



Hon. Paul Lucas MP



Queensland  
Government

Our ref: MC24380

- 7 NOV 2006

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

Dear Mr Laurie

**Re: petition 695-06 - Airport Link**

I refer to the petition number 695-06 lodged with the Legislative Assembly by Ms Liddy Clark, the former Member for Clayfield, on 8 August 2006 regarding the Airport Link project ventilation outlets, public access to Kalinga Park and compensation for property owners in the vicinity of the tunnel.

The Airport Link Feasibility Study is being progressed jointly by the Queensland Government and Brisbane City Council.

#### **Ventilation Outlets**

I am advised by the Department of Transport that Airport Link would require three ventilation outlets, with one near each of the surface connections at Bowen Hills, Kedron and Toombul. Several locations have been investigated and options have been presented to the community for comment.

The National Environmental Protection Council of Australia (NEPC) has determined a set of air quality goals for adoption at national level. For the purposes of this project the Queensland Government Environmental Protection Agency (EPA) has proposed to adopt the NEPC air quality standards and goals where there is no set EPA criteria or where the NEPC criteria are more stringent than the set EPA criteria.

The proposed location and design of ventilation outlets has been determined by the performance required to achieve air quality goals, address surrounding land uses, visual impacts and local amenity. The design and height of the outlets has been assessed as part of the Environmental Impact Statement (EIS).

Minister for  
Transport and Main Roads

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THE CLERK OF THE PARLIAMENT



The EIS has investigated the suitability and availability of air filtration technologies in terms of their effectiveness, benefits, operational impacts and energy requirements. To date, studies have found the environmental impacts of operating current filtration technologies (such as increased greenhouse gases from increased energy consumption) generally outweigh their effectiveness in improving external air quality or reducing risks to public health.

However, filtration technology development trends will also be investigated, and consideration will be given to designing the Airport Link ventilation outlets to allow filtration to be installed if indicated by the EIS process.

The EIS was released on 11 October 2006 and will remain open for public comment until 8 December 2006. The draft Terms of Reference (ToR) was released in full for public comment on 7 November 2005 for a period of six weeks. Written submissions on the draft ToR closed on Wednesday 21 December 2005. On 31 March 2006, the Coordinator-General approved the final Terms of Reference for the project, having considered public and advisory agency comments.

A copy of the EIS can be obtained by contacting the Airport Link consultation team on Phone: 1800 99 00 38 (free call) or by email: [airportlink.eis@skm.com.au](mailto:airportlink.eis@skm.com.au) or by visiting their website at: [www.airportlinkeis.com](http://www.airportlinkeis.com).

### **Public Access to Kalinga Park**

The project team has looked at moving the cut-and-cover tunnel from the western side of Sandgate Road to the eastern side. However, the team has not been able to find a solution that would allow a connection to Sandgate Road without a cut-and-cover tunnel on the western side of the road. While it would be cheaper not to connect to Sandgate Road, the project team believes the benefits of connecting to this major arterial road far outweigh the impacts.

Construction activity in Kalinga Park would be restricted to the south-eastern edge of the park. The eastern entrance between Sandgate Road and the railway line would be affected. However, access to the park would be maintained during and after construction. The park would be reinstated upon completion of the project. The park will be enhanced with additional park land by converting the Toombul carpark south of Kedron Brook into a wetland recreation facility.

Cultural heritage and environmental impacts have been investigated as part of the Airport Link EIS. Further information on this and the strategies proposed to manage rehabilitation of Kalinga Park following construction, including Diggers Drive, are available for public consideration as part of the EIS. Please refer above for information on how to obtain a copy of the EIS.

However, I understand that information that has been gathered by the project team has led them to conclude that the section of Diggers Drive extending through Kalinga Park east of the railway is no longer considered part of the memorial avenue. This is due to the loss of the original bridge across the tributary to Sandgate Road, the absence of any memorial planting, and the more recent development of the AirTrain, which traverses a significant section of the original alignment.

Airport Link presents opportunities to provide new public areas in other locations along the tunnel route to compensate for the loss of community amenity in this area. This net benefit approach is a requirement of the Queensland Government and Brisbane City Council that underpins the Airport Link proposal.

The project team is also investigating opportunities to preserve and enhance pedestrian and cycling networks in the area of the tunnel. This may also include such things as investigating the incorporation of shower and change facilities into busway stations and providing bike lockers to make it easier for more people to cycle to the busway before commuting to work or study.

Further details about potential new cycle routes between the CBD and northern suburbs will become available as planning progresses and will be put on display for public consultation.

### **Property Values and Compensation**

I am advised that the potential impact of Airport Link on property values is being investigated as part of the detailed feasibility study. Early investigations have found that, while there was a short-term slowing in property sales directly above Sydney tunnels, once the tunnels were approved for construction there was no evidence that sales had been affected. Anecdotal evidence from Sydney real estate agents suggests the value of properties above tunnels is in line with the growth in value of properties away from the tunnel.

If Airport Link is approved, an assessment will be undertaken to identify properties near the tunnel that could be at risk of some damage. A pre-condition (building) survey would be carried out on properties that could be at risk and a copy of the survey given to the property owner. This would allow for damage believed to be attributed to construction activities to be assessed. Repairs would be undertaken for any tunnel-related settlement or vibration.

Compensation would be payable if the damage was found to have been caused by the project.

Requests by property owners for a pre-condition (building) survey will be considered on a case-by-case basis.

Yours sincerely

**PAUL LUCAS MP**  
**Minister for Transport and Main Roads**