

SEQ Rail Stabling Program (Woombye)

Queensland Rail is delivering the South East Queensland (SEQ) Rail Stabling Program.

The Program will deliver purpose-built, modern train stabling facilities across the rail network to support a significant increase in City network services. The Stabling Program must ensure sufficient stabling capacity is built in time for the delivery of New Generation Rollingstock (NGR) starting at the end of 2015.

In addition to new rollingstock, by providing additional train stabling locations in strategic locations nearer to the end of each line, Queensland's rail network will operate more efficiently, improving service potential and reducing costs.

The Woombye Stabling Facility will be located alongside the existing rail corridor. Its purpose is to provide a place where four six-car trains can be parked when not in operation. Trains parked at the Woombye Stabling Facility will be cleaned and prepared for the next day's service. This might include minor maintenance activities (such as changing light bulbs), removing waste, decanting (emptying toilets) and routine inspections. Following these activities, the trains are 'put to bed'. No major maintenance works will be undertaken at the Woombye Stabling Facility.

A typical stabling facility is a fenced open-air site with typical rail infrastructure including train tracks, connection to the main line, overhead power supply, signalling and communication systems, CCTV and lighting. Additional infrastructure and buildings are required to support stabling operations. This includes crew facilities comprising of offices and staff amenities (toilet and shower facilities), staff car parking, roads and walkways.

The Woombye Stabling Facility will be available for use 24 hours per day, seven days per week. Stabling facilities usually create a low-level of rail activity throughout the day but generally, most activity occurs after the afternoon peak and before the morning peak to prepare trains for the first morning services. Regardless of the time of day, the activities will always be consistent: cleaning, minor maintenance and inspections.

The schedule and routine of use of the Woombye Stabling Facility will depend on operational requirements, including:

- when they complete their final evening services
- when and where trains are needed the next morning
- how the existing Nambour Stabling Facility is used
- future train timetabling requirements and changes.

✚ Top issues that have been raised by W.A.R.S. and the Woombye Community and Business Association are addressed in **Attachment 1**.

✚ A table listing community concerns; Facts and Queensland Rail's commitment to Woombye along with a timeline of events and community engagement is at **Attachment 2**.

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Main concerns raised by W.A.R.S. and the Woombye Community and Business Association

Noise

- Potential sources of noise
 - The use of klaxons (horns) is a mandatory safety requirement for all users of the rail network. Four trains entering and exiting the stabling facility will sound their klaxons once only on arrival and departure.
 - Air-conditioning units which must continue to operate while parked trains are being cleaned: Queensland Rail and the Department of Transport and Main Roads (DTMR) are working closely with the New Generation Rollingstock (NGR) design team to investigate options that will limit operational noise during stabling.
- Investigations undertaken to date
 - Identified regulatory requirements for preparation of detailed noise management plans at the detailed design phase:
 - Network Noise Management Plan Implementation Guide – Fixed Facility SoundPLAN Predictions Version 1.0 (23/2/12)
 - Environmental Management System, Environmental Management Standard, EMS/STD/46/004 Code of Practice – Railway Noise Management, version 2 (2007).
 - Documented requirements for noise assessment, monitoring and modeling
 - Confirmed criteria for noise levels
 - Basic engineering noise calculations in accordance with the Kilde130 method.
- Queensland Rail's commitment to further investigations
 - During detailed design, extensive noise modelling will be undertaken and noise monitoring will be carried out when the facility becomes operational to ensure it meets design specifications
 - Detailed design will require development of a Noise Management Plan and specific noise mitigation measures. This plan will be shared with the Woombye community.
 - Queensland Rail is working with the NGR team to investigate options for reducing operational noise during stabling

Facility lighting

- Lighting within stabling yards is necessary to ensure that employees using the yard at night can undertake activities safely and to ensure the security of the stabling yard
- There will be a two-tiered approach to mitigating concerns about light pollution:
 - Firstly, lights will be maintained at a minimum level of lux, unless they are activated by movement.
 - Secondly, modern directional LED lighting with guards will be used to minimise any light pollution impacts on adjacent properties.
- In respect to the issue of light post height, Queensland Rail will continue to investigate options for lower level lighting posts as part of the design process
- Queensland Rail also remains committed to tree planting onsite as a screen to improve visual amenity for local residents.

Environmental Protection

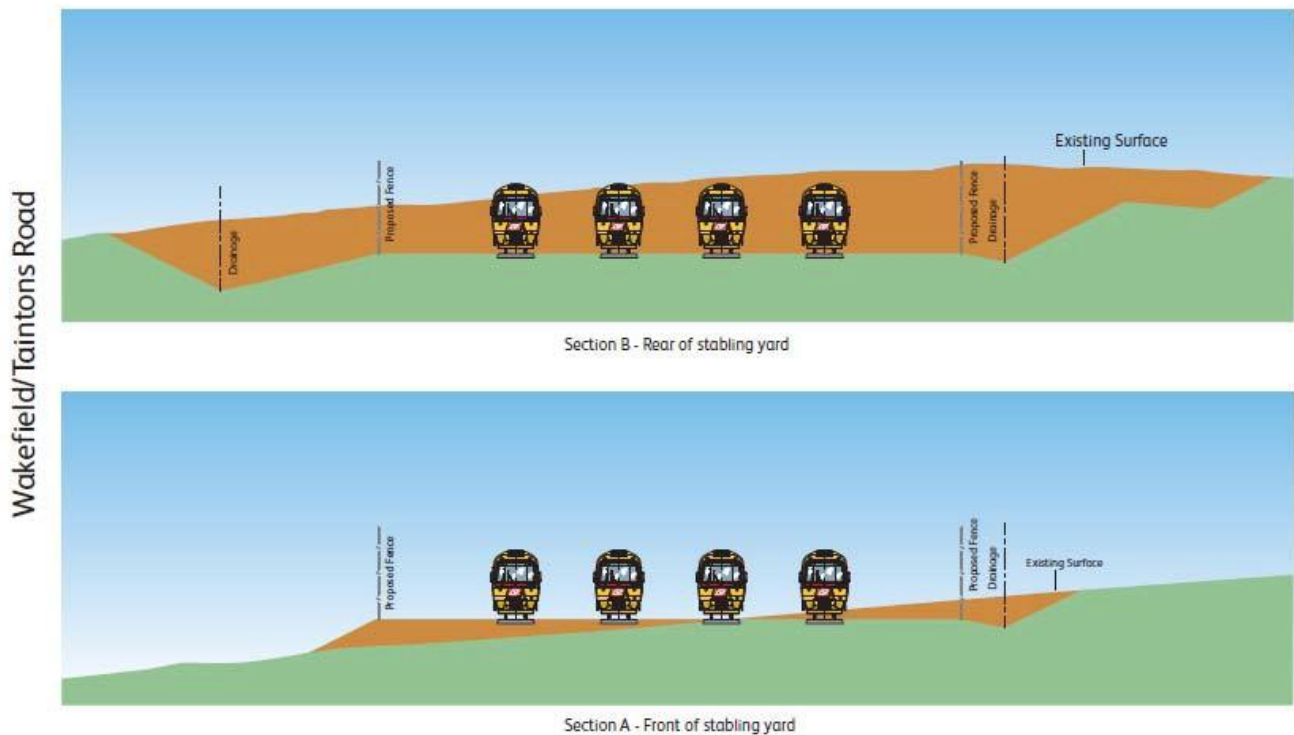
- The SEQ Stabling Program did not trigger a requirement to undertake an environmental impact statement (EIS) under the following pieces of legislation:
 - *State Development and Public Works Organisation Act 1971*
 - *Environmental Protection Act 1994*
 - *Sustainable Planning Act 2009*
 - *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).
- A comprehensive Environmental Management Plan will be implemented as part of the project implementation. This plan will be shared with the Woombye community.

Flooding

- Flooding impacts will not be worsened for adjoining landowners
- Initial flood modelling has been undertaken by *Parsons Brinckerhoff*, as well as by the Design and Construct proponents shortlisted for the delivery of the Woombye Rail Stabling Facility
- These studies confirm that a stabling yard can be constructed on the site without increasing the flood levels and impact on adjacent properties
- The successful proponent will be required to complete detailed flood modelling to show compliance with the State Planning Policy.

Visual amenity

- Concerns have been raised about the appearance of the facility and the impacts of night-time operations:
 - The facility is located 150 metres from the nearest residence
 - To provide visual amenity for the local community, a tree screen approximately 180 metres long by an average of 20 metres in width, is planned in a location just beyond the existing rail corridor fence line opposite Wakefield Street/Taintons Road. This vegetation screen will be in addition to the existing established planting along Wakefield Street/Taintons Road that will be maintained by the Stabling Program.
 - Trains will be stabled in a cutting behind the vegetation screen. From the diagram below you can see that the stabling yard will be visible from the front but will be less visible from other vantage points.



- Additional vegetation screening adjacent to the cutting is also being planned. The location will be finalised as part of the proponents' detailed design process.
- Tree Planting
 - Tree planting along Taintons Road and an initial 18 months maintenance contract will be conducted by Barung Landcare
 - The 18 month maintenance contract is an extension on the initially proposed timeframe of 12 weeks, in response to discussion with representatives of the Woombye Community and Business Association in 2014.

- Barung Landcare vegetation species selected for planting is based on:
 - species' growth rate, dimensions and density of foliage
 - recognised ability to handle site conditions
 - whether the species is already found on the site
 - nursery availability.
- At the public information session in Woombye, on 22 November 2014, Barung Landcare handed out samples of native species tubestock to the community similar to that which will be planted as part of the stabling vegetation buffer
- Preliminary site works have already begun at Woombye to prepare the site for tree planting
- Ongoing maintenance of the vegetation buffer will be performed by Queensland Rail's maintenance crew
- It is anticipated that within five years, weather conditions and other factors permitting, some of the species planted will grow to eight metres high and will continue to grow vertically and become more dense in the following years
- Following consultation, Queensland Rail has also committed to additional planting to block any sight lines from the ridge. This will be done by the contractor on completion of construction.

Graffiti, vandalism and security

- The potential for graffiti activity is mitigated for new stabling yards like Woombye through incorporation of effective security measures for new stabling facilities, this includes:
 - Perimeter steel mesh fence, with razor wire
 - Crime Prevention through Environmental Design (CPTED) principles such as thermal sensors, motion sensors, CCTV and anti-vibration monitors
 - Physical guardian presence.

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Community concern	Facts	Queensland Rail's commitment
<p>Incompatibility of the night-time operation of the facility with surrounding residential land use</p>	<ul style="list-style-type: none"> ➤ Night-time operation involves: <ul style="list-style-type: none"> - Arrival, cleaning and departure of four trains - Toilets decanted directly into the sewer - Interior vacuuming and rubbish removal, light maintenance e.g. changing of light bulbs. ➤ Site located adjacent to existing rail infrastructure ➤ Facility located 150 metres from the nearest residence. 	<ul style="list-style-type: none"> ➤ Trains will be stabled in a yard which, because of levels, will be cut into the existing hillside ➤ To provide visual amenity for the local community, a tree screen approximately 180 metres long by an average of 20 metres in width, is planned in a location just beyond the existing rail corridor fence line opposite Wakefield Street/Taintons Road. This vegetation screen will be in addition to the existing established planting along Wakefield Street/Taintons Road that will be maintained by the stabling project. ➤ Additional vegetation screening will occur. The location will be finalised as part of the proponent's detailed design process. ➤ No heavy maintenance activities will be conducted at the site ➤ There will be no truck movements or machinery operated on-site at night ➤ Private vehicle movement will be limited to cleaning crew, train drivers and guards ➤ Train drivers and guards will arrive at work in their private vehicles and park until end of shift (maximum four) ➤ Cleaning crews may also use their own vehicles, or perhaps a van, and will arrive and depart at the end of a night shift. There may be as few as one person e.g. the cleaner, as part of the cleaning crew. ➤ Queensland Rail is conducting a klaxon review ➤ Queensland Rail is committed to delivering targeted, proactive stakeholder and community engagement to ensure the community stays informed about the stabling program ➤ Queensland Rail will ensure all regulations relevant to the stabling program are monitored and enforced.
<p>Noise impacts on residents from overnight and early operation of the facility</p>	<ul style="list-style-type: none"> ➤ NGR trains will be stabled at Woombye. ➤ NGR trains have the capability to be switched to power-saving mode, 	<ul style="list-style-type: none"> ➤ Queensland Rail is investigating options for limiting operational noise at the Woombye Train Stabling Facility. Options are being investigated for reduced running of NGR rollingstock

Community concern	Facts	Queensland Rail's commitment
	<p>however at a minimum they will require time prior to service to either cool down or warm up the passenger carriages and crew cabs</p> <ul style="list-style-type: none"> ➤ Safety requirement for drivers to briefly sound the horn as trains enter and exit the facility and when a train is moved. This may occur four times. ➤ Obligation to clean each train whilst it is stabled, requiring the train to be on to provide lighting, air-conditioning and power supply for cleaning equipment. 	<p>and their air conditioning units while stabled.</p> <ul style="list-style-type: none"> ➤ Queensland Rail is conducting a klaxon review.
<p>Light pollution impacts on local residents</p>	<ul style="list-style-type: none"> ➤ The facility is located 150 metres from the nearest residence ➤ To provide visual amenity for the local community, a tree screen approximately 180 metres long by an average of 20 metres in width, is planned in a location just beyond the existing rail corridor fence line opposite Wakefield Street/ Taintons Road. This vegetation screen will be in addition to the existing established planting along Wakefield Street/ Taintons Road that will be maintained by the stabling project. ➤ The siting of the facility in a cutting and behind a vegetation barrier means it will not be visible from local roads and residences ➤ Additional vegetation screening will occur. The location will be finalised as part of the proponent's detailed design process. ➤ Modern, directional LED lighting with glare shields will be used to minimise any light pollution impacts on adjacent properties. 	<ul style="list-style-type: none"> ➤ A vegetation barrier, 180 metres long by an average of 20 metres in width will be established almost immediately ➤ Lighting will be maintained at a minimal level of illumination (lux), unless activated by movement ➤ Modern, directional LED lighting will be used for security and safety reasons ➤ Queensland Rail will investigate options for lower level lighting during the design phase ➤ Lights (glare shields).
<p>Flooding impacts on houses in New Street, Davey Drive and McClintock Place</p>	<ul style="list-style-type: none"> ➤ Designs submitted by proponents include measures to manage water flow on the site ➤ Preliminary flood modelling to support proponent designs indicates: <ul style="list-style-type: none"> - Flow does not exceed allowable limit, based on the probability of one percent risk of a flooding event occurring in any one year - No increase to the current maximum flood depth indicated on any adjacent properties. 	<ul style="list-style-type: none"> ➤ Successful proponent will be required to complete detailed flood modelling to show compliance with the State Planning Policy ➤ Flooding impacts will not be worsened for adjoining landowners.
<p>Visual impacts and erosion of Woombye's hinterland town</p>	<ul style="list-style-type: none"> ➤ The facility is located 150 metres from the nearest residence 	<ul style="list-style-type: none"> ➤ Additional planting will be undertaken by the successful proponent

Community concern	Facts	Queensland Rail's commitment
character and rural landscapes	<ul style="list-style-type: none"> ➤ To provide visual amenity for the local community, a tree screen approximately 180 metres long by an average of 20 metres in width, is planned in a location just beyond the existing rail corridor fence line opposite Wakefield Street/Taintons Road. This vegetation screen will be in addition to the existing established planting along Wakefield Street/Taintons Road that will be retained by the stabling project. ➤ The siting of the facility in a cutting and behind a vegetation barrier means it will not be visible from local roads and residences ➤ Additional vegetation screening will occur. The location will be finalised as part of the proponent's detail design process. ➤ Following a one-on-one stakeholder meeting, Queensland Rail committed to additional planting to block site lines from the ridge. 	<ul style="list-style-type: none"> ➤ The successful proponent will use actual site lines to determine the optimal area for additional tree screening following construction.
Environmental impacts on the local area, Paynter Creek and Platypus habitat	<ul style="list-style-type: none"> ➤ Preliminary flood modelling undertaken by proponents indicates no impact to Paynter Creek ➤ Designs submitted by proponents include measures to manage water flow ➤ Project did not trigger a requirement to undertake an environmental impact statement (EIS) under the following legislation: <ul style="list-style-type: none"> - <i>State Development and Public Works Organisation Act 1971</i> - <i>Environmental Protection Act 1994</i> - <i>Sustainable Planning Act 2009</i> - <i>Commonwealth Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). 	<ul style="list-style-type: none"> ➤ A comprehensive Environmental Management Plan will be prepared as part of project implementation, taking into consideration local flora and fauna habitat ➤ Flood modelling reports have been requested by Peter Wellington MP who will assess and advise his preference for further distribution.
Lowering of property values from the development of the industrial facility that operates overnight within a rural residential community	<ul style="list-style-type: none"> ➤ This statement cannot be proven nor disproved ➤ There is no precedent or evidence that facilities of this nature lower property values. 	

Site selection

Woombye	Nambour	Yandina
Aligns with the future Landsborough to Nambour upgrade and meets long-term strategic stabling requirements for the North Coast Line	Construction of Nambour Stabling would require the closure of the existing three stabling roads, requiring alternative stabling arrangements and associated additional paths and crewing arrangements. Sunshine Coast Line operations would be significantly impacted by this closure during the entire duration of construction (up to two years) due to the need to dead run all Nambour starters from Caboolture, in particular exacerbating issues on the Beerburrum to Nambour single-track section.	The Yandina site requires single line running from Nambour for distances of up to 12 kilometres. This generates train scheduling constraints as this blocks the line for all movements in the opposite direction, effectively closing the main north line for up to two hours in the morning and evening peaks. It would be necessary to duplicate or provide other crossing facilities between Nambour and Yandina, raising the cost of the stabling facilities to an unacceptable level.
Minimal dead running of rollingstock would be required	During construction, this would result in significant dead running costs in addition to the above scheduling issues.	This would result in significant dead running costs in addition to the above scheduling issues.
Allows for uninterrupted operations on the North Coast Line for the entirety of the construction period	Removal of Nambour stabling during construction would reduce the number of freight paths thereby impacting freight movements and track utilisation through to the North Coast Line.	
Identified environmental, flooding and constructability issues are manageable	The Nambour site identified a major trunk sewer main, resulting in significant impacts to both the construction task in relocating infrastructure and construction timelines.	A number of Yandina sites were subject to flooding issues that were deemed too expensive to mitigate and were not recommended for further consideration.
The footprint is large enough to accommodate long-term stabling requirements		A number of Yandina sites could not accommodate the full strategic stabling requirements and were not progressed any further.

- Since 2012, DTMR and Queensland Rail have investigated more than 74 potential sites against the key assessment criteria of strategic rail planning, social and community, constructability and rail operation
- The feasibility studies identified the Nambour and Woombye sites as potential sites, however both required further strategic and technical assessment before a preferred site could be nominated
- Multi-criteria assessment informed technical feasibility studies undertaken by Parsons Brinkerhoff and strategic assessments conducted by Queensland Rail
- Woombye was identified as the preferred site to support Sunshine Coast Line services
- The proposed location of the Woombye Stabling Facility is 150 metres away for the closest residence. Woombye delivers the same benefits as Nambour, is a less constrained site, allows flexibility in long-term strategic planning and all identified issues are manageable.

Timeline

Date	Community engagement activities: Event/Purpose	Audience	Initiated by
Early 2013	Initial briefings to advise SCRC officers about potential rail stabling facility at Nambour or Woombye	SCRC officers	DTMR
31 July 2013	Briefing to confirm selection of Woombye	SCRC technical officers	DTMR
29 October 2013	MP briefing – Woombye site selection	Peter Wellington MP	DTMR
30 October 2013	SCRC – email briefing site selection	Cr Jenny McKay	DTMR
3 February 2014	Briefing to provide update on Woombye site and confirm its selection for construction	SCRC technical officers	DTMR
27 February 2014	Talk to a Planner information session – Woombye	200 directly affected Woombye residents and Peter Wellington MP (21 households attended)	DTMR
1 March 2014	Talk to a Planner information session – Woombye	200 directly affected Woombye residents and Peter Wellington MP (27 households attended)	DTMR
11 March 2014	Stakeholder Briefing – Request to DTMR	Woombye Community and Business Association	WCBA
8 July 2014	MP briefing – Woombye to advise DTMR had handed project to Queensland Rail for D & C	Peter Wellington MP – by phone (declined in-person briefing)	Queensland Rail
10 July 2014	Briefing – Nambour SCRC offices, to advise DTMR had handed project to Queensland Rail for D & C	Cr Jenny McKay, Nick Cooney, Long Term Infrastructure Planning Branch, SCRC, Nambour	Queensland Rail
28 October 2014	Brief SCRC of Queensland Rail resources available to support community activities and identify suitable projects	Cr Jenny McKay	Queensland Rail (CSR)
15 November 2014	Briefing for Woombye residents (requested by James Kasmer), including visit to site and Woombye Heights to discuss vegetation screening/planting	James Kasmer, Rhys Pollett, Bill Coutier representing Woombye Community and Business	Queensland Rail: Joel Fleming, Aaron Das,

		Association)	Liz Tier
22 November 2014	Public Information Session: to introduce Queensland Rail team and provide timelines for information updates going forward	All Woombye residents and key stakeholders. Letter to every resident in Woombye postcode; letters to Blackall Street businesses, advertisements in Sunshine Valley Gazette and Nambour Weekly, media release and proactive contact with Editors of SVG and Nambour Weekly. (approx. 30 individuals attended), including Pete Wellington MP and Cr Jenny McKay	Queensland Rail
7 December 2014	Visit to Redbank Stabling facility in Brisbane requested at Public Information Session	Cr Jenny McKay, James Kasmer, Debbie Kimber, Neville Kenny	Hosted by Queensland Rail (transport provided): Joel Fleming, Aaron Das, Liz Tier
23 February 2015	Briefing – Update on project and provide facts in response to issues being raised by W.A.R.S following their ‘Call to Arms’ and submission to Deputy Premier	Peter Wellington MP Opportunity to brief requested by Queensland Rail	Queensland Rail: Arthur Stamatoudis, Craig McLaughlan, Charlotte Fey, Liz Tier
23 February 2015	Briefing – Update on project and discussion about WARS submission and ‘Call to Arms’	Cr Jenny McKay Opportunity to brief requested by Queensland Rail	Queensland Rail: Arthur Stamatoudis, Craig McLaughlan, Charlotte Fey, Liz Tier
2 March 2015	Town Hall meeting. Organised by Woombye Community and Business Association (WCBA). Request from Peter Wellington for Queensland Rail and DTMR to attend. Allow community members to articulate their understanding of the stabling project and impact on the town.	Peter Wellington MP Cr Jenny McKay Queensland Rail DTMR	WCBA/Peter Wellington MP

22 April 2015	Letter response to individual submissions	19 Woombye residents	Deputy Premier
Week commencing 27 April 2015	Letters to signatories on the Woombye Community and Business Association Submission	450 - 500	Deputy Premier
30 May 2015	Community Information Session #2 at CWA Park Woombye 1 pm – 2 pm	All Woombye residents and key stakeholders	Queensland Rail
1 – 5 June 2015	Queensland Rail Informal Drop-In Centre, Woombye Station	All Woombye residents and key stakeholders	Queensland Rail