

Record of contact and discussion

Woombye Community Reference Group Meeting

Date: 31 October 2016

Time: 5:00 pm - 7:00 pm

Location: Woombye stabling facility

Chair: Joe Veraa

Attendees

Jeff Addison, Rail Back on Track	Claire Borman, Queensland Rail
Ian Kerr, Community member	Thys Human, Queensland Rail
Rodney Gill, Woombye Scout Group	Angela Thwaite, Queensland Rail
Paul Lowik, Community member	Sarah McCreesh, Queensland Rail
Angela Pollett, Community member	Shaylee Cowan, CPB Contractors
Kylie Ely, Woombye Community and Business Association	Peter Murphy, CPB Contractors
Kerry Brown, Sunshine Valley Gazette	

Apologies

Councillor Jenny McKay, Sunshine Coast Council
Sam West, CPB Contractors

Independent review Completed by Joe Veraa, independent chair [PENDING]

AGENDA

- Site tour and construction update
- Update on construction completion and commissioning
- Project update including visual amenity and noise barrier
- Operational readiness

DISCUSSED

Construction update

Peter Murphy (CPB Contractors Superintendent) conducted a site tour of the Woombye stabling facility and provided an understanding of:

- Woombye stabling facility size/footprint
- Location of the crew facility and access road
- Construction works completed to date
- Current activities on site (track resurfacing)
- Location of the earth bund
- Effectiveness of the earth bund and vegetation screening.

CPB Contractors confirmed the remaining work leading up to construction completion would include:

- Aligning the track
- Finalising light, CCTV and footpath construction
- Paving and line marking for the Woombye stabling facility access road and crew car park
- Bringing in and assembling the prefabricated crew facility
- Closure of the temporary access gate.

Key timeframes include:

- Majority of construction would be complete by end 2016
- Some minor works may be required in January 2017 and have a limited impact on neighbouring residents.

Questions raised by WCRG include:

1. Why is a three day closure for commissioning required and will there be any construction activities?
 - A three day closure of the North Coast line is required to commission the Woombye stabling facility
 - Every signal and potential combination needs to be checked and as a result, closure of the main North Coast line is required
 - The closure would most likely happen in early 2017 and a date hadn't been confirmed
 - Local residents will be notified in advance of the closure
 - We expect the three day closure for commissioning would have limited impact to neighbouring residents and involve final testing and switching all the signals into operational mode
 - No civil works are expected to be undertaken during commissioning.
2. What will happen to the area where the current site office is located?
 - The area where the current site office is located will be revegetated to how it was prior to construction commencement e.g. grass
 - As part of the land settlement the area adjacent to the creek will return to private ownership
 - The temporary construction access road is on private property and subject to an agreement between the property owner and CPB.

Photos of the site tour can be found in the attached document.

Tree screening and noise barrier update

Thys Human (SEQ Stabling Program Project Manager) provided an update on tree planting:

- Around 10,300 square metres of vegetation has been planted around the stabling facility site
 - approximately 4,175 square metres more than what was presented at the July 2016 WCRG
 - equates to approximately 7,150 selected native plants.
- One of the planting locations includes a mound of excess top soil which will be retained and vegetated to further improve the landscape for our neighbours:
 - approximately 150 metres long, 1.5 metres high and 5 metres wide
 - split into two or three separate sections to maintain drainage.
- To date, there hasn't been much feedback from the Woombye community about sight lines, however the Project has progressed and planted in as many locations as possible which has provided a better outcome
- Once the crews demobilise from site, the Project will see if there are any additional planting locations
- There are some areas such as near the culverts or in marsh areas where planting may not be possible due to lack of appropriate planting conditions.

Tree screening and noise barrier update

Thys Human (SEQ Stabling Program Project Manager) also provided an update on the noise barrier:

- The noise barrier will extend along the existing rail corridor between Keil Street and New Street
- To achieve the required level of mitigation, the height of the noise barrier will be between 3.5 metres and 6 metres
- Queensland Rail is currently working with affected residents to confirm their preference and provide a better understanding about the benefits and impacts of a noise barrier
- The noise barrier preference was established by a majority vote from affected residents.

Questions raised by the WCRG include:

1. Once the WCRG wraps up, how will the community remain informed?
 - Queensland Rail will continue to keep the Woombye community informed through a number of different channels which have been in place from Project commencement including newsletters, works notices, website and project 1800 and email address

- As the Woombye stabling facility gets closer to operations, Queensland Rail will provide further details and contact information.
- 2. Can the wall be reduced as the WCRG presentation indicates it can be as low as 3.5 metres?
 - Noise barrier heights vary because of ground level changes and differences in modelled noise levels. The height is determined by the location of noise emitters and receptors, and thus cannot be lowered.

Operational readiness update

Claire Borman (Queensland Rail Program Manager, Operational Readiness New Generation Rollingstock,) provided an update on operational readiness:

About New Generation Rollingstock (NGR) program:

- The SEQ Rail Stabling Program involves the design and construction of new or additional train stabling facilities in four locations, including Woombye
- This program is also part of the NGR Project which includes the design, construction and maintenance of 75 new trains
- Five trains have already arrived in Australia and another six are on their way
- MU1 (the first train) is in Maryborough for testing activities and is currently performing well
- As construction of the Woombye stabling facility starts to wrap-up, operational readiness (including what will happen at the stabling facility when it is commissioned) is still in progress
- While we recognise there may be a number of questions that are still outstanding, the NGR Project is still in its operational readiness planning phase and in some instances, the information is not yet available
- Once this operational information becomes available, Queensland Rail will provide it to the community via the already established channels.

Commencement of services at the Woombye stabling facility:

- We are currently working with the Department of Transport and Main Roads and Bombardier Transportation Australia on when all new NGR stabling sites will become live
- It is expected that the Woombye stabling facility site will start to be operational in mid to late 2017
- Only NGR trains will be stabled at Woombye
- Bombardier Transportation Australia will manage the cleaning workforce as this is part of its maintenance contract with the Department of Transport and Main Roads
- Queensland Rail has already received a number of enquiries regarding opportunities for working with Bombardier Transportation Australia and if you email the Project, they can provide you with further information.

Fact sheets with presented information have been uploaded onto the Project website. They are also attached to this email:

- Construction completion and commissioning
- Visual amenity
- Noise
- Facility activities and hours of operation.

Questions raised by the WCRG include:

1. Why do the lights dim after 60 minutes? That is a very long time.
 - As Queensland Rail hasn't taken possession of the trains and testing is currently underway, there are some details we may not be able to work through until operations have commenced
 - We need to determine what activities trigger the lights e.g. Activities cleaners undertake may require small movements e.g. wiping windows and for safety and security reasons, don't want the lights to dim in the middle of a carriage being cleaned
2. Were NGR trains included in the noise modelling?
 - No, only existing rollingstock were included in the noise modelling
3. Are the new trains quieter when stabled than existing trains on the Queensland Rail network?
 - The new trains are being built to specific certifications

- Queensland Rail will source the specifications and provide them to the WCRG, if available
4. Has the whistle board at the maintenance gate been removed yet?
- This is currently in progress and is expected to be closed by mid-November
5. The safety of motorists and pedestrians at the facility main access is important. What will Queensland Rail do to maintain safety because of increased vehicle movements?
- Only limited vehicle movements will be expected at the facility such as when train crews and cleaners arrive and depart
 - There will be no other heavy vehicles or machinery used once construction is complete
 - Footpaths are not the remit of Queensland Rail, however we can ask Cr McKay to provide further information about how to direct this enquiry to Sunshine Coast Regional Council
6. What times will the train crew and guards arrive and depart the facility during shift change?
- Queensland Rail will provide further information, if available.

Joe Veraa closed the final WCRG with the following comments:

- Thanked all WCRG participants for their time and contribution
- Acknowledged the protocols established by the WCRG members at the first meeting that were well respected
- Confirmed the construction team would still be available on the 1800 number and email address in the lead up to commissioning
- Summarised the outstanding actions (outlined below) for Queensland Rail to seek further information and provide a response in the record of contact.

Actions

The following questions were raised by WCRG members and Queensland Rail committed to providing a response via the final Record of Contact:

What noise levels must the new trains achieve?

The full operating noise of the NGR trains (including klaxon) is required to be 85dB (maximum). When it is stationary (with air-conditioning running), it is required to be 65dB (maximum).

What times will the train crew and guards arrive and depart the facility during shift change?

This information is not yet available and will be confirmed when the timetable is complete.

The Project Team committed to liaising with Cr McKay to find how best to direct pedestrian footpath and safety enquiries on Council land and provide information to WCRG member, Angela Pollett.

The enquiry has been passed onto Cr McKay and the Project Team will liaise with the WCRG member once a response has been provided.