

South East Queensland Rail Stabling Program



Woombye rail stabling facility community update

To support the significant increase to the train fleet and meet the growing demand for rail services in South East Queensland, the Queensland Government is preparing to develop purpose-built, modern train stabling facilities across the rail network.

The following is more information about train stabling as required by the Woombye community.

About the program

The Department of Transport and Main Roads, in partnership with 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 passenger trains and services.

By providing additional train stabling locations closer to the end of each line, the network will operate more efficiently, improving services and reducing costs.

What is a stabling facility?

A stabling facility is a place where trains are parked when they are not in operation. Trains return to the stabling facility at the end of service and are parked on the site throughout the night (or when they are not in use).

At night, trains parked on the site are cleaned internally and prepared for the next day's service. Sometimes this might include minor maintenance activities, removing waste, decanting and routine inspections.

Benefits of rail stabling

Each morning, trains leave an inner city stabling yard and travel out to the extremities of the network to begin morning services. This means trains are travelling empty on the network, costing money and using up valuable track space.

Well-located stabling facilities:

- increase reliability
- reduce network operating costs
- improve network capacity
- ensure faster response times in case of train failure.

Why is more train stabling capacity required?

More train stabling capacity is needed to support the significant increase of our train fleet by the New Generation Rollingstock (NGR) project in order to meet the growing demand for rail services in South East Queensland.

The first of 75 new trains will be in service from 2016, with full delivery scheduled for completion in 2018. The NGR project will increase the rail fleet by 30 per cent when fully delivered. Current network stabling capacity is almost fully utilised by the existing fleet, necessitating greater stabling capacity.

Is Woombye confirmed as a location for a new stabling facility?

Yes. Four sites for new stabling facilities have been selected across SEQ. The sites are at Elimbah (near Caboolture), Banyo, Robina and Woombye. Stabling will also be provided at Kippa Ring as part of the Moreton Bay Rail Link project.

What is the status of the project?

Expressions of Interest were called in April 2014 from suitably qualified contractors for the design and construction of the four stabling facilities. The next phase will involve detailed design and construction proposals through a tender process. Construction is expected to start in 2015 once detailed designs are finalised and a contractor has been appointed.

Earlier in the year Transport and Main Roads received comments from the Woombye community about the reference design and operation of the facility. This feedback will be considered during the detailed design phase, as well as the construction and operational phases.

What are the number and length of trains planned for the Woombye facility?

Initially the facility will be designed and delivered to accommodate four, 6-car trains. The site may expand to accommodate a total of eight trains in the future. The design and budget for stage one only includes accommodation for four trains.

What are the planned operating activities and hours of the Woombye facility?

Trains will be parked and internally cleaned at the Woombye train stabling facility at the end of service. The schedule and routine of use of the Woombye facility will depend on future operational requirements, including:

- where outbound North Coast Line (NCL) trains are progressively stabled when they complete their final evening services (final weekday service is currently scheduled to arrive in Nambour at 12.52am)
- when and where NCL trains are needed the next morning (usually departing from Nambour, with the earliest service at 4.34am)
- how the existing Nambour train stabling facility is used
- future train timetabling requirements and changes.

When the operational schedule for the Woombye train stabling facility has been completed, this will be shared with the community.

Is locating and operating a train stabling facility incompatible with Woombye's character?

Woombye has a long association with rail, with services running from and through Woombye since the 1890s. There will be some additional night-time train activity associated with the operations of the stabling facility, however the train line is already frequently used at night by intra-state passenger services and freight trains.



Will the train stabling facility erode the local character and rural landscape?

No heavy maintenance activities are planned to be conducted on the site. The facility will have a small crew building and car park. The site will be located adjacent to existing rail infrastructure and is not expected to impact on the area's local character.

The stabling facility site is not close to the residential areas of Woombye. The nearest residence is over 150 metres away and the majority of Woombye residents will be unable to see the facility.

Is the location flood prone and is there potential for downstream flooding impacts from this development?

The constructability of stabling facilities was a key consideration to site suitability.

The degree to which sites were flood immune or whether flood immunity could be achieved were key considerations in the selection of proposed sites.

The hydrology of the Woombye site was assessed before it was nominated. This included analysis of flooding scenarios during high rainfall events including flood related data provided by the Sunshine Coast Council (Council). This analysis verifies that although the site is within the local floodplain, flood immunity can be achieved.

The key operational elements of the site has sufficient elevation to not be impacted by 1:100 year flooding.

Transport and Main Roads will also assess whether this development could impact the function of the floodplain and if mitigation measures are required to reduce offsite impacts.

Outcomes of further flood studies and design will be made available to the community.

What flood mitigation measures may be required?

The type of flood mitigation which may be required for the site will be identified during detailed design.

Possible flood mitigation measures may include:

- excavation and embankments
- introducing new channels and/or floodwater detention basins
- adjusting or increasing the size, location and number of culverts.

Are there any environmental impacts from the development of the rail stabling facility?

Studies have been conducted to assess existing environmental conditions and whether the development of the facility will unreasonably impact any existing environmental values.

The majority of the site has been cleared and disturbed over many generations. There are only small areas of remnant vegetation, mainly along Paynter's Creek, which provides marginal habitat for some species. The location of the facility will not interfere with these areas and they can be protected during construction.

What are the likely noise impacts on residents from overnight and early morning operation of the rail stabling facility?

Rail operations along the NCL already take place overnight and in the early morning.

Stabling facilities will be designed to comply with relevant standards for noise. Some night time noise from the stabling facility is likely to be audible and unavoidable.

Before commencing service, train drivers are obliged to test the train horn for safety reasons. Trains exiting and entering the stabling facility must sound their horn as a safety requirement.

During detailed design, noise modelling will be undertaken to determine whether noise mitigation measures are required. The outcome of this modelling will be shared with the community.

How will the community be impacted by light from the facility?

The stabling facility will be lit for security and staff safety. The department proposes to apply modern lighting technology and design criteria. Lighting will be designed in accordance with AS 4282 – *Control of the obtrusive effects of outdoor lighting* and AS 1158.3.1 – *Lighting for roads and public spaces – Pedestrian area*. This will restrict light to the area occupied by the stabling facility and minimise light spread.

The stabling facility site is not close to the residential areas of Woombye. The nearest residence is over 150 metres away and the majority of Woombye residents will be unable to see the facility. However, the project team will progress the community's proposal to further screen the site through revegetation along the property boundary.

Can the community receive more detail about the proposed site layout, including the crew facilities?

The reference design drawings, available on the department's website, illustrate the proposed layout of the rail and stabling infrastructure, including the scale and location of the crew building and car park.

Will the development of the facility result in a loss of agricultural land?

The facility will be located on vacant land, not used for broad scale or intensive agriculture.

Will the facility contribute to an increase in criminal activity and vandalism, reduced amenity and associated property values?

Measures will be introduced to restrict access to the facility. Security cameras will be installed at the site along with motion detectors that will be remotely monitored to minimise criminal activity/vandalism. A high security fence will surround the facility and all assets will be well lit to also deter trespass and vandalism.

Will the facility increase local traffic?

The small number of staff accessing this facility is not expected to noticeably increase local traffic and will generally be outside peak traffic times.

Were other sites considered instead of Woombye?

Yes. Many potential rail stabling sites were investigated to assess suitability for rail stabling facilities. Following assessment, the four most suitable locations have been selected. These sites performed best on a number of criteria, such as site conditions, constructability, technical feasibility, potential community impacts, cost and operational benefits.

Expansion of the existing Nambour stabling facility was assessed as an option and compared to the Woombye site. Nambour was found to be less viable due to a number of technical constraints.

Is Transport and Main Roads intending to reassess other sites or review the decision to locate a train stabling facility at Woombye?

No. The department has completed its assessment of potential locations for rail stabling facilities and is now progressing sites for detailed design and construction at Woombye, Elimbah (near Caboolture), Banyo and Robina.

The department assessed options and scenarios which did not involve Woombye. However these options did not perform as well as the combination of new stabling capacity at Elimbah and Woombye and retention of the existing rail stabling facility at Nambour.

Is this proposal consistent with the local Planning Scheme?

Additional rail infrastructure has been nominated in this area for a number of years. The stabling facility will be located alongside the future Landsborough to Nambour Rail corridor, identified through an Environmental Impact Statement under the *State Development and Public Works Organisation Act 1987*.

The stabling facility at Woombye will be developed under the authority of the *Transport Infrastructure Act 1994*. The local Planning Scheme does not apply to this development.

Is construction of the Woombye stabling facility subject to budget approval or cost cuts?

No. Funding has been approved and allocated to progress this project through detailed design and construction.

How will the community be further informed and involved?

The project team will continue to keep the community informed as the project progresses to detailed design and construction. The department recognises community concern about light, noise and security as well as the operation of the stabling yard. Feedback received from the community will be reviewed during detailed design to reduce potential community impacts during construction and operation of the facility. The team will update information on the project website throughout the process.

More information

If you would like more information about the SEQ Rail Stabling Program, please:

Phone: 1800 183 761* (during business hours)

Email: SEQstabling@tmr.qld.gov.au

Visit: www.tmr.qld.gov.au

*Free call Australia wide. Higher rates apply from mobile phones and pay phones. Check with your service provider for call costs.