

Record of contact and discussion

Woombye Community Reference Group Meeting

Date: Tuesday 15 September 2015

Time: 6:00 pm - 8:00 pm

Location: Lounge Bar, Woombye Pub (3/5-7 Blackall St, Woombye)

Chair: Joe Veraa

Attendees

Councillor Jenny McKay, Sunshine Coast Council	Kirthi Demeijer, Woombye Community Bank Board Member
Rodney Gill, Woombye Scout Group	Claire Borman, Queensland Rail
Jeff Addison, Rail Back on Track	Liz Tier, Queensland Rail
Angela Pollett, Community member	Sarah McCreesh, Queensland Rail
Ian Kerr, Community member	Sam West, Leighton Contractors
Kylie Ely, WCBA	Kyle Roggenkamp, Leighton Contractors
Kerry Brown, Sunshine Valley Gazette	

Apologies

Nicola Canty, Community member	William Canty, Woombye Community and Business Association
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PURPOSE

- Address and provide response on agreed action items
- Review terms of reference and provide opportunity for questions
- Review group protocols and provide opportunity for questions
- Provide information on design process
- Provide information on concept design
- Review meeting dates and topics
- Address questions from previous meeting

DISCUSSED

WCRG protocols

- Reviewed protocols and no changes were made

Terms of reference

- Reviewed terms of reference and provided opportunity for questions for clarification
- No questions were raised

Actions from previous meeting

- Actions raised 17 August 2015 all closed out and reported to WCRG:

ACTION	WHO	STATUS
Queensland Rail to liaise with web developers to determine if old URL to site selection and related feasibility studies can be redirected to the new URL	Queensland Rail	Confirmed old URL now works
Provide additional and more detailed information regarding the concept design and flood modelling at future meetings	Queensland Rail	Revised proposed schedule of topics (as outlined in this document)

Actions from previous meeting cont.

ACTION	WHO	STATUS
Liase with the Deputy Premier's office to determine status of the response to the Woombye Community and Business Association's letter	Queensland Rail	Letter posted 1 September 2015
Update the table in the 2014 Site Selection Report (used in the provided fact sheet) to make it easier to read	Queensland Rail	Addendum distributed to WCRG members
Operational readiness may not be one specific meeting focus, can be provided to the group as development progresses	Queensland Rail	Update agenda for each meeting as required

Design process

Claire Borman (Program Manager, Operational Readiness - New Generation Rollingstock) addressed the group and provided further detail around the following design related areas:

- Key project milestones and design process
- Queensland Rail's stabling specifications and the set, minimum guidelines for the construction contractor
- How community feedback influenced the design of the Woombye stabling facility in areas such as lighting, visual amenity and operational noise
- Operational readiness and a commitment from Queensland Rail to provide updates as they become available
- Confirmed planning for operational readiness is about to commence and Queensland Rail will consider WCRG feedback
- Provided fact sheets to group summarising key points raised by Queensland Rail

Meeting participants raised a number of issues and provided feedback which are summarised as follows:

- Need for a balance between meeting Queensland Rail's commitments to provide a safe work environment and community impact, such as the height of the light poles
- Specific functionality of modern direction LED lights proposed for the site and the length of time before they are dimmed after movement/activity ceases
- Further information regarding Queensland Rail's Q150 community fund
- Positive improvements made to Woombye station
- When will temporary platform extensions become permanent – demonstrating that Queensland Rail is taking their presence in Woombye seriously
- Specific questions that could not be answered are captured in the below table for Queensland Rail to address and provide responses in the next meeting.

Concept design:

Sam West (Project Management, Leighton Contractors) addressed the group to provide members with a better understanding of the stabling facility design and operation. Areas covered included:

- What the facility will look like and confirmed operations
- Site constraints and how that influences design
- Roads and access
- Storm water management
- Vegetation buffer screens
- Lighting
- Detailed information on construction stages and schedule
- Confirmation that construction of the stabling facility will not mitigate the flooding that currently occurs in this area but will not add to the problem.

Concept design cont:

- Confirmation that flood modelling for the project will take into account information provided by Council
- Clarification that the 17 car parks are to accommodate crew changes
- A fact sheet was provided to the group summarising key points raised by Leighton Contractors.

DISCUSSED

Meeting participants raised a number of issues and provided feedback which can be categorised in the following ways:

- How construction will impact existing flooding
- Can the height of light poles be decreased
- What noises come from the facility during operations e.g. wheel noise
- Possibility of moving the facility to alternative locations within the site's footprint
- How duplication of the North Coast line, if it goes ahead, will cause a cumulative community impact and whether Queensland Rail considered this
- Impact of duplication on stabling facility
- Aspects of the design where feedback and community input can be considered
- Specific information regarding crew facilities including height of windows, type and location of air-conditioning
- Impact on trees/flora within the site during clearing and construction
- Benefits and attributes of vegetation screen and when information on the second planting will become available
- Can the group influence the colour of the crew facility, fencing treatment, location and type of crew facility air-conditioner and type and location of windows
- Impact on Woombye needs to be considered above benefits to the region
- Specific questions that could not be answered during this meeting are captured in the actions table for response at the next meeting.

Meeting dates and topics for discussion

- Dates and topics for future WCRG meetings were confirmed with no changes:

SCHEDULED DATE	PROPOSED TOPIC
Monday 12 October 2015	<ul style="list-style-type: none">• Clarification on environmental information provided in site selection and related feasibility studies• Flood modelling process and information• Environmental considerations during construction• Environmental issues during operation
Monday 9 November 2015	<ul style="list-style-type: none">• Detailed design considerations• Facility operations / readiness update
Tuesday 1 December 2015	<ul style="list-style-type: none">• Community involvement, community fund and community benefits• Facility operations / readiness update
Tuesday 2 February 2016	<ul style="list-style-type: none">• Construction methodology• Opportunity for an additional topic to be added to agenda• Facility operations / readiness update
<i>Tuesday 8 March 2016</i>	<ul style="list-style-type: none">• <i>TBC</i>
Monday 4 April 2016	<ul style="list-style-type: none">• Construction schedule, early works, impacts and notifications• Opportunity for an additional topic to be added to agenda• Facility operations/ readiness update

ACTION	WHO	STATUS
Provide more information on Q150 program	Queensland Rail	Provide information on opportunities prior to WCRG meeting in December
Provide further information on facility operations and/or confirm when information will become available regarding: <ul style="list-style-type: none"> – Lighting within the facility, specifically lux levels, how long before lights are dimmed after a period of inactivity – Wheel noise within facility and what speed trains will enter facility upon operation – Will facility construction and operations impact on the safety of parents and children parking on Queensland Rail land or on the section of road, opposite the Woombye Scout Hall – If the duplication of the North Coast line goes ahead, how will it impact the stabling project 	Queensland Rail	Provide response in October meeting
Provide further information on detailed design specifics including: <ul style="list-style-type: none"> – Whether additional mitigation such as earth bunds can be considered to improve visual amenity – Can the group influence light pole heights, the colour of the crew facility, fencing treatment, location and type of crew facility air-conditioner and type and location of windows – What will be considered as part of the noise modelling 	Queensland Rail	Provide response in October meeting
Provide further information on non-stabling issues including: <ul style="list-style-type: none"> – Confirm if there is any reason why there may have been an increase in recent klaxon use – Temporary platform at the Woombye train station – How is the cumulative impact of the stabling project and the rail duplication being addressed by Queensland Rail? 	Queensland Rail	Provide response in October meeting
Ensure the following issues are addressed during the next WCRG meeting: <ul style="list-style-type: none"> – Flood requirements and standards – Species and growth of trees used in vegetation screen – Vegetation within footprint 	Queensland Rail	Provide response in October meeting

ACTION	WHO	STATUS
<p>Address specific questions raised by a WCRG participant relating to the South East Queensland Site Selection Report (January 2013):</p> <ul style="list-style-type: none"> - Page 3 - Why wasn't CAMCOS considered in the site selection process - Page 6 - Will the vertical alignment issue be addressed if the rail duplication goes ahead? - Page 7 - Future 'aspirations' of the Nambour site were identified. Why wasn't future 'aspirations' of Woombye identified here? - Page 7 - The feasibility study for Woombye identified that "supplementary flood mitigation measures may be required". What are these measures? - Page 7 - If flood mitigation is required at Woombye, why was it considered as a suitable site? - Page 8 - Why isn't operational costs included in the table? - Page 8 - Figures relating to the difference between Nambour and Elimbah appear to not add up - Page 8 - Over a long period of time, has the operational cost of extending the existing Nambour stabling been considered versus going to a second site, such as Woombye? What is the basis of P50 estimates? - Appendix A-3 - If the closest resident is 150 metres away, why does the report say "no direct residential neighbours"? - Why was Beerwah not considered as part of the site selection process? 	Queensland Rail	<p>Queensland Rail to respond to WCRG participant directly. Any questions Queensland Rail can't answer will need to be directed to the Department of Transport and Main Roads who was responsible for site selection.</p> <p>If any WCRG member is interested in this information, please email stabling@qr.com.au or call 1800 783 334.</p>
Cr McKay collated community questions regarding environment and will send them to the Project Team prior to the next meeting for consideration.	Queensland Rail	Queensland Rail to liaise with Cr McKay to source questions prior to October meeting

NEXT MEETING:

- Monday 12 October 2015

OTHER:

- n/a