



Woombye Stabling Facility Project Questions - Noise

Has Queensland Rail taken into account the current and future clearing of Plantation Rise (for new housing) increasing the noise levels emanating from the stabling facility?

Queensland Rail is not required to take into account noise as a result of other projects or proposed activity which could potentially occur at a future date or is outside the facility boundaries. Rather, noise modelling typically extends to the nearest house or 'receptor' in all directions, up to approximately 100 metres from the project boundary on all sides.

Are the trees planted by Queensland Rail a visual barrier or noise barrier?

The vegetation buffer planted in May 2015 by Queensland Rail is a 'visual barrier' and will improve the visual amenity for local residents.

Will Queensland Rail erect a solid wall barrier behind the tree line given the extent of community concerns put forward since the first community consultation meeting in February 2014? New housing estates located alongside busy roads throughout South East Queensland have sight and sound barriers erected. Is there a duty of care applicable and afforded to residents when such barriers have become part of mainstay transport corridor designs elsewhere.

Queensland Rail is aware that existing residents living close to the rail network can be exposed to various levels of rail noise, and is committed to taking steps to reduce noise exposure wherever reasonable and practicable.

To this end, we can advise that noise modelling for the Woombye stabling facility is currently underway. This modelling will be used to determine if additional noise mitigation measures (such as noise barriers) are required.

Once finalised, Queensland Rail has committed to sharing the outcomes of this noise assessment with the Woombye community. It is important to note that the developer of a new residential estate can be responsible for implementing noise mitigation measures (including noise barriers) to satisfy development approval conditions.

For your information



Must the horn be used when arriving at the stabling facility or will it be used only when departing? Will Queensland Rail conduct a safety test of all horns before they depart at the end of the night? Is this test automated or done by the driver? How loud will these be? Whilst we acknowledge this has been raised before, please set out clearly what your intentions are moving forward.

All trains on the Qld Rail network are required to sound their klaxon when they start to move, ie, when departing a station, when departing a stabling facility or after being stationary anywhere on the line. They are also required to sound their klaxon at Whistle Boards, which are signs positioned to alert train drivers to a level crossing or pedestrian crossing.

As part of a train's safety testing before entering service after stabling, klaxons are tested by the driver. This will be a short, one second sounding of the horn.

Operational readiness planning for the arrival of the new NGR fleet is currently underway and will include:

- Community and customer communications and feedback
- Process harmonisation and system updated
- Staffing, recruitment and union consultation network maintenance
- Third Party interactions
- Security
- Staff training and education
- Train testing and movements
- Stabling planning
- Safety
- Emergency management
- Contingency planning

Queensland Rail has previously committed to providing updates to the community as information on the operational readiness of the new NGR fleet as it becomes available.

A fact sheet on the current status can be found [here](#).

For your information



It would seem it is up to driver's discretion as to the length and loudness they blow their klaxons (train horns). Can Queensland Rail put definite guidelines in place for residential areas? Can horns be used at a minimal level and length allowable?

Queensland Rail's Safety and Environment Management System provides specific guidance regarding the duration of horn use in different circumstances. This guidance forms part of Queensland Rail's driver training processes. It should be noted that drivers are able to sound the horn at their discretion in response to a specific safety concern and/ or in an emergency situation.

Train horn volumes are pre-set between defined minimum and maximum levels. This is essential to ensure horns can achieve their intended purpose without causing unnecessary disturbance.

Queensland Rail drivers are unable to vary the volume of the train horns from within the cab.

Why is noise modelling done to 100 metres from site when it is clearly documented in a RTI (5. Noise Assessment Requirements, 5.2 Noise Modelling) all receivers within 500 metres of the proposed Woombye stabling yard should be assessed.

Queensland Rail notes Section 5.2.1, Appendix C of Parsons Brinckerhoff's SEQ Stabling Feasibility Study – Site based Technical Studies (Woombye Stabling Yard – Summary Report, 6 June 2014) states that all receivers within 500 metres of the proposed stabling yards should be assessed.

As this report was prepared 18 months ago, Queensland Rail also notes the limitations of the Feasibility Study which was prepared for Concept Design only purposes and not for the final Detailed Design.

As the Limitations of the Feasibility Study outlined, design information about the scope of the project and its potential extent of impacts are further refined as greater level of certainty and clarity emerge with the completion of each design stage.

With such improved clarity and certainty of design information, it often means the geographical scope of such environmental (including noise) assessments can be better targeted on those mostly likely to be impacted closest to the project.

As a result, in accordance with Queensland Rail's noise assessment requirements, the geographical scope for the noise assessment of Woombye stabling yard is currently set at 100 metres.

For your information



Do rollingstock trains have different horns to electric commuter trains?

Rollingstock simply refers to any vehicle on the railway track. NGR trains, which will be stabled at Woombye, will have the same type of klaxons as existing electric commuter trains currently in the Queensland Rail fleet.

Queensland Rail has not provided any detailed information on noise guidelines. Can this information be provided.

Queensland Rail previously managed noise from its activities in accordance with the Code of Practice for Railway Noise Management ("the Code"). The Code had been approved by the State Environment Minister since December 1999 with re-approval in 2007 under the Environmental Protection Act 1994 (EP Act).

The requirements set out in the Code were applicable to all railway managers/operators in Queensland.

The Code expired on 31 March 2015. At the time of expiry, the regulatory mechanisms to support the renewal and/or replacement of the Code no longer existed within the EP Act. As such, Queensland Rail now manages rail noise in line with a suite of internal facing noise management documents as part of Queensland Rail's Safety and Environment Management System (SEMS).

Importantly, within these documents, there is no departure from the noise assessment process, nor the rail noise planning levels previously contained within the Code. As such, when designing, constructing and/or operating new infrastructure (such as the Woombye Stabling Yard) potential rail noise will continue to be modelled, assessed and managed in accordance with the previously endorsed Code requirements.

Noise modelling will be conducted by Leighton Contractors and Aurecon on the operational rail and stabling yard noise emission for the proposed Woombye Stabling Yard to nearby dwellings in accordance with the above mentioned noise assessment process.

Where can I find out more information?

If you have a specific question that has not been addressed in this fact sheet, would like to register for more information or speak to a member of the Project Team, contact:

Phone: 1800 783 334 (free-call) **Email:** stabling@qr.com.au

Last updated 2 December 2015