

Queensland Train Manufacturing Program

Ormeau rail facility – December 2023 design update



Concept only - not final design



Project update

The Queensland Train Manufacturing Program (QTMP) will build 65 new six-car passenger trains at a purpose-built manufacturing facility at Torbanlea, in the Maryborough region. As part of the program a new rail facility for train maintenance and stabling will also be constructed at Ormeau, in the Gold Coast region.

In June 2023, the Queensland Government awarded Downer the Design Build Maintain contract for QTMP. Since this time, Downer has commenced detailed design and onsite mobilisation activities.

Have your say

The Department of Transport and Main Roads (TMR) and Downer would like to hear from the community to understand key community values and feedback on the design.

Initial feedback from the community has already influenced how the site is being managed, with a temporary access road connecting to Prairie Road currently under construction. The new access road will help take heavy vehicle traffic off Goldmine Road.

Community feedback will be integrated into the final design where possible. We would welcome your feedback and suggestions on topics such as:

- on-site landscaping
- urban design opportunities such as fencing and facade treatments
- managing and minimising community impacts.

The facility location, rail track design, and the site access point are out of scope for feedback, as they relate to site safety, security and productivity.

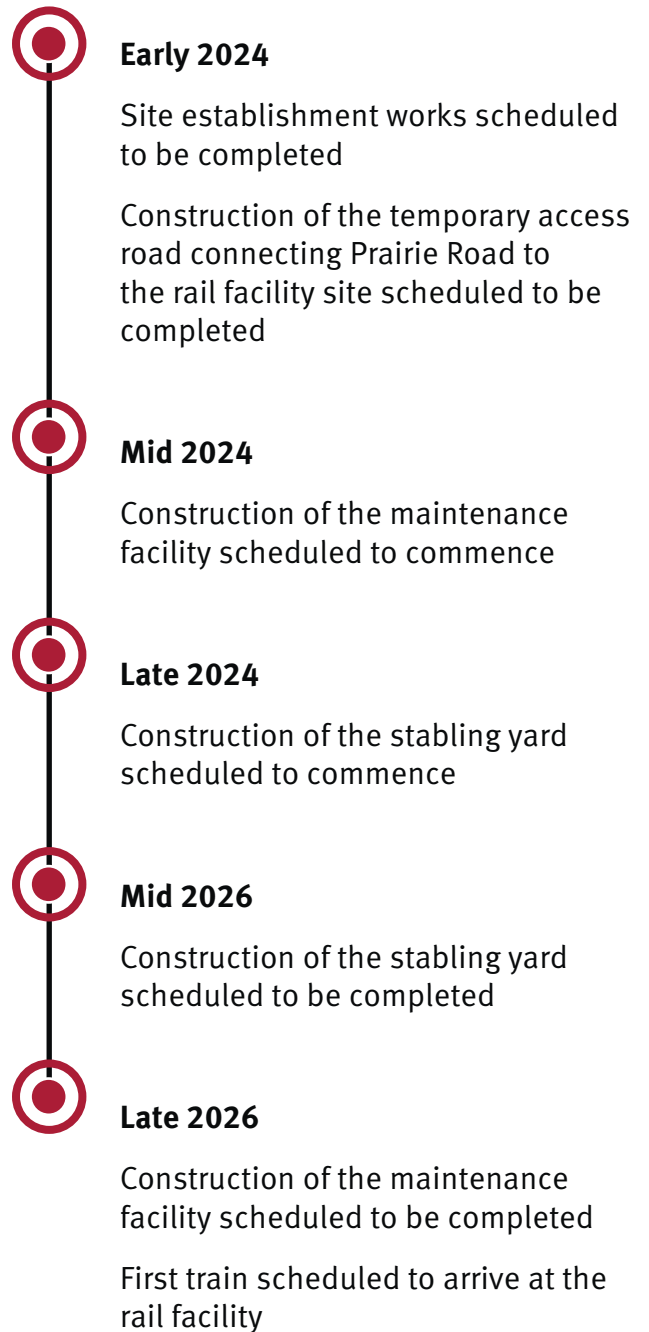
The feedback period opens Monday 4 December 2023 and will close Saturday 2 March 2024. This time accounts for the festive season and school holiday period.

There will be opportunities to provide feedback by talking to the team in-person at community information sessions to be held in early 2024, completing an online feedback form and via regular methods including email and phone.

More information is available on our web page at tmr.qld.gov.au/trainmanufacturing

Timeline

The following timeline provides an overview of key milestones* for the Ormeau rail facility.



*** Dates are weather dependent and indicative only**

Location

The 66-hectare site in Ormeau was selected for its:

- proximity to the existing rail line and Pacific Motorway
- relatively flat landscape
- sufficient space for constructing the facility, including internal stabling tracks
- length, which is required for the safe movement of trains.



Maintenance and administration building as viewed from site access road (looking north). Concept only - not final design

The facility

The rail facility will be used for train maintenance and stabling and will include:

- acoustic-proofed workshops
- office facilities
- internal access roads
- internal train tracks
- a train wash
- stabling tracks with capacity to house a maximum of 20 trains at any given time.

Workers will have access to on-site parking and office facilities. All materials will be stored within the site boundaries.

During construction, heavy vehicles will use a temporary access road that will connect Prairie Road to the rail facility site. This will help minimise traffic impacts on local roads. Goldmine Road will continue to be used as a site access for worker vehicles, and on occasion, heavy vehicle delivery.

The project is committed to ensuring that the facility operates in an environmentally sustainable manner and includes initiatives such as solar panels, on-site water treatment and rainwater re-use to reduce the project's carbon footprint.

The main building has a floor plan of 23,000m². The same size as

3
Rugby league fields

35km
of rail

will be laid within the facility. If this was laid end to end it would reach from the facility to Burleigh Heads

3260 tonnes of steel is required to build the facility. This is equivalent to

466
Adult African elephants

156
Olympic swimming pools

worth of fill will be used across the site, with 228,000m³ of imported fill & 116,000m³ of site material to be reused as fill

24,000 concrete sleepers will be used across the site. When stacked these would equal

2.7
times the height of Mount Kosciuszko

Managing operational impacts

The rail facility in Ormeau will operate 24-hours a day, seven days a week, to support the maintenance and stabling of 65 new six-car QTMP trains.

Staff

When operational, the facility will have up to 140 staff working daily across varying shift times. Staff will include maintenance workers, office staff, and train drivers. Staff will use Goldmine Road to enter and exit site.

Train movements

Trains will arrive and depart from the facility during the day and night, with increased movements during standard AM and PM peak periods.

The train peaks align with the Queensland Rail passenger timetable, with the morning peak being 3am to 9am and the afternoon peak being between 2.30pm to 5pm.

During nights and weekends, workers and support staff at the rail facility will be required to ensure that noise does not exceed the approved operational limits.

Operational noise

Operational noise from the rail facility is anticipated to be minimal, due to its location and use of an acoustic shed. The majority of maintenance works will be undertaken in the shed. However, noise may be generated during some activities, including:

- grinding and welding
- reverse squawkers while plant is moving around site

- trains entering and exiting the maintenance facility and stabling yard
- vehicles entering and leaving the facility via Goldmine Road, primarily during the peak hours of shift starts and finishes
- some wheel squeal when trains move over curved section of the track
- trains sounding their horns as they move around the site - this is a safety requirement.

The project is required to undertake pre and post construction noise modelling, to ensure that the project is adhering to the *Environmental Protection Act 1994*. As part of this commitment, the project will undertake additional noise monitoring, once the site is operational, to ensure impacts to the local community are minimised.

Lighting

Lighting will be required around the clock at the Ormeau rail facility, to ensure worker safety and site security.

It is anticipated that lighting will be no brighter than what would be expected in a local park or community space at night. Lighting will be directed away from residential properties and shrouding will be provided, where appropriate.

Contact us

Find out more online at www.tmr.qld.gov.au/trainmanufacturing

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**Monday to Friday 6.30am to 7.30pm and Saturday from 7am to 1pm. Free call from anywhere in Australia, call charges may apply for mobile phones and payphones. Check with your service provider for call costs.*

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