uses the same corridor as much as possible 	

Mitigation Strategy	Action	Timeframe	Responsibility	Measure of Success	Budget Allocation
	<p>Manage biodiversity and ensure there is no net loss. Develop an evaluation tool to analyse current biodiversity levels and ensure project plan is aligned with targets associated with the SEQ NRM plan. Evaluation tool to be used in the short term (before and after project) as well as long term assessment (e.g. 5 years later)</p>	Pre-Construction	MBRL Project Team, DERM, contractor (e.g. AEDA at UQ)	<ul style="list-style-type: none"> ▪ Plan developed before construction begins with targets in line with SEQ NRM Plan ▪ Robust evaluation tool indicates no net biodiversity loss ▪ Monitoring results regularly reported (e.g. every 6 months) 	
	<p>Develop a vegetation plan which includes:</p> <ul style="list-style-type: none"> • Weed and pest management • Native plant restoration • Identify best management practice to limit poison impacts • Study weed classification and sales • Consider flying fox in planning 	Pre-Construction	MBRL Project team, contractor, Community Group	<ul style="list-style-type: none"> ▪ Plan developed before tender process ▪ Community groups engaged to carry out surveys on a regular basis 	
	Form an independent and ongoing wildlife monitoring program by DERM Parks and Wildlife and with community involvement	Pre-Construction	MBRL Project team, DERM, Community Group	<ul style="list-style-type: none"> ▪ Monitoring results regularly reported 	
	Conduct baseline soil surveys and recycle natural resource materials from clearing activities, logs (nesting boxes) and mulch for nutrient recycling. Recycle browse (leaves and twigs) for koala feed	Pre-Construction	MBRL Project team, contractor, Community Group	<ul style="list-style-type: none"> ▪ Soil testing for nutrients conducted ▪ Survey of ecosystem health conducted ▪ Survey number of hollows conducted 	
	Update and conduct fauna surveys and incorporate and collate all data in order to identify data sets. Develop baseline based on summer and winter and include offset areas and adjacent reserves. Use an independent expert.	Pre-Construction	MBRL Project team, environmental contractor, Community Group	<ul style="list-style-type: none"> ▪ Baseline data collated and trends published for corridor and adjacent reserves ▪ Updated, accurate information released openly using recognised ecological techniques 	

Mitigation Strategy	Action	Timeframe	Responsibility	Measure of Success	Budget Allocation
	Develop a conservation and viability plan for fauna. Identify health of target species including ongoing needs and capacity to mate. Consider mitigation based on enhancing or conserving connectivity or consider relocation (e.g. koala population)	Pre-construction	MBRL Project team, 3 levels of government Community Groups	<ul style="list-style-type: none"> Long term conservation plan developed and incorporated into other plans including SEQ NRM Plan and SEQ Regional Plan as well as the MBRC Koala Conservation Plan (where applicable) 	
Changing location or site	Consider terminating line at Kinsellas Road to reduce major environmental impacts in wetlands, Ramsar site and fish habitat area.	Pre-construction	MBRL Project team, 3 levels of government	<ul style="list-style-type: none"> Reduce significant impact on koala habitat associated with Kippa-Ring and endangered regional ecosystem of Chelsea Street Reserve. 	
Operating practices	<p>Develop a construction plan which incorporates an EMP as part of the tender process. Other criteria of the plan should include:</p> <ul style="list-style-type: none"> Access plan (social, safety, flora and fauna) to minimise footprint of construction outside the corridor Construction plan where workload is managed at a level that minimises footprint Inclusion of environmental mitigation within the construction time frame Independent auditing of the mitigation activities and impacts 	Pre-construction	MBRL Project Team	<ul style="list-style-type: none"> Construction plan with designated mitigation actions incorporated into the tender process 	

Mitigation Strategy	Action	Timeframe	Responsibility	Measure of Success	Budget Allocation
	<p>Implement long term monitoring for hydrology impacts including stability, flood levels, salinity, tidal flow, water quality including testing for acid sulphates</p> <p>Relocate plants and collect and store seeds (e.g. Pine Rivers Nursery)</p> <p>Minimise disturbance to soils and reduce the presence of weeds and pests within the project area</p> <p>Develop a clear plan for clearing processes which incorporates strategies to maintain well being of affected fauna including:</p> <ul style="list-style-type: none"> • Use survey data to determine timing of clearing • Use an independent team to monitor before during and after clearing actions • Where appropriate remove animals prior to construction and use appropriate fencing 	<p>Ongoing</p> <p>Construction</p> <p>Construction</p> <p>Construction</p>	<p>MBRL Project Team, contractor</p> <p>MBRL Project Team, Community Group or MBRC Nursery</p> <p>MBRL Project Team, contractor</p> <p>MBRL Project Team, independent fauna contractor</p>	<ul style="list-style-type: none"> ▪ Updated, accurate information released openly using recognised hydrological techniques ▪ Bank of catalogued seeds and plants located at a designated nursery site ▪ Weed management plan is implemented – monitoring records low levels of infestation ▪ Clearing vegetation practice falls in line with data therefore minimising impacts on targeted fauna ▪ Independent team provides a report summarising impacts on targeted fauna 	
2.0 Compensation					
Improve other areas	Improve the extent and condition of adjacent vegetation as well as in parks and reserves (various regional ecosystem profiles, koala habitat etc)	Ongoing	MBRL Project team, contractors, Community groups	<ul style="list-style-type: none"> ▪ On ground improvements in terms of native plants, reduction in weeds is achieved in adjacent areas to corridor 	

Mitigation Strategy	Action	Timeframe	Responsibility	Measure of Success	Budget Allocation
Purchase offsets	Consider purchasing Hays Western peri-urban blocks (Griffin) and implement preservation strategies	Construction	MBRL Project team, MBRC, State and Federal Governments	<ul style="list-style-type: none"> Remaining peri-urban blocks on western side of Hays Inlet are delineated between conservation park and development areas with significant Eucalypt buffers and appropriate fencing and education programs in place 	
	Make offset purchases of similar connecting systems (regional ecosystems) and integrate offset purchases with local area plan and vegetation mapping	Ongoing	MBRL Project team, MBRC	<ul style="list-style-type: none"> Purchases of connecting land match mapping of regional ecosystems and fauna surveys 	
3.0 Remediation					
Revegetation and rehabilitation	<p>Develop a connectivity program (wider than 30 metres) and identify suitability of potential connections.</p> <p>Ensure revegetation projects are implemented in advance of clearing and construction wherever possible.</p> <p>Develop a connectivity program (wider than 30 metres) and identify suitability of potential connections.</p>	Pre-construction and ongoing	MBRL Project team, MBRC, State and Federal Governments, Community groups	<ul style="list-style-type: none"> Selection of connections based on based on species specific data and movements. Support with long term monitoring. Selection of connections based on based on species specific data and movements. Supported with long term monitoring. Revegetation projects are implemented in advance of clearing and construction wherever possible. 	



Submission to the Moreton Bay Rail Link Project

Executive Summary

The Moreton Bay Rail Link (MBRL) project announced in 2010 that a proposed rail corridor would proceed with scheduled completion by 2016. The Natural Environmental Technical Report, completed in 2003, highlighted the significant impacts that the MBRL project would have on the local environment.

SEQ Catchments (a community based not for profit organisation, committed to achieving a sustainable future for the wider SEQ community, through the implementation of the SEQ NRM Plan) met with Lisa Berrie from the MBRL in late 2010 to discuss concerns about the potential environmental impacts of the proposed MBRL corridor particularly in the proximity of the Hays Inlet wetlands complex and its surrounding buffer vegetation.

These impacts can be summarised as:

- Disruption and degradation of a Ramsar wetland
- Loss, disturbance and fragmentation of core wildlife habitat
- Further disruption of the already fragile corridor network linking Hays Inlet to larger vegetation tracts in the western portion of the Pine Rivers catchment.
- Disturbance, disruption and potential loss of wildlife, specifically koalas, migratory wader birds and fish
- Loss/disturbance of regional and remnant vegetation
- Loss of threatened plant species

SEQ Catchments supports the sustainability gains that are made by the provision of public transport options. However it would like to encourage the MBRL to take a leadership approach and aim for the project to deliver a net biodiversity benefit, utilizing opportunities afforded by the significant budget of the project, innovative planning solutions, the community interest in the environment of the area and the access to machinery, and professional staff that a project of this scale entails.

Below are a number of key recommendations that SEQ Catchments believes will enable the MBRL project team to mitigate the impacts of the proposed rail corridor. These recommendations are further detailed in the submission below.

- **Recommendation 1: Undertake comprehensive hydrological modeling**
- **Recommendation 2: Redesign/remove the Hays Inlet section of the MBRL (East of Kinsellas Road East Station)**
- **Recommendation 3: Identify strategic offsets on the western peri-urban zone adjacent to Hays Inlet**
- **Recommendation 4: Development and implementation of a Remediation and Restoration Action Plan**
- **Recommendation 5: Development and implementation of a long-term Monitoring and Assessment Plan**



Figure 1: Bremner Road, Rothwell: Note the 'Rhino Fencing' put into place over a number of years by SEQ Catchments, Moreton Bay Regional Council and the local community to exclude motorbikes and 4WD vehicles from the wetland areas. The proposed rail corridor will potentially render this section of fencing redundant. SEQ Catchments would like consideration paid to the rail project providing 4WD and motorbike exclusion fencing in areas where the rail project compromises the existing fencing network.

Introduction and background of SEQ Catchments

- SEQ Catchments Ltd is a community-based not for profit business with a single vision: *to deliver a sustainable future for our community.*
- We take a lead role in the strategic direction of natural resource management (NRM) planning, we develop partnerships, secure funding and deliver outcomes that help maintain and restore South East Queensland's natural resources for the benefit of future generations.
- We promote and facilitate learning and information sharing by engaging with others from both within and beyond our region and by supporting innovative research into NRM issues.
- SEQ Catchments Ltd is a member of the SEQ Regional Coordination Group (RCG) and the CEOs Committee for Natural Resource Management both of which include membership from Department of Environment and Resource Management (Director-General of DERM), Department of Local Government and Planning (DLGP), Council of Mayors, Queensland Water Commission, Queensland Conservation Council and Traditional Owners.
- These Committees are responsible for implementing the SEQ Natural Resource Management Plan (SEQ NRM Plan) and report to the Regional Planning Committee (RPC). The SEQ NRM Plan is attached as part of this submission.
- The RPC is chaired by the Minister for Local Government and Planning who has identified the SEQ NRM Plan as a priority regional project under the SEQ Regional Plan.

- The SEQ NRM Plan establishes a collaborative framework to link regional natural resource management planning, investment and activities, to achieve a range of targets. The SEQ NRM Plan is the pre-eminent, non-statutory environment and natural resource management plan for the region. It articulates measurable targets for the condition and extent of environment and natural resources aligned to desired regional outcomes (DROs) and policies in the SEQ Regional Plan (SEQRP).
- The SEQRP establishes the implementation of the SEQ NRM Plan as a key means of achieving Policy 4.1.1 under section 4.1 Natural Resource Management. The SEQ NRM Plan is also recognised in a number of other Desired Regional Outcomes (DROs) in the SEQRP.
- Local Governments and State Government Agencies are required to show how they have addressed the SEQ NRM Plan in schemes, strategies and policies.
- The targets are mapped in the SEQ NRM Plan Benchmark Atlas and in the near future the Implementation Atlas.
- SEQ Catchments have coordinated the development and implementation of the SEQ Ecosystem Services Framework in partnership with DIP and DERM.
- The SEQ Ecosystem Services Framework is an implementation tool to address Policy 4.3.3 in the SEQ Regional Plan.
- Local Governments and State Government Agencies are required to show how they have addressed the SEQ ES Framework in schemes, strategies and policies.

SEQ NRM Plan

South East Queensland is considered to be one of the most biodiverse regions in the world. The SEQ NRM Plan was developed as a baseline guide to the natural assets of the region, enabling future monitoring and assessment of the region's progress towards sustainability. It contains the regional targets aimed at maintaining or increasing the condition and extent of the environment and natural resources of SEQ. The SEQ NRM Plan includes targets for:

- Air and atmosphere
- Coastal and marine
- Community
- Land
- Nature conservation
- Regional landscape areas
- Traditional owners
- Water

South East Queensland is also recognised as one of the fastest urban growth areas in Australia. The SEQ NRM Plan notes that a key challenge for the region is accommodating the increasing demand for infrastructure and essential services necessary for supporting urban growth, whilst sustainably managing its natural resources. It also notes that a key threat to the SEQ region's biodiversity is through the continued loss of habitat and critical regional ecosystems. One purpose of the SEQ NRM Plan is to act as a guide to advise state agencies in the assessment of development activities that may significantly constrain the achievement of regional natural resource targets.

Moreton Bay Rail Link

The Moreton Bay Rail Link (MBRL) project Impact Assessment Study commenced in 1999 and was completed in 2003. Its findings were that a heavy rail link should be developed within a designated corridor between Petrie and Kippa-Ring, with the corridor to be developed in stages. In 2010, the MBRL Draft Project Change Report 2010 announced that the rail link would proceed with scheduled completion by 2016.

The Moreton Bay Rail Link (MBRL) project will provide a valuable service to the community and significantly add to the transport sustainability of the local area. Whilst SEQ Catchments supports transport sustainability initiatives, it has concerns with the impacts that the MBRL will have on the local environment (particularly Hays Inlet), the wider regional environment, and how these impacts may impact on the achievement of the SEQ NRM Plan targets.

Issues and links to the SEQ NRM Plan

The MBRL project currently proposes to traverse the northern end of Hays Inlet. Hays Inlet is a highly biodiverse area. It is a significant wetland, a declared Ramsar site, is zoned a Marine National Park, and supports a variety of ecosystems, including those classified as Endangered and Of Concern in the Queensland *Vegetation Management Act 1999*. It provides core habitat for migratory wader birds, provides significant fish habitat and supports extensive koala habitat and koala populations, as identified in the Queensland *Koala Plan 2006-2016*. Hays Inlet (and its buffer vegetation) also acts as a significant vegetation tract and forms part of a regional wildlife corridor, linking the coastal plain to the core habitat of the D'Aguilar Range in the west, allowing for the movement of flora and fauna from one area to another.

The MBRL Draft Project Change Report 2010 and its accompanying Appendix A – Natural Environmental Technical Report recognises that the project will severely affect the natural environment and details the impacts to flora, fauna, wetlands and waterways that are expected. These can be summarized as:

- Disturbance to Ramsar wetlands
- Loss of core koala habitat
- Disturbance to threatened species
- Disturbance to migratory species
- Disturbance to fish habitat
- Fragmentation of wildlife corridor
- Loss/disturbance of regional vegetation
- Loss/disturbance of remnant vegetation
- Removal of threatened plant species

These impacts will decrease biodiversity and degrade the natural environment, reducing its ability to maintain ecological integrity and provide ecosystem services. In terms of the long term sustainability of both the local area and the wider region, **the impacts of the MBRL will curtail the ability of SEQ to achieve several of its NRM Plan targets**. These specifically include but are not limited to:

Coastal and marine target CM7:

By 2031, the condition and extent of SEQ coastal wetlands, particularly those connecting fresh and estuarine/marine habitat (including fish passage), will be equal to or greater than that in 2007.

Nature conservation target NC2:

By 2031, the 2001 extent of regional vegetation cover – including both remnant vegetation (35%) and additional non-remnant woody vegetation (22%) - will be maintained or increased

Nature conservation target NC2:

By 2013, there will be no net fragmentation of larger tracts (greater than 5000 ha), and 20% of priority smaller tracts (less than 5000 ha) will be better connected than the 2003 baseline

Nature conservation target NC3:

By 2031, the 2008 extent and condition of SEQ wetlands will be maintained or increased

Nature conservation target NC5:

In 2013, the 2008 conservation status of native species will be maintained or improved

Nature conservation target NC6:

By 2031, the 2001 extent and condition of habitat for priority taxa will be maintained or increased

Water target W5:

In 2031, High Ecological Value waterways in SEQ will maintain their 2008 classification



Figure 2: Saltmarsh restoration project at the end of Bremner Rd – Hays Inlet. SEQ Catchments, Redcliffe Council and the Pine Rivers Catchment Association worked collaboratively on this restoration project once the exclusion of 4WD vehicles had been secured.

Community Interest

SEQ Catchments has worked with the community and funded projects aimed at improving the resilience and function of the Hays Inlet complex for some years now as a result of identifying its importance to the achievement of the Regional NRM plan targets.

Previous initiatives that SEQC has been directly involved with include but are not limited to;

- Building community awareness of the importance of Hays Inlet and its remaining terrestrial buffer vegetation through the delivery of the Hays Inlet Festival – a community run festival aimed at “Celebrating the people, places and environment of the Hays Inlet catchment and its waterways through a series of environmental, recreational and cultural activities” June 2012 will be the 4th festival (it is held every second year).
- Funding projects aimed at excluding motor bikes and 4WD vehicles from the area due to their impacts on wetland ecosystems (i.e. saltmarsh and samphire)
- Saltmarsh restoration work at Bremner Road
- Involvement in the Hays Inlet 10 year Management Plan Steering Committee originally set up by the Local State member Lillian Van- Litzenberg

Other community based initiatives which SEQC are aware of include;

- Chelsea Street Reserve Bushcare – a group of committed individuals who work on bushland restoration and weed control in the Chelsea Street Reserve
- Koala Care groups releases into buffer vegetation surrounding Hays Inlet



Figure 3: Hays Inlet Festival Steering Committee, June 2010 – A community run festival aimed at raising the awareness of the environmental significance of area supported by sponsors including SEQ catchments and Moreton Bay Regional Council.

Solutions and recommendations

Ultimately, SEQ Catchments believes that there is a positive opportunity for the MBRL to provide a net environmental gain as a result of the project. There are a number of potential options that SEQ Catchments believes could minimize the environmental impacts of the MBRL, achieve the goal of no net loss and reduce the impact of the project on the SEQ NRM Plan targets. These options can be grouped under Prevention, Compensation and Remediation solutions.

(i) Prevention

Impacts can be prevented from occurring or controlled to minimize their impact, particularly in the early planning phase of the project.

Recommendation 1: Undertake comprehensive hydrological modeling of Hays Inlet

SEQ Catchments recommends that the MBRL undertake comprehensive three dimensional hydrological modeling of the wetlands. This will enable the MBRL project team to gauge the impact of the rail construction on the various wetland ecosystems, particularly salt marshes which

are dependent upon tidal movement. This modeling will enable the project design to minimize changes to natural hydrology and will identify the placement of necessary engineering solutions i.e. culverts, bridges, swales, etc.

This modeling should take into account the potential impacts of climate change in the coming decades.

Recommendation 2: Redesign the Hays Inlet section of the MBRL

The learnings gained from undertaking comprehensive hydrological modeling may influence changes to the design of the rail corridor in the planning stages to reduce major impacts to the wetland. SEQ Catchments is recommending the following options to avoid significant impacts to Hays Inlet:

- Termination of the rail corridor at Kinsellas Road East station removing the necessity to clear the significant vegetation/habitat on the northern extent of Hays Inlet.

If the line must cross Hays Inlet:

- Elevating it over sensitive areas such as the salt marshes, creeks, wetlands and wetland buffer area
- Elevating it over significant habitat and endangered Regional Ecosystems where possible.
- Removing the stabling option from Kippa Ring Station, which substantially increases the ecological impact and community impact at that area

(ii) Compensation

Impacts that are unavoidable in either project construction or use can be compensated through the delivery of offsets.

Offsets

Offsets are the strategic identification and purchase/management of other areas with similar ecological values. To have the greatest effect, offsets should:

- Be of close proximity to the MBRL project
- Be of similar ecological structure and function
- Be of equal or greater ecological and community value
- Be of large connected areas, rather than discrete small areas, providing core habitat and reducing the risk of fragmentation.

Recommendation 3: Identify strategic offsets on the western peri-urban zone adjacent to Hays Inlet

With the above considerations in mind, SEQ Catchments recommends that the MBRL project team investigate the strategic purchase/management of offsets of significant scale in the peri-urban areas situated on the western side of Hays Inlet. SEQ Catchments would be happy to provide input into this process on the basis of its significant local knowledge and regional aims.

(iii) Remediation

Remediation is the restoration and/or revegetation of areas that have been impacted by construction works, and/or will continue to be impacted by the ongoing use of the MBRL. To be most effective, SEQ Catchments recommends that remediation works:

- Are strategically located to maximize their effect

- Are commenced prior to construction where possible to allow for establishment prior to disruption (i.e. Koala food trees will need at least five years before they are viable for Koala's to move into).
- Commence during or immediately after construction along the corridor itself to reduce disturbance to flora and fauna and hasten mitigation
- SEQ Catchments can provide some advice in relation to site selection.

Recommendation 4: Development of a Remediation and Restoration Action Plan

With the above considerations in mind, SEQ Catchments recommends that the MBRL project team develop a Remediation and Restoration Works Plan. The Plan will:

- Work with SEQ Catchments and the interested community (some initial work has already been completed re project prioritization) to identify restoration works which will have maximum effect in mitigating the environmental impacts listed in both the MBRL Draft Project Change Report 2010 and its accompanying Appendix A – Natural Environmental Technical Report, and through wider consultation
- Identify and detail the works that will commence pre-, during and post-construction, and their associated timeframes
- Identify and allocate resources necessary to complete restoration works

Recommendation 5: Development of a long-term Monitoring and Assessment Plan

SEQ Catchments recommends that in order to capture both the impacts of the rail link and the effects of any remediation works, long term monitoring must be undertaken. In this regard, a Monitoring and Assessment Plan needs to be developed which:

- Identifies and details the monitoring
- Identifies and establishes necessary base- lines using available, or undertaken, surveys and datasets, and which can effectively report against the SEQ NRM Plan targets and/or State of the Region reporting
- Identifies a relevant organization to be the custodian of and undertake long term monitoring e.g. local Catchment Association
- Allocates resources necessary to undertake the long-term monitoring i.e. for the next five, ten and twenty years