

Transport and Main Roads

Salisbury to Beaudesert Rail Corridor Study

Review of Environmental Factors
Public Consultation Summary Report 2011
and Frequently Asked Questions

Introduction

The Salisbury to Beaudesert Rail Corridor Study proposed to identify a rail alignment for a future dedicated double-track, narrow gauge, electrified passenger rail between Salisbury and Beaudesert. The need for a future railway line between Salisbury and Beaudesert has been identified in the *Connecting SEQ 2031-An Integrated Regional Transport Plan* to service existing and future communities along this corridor.

This report summarises the community consultation activities and outcomes for the Salisbury to Beaudesert Rail Corridor Study, Review of Environmental Factors (REF). The public consultation period was held from 27 September to 29 October 2010, however consultation with directly affected property owners and special interest groups continued until 10 December 2010.

Consultation for the REF focused on proposed station locations (entire alignment) and corridor alignment between Kagaru and Beaudesert.

This report also contains responses to the most common questions received during the public consultation.

Review of Environmental Factors (REF) Background

The REF summarises the results of the first step of the planning study – a desktop review of the existing natural, social, and economic values of the study area (proposed station locations and corridor alignment, Kagaru to Beaudesert), to identify where potential impacts of these values would require further investigation and assessment. This report was then open for public consultation and discussed with land owners, special interest groups, residents, businesses, community groups, local councils, state government agencies and organisations.

Communication and Consultation

The Salisbury to Beaudesert Rail Corridor planning team provided opportunities for anyone interested in, or potentially affected by the corridor study, a chance to learn about the study and provide comments and input for consideration.

The planning team disseminated information to stakeholders through a newsletter, the Department of Transport and Main Roads website, media releases, community information sessions, public displays, letters to landowners and key stakeholders, newspaper advertisements and one on one discussions.

Since the closure of the REF public consultation, the study team has continued to meet with various key stakeholders to discuss the issues raised during the consultation period and to progress the project. This is a complex corridor study with many different groups and agencies that must be involved. Government agencies such as Department of Transport and Main Roads, Translink, Australian Rail Track Corporation, QR National, Queensland Rail, Department of Local Government and Planning, Department of Defence, Urban Land Development Authority (ULDA), Powerlink along with utility companies, developers and local councils, have all been working together to review the outcomes of the community consultation and determine the best outcomes for the rail corridor.

Communication Tools

Communication tool	Details
Newsletter	Approximately 33,000 newsletters were distributed to residents and businesses within the postcodes of 4285, 4110, 4280, 4207 4107, 4108, 4109, 4110, 4115, 4116, 4118 and 4124.
Website	A specific website was set up as part of the existing “projects” pages http://www.tmr.qld.gov.au/SalisburytoBeaudesert .
Public displays	REF materials (the report and project newsletters) were displayed in easy to access public locations for members of the community to view including: <ul style="list-style-type: none"> libraries at Coopers Plains, Sunnybank Hills, Greenbank, Jimboomba, Logan West, Logan Village and Beaudesert; TMR offices and Customer Service Centres at Beaudesert, Logan City, MacGregor, Logan and Nerang; offices for State Members for Sunnybank, Lockyer, Beaudesert, Algester, Logan, Stretton and Yeerongpilly were all utilised as public display venues.
Information sessions	Six information sessions were held throughout the consultation process. Three of these were public information sessions and three were upon request. The sessions were held at Greenbank, Beaudesert, Acacia Ridge, Hills International College and Forestdale. Almost 100 people attended these sessions.
Newspaper advertisements	Newspaper advertisements in the Albert & Logan News, Jimboomba Times, Beaudesert Times and The Southern Star were used to publicise the consultation, direct readers to where they could obtain further information, provide contact details for the planning team and communicate the times and locations for information sessions.
Project letters	Letters were distributed to special interest groups and MP’s to introduce the study, its purpose and potential timeframes, and explain how stakeholders could provide feedback. Another letter was distributed to 41 directly affected property owners to explain the potential land requirement to accommodate the proposed rail alignment including a map showing the proposed alignment through their particular property. The letter listed the ways landowners could provide feedback and offered them the opportunity to have face-to-face meetings with the planning team.
One-on-one meetings	Meetings were held between the planning team and interested individual property owners who were potentially affected by the proposed corridor alignment.

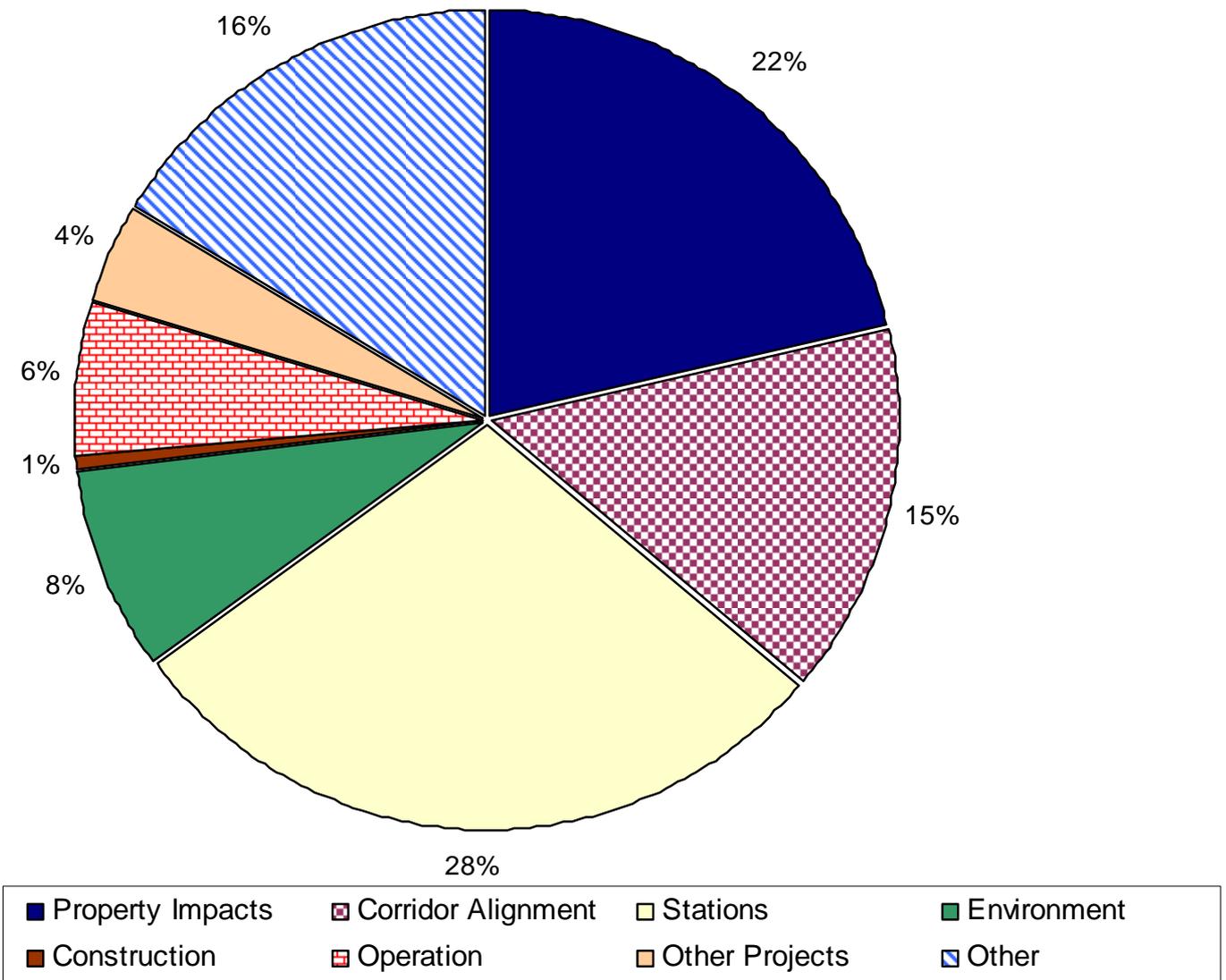
Throughout the consultation period, stakeholders were able to provide feedback via a project email address, 1800-free-call hotline, feedback forms, letters and face-to-face meetings.

Review of Community Responses

The dedicated email address and 1800-free call hotline were the most popular feedback tools during the consultation period.

The top four issues were stations, corridor alignment, property impacts and other (Figure 1).

Figure 1



Details of types of feedback by category include:

Categories	Details
Property Impacts	Including land acquisition, compensation and devaluation, timing, land use, property access and cultural heritage.
Corridor Alignment	Including preferred alignment, corridor identification process, and the general location of the corridor and its impact on adjoining and regional infrastructure.
Stations	Including location preference, access, parking and drop off/collection areas, access, proximity to other business and residential areas, safety and security.
Environment	Including landforms, geology and soils, groundwater, flooding, fauna and flora impacts.
Construction	Including timing of construction, impacts on existing services, construction traffic, air quality, noise and vibration and employment.
Operation	Including noise, vibration and air quality, local traffic disruption, landscaping and amenities, train timetable and fare information, employment maintenance, stabling and safety.
Other Projects	Other projects currently underway, planned or being investigated such as the Beaudesert Bypass, Cross River Rail, Mt Lindesay Beaudesert Strategic Transport Network Investigation (MLBSTNI), Mt Lindesay Highway, and Southern Freight Rail Corridor Study.
Other	Including cost, current congestion and public transport options, development and growth, timing of project delivery

Summary

Feedback from the consultation for the REF suggested there is a 'general acceptance' of the future need for a rail service. Feedback also identified the public wanting a rail service to be available sooner than is currently planned, or some interim public transport option to be available in the near future.

In addition, the REF consultation raised multiple suggestions for proposed station locations and the need for further technical and environmental investigations as well as further consideration to alternative alignments in some locations to reduce property impacts.

Moving forward

The next stage in this study will be the preparation of the Impact Assessment Report that will provide detailed information on impacts and proposed mitigation measures for the full length of the rail corridor.

The issues documented in this REF consultation summary report have been evaluated and will help shape the Impact Assessment Report.

Summary of questions and comments received during the Review of Environmental Factors (REF) consultation

Below are responses to the most common questions and comments received during consultation for the REF.

Corridor alignment

- 1. Can the alignment be moved so it does not impact my property?**

Various options and details have been investigated as a result of the feedback received during the REF public consultation. The alignment is still under review. Where feasible, the rail alignment follows the existing interstate rail corridor except for the southern section (between Kagaru and Beaudesert), which is “greenfield”. The alignment also considers local impacts and flood issues to ensure the rail line's long term viability.
- 2. Can the rail alignment follow the old rail line?**

Where possible, the new passenger line will follow the alignment of the existing rail corridor to minimise impacts to properties. Where a better option for the alignment is viable, this will be investigated.
- 3. Can the alignment be moved to the west to follow Beaudesert Road?**

The rail line alignment is under review as a result of various comments and feedback from our stakeholders and the community. The rail line follows, where feasible, the existing rail corridor, except through the southern section, which is “greenfield”.
- 4. Can the alignment follow the river more to reduce impact on property?**

The rail corridor should remain outside of potential flood areas for operational requirements. In addition, the cost of constructing an elevated track to avoid floodplain is not viable.
- 5. The proposed curve geometry does not meet Queensland Rail standards for running of 140km/h trains. Will the line be speed-boarded at a lower speed of 120km/h?**

The proposed alignment will be designed to meet speed criteria as well as a number of other elements. While still under review, the alignment has been designed in some areas with a reduced maximum speed due to conflicting constraints on the rail line, such as proximity to future stations.
- 6. How does the REF address Logan City Council's recent strategic planning for Greater Flagstone? Does it consider land use integration issues?**

The planning team is in consultation with the developers, Logan City Council and the ULDA to ensure the rail corridor through Flagstone aligns with development plans where possible.
- 7. It is important to preserve land for the corridor and station footprints north of Kagaru where the rate of development is much greater than south of Kagaru.**

This study will determine the future rail corridor which will particularly benefit areas determined for future growth. By preserving the corridor sooner, developments will take shape based on sustainable transport solutions. This planning is currently being prepared as part of the Impact Assessment Report (IAR). Preservation of the future rail corridor is proposed by requiring setbacks on land developments.
- 8. Can the rail line stop at Gleneagle and a four lane road then used for buses and local traffic into the Beaudesert town centre?**

A rail line and station between Salisbury and Beaudesert forms part of the Scenic Rim Regional

Council's future plan to meet growing demand in the region and the Queensland Government's vision for transport as outlined in *Connecting SEQ 2031 - An Integrated Regional Transport Plan for South East Queensland* and also under the *South East Queensland Regional Plan*.

9. **Why is the Springfield line not extended south to Beaudesert as an alternative?**

The Queensland Government has undertaken planning that shows the need for a future passenger rail corridor from Salisbury to Beaudesert. The route between Springfield and Beaudesert has not been identified as a need at this time.

10. **Why will the rail line be a dual track rail line into Beaudesert?**

Due to the predicted growth and future demand for rail services in the area, a dual track passenger rail line is required. This will reduce the need for passing loops and travel delays.

11. **Why isn't the rail line continuing to Bromelton?**

Running the line to Bromelton was considered during the development of the REF, however, in consultation with Scenic Rim Regional Council, it was determined that this was not a viable option due to a number of factors such as flood immunity and patronage catchments.

Station location and access

12. **Where will the stations be?**

Station locations are being determined in consultation with transport authorities and local councils and based on a number of factors including future population growth and demand. New stations are anticipated to be located at Acacia Ridge, Algester, Hillcrest, Boronia Heights, Greenbank, New Beith, Flagstone, Undullah, Gleneagle North, Gleneagle and Beaudesert. The exact location of these stations is currently under review.

13. **The project needs to consider commuter options to and from stations and provide parking in areas surrounding the stations**

Bus interchanges and car parking form part of the study. The planning team is working closely with other transport authorities and local councils to ensure all issues are considered. Many of the stations have proposed allocations for park and rides, kiss and rides and bus interchanges.

14. **How will we access the stations?**

The study considers station access requirements in order to preserve an adequate footprint for the rail corridor. Access to stations will form part of the investigations on the local road network as part of the future stages of the study. Station access will be a consideration in the design process.

15. **Interface of the new passenger rail service with the existing network at Salisbury is a critical issue and the junction at Salisbury will need detailed consideration.**

The planning team has been working closely with the project team for the proposed Cross River Rail link to ensure any issues with the interface at Salisbury are resolved.

16. **Why is there six platforms planned at Salisbury Station?**

Platforms at Salisbury station are proposed to be three island platforms that will cater not only for the Salisbury to Beaudesert line, but also the Beenleigh and Gold Coast lines.

17. **The proposed station at Flagstone will increase traffic and surrounding suburban streets. Can the station be relocated to another area?**

The station at Flagstone is required to meet future regional planning for the area, including the development of Flagstone's CBD. The planning team is in consultation with the developers, Logan City Council and the Urban Land Development Authority to ensure the rail corridor through Flagstone aligns with development plans where possible.

Alternative public transport options

18. The rail line seems a long way away. What public transport options are available in the mean time?

An interim public transport service is currently being considered that would serve communities along the proposed corridor. A report is concurrently being prepared regarding this matter.

Impacts on the local road network

19. How will road crossings be managed?

The Impact Assessment Report will look at the effect station locations will have on the local road network and will provide recommendations to minimise impacts to the road network. Road crossing options are being investigated along the entire corridor including the use of grade separated (road over rail) options. Final options will be confirmed once the corridor alignment is finalised.

20. Will roads be upgraded to fit with the rail line and stations?

The impact to the existing road infrastructure will be investigated as part of the impact assessment report and in future design phases. Subsequent upgrades will be the responsibility of the relevant roads authorities. It is proposed that all existing road access would be maintained.

The Study

21. You need to inform Council of the proposed alignment for the corridor as soon as possible to ensure council has the right mechanisms in place to prevent buildings being approved and built in the wrong locations.

It is anticipated that the proposed rail corridor would be reflected in the relevant councils' planning schemes. However, ongoing consultation is being undertaken with councils and developers to achieve an integrated approach. Preserving the corridor will ensure the land is protected for future rail use.

22. Is the Urban Land Development Authority (ULDA) involved in the future planning of the rail alignment and station locations?

The planning team is in consultation with relevant stakeholders, including the ULDA, to ensure the rail corridor through the Greater Flagstone Urban Development Area (UDA) aligns with development plans where possible whilst also meeting relevant design and safety specifications.

23. Potential requirements for additional land to accommodate new rail tracks and facilities needs to be identified early in the process so that planning is not unnecessarily constrained at subsequent stages of the proposal's development.

The study considers the rail lines, associated infrastructure, maintenance requirements, station footprints and other elements identified in consultation with local councils and government agencies.

Local community and the environment

24. The rail line will negatively impact flora and fauna.

During the REF, the planning team undertook a desktop study of the local flora and fauna for the corridor between Kagaru and Beaudesert. During the Impact Assessment Report further studies will be undertaken, and, where necessary, management and mitigation strategies will be recommend to minimise the impact to the flora and fauna.

25. How will the project include rail trails and cycle paths?

The planning team is working closely with local councils to ensure the rail line and stations fit with local plans. Where future paths have been identified, these will be considered in the study to achieve an integrated plan. It is intended that a path will continue for the entire length of the route whether inside the rail corridor or within the local road corridor.

26. I am concerned that changes to the lay of the land from construction of the rail line may alter streams or cause flooding?

Adequate drainage and construction management strategies will be included in the design process to ensure there is no increase in flood risk to properties as a result of the rail line. Through the study, management and mitigation measures will be recommended to ensure minimal impact to local environment including water ways.

27. The amenity and lifestyle of the residents whose homes are close to the current rail corridor will be negatively impacted

Potential negative impacts to local communities as a result of the passenger rail line will be investigated as part of the study. Impacts to the local environment including visual and noise impacts and landscape will be investigated and where possible, management and mitigation strategies will be recommended for when the rail line is delivered.

28. Will fauna surveys be done in the area?

During the REF, the planning team undertook a desktop study of the local flora and fauna for the corridor between Kagaru and Beaudesert. Further studies will be undertaken as part of future planning phases, and, where necessary, management and mitigation strategies will be recommend to minimise the impact to the flora and fauna.

Safety, security and stabling

29. Does the REF consider the impact of dangerous goods on the design of train stations?

Freight transportation is not part of this passenger rail study. However a parallel dual freight line will be considered when determining final corridor width to meet future planning requirements.

30. I am concerned about safety along the corridor and at stations.

Safety and security is a key consideration as part of the planning for the rail corridor including at stations. Appropriate measures will be implemented as necessary to ensure the safety of passengers and the community, in line with required standards.

31. What is being considered for stabling as part of the project?

The delivery of the Salisbury to Beaudesert passenger rail line will be staged and stabling requirements will meet the need of these stages. Stabling will be considered as part of the further planning studies and future design stages. The planning team has been working closely with operators and local councils to determine the best solutions for the Salisbury to Beaudesert rail corridor and the wider network.