

6.2.2.0

Sunshine Coast Regional Council

ATTACHMENT

Landsborough to Nambour Rail Corridor

Attachment 1

Environmental Impact Statement Submission

STRATEGY & PLANNING COMMITTEE

19 August 2009

Section	Describe the Issue	Suggested Solution
1.8.2	This submission attempts to highlight where the TOR have not been met, the impacts are not properly identified or where the mitigation strategies.	The Coordinator General should request the proponent to undertake supplementary work related to the issues raised in this submission.
1.9.3	<p>The EIS notes Sunshine Coast Regional Council and the elected Councillors as Level 2 in terms of stakeholder involvement level. This is disputed as the extent of this project in terms of issues and direct impacts (socially, environmentally, economically) are significant for Council in terms of:</p> <ul style="list-style-type: none"> • Infrastructure assets • Community facilities • Open space and recreation activities • Planning Scheme Impacts; • Community Wellbeing <p>The EIS has missed the opportunity and benefits for the Council and the State to form a long term partnership to ensure this project can be appropriately delivered for overall community benefit..</p>	<p>The Sunshine Coast Regional Council and the elected Councillors are to be identified as Level 1 stakeholders for future activities associated with the project..</p> <p>The Coordinator General is to identify the benefits of a long term partnership between a range of State Departments and Council and indicate the format this should take and the parties involved to enable the significant list of issues and mitigation measures to be dealt with progressively and cooperatively. This should commence with any supplementary works directed by the Coordinator General.</p>
1.10.1	There is no attempt made to identify in the EIS the extent of new assets being considered for transfer to Council particularly in relation to any areas likely to be declared as common areas under Part 8, Section 249 of the TIA.	Provide in the supplementary report to the EIS a schedule of proposed new assets (and their extent) being considered as likely to be transferred to Council for review and comment. This would enable interim and long term operational and maintenance impacts to be developed prior to the final Coordinator General report.
1.10.3	The recommendation to seek exemption from development approval in the new Sunshine Coast Planning Scheme through the 'State Interest Review' step of the plan making process specified in Schedule 1 of IPA will need review with the introduction of the Sustainable Planning Act.	The recommendation of the preferred approval pathway in the EIS will need updating with the introduction of the Sustainable Planning Act.
2. Description of the Project		
2.4	The section identifies the standards which apply in 2009. With the detailed design to take about 2 years and likely to commence post 2018, there is a real possibility that standards will change. This needs to be recognised and accepted. Relevant Council standards must also be recognised and applied. In the EIS there is no allowance acknowledged for climate change impacts to project design standards.	The Coordinator General should require that the detailed design will be undertaken using standards relevant at the time and if additional impacts occur then new or extended mitigation measures are to be incorporated. The project standards must include any relevant Council standards which may be applicable. The Coordinator General must require that a climate change component be incorporated due to the longevity of the asset with emphasis on flooding and drainage standards among others.

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2.5	<p>The possible timelines identified in Table 2.5.1a are misleading. It does not include the true scope of all significant elements of the project and the timing of these inter related project activities as described in the text of the EIS including:-</p> <ul style="list-style-type: none"> • Geotechnical investigations; • Flood modelling; • Bridge design to allow community input and sourcing of structural elements; • Tunnelling process and sourcing of suitable equipment; • Relocation of utilities infrastructure; • Final identification of land requirements during detailed design followed by the land acquisition process; • Establishing vegetation offsets; • Obtaining all permits, approvals, etc; • Performing condition assessments to building and structures near tunnelling; • Development and approval of Cultural Heritage Management Plan; • Consultation opportunities for the project and specific elements eg. Stations, bridges, etc; • Re-establishment of affected business and community facilities to ensure no community impacts with the commencement of the project. <p>Council officers have considered the interaction and dependencies between many of the above activities and developed a point of view.</p> <p>It is considered that lessons learnt on the Caboolture to Landsborough Rail design would suggest about 2 years is required following completion of detailed design and before commencement to allow for timely progress of activities and reduced impact. Consideration of several "Early works" packages are warranted as well.</p>	<p>The Coordinator General should require a high level Gant Chart outlining a possible project program while acknowledging the timing and sequencing of all significant project task/activities to give a true and more relevant timing for this complex project.</p> <p>The Coordinator General should require supplementary work to better reflect text and timelines and include Early Works packages for a number of elements and activities including:-</p> <ul style="list-style-type: none"> • Road Realignments • Bridge/precast components • Establishment of Vegetation offset • Re-establishment of impacted community facilities. • Utility relocation • Land Acquisition <p>A Gant Chart which attempts to reflect the above comments from Councils point of view can be provided to the proponent as required.</p> <p>It is recommended that detailed design along the whole corridor occur at one time to improve efficiencies related to land acquisition processes, flood modelling efficiency and allows for combined permits and approvals. Also, change of personnel over time would lead to inconsistencies due to a loss of project knowledge.</p>
2.5	<p>The project will be unusual in that the project will not follow shortly after the EIS. A time delay of about 10 years is unusual and will lead to a period of uncertainty unless significant follow up work occurs. That follow up work must establish certainty for property owners directly impacted by the project, community organisations (e.g. scouts and sporting clubs) on which the project will affect.</p>	<p>The Coordinator General should direct that supplementary work (particularly related to flood modelling and geotechnical investigation) occur and determine ways to remove uncertainty for property owners, business and community groups.</p>
3. Land Use and Infrastructure		
Section 3.1.3	<p>The EIS acknowledges that existing planning schemes will be superseded due to the Council amalgamation but makes the</p>	<p>The Coordinator General should reinforce that future land use decisions are properly the role of the new Sunshine Coast Planning</p>

Section	Describe the Issue	Suggested Solution
	assumption that the amalgamated SCRC will have similar vision for the project area in the future. It doesn't acknowledge the process or timing for preparation of the new planning scheme, or the impending release of a Statement of Proposals	Scheme and acknowledge the upcoming planning scheme process. Consultation on the new scheme is commencing within the next couple of months so it may provide opportunities to jointly engage with communities and apply a collaborative approach to land use decisions.
3.2.4 Table 3.2.46 - DEO 7	<p><i>'Orderly and sequenced development which allows for the efficient, affordable and environmentally acceptable provision (and ongoing maintenance) of engineering infrastructure by service providers in a way which ensures the sustainable use of the Shire's water and other resources'.</i></p> <p>Infrastructure replacement and relocation must regard future community needs, asset life and maintenance costs. No consideration of this is obvious in the EIS.</p>	Recognition for planned replacement of infrastructure that satisfies future growth demands is essential when recommending relocation to new sites/alignment. Involvement of SCRC in the strategic planning of new or future infrastructure requirements is appropriate.
3.2.7	See Section 5.6 for comment	
3.3.4, Table 3.4 - Concern over town segregation	<p><i>"It is acknowledged that the project traverses the towns of Landsborough, Mooloolah, Palmwoods, and Nambour, and skirts the western fringe of Eudlo and Woombye. However, the project alignment through these towns is generally at a similar location as the existing railway, or in close proximity e.g.....</i></p> <p><i>Mooloolah- station and railway remains in similar location to existing...</i></p> <p><i>The project has been designed to provide opportunities to reconnect town physically and visually."</i></p> <p>The affected residents may not take such a simplistic view given the existing level crossing allows for relatively easy movement whereas the proposed arrangement does effectively segregate the town physically and visually.</p>	Concern over town segregation is real and in a case like Mooloolah is justified. The Coordinator General should require the proponent to acknowledge the community concern, identify the impacts and list the mitigating strategies rather than discussing the actual location of proposed new stations.
3.3.4 -Table 3.4 -Concern over industrial land availability and impacts on commercial properties on Price Street.	Special management actions have been recommended to address these impacts in Chapter 21, Special management areas, however the impacts to industries in Price St precinct have not addressed adequately. See 7.6.1 also.	The Coordinator General require supplementary work to occur to provide further details as to how existing businesses will be impacted upon and assist in identifying appropriate replacement land for small businesses.
3.5.3	Generally speaking, the EIS says little of water supply and sewerage infrastructure impacts or impacts to service continuation.	The Coordinator General confirm with the proponent that all works, impacts and mitigations necessary for this corridor (including easements or land for service relocation) will be at the cost of the proponent. Further, the proponent should take all opportunities for mitigation and early works that arise along the corridor.

Section	Describe the Issue	Suggested Solution
	<p>It is expected the Rail Project will meet the full cost of water supply and sewerage infrastructure protection, replacement, relocation, etc., with design to the approval of Sunshine Coast Water.</p> <p>Water supply and sewage service standards are expected to be maintained at all times whilst construction work is in progress.</p> <p>Access to future railway property may assist with longitudinal services siting, together with appropriate services separation.</p> <p>Augmentation works are required in many areas and the details are as follows. The proposed rail route generally has impact on existing and future water supply infrastructure as follows;</p> <ul style="list-style-type: none"> • 375mm (rail crossing - Tunnel Ridge Road) and 200mm (900 metres, including rail crossing - Landsborough School) dia mains, Landsborough, • 150mm (rail crossing and road relocation - Mooloolah Road) and 100mm (road relocation - Lornal Court) dia mains, Mooloolah, • 750mm and 600mm dia Bulk Water Authority trunkmains above proposed tunnel (The Pinch Lane) not expected to be a conflict, but care required not to interrupt supply from this critical infrastructure. • 100mm dia and proposed mains at Main St, Palmwoods, may require protection/replacement, • 150mm (road and bridge crossing) dia mains in Chevallum Road, Palmwoods, • 250mm and 150mm (2 no.) (under bridge) dia mains on Palmwoods Road, Palmwoods, • Bridge over Back Woombye Road, Woombye, will require water supply conduits, • Bridge over Blackall Range Road, Woombye, will require 150mm dia mains, • 600mm dia high pressure pipeline from the Landershute WTP to Foley Road, Woombye, may need protection, but care required not to interrupt supply from this critical infrastructure, • 600mm dia high pressure pipeline from the Landershute WTP to Nambour, requires relocation at Erbacher Road, Nambour, but care required not to interrupt supply from this critical infrastructure, • 600mm and 500mm dia Coast trunkmains may require protection/replacement, but care required not to interrupt supply from this critical infrastructure, • 225mm dia main at Arundel Ave, Nambour, may require protection, • Water service relocations to individual properties. 	<p>The Coordinator General should require supplementary work to occur to assess the impacts and mitigation strategies required particularly to the identified critical infrastructure to maintain water supply security strategies to maintain supply need to be better defined.</p> <p>The Coordinator General require the proponent to liaise with Sunshine Coast Water in relation to accommodating future planned crossings of the corridor.</p> <p>The Coordinator General require the proponent to liaise with Sunshine Coast Water in relation to accommodating future planned crossings of the corridor.</p>

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	<p>The proposed rail route generally has impact on existing and future sewerage infrastructure as follows;</p> <ul style="list-style-type: none"> • 225mm dia (2 no.) (rail crossings) may require protection/replacement, Landsborough, • 225mm and 150mm dia sewers and 200mm dia pressure main will require relocation for road relocation, Landsborough. Future sewer and pressure mains are planned in this area, • 200mm dia pressure main at Tunnel Ridge Road will require relocation, • 150 mm dia sewers (East and West of proposed Mooloolah Railway Station) and 100mm dia pressure main will require relocation due to road and rail relocation, • 150 mm dia sewers (Eudlo Road, Palmwoods) require relocation (road relocation), • 150 mm dia sewer crossing (Main Street, Palmwoods) may require protection/replacement, • 300mm, 225mm and 150mm dia sewers require relocation on Woombye Palmwoods Road and Chevallum Road, Palmwoods. Future sewers are planned in this area, • 200mm dia pressure main at Jubilee Drive, Palmwoods, may require relocation (bridge construction). Future pressure mains are planned in this area, • 200mm dia pressure main at Taintons Road, Woombye, may require relocation (rail construction), • 525mm, 450mm and 150mm dia sewers require relocation (rail construction) at Back Woombye Road, Woombye, • 525mm dia sewers require relocation (rail construction) at proposed Woombye Railway Station, • 300mm dia sewers may require relocation (bridge construction) near Erbacher Road, Nambour, • 300mm dia sewers will require relocation (rail construction) between Arundel Ave and Nambour Railway Station. <p>Due to the long timeframe to build the railway line, further water supply and sewerage infrastructure will be constructed by Council. Council could work with the proponent to avoid possible points of future services conflict, however, detail design may be necessary to avoid such conflict.</p>	<p>The Coordinator General should require supplementary work to occur to assess the impacts and mitigation strategies required particularly to the identified critical infrastructure to maintain sewerage security strategies to maintain service need to be better defined.</p>
General	Refer to Section 20.3 for project impacts on Councils Five Year Capital Works Program.	The proponent needs to identify and quantify the impacts and determine appropriate mitigation measures.

Section	Describe the Issue	Suggested Solution
4. Land: Topography		
	See Section 19 for some comment	
5. Land: Geology and Soils		
5.4	The EIS describes the stability of the geology and soils in the project area and notes that a detailed geotechnical study will be required to be undertaken for the design phase. The project also involves the construction of cut and cover tunnels, but the EIS does not appear to address the stability of the cut and cover that is to be made. It would appear that a landslide risk assessment of this construction method has not been considered.	Conduct a landslide risk assessment for the cut and cover tunnel constructions.
5.6	Surplus rail corridor land will be contaminated to a significant extent and requires investigation in order to be made available for recreation uses as proposed elsewhere in the EIS. While options are canvassed, no clear statement is made that contaminated land will be cleared of contamination before being released for alternative uses.	The Coordinator General make a clear statement that all surplus land in the existing rail corridor will be cleared of contamination by the proponent as part of this project cost before being released for alternative uses.
6. Landscape Character and Visual Amenity		
Whole chapter	<p>The chapter falls short of its purpose of assessing the potential visual impacts associated with the project. As a result other parts of the EIS which reference visual amenity or proposed landscaping lead to ambiguity and vague assumptions.</p> <p>Undertaking these assessments informs and guides design solutions. Variations to urban fabric and landscape character, the degree development impacts on visual amenity and the effects upon the community can then be considered.</p>	The Coordinator General should direct supplementary work to perform a more thorough analysis to appreciate likely impacts and then identify mitigation method. Elevations and sections would assist.
Section 6.5.4, page 178 & 179	<p>The proposed project works will result in Rose Road at viewpoint 4 and 5 being visually degraded.</p> <p>The views from Rose Road take in the Dularcha National Park from the crest of a ridge. The proposed clearing and the longitudinal angle of the view will result in reduction in visual amenity from this viewpoint. This view is a high quality, important visual amenity valued by the local community and visitors. Impacts are identified but site specific mitigation not listed.</p>	Identify site appropriate mitigation. Further site specific sensitive detailed design and mitigation is required.
Section 6.5.17, page 191	The proposed project works will result in this viewpoint being visually degraded.	Minimise visual impacts by implementing sensitive architectural bridge design and not apply standard bridge construction as suggested in the Bridge Summary Appendix.

Section	Describe the Issue	Suggested Solution
	The proposed structure and its height will result in an adverse impact on visual amenity. Impacts are identified but site specific mitigation not listed.	
7. Transport		
7	<p>The existing vehicle road network is discussed in 7.3.7 however there is no mention of the bicycle or pedestrian network and consequently the impact and mitigation. Pedestrian and cycle movement has been referred to in some instances but has not been considered in a consistent manner.</p> <p>The EIS focuses on describing the existing road network in 7.3.7 then discusses the impact and mitigation of the project in discreet townships and special management areas in Section 21.</p> <p>There is limited discussion of the connectivity <u>within</u> centres for all modes of transport including walking and cycling and no investigation of the issues and opportunities for connectivity <u>between</u> centres.</p> <p>The development of a rail trail for the length of the corridor is supported as a valuable recreational and tourism asset. Details of options where the new rail alignment coincides with or crosses the existing alignment need to be further developed to ensure the feasibility of the rail trail.</p> <p>Facilities for bicycle parking, showering and refreshment (end-of-trip facilities) should be included in the design of all new stations.</p> <p>Responsibility for infrastructure funding and construction is not detailed in the EIS.</p> <p>There are opportunities for greatly enhanced connections between communities using the existing rail corridor in parallel with the rail trail. A good example is a potential link from Palmwoods to Woombye using the existing corridor and Taintons Rd.</p>	<p>The Coordinator General require supplementary work to recognise the bicycle and pedestrian networks and the impacts and opportunities provided by the project and ensure pedestrian and cycle movement is integrated as an overall consideration along the entire rail corridor and that it occur with Council input.</p> <p>The EIS needs to consider the connectivity within and between centres for all modes. These issues and opportunities will be further discussed under reference to the particular SMAs or Drawings.</p> <p>The design of the rail trail should incorporate connections to the State Principle Cycle Network and the Council bikeways network to fully realise active transport opportunities between centres. The Coordinator General should require the proponent to liaise with Council on this issue.</p> <p>The Coordinator General should require supplementary work by the proponent in liaison with Council to develop concept mapping of the potential rail trail for the length of the corridor detailing proposed solutions to crossings of the new rail alignment, connections to the wider networks and support facilities.</p> <p>Incorporate high standard, end of trip facilities to all stations.</p> <p>Confirmation is required by the Coordinator General that the proponent is responsible for the funding and construction of all bridges, underpasses and relocated transport corridors required for all modes as part of the rail realignment.</p> <p>The Coordinator General should require a detailed investigation of the opportunities afforded by the decommissioning of the existing rail corridor should be undertaken by the proponent in conjunction with Council to maximise potential transport network improvements other than rail.</p>

Section	Describe the Issue	Suggested Solution
7.2.1.	<p>The EIS states "the SCRC agreed on the road layout for Eudlo School Road, Beech Lane and Ash Lane".</p> <p>This needs to be succinctly clarified. Council has not formally considered any part of this project and so has not 'agreed' to any element in the EIS.</p> <p>SCRC are not aware of any formal agreement to the alignment or road layout for Eudlo School Rd, Beech and Ash Lanes</p> <p>However, the project team have met several times with Council officers to discuss road arrangement options to gauge the benefits and constraints in each. In some locations there may have been an option suitable for detailed consideration.</p>	<p>References to Council 'agreement' for any part of the EIS must be removed as Council itself has not formally considered the matters associated with this EIS and so is factually incorrect.</p> <p>An alternative option is outlined in comments on 2.1.11 Eudlo Township</p>
Section 7.5.1 Stabling is assumed to be located to the north of Nambour and not in the project area.	Refer comments Section 1.7.	
7.6.1	<p>The section on Road and Rail Bridges raises a number of opportunities as well as issues.</p> <p>When discussing the new rail bridge at Arundell Ave comments that "it may be possible to maintain a single lane of access during construction, except for short closure periods". Arundell Av is a critical major road linking the large residential and education precincts to the west of the rail line to the town and other centres. There are limited rail crossing available in this Major Activity Centre.</p>	<p>Issues and opportunities are discussed in relation to the relevant engineering drawings later in the submission.</p> <p>Every effort shall be made to maintain two lanes in each direction with lane closures or reduction to single lane limited to short periods outside peak hours or at night.</p>
7.6.1 Station improvements relying on the demolition of several industrial properties on Price Street.	<p>The EIS contains no identification or assessment of the impact on existing business in Nambour (Price St), as even the announcement of the route will affect businesses' ability to grow.</p> <p>There is no mitigation program to help business retention or relocation included in the EIS.</p> <p>Concern that the areas identified on the plans as commercial are not the full extent of the areas used for business.</p>	<p>The Coordinator General should ensure the proponent includes a funded mitigation program to help relocate businesses</p> <p>There are numerous other sites close to the station (eg Mill site and Centenary Square) that could be included in considerations for a broader transit precinct. Council and the State are currently master planning for the future of this precinct and this should be reflected in this project in time.</p>

Section	Describe the Issue	Suggested Solution
7.6.1	Landsborough School and Old Gympie Road North	Changes to the local road network to be at no cost to Council and Council will not take ownership of any additional road reserve dedicated to provide parking for Landsborough State School.
7.6.1	<p>Landsborough OLC</p> <p>It is considered likely that the construction of an overpass at Old Gympie Road North alone will draw traffic away from the Landsborough OLC and this may have significant impacts on the amenity of the school and surrounding areas.</p> <p>No mitigation measures are identified.</p>	The Coordinator General should require supplementary work to investigate this issue.
7.6.1 Rail Infrastructure	<p>"Timing of construction of grade separations is unknown. Ideally, these should be constructed prior to the construction of the duplicated railway".</p> <p>Open Level Crossings – Queensland Government has a stated preference for the replacement of open level crossings where made possible by concurrent rail upgrade programs</p>	There is justification for inclusion of both Landsborough and Mooloolah OLC replacements as a component of this project. Will also align with speed limit increases for this line to meet efficiency claims in the EIS.
7.6.1	<p>Neil Road overpass and realignment of Neil Road/Eudlo Road intersection.</p> <p>Existing intersection has poor alignment and intersection visibility</p>	<p>Realignment works should address the 20 year flooding immunity requirement and maintain a minimum clearance of 5.5m under rail line.</p> <p>Any detailed proposal should address intersection safety issues and current road standards.</p>
7.6.3	Public transport has been referred to in some instances but has not been considered in a consistent manner. This rail project must integrate with other public transport networks (existing and future).	The project must allow for public transport circulation at all stations and consideration of the integration of public transport into existing and proposed transport networks as appropriate.
7.6.4 Proposed Mitigation	New road connections for property accesses or complete road realignments.	The Coordinator General should require the proponent to recognise that any new roadworks that will become Council assets will need to be constructed to current design standards at the time. All roads will need to be constructed at no cost to Council and a 12 month maintenance period would apply from Council acceptance of the works.
7.6.5 Construction access and construction traffic	<p>Implications of construction traffic on local road network</p> <p>Recent issues with the Northern Pipeline and Trackstar works have created many community impact issues and it is considered that these issues were poorly dealt with by the State and their contractors and project managers.</p>	The Coordinator General must require the proponent to liaise with Council to approve haul routes and traffic management plans to minimise traffic impact on residents and road users. The proponent is to ensure that traffic impacts are managed through the contractual arrangements with due consideration to the effects on the local community.

Section	Describe the Issue	Suggested Solution
7.6.5	<p>Overdimension Loads</p> <p>Council as a key stakeholder in this project needs to be informed of any overdimension loads and due consideration needs to be given to protecting Council's roads infrastructure from damage by overdimension loads</p>	<p>Council approval will need to be sought and appropriate processes put in place to manage this impact.</p>
7.6.5	<p>Construction Site Access</p>	<p>Council approval needs to be sought before accesses are built onto Council roads. Any construction site access needs to conform to Austroads standards for visibility and appropriate standard for pavement depth and type.</p> <p>Appropriate parking areas need to be provided by the State to cater for the workforce for this project. The State needs to ensure that impacts on parking, particularly in commercial areas, does not affect adjacent businesses and residents.</p>

Section	Describe the Issue	Suggested Solution
VOLUME 2.		
8. Economic Environment		
Section 8.3.2 (p.295)	Second paragraph on p.295 of the EIS describes a current (unapproved) development application.	The Coordinator General should require this paragraph describing the redevelopment of the Moreton Mill Site to be deleted.
8.3.3 Other major projects of economic significance	<p>The former Mill site should be discussed in this section.</p> <p>The former Mill site provides a significant opportunity as a catalyst project being centrally located in the major service centre for the hinterland, with improved access to Brisbane and other centres.</p> <p>The site provides opportunity for diversity of housing choice, community, employment and business functions. Existing State infrastructure should be used to advantage (the rail duplication, a proposed new rail/bus interchange, the newly installed fibre optic cable, easy access to Bruce Highway, Nambour Hospital and government agencies).</p> <p>Future development on the site could involve partnerships with existing government, education and health industries; cultural facilities, open space and shops, cafes, restaurants.</p>	The Coordinator General should require the proponent to recognise the importance of this key site in Nambour and its benefits to the project.
8.5.2 p. 302	It is expected that any commercial enterprise displaced by the acquisition of land will be compensated for with the introduction of new commercial floor space opportunities (i.e. ensuring appropriately located and zoned land).	The Coordinator General should require that there be a funded program to help relocate businesses as part of the mitigation strategies associated with this project.
8.5.3 Page. 306	<i>"The draft Nambour Structure Plan has changed the properties on Colless Lane from Core Industry to Residential High Density. The Structure Plan has changed the Price Street Precinct from Town Centre Core to Mixed Use High Density (although the more detailed Precinct Plan allows only for commercial and residential uses, and not retail)."</i>	The Coordinator General should direct this section of the paragraph describing the proposed precinct changes in the "draft Nambour Structure Plan" is to be deleted. It attempts to rely on draft documentation which is subject to change and may raise expectations that will not be realised.
8.6.2 Page 309 Direct property impact on businesses	The land to the west of Price St and balance land adjacent to proposed car park will require reconfiguration in some way to create viable land.	<p>The Coordinator General should direct supplementary work in collaboration with Council which could also inform the new planning scheme in due course as to the alternatives available.</p> <p>See Section 21 below.</p>

Section	Describe the Issue	Suggested Solution
9. Social Environment		
General	<p>The EIS does not adequately address section 3.10 of the terms of reference, this being for identifying all the impacts on social values and the lack of proposed mitigation measures to combat community losses. Practical monitoring methods should also be discussed. The full ambit of social planning and impact lacks full community consultation. Whilst current hardship purchases have been made this should not be confused as community acceptances of the project, rather a response to current economic times.</p> <p>The Social Impact Assessment (SIA) appears to have been prepared in isolation of site inspections, reference to proper planning or community values. In general the social impact assessments throughout the EIS takes a macro approach and the individual social, amenity and liveability values for each township require further consideration to fulfil the aims of the TOR. This is particularly relevant for mitigation measures of short term adverse social impacts during and immediately following construction.</p> <p>Insufficient measures are identified to help residents cope with the emotional loss of land being resumed and the risk of community fragmentation and displacement.</p> <p>Much of the referenced background supporting literature refers to improved social responses for highly urbanised areas which is not relevant to this rural living area based study. Suggest more relevant comparisons be used.</p> <p>Incompatibilities with Council's Planning Schemes exist and Council will require structure and master planning processes in response to the significant township changes and growth forecasted to ensure that each community has adequate support structures and services to support proposed changes. Funding is required to conduct and implement the required planning responses which may include capital works. .</p> <p>The EIS has limitations including:-</p> <ul style="list-style-type: none"> • Fails to incorporate ongoing operational and planning issues relevant to council, ie the revitalisation of Nambour as a major project. • Further consideration is required in regards to the impacts that 	<ul style="list-style-type: none"> • The Coordinator General should require supplementary work being a revised Social Impact Assessment which identifies all social impacts to communities and outlines the required mitigation measures to reduce adverse impacts pre, during and post construction. Council should be invited to work closely with the community and proponent in assessing all social impacts and the anticipated changes to local communities. • • Require accurate literature referencing in line with similar rural living areas to this study area and Sunshine Coast Regional Council documents. • Requires accurate referencing to contemporary Council policy and Strategy, Council Corporate Plan etc. • Require information on what sites are being considered for temporary depot sites and how the proponent anticipates managing railway landscapes. • Require a character study of each township before and after the project. <p>Further information on mitigation measures/strategies:</p> <ul style="list-style-type: none"> • to assist residents with land being resumed prior to detailed design; • to assist the community fragmentation and displacement which will occur; and • on what type(s) of noise attenuation structures are being considered. • Need to ensure structures are constructed with consideration to CPTED issues and to mitigate graffiti. • Revegetate any vegetation removed during overpass construction to Council specifications. • Ensure mounding and vegetation is used wherever possible to act as noise attenuation and ensure no adverse noise impacts to current residents.

Section	Describe the Issue	Suggested Solution
	<p>population growth and increased and focused car travel and parking requirements around peak times to train stations will have on rural living based townships.</p> <ul style="list-style-type: none"> • Fails to properly address the concept of "Park and Ride", particularly in terms of sufficient parking in the Nambour CBD. Does not consider the social impacts on major parking infrastructure in smaller towns and the capacity of current road networks to deal with the increased demand. • Lacks certainty to the community. 	<ul style="list-style-type: none"> • All Social Environment issues identified in this submission must be reviewed again in the future detailed design so that the opportunity to review and/or expand on comments made now can occur. • A clearer direction on Council's future intention/requirements following the update of the new Planning Scheme may require changes to comments provided at this time.
<p>9.4.6 (Pages 331) 21.3 (Pages 671 -674) & Landsborough School and recreation precinct and Recreation reserve Comments.</p>	<p>The EIS does not adequately address section 3.10 of the terms of reference, this being the adverse impacts of land resumption for the Landsborough Sports Ground Master Plan (endorsed 2007) and possible adverse effects to parkland. The social impact assessment describes the project as having minimal impact on the existing open space and this does not adequately consider the impacts to this community space (page 331).</p> <ul style="list-style-type: none"> • If land resumption reduces the capabilities of the sportsground then alternative land will be required within the township. "Like for like" replacement needs to be mindful of anticipated future growth and the overall needs of communities and sporting groups. • The EIS should identify alternative suitable land for the Landsborough Sportsgrounds to be relocated if the revision of the master plan identifies alternative land is required to mitigate adverse community impacts of land resumption. (Partial loss of sport fields can render whole reserves as unsustainable). • Vidler Park - Lot 999, CG6008 appears to be impacted by the Rail corridor project. Impacts or mitigation measures for this park have not been identified within the Study (page 331). • Council capital works programs will require revision due to these impacts. 	<p>The Coordinator General should make available:-</p> <ul style="list-style-type: none"> • Funding to conduct and implement a revised Landsborough Sportsground Master Plan immediately to inform this project and future planning processes. • Funding for any revised capital works, a project management costs and rectification of works at any affected open space and recreation sites should be provided. • Identification of suitable compensatory land within the township to replace any loss of function at Landsborough Sports Ground is to be required if the revised master planning identifies the deficiency. Collaboration with Council's Open Space and Sport and Recreation Planners is recommended to ensure the identification of suitable alternative land for the required purpose and function. • Funding to cover costs associated with any relocation and infrastructure replacement. • Identification of compensatory land for the loss of land at Vidler Park within the township. <p>The Coordinator General should require supplementary work to develop further information regarding the short term social impacts and mitigation measures for the community in relation to adverse amenity and noise impacts.</p> <p>Landsborough township requires:</p> <ul style="list-style-type: none"> • Funding for any capital works required as a result of changed circumstances due to associated works;

Section	Describe the Issue	Suggested Solution
<p>Mooloolah Township 9.4.6 (pages 331, 333, 21.7, pages 687 - 699)</p>	<p>The EIS does not adequately address section 3.2, 3.6 and 3.10 of the terms of reference, this being the adverse short term social impacts and adequate mitigation strategies in relation to:</p> <ul style="list-style-type: none"> • short term disruption to the town (page 331) • the resumption of land within the Mooloolah Recreation Reserve (endorsed 2001); • the impact of the proposed road infrastructure on the function, character and visual amenity of Mooloolah township; • the loss of land within Martin Rungert Park and adjacent road reserve. Alternative car parking options will need to be identified; and • the mitigation strategy is not sufficiently outlined for the child care centre's incompatible location with the proposed road overpass and possible loss of businesses (page 333). <p>The consideration of future re-use opportunities for surplus rail corridor land and the proposed changes to land uses will require a multi-faceted planning response from Council in order to inform the proponents suggested management actions and Council's own capital planning projects.</p>	<ul style="list-style-type: none"> • Access and mobility plan required. • Character Study required for comment. • Loss of vegetation requires replacement <p>The Coordinator General should make available:-</p> <ul style="list-style-type: none"> • Funding to conduct and implement a revised Mooloolah Recreation Reserve Master Plan immediately to inform future planning processes. • Funding for any revised capital works and project management costs and rectification of works at any affected open space and recreational facilities should be provided. • The identification of compensatory suitable land within the township to replace any loss of function at Mooloolah Recreation Reserve is required if the revised master planning identifies any deficiency. Collaboration with Council's Open Space and Sport and Recreation Planners is recommended to ensure the identification of suitable alternative land for the required purpose. • Funding to cover costs associated with any relocation and infrastructure replacement. <p>The Coordinator General should require supplementary work to develop further information and mitigation measures addressing the short term social impacts for the community in relation to:</p> <ul style="list-style-type: none"> • adverse character, amenity and noise impacts regarding proposed road overpass infrastructure to current residents; • mitigation measures to resolve the incompatible land uses of child care and equestrian land uses vs. proposed rail and road infrastructure; and • identification of mitigation measures required for the loss of road reserve and car parking to Martin Rungert Park for comment. <p>Mooloolah Township requires:</p> <ul style="list-style-type: none"> • an access and mobility plan; • acknowledgement of the endorsed Mooloolah Recreation Reserve Master Plan (2001); • funding to conduct a township structure plan; • funding to conduct a master plan to inform a Council position on the acquisition of possible surplus lands;

Section	Describe the Issue	Suggested Solution
		<ul style="list-style-type: none"> • funding for any capital works required as a result of changed circumstances due to associated works; • Character Study required for township for comment; • cost recovery for Council resources required to manage the above processes and projects. • the revision of proposed road alignment so as to reduce adverse noise, amenity and visual impacts to residents.
<p>Eudlo Creek and Township 9.4 and 21.11 (pages 706 – 713)</p>	<p>The EIS does not adequately address section 3.10 of the terms of reference, this being the adverse impacts and adequate mitigation measures to address the short term social impacts regarding loss of town character, function, view corridors, amenity, community values and community land.</p> <p>Concern over the community wellbeing at Eudlo as the project is likely to have a potential impact on the township population (page 331). Community development programs are required to mitigate this. A community development methodology is required for review.</p> <p>The consideration of future re-use opportunities for surplus rail corridor land and the proposed changes to land uses will require a multi-faceted planning response from Council in order to inform the proponents suggested management actions and Council's own capital planning projects.</p> <p>No information was supplied in the EIS as to how much and what type of vegetation is to be removed from Federation Walk.</p>	<p>Supplementary work should occur which:-</p> <ul style="list-style-type: none"> • Requires specific detail in relation to proposed land resumption and impacts at Federation Walk. • Requires these impacts itemised in terms of its capacity to provide the total trail experience and recommendations as to how surplus lands will support the values currently established. • Outlines further information and mitigation measures addressing the short term social impacts for the community in relation to adverse character and amenity changes. • Require a township Character Study. <p>Eudlo Township requires:</p> <ul style="list-style-type: none"> • mobility and access alternatives during and post construction. • cost recovery to stabilise open space following any works. • funding for a township structure plan • funding for a master plan to inform a Council position on the possible acquisition of surplus land and any associated infrastructure; • funding for any capital works required as a result of changed circumstances due to associated works; • carbon offsets for loss of vegetation at Federation Walk to Council specifications; • Tree valuations at Federation Walk; • cost recovery for resources to manage the above projects; • community input into the design of railway station and landscaping – further community consultation required; • A Character Study for comment; • A community development methodology is required for review.

Section	Describe the Issue	Suggested Solution
<p>Palmwoods township 9.4 (pages 329,331 & 21.13)</p>	<p>The EIS does not adequately address section 3.2, 3.6 and 3.10 of the terms of reference, this being the adverse short term social impacts and adequate mitigation strategies in relation to:</p> <ul style="list-style-type: none"> • the impact of the proposed rail and road infrastructure on the function, character and visual amenity of Palmwoods township, Chevallum Road Residential Precinct and the Bowls Club (page 720); and • the loss of function, dissection and amenity of Kolora Park and incorporated water body. (page 329,331 and 720) <p>The EIS does not adequately address section 3.6 of the terms of reference, this being the mitigation of noise in relation to the noise barriers proposed for the Palmwoods township. A noise impact assessment should be included to ensure noise impact is fully understood and adequately mitigated.</p> <p>The consideration of future re-use opportunities for surplus rail corridor land and the proposed changes to land uses will require a multi-faceted planning response from Council in order to inform the proponents suggested management actions and Council's own capital planning projects.</p>	<p>Supplementary work should occur with:-</p> <ul style="list-style-type: none"> • Funding to conduct and implement a master plan for Kolora Park and associated freshwater lake (capital/ project management costs etc). • The identification of compensatory land within the township to replace Kolora Park if it can not achieve its desired community function due to the rail project and funding to cover cost associated with the replacement of this community asset. Collaboration with Council's Open Space and Sport and Recreation Planners is recommended to ensure the identification of suitable alternative land for the required purpose and function. • Further information and mitigation measures addressing the short term social impacts for the community in relation to adverse town character, visual amenity, noise and amenity changes. <p>Palmwoods township will require:</p> <ul style="list-style-type: none"> • funding for a township structure plan and economic analysis; • funding for a township master plan to inform a Council position on the possible acquisition of possible surplus land; • funding for a contaminated land assessment and any remedial works required to rehabilitate area for future functional use. • funding for any capital works required as a result of changed circumstances due to associated works; • A character Study for comment; • noise impact assessment to ensure no net loss of amenity in terms of noise; • an access and mobility plan; • cost recovery for resources to manage the above processes.
<p>Woombye Township 9.4 (pages 329,331) & 21.15 (pages 729 - 733)</p>	<p>The EIS does not adequately address section 3.10 of the terms of reference, this being the adverse impacts of land resumption for the Woombye Sports Grounds, Victory Park and CWA Park (pages 329, 331 and 731).</p> <p>The EIS identifies an inadequate alternative land parcel for Soccer (page 731) which does not consider the function, community value and requirements of resumed community land, given that the scout hut and mixed use development are also proposed for that area.</p>	<p>The Coordinator General should make available:-</p> <ul style="list-style-type: none"> • Funding to conduct and implement a Woombye Sports Grounds Master Plan and Victory Park Master Plan immediately so that Council inform future planning processes. Funding for any revised capital works and project management costs. Rectification of works/staged.

Section	Describe the Issue	Suggested Solution
	<ul style="list-style-type: none"> • Loss of part open space usually renders a whole facility unsustainable and a master planning process will need to consider this. • Page 331 identifies "Netball will not be compromised". This statement appears incorrect as two grass fields will be lost. • Alternative sites will for Soccer, Netball and CWA Park will require identification. "Like for Like; replacement needs to be mindful of anticipated future growth and the overall needs of communities and sporting groups. • There is a failure to recognise the synergies and partnerships of sporting clubs working together to address maintenance and upkeep issues. • Major issues of access, construction noise and amenity are not fully addressed. Neither is there apparent consultation with individual sporting groups to discuss overall impacts. <p>The consideration of future re-use opportunities for surplus rail corridor land and the proposed changes to land uses will require a multi-faceted planning response from Council in order to inform the proponents suggested management actions and Council's own capital planning projects.</p> <p>In addition, other social issues require resolution:</p> <ul style="list-style-type: none"> • DERM, QR and Soccer require consultation as to the ongoing tenure and access to the site to be relinquished; and • QR have proposed that Soccer pay lease fees to access premises • A thorough consultation strategy must be implemented; • Ability to maintain service levels during and post construction. • Strategies to mitigate the adverse impacts to Netball and Soccer in the short term are required. 	<ul style="list-style-type: none"> • Alternative suitable compensatory land within the township is required to be identified to replace the loss of function at Woombye Sports Grounds. Collaboration with Council's Open Space and Sport and Recreation Planners is recommended to ensure the identification of suitable alternative land for the required purpose and function. • Alternative suitable compensatory land within the township is required to be identified to replace the loss of function at Victory Park. • Alternative suitable compensatory land within the township is required to compensate for the loss of function at CWA Park due to associated road works. Cultural Heritage values at this location require protection. <p>Woombye Area requires:</p> <ul style="list-style-type: none"> • funding for a township structure plan • funding for a township master plan to inform a Council position on the possible acquisition of surplus land; • funding for any capital works required as a result of changed circumstances due to associated works; • a Character Study for comment; • cost recovery for resources to manage the above projects; • further consultation with community and Council.
<p>9.4.3 -)Nambour township (page 329 & 21.17 (pages 738 – 740) &</p>	<p>The EIS does not adequately address section 3.6 and 3.10 of the terms of reference, this being the adverse impacts of construction and adequate mitigation measures to control:</p> <ul style="list-style-type: none"> • loss of public space, • loss of school activity areas (page 332) • reduced amenity and view lines • construction noise; and • dust 	<p>Further supplementary information is required on the social implications of construction in and around Nambour in relation to:</p> <ul style="list-style-type: none"> • loss of sports fields of the Nambour Christian College (page332) • loss of amenity and view lines • construction noise and dust

Section	Describe the Issue	Suggested Solution
	<p>Fails to incorporate ongoing operational and planning issues relevant to council, ie the revitalisation of Nambour as a major project.</p> <p>Fails to properly address the concept of "Park and Ride", particularly in terms of sufficient parking in the Nambour CBD.</p>	<p>Nambour township requires</p> <ul style="list-style-type: none"> • Funding for the development of Nambour Structure Plan • Funding for Character Study is required for comment. • An access and mobility plan.
Section 9.1.3 - Page 314	<p>Reference to Maroochy Shire is no longer appropriate in this context.</p> <p>Nambour – As a Major Activity Centre, Nambour will be a key centre for the provision of higher order goods and services to the hinterland and rural areas of <u>Maroochy Shire</u>.</p>	<p>Nambour services the hinterland of the Sunshine Coast and will be the subject of further detailed planning by Council.</p> <p>A number of references to Maroochy Shire and Caloundra City need to be corrected or prefixed with "the former" apart from titles to documentation.</p>
	<p>Environmentally Sustainable Design, Crime Prevention Through Environmental Design, Water Sensitive Urban Design are not cited as basic elements contributing to all built form specifically rail station design</p>	<p>Incorporate ESD, CPTED, WSUD into all developments associated with the project.</p>
10. Cultural Heritage		
General	<p>Indigenous Cultural Heritage should be referred to DERM for comment.</p> <p>No consideration has been afforded to current council indigenous networks in the formation of the "Aboriginal Party".</p>	<p>It is suggested to the Coordinator General that the Indigenous Cultural Heritage section be referred to DERM for comment.</p> <p>The State needs to network more closely with Council in the establishment of appropriate local consultancies with the indigenous community.</p>
Section 10.4 Landsborough school and recreational precinct	<p>The EIS does not adequately address section 3.9 of the terms of reference, this being that the EIS should include findings of consultation with any local government heritage register.</p> <p>Lot 711, CG_6392, Mellum Creek Cemetery off Gympie Street North and Tytherleigh Avenue, Landsborough requires identification within the EIS. This site is currently subject to proposed land resumption and needs review.</p>	<p>Require cultural heritage management plan prior to construction and management framework established for the unexpected finds encountered during construction.</p> <p>Acknowledgement of Lot 711, CG_6392 for Cultural Heritage is required.</p>
Section 10.4 Mooloolah Township	<p>The EIS does not adequately address section 3.9 of the terms of reference, this being that the EIS should include findings of consultation with any local government heritage register and identify appropriate mitigation measures.</p>	<p>Require cultural heritage management plan prior to construction and management framework established for the unexpected finds encountered during construction.</p> <p>The State needs to network more closely with Council in the establishment of appropriate local consultancies with the indigenous community.</p>

Section	Describe the Issue	Suggested Solution
	<p>Murphy's House Lot 2, RP8476, Mooloolah is identified within Caloundra City Council's Cultural Landscape Register and requires acknowledgement and due consideration within the EIS.</p> <p>Moderate impacts are identified for the Mooloolah Station, Pedestrian Rail Crossing Bridge and waiting shed, however these impacts have not been enunciated throughout the EIS.</p> <p>Very little detail is available in the EIS in terms of possible mitigation measures for specific sites.</p> <p>Adequate consideration and specific mitigation measures are required for the following:</p> <ul style="list-style-type: none"> • Timber beam bridge, Paget Road Mooloolah – <i>indirect impacts</i> • The Old E.S & A Bank Paget Street , Mooloolah - <i>impacts require identification</i> • Martin Rungert Park, Mooloolah – <i>direct impacts via loss of road reserve used for car parking</i> • Residences Neil Road, Mooloolah – <i>direct impacts requires further information and mitigation strategy</i> • Former North Coast Railway Alignment – Dularcha National Park – <i>direct impacts</i> 	<p>Acknowledgement of Murphy's House Lot 2, RP8476 for Cultural Heritage is required.</p> <p>Information is required which outlines the intention of how the waiting shed and pedestrian overbridge will be dealt with throughout the rail project. Further consultation with Council will be required.</p> <p>Protection and retention of existing Mooloolah station heritage structures/railway shelter is required.</p> <p>Site specific mitigation measures are required to be outlined for sites listed with Cultural Heritage values for comment.</p> <p>The Coordinator General is requested to require supplementary work to resolve these issues.</p>
<p>Section 10.4 Eudlo</p>	<p>The EIS does not adequately address section 3.9 of the terms of reference, this being that the EIS should include findings of consultation with any local government heritage register and identify appropriate mitigation measures.</p> <p>Very little detail is available in the EIS in terms of possible mitigation measures for specific sites.</p> <p>Adequate consideration and specific mitigation measures are required for the following:</p> <ul style="list-style-type: none"> • Eudlo Heritage Trail - <i>impacts require identification</i> • Eudlo Creek National Park – <i>direct impact</i> • Eudlo township character – <i>character and visual amenity impacts</i> • Timber plank road bridge – <i>potential effects on the setting and demands of the bridge</i> • Residences on Eudlo School Road Eudlo – <i>direct impact - farm dissected is identified.</i> 	<p>Site specific mitigation measures are required for sites listed with Cultural Heritage values.</p> <p>Ensure station design and other associated developments are consistent with the context of the historic hinterland railway township.</p> <p>Explore opportunity for Eudlo to act as 'refresher stop' on heritage trail.</p> <p>Require cultural heritage management plan prior to construction and management framework established for the unexpected finds encountered during construction.</p> <p>The State needs to network more closely with Council in the establishment of appropriate local consultancies with the indigenous community.</p>

Section	Describe the Issue	Suggested Solution
	<ul style="list-style-type: none"> • Eudlo Creek Timber Mill – <i>indirect impacts</i> • Eudlo Rail Tunnel – <i>indirect impacts</i> • Rosebud Street Precinct – <i>visual and amenity impacts</i> 	
Section 10.4 Palmwoods	<p>The EIS does not adequately address section 3.9 of the terms of reference, this being that the EIS should include findings of consultation with any local government heritage register and identify appropriate mitigation measures.</p> <p>Very little detail is available in the EIS in terms of possible mitigation measures for specific sites.</p> <p>Adequate consideration and specific mitigation measures are required for the following:</p> <ul style="list-style-type: none"> • Palmwoods Railway Station and goods shed – <i>direct impact dissects existing station and alienates existing buildings, with a visual and amenity impact.</i> • Railway workers cottages – <i>visual and contextual impacts</i> • Produce Sheds, Main Street - <i>visual and contextual impacts</i> • Palmwoods CW Hall - <i>visual and contextual impacts</i> • Flooded Gum – Palmwoods Railway Station • Medical Centre, former shop, cnr Briggs and Margaret Street - <i>visual and contextual impacts</i> • Palmwoods Bowls Club – <i>corridor bridges the western extent of the club, social impact study required.</i> • Residences identified on Railway Street and Palmwoods Mooloolah Road, Paskins Road and Main Street Palmwoods – <i>visual and contextual impacts</i> • 8-10 Chevallum Road – <i>resumption of properties</i> • 4 Railway Street – <i>direct impact, resumption of land, may have cultural significance further investigation required.</i> • General Store, Main Street – <i>visual, use and contextual impacts</i> • Palmwoods – Buderim tramway route – <i>direct impact to on remnant fabric.</i> • Kolora Park, freshwater lagoon, walking trail and mature plantings – <i>direct impact loss of open space, amenity, visual character</i> • Group of Trees – Kolora Park Vicinity Palmwoods – <i>direct impact with bridge 11m over the top</i> • Blackbutt Tree - Chevallum Road Palmwoods – <i>direct impact with bridge 11m over the top</i> • Heritage group of trees - Palmwoods Footpath and Shelter Area, 	<p>Site specific mitigation measures are required for sites listed with Cultural Heritage values. Require cultural heritage management plan prior to construction and management framework established for the unexpected finds encountered during construction.</p> <p>The State needs to network more closely with Council in the establishment of appropriate local consultancies with the indigenous community.</p>

Section	Describe the Issue	Suggested Solution
	<p>Chevallum Road, Palmwoods - <i>direct impact, project over the top, 11m above ground level.</i></p> <ul style="list-style-type: none"> • Remnant Forest Group – Paskins Road, Palmwoods – <i>direct impact, loss of remnant forest</i> • Nicklin Road/Chevallum Road Tree Precinct - <i>impacts require identification.</i> • Chevallum Road Residential Precinct – <i>direct impact to residences alignment moves closer, reduced visual and contextual impacts.</i> • Main Street Precinct – <i>adverse amenity and visual impacts.</i> 	
<p>Section 10.4 Woombye</p>	<p>The EIS does not adequately address section 3.9 of the terms of reference, this being that the EIS should include findings of consultation with any local government heritage register and identify appropriate mitigation measures.</p> <p>Very little detail is available in the EIS in terms of possible mitigation measures for specific sites.</p> <p>Adequate consideration and specific mitigation measures are required for the following:</p> <ul style="list-style-type: none"> • Woombye Railway Station – <i>visual and contextual impacts</i> • Memorial Drill Hall, Park Street - <i>visual and contextual impacts</i> • Culturally significant vegetation – <i>direct</i> • CWA Park – <i>direct impacts, proposed road upgrades along Keil Street impact directly on park.</i> • Scout Hall – <i>direct impact complete loss of built form.</i> • Soccer Club and Showgrounds – <i>partial resumption of site restricting access and limiting use for current purpose.</i> • Church, Back Woombye Road • Blackall Range Road, timber road bridge – <i>replacement of bridge</i> • Former Woombye Timber Mill • Timber and Metal Road Bridge, Blackall Range Road – <i>direct impacts, bridge replacement required.</i> • Blackall Street Precinct - <i>indirect</i> 	<p>Site specific mitigation measures are required for sites listed with Cultural Heritage values. Require cultural heritage management plan prior to construction and management framework established for the unexpected finds encountered during construction.</p> <p>The State needs to network more closely with Council in the establishment of appropriate local consultancies with the indigenous community.</p>
<p>Section 10.4 Nambour</p>	<p>The EIS does not adequately address section 3.9 of the terms of reference, this being that the EIS should include findings of consultation with any local government heritage register and identify appropriate mitigation measures.</p>	<p>Site specific mitigation measures are required for sites listed with Cultural Heritage values.</p> <p>Require cultural heritage management pan prior to construction and management framework established for the unexpected finds encountered during construction.</p>

Section	Describe the Issue	Suggested Solution
	<p>Very little detail is available in the EIS in terms of possible mitigation measures for specific sites.</p> <p>Adequate consideration and specific mitigation measures are required for the following:</p> <ul style="list-style-type: none"> • Nambour Railway Station site – <i>direct impacts</i> • Railway Bridge, Currie Street - <i>contextual impacts</i> • Historic houses on Staines residence and Vernon Street – <i>contextual impacts</i> • Price Street Community Hall – <i>indirect impacts</i> • Early 20th century timber shop , cnr Price Street and Hospital Road • Bungalow, 43 Price Street – <i>indirect impacts</i> • Former Station Masters House 47 Price Street, Nambour • Moreton Central Sugar Mill Workers Housing - <i>visual and contextual impacts</i> • Moreton Central Sugar Mill – <i>visual and contextual impacts</i> • Mill Street Precinct – <i>indirect use and contextual</i> • Vernon Street and Washington Street Precinct – <i>Indirect impacts</i> 	<p>The State needs to network more closely with Council in the establishment of appropriate local consultancies with the indigenous community.</p>
<p>Potential loss of existing buildings of local or State heritage significance</p>	<p>Mooloolah Station Pedestrian Rail Crossing Bridge and waiting shed. - It is understood structures wont remain as is where is but will they (or parts of them) be reused elsewhere in the Mooloolah community?</p> <p>Palmwoods Railway Station and Goods Shed – unclear of the extent of impact on the building. Is building likely to remain or will it be lost? Can it be relocated at all or put to a new use within central Palmwoods?</p> <p>Is the Scout Hall at Woombye worthy of relocation to another site in town or does it loose all value once context and setting is changed?</p> <p>Are there any particular plans or suggestions for the re use of the Woombye Station either where it is or elsewhere in the town? Would relocation be physically viable?</p>	<p>The EIS seems to just suggest further investigation is needed before decisions are made. The Coordinator General should require supplementary works to assess the condition of the buildings, see if they can withstand relocations, whether it would be financially prohibitive given the amount of repairs necessary and even if there are suitable receiving sites.</p> <p>Place making exercises in each of the towns might identify appropriate re-use opportunities as, for instance, information booths for tourists and users of the heritage rail trail.</p>
<p>11. Nature Conservation: Terrestrial Flora</p>		
<p>Section 11.2.3, page 404</p>	<p>The surveying done for this project has limitations and it is recognised that in some cases the precautionary principle 'is often adopted in these circumstances'.</p>	<p>Identify sites along the project alignment where the precautionary principle will be brought into effect, and describe in the Environment Management Plan (EMP).</p>

Section	Describe the Issue	Suggested Solution
	<p>The precautionary principle is an important principle to implement into a project at sites where there is the potential that limited surveying may have missed species that would be consistent within a biological community. The EIS does not identify sites where the precautionary principle is implemented.</p>	
<p>Section 11.3.1, page 407</p>	<p>How the new information from the Moratorium maps as 'Moratorium regrowth vegetation areas' be incorporated into this project?</p> <p>The moratorium on clearing high-value regrowth, took effect on 8 April 2009.</p> <p>Under the moratorium all native regrowth vegetation within 50 metres of a watercourse in the priority reef catchments of the Wet Tropics, Burdekin and Mackay/Whitsunday regions and endangered regrowth vegetation in rural areas across the state on freehold and agricultural and grazing leasehold land is protected.</p>	<p>The Coordinator General should require the proponent to describe how the new information from the Moratorium maps as 'Moratorium regrowth vegetation areas' will be incorporated into this project in the EMP.</p>
<p>Section 11.3.1, page 407</p>	<p>How will the unmapped RE communities identified in this project be dealt with during this project?</p> <p>The field work for this project has identified patches of vegetation along the alignment that are consistent with recognised State significant vegetation, but to date have not been recorded and mapped by the Queensland Herbarium.</p>	<p>The EMP to include recognition and mitigation action for all RE communities identified in this project.</p>
<p>Table 11.3.1a, page 412</p>	<p>It is recognised that surveys found 'Endangered' RE 12.3.1 and 'Of Concern' RE 12.3.2 at most of the creek sites.</p>	<p>The EMP should identify which creeks RE 12.3.1 and RE 12.3.2 were found and detail how this remnant vegetation will be protected.</p>
<p>Section 11.3.2, page 418</p>	<p>Dularcha National Park and the 'Pinch Lane' area have particularly high biodiversity value including many threatened flora and fauna species, high species richness and large tract of vegetation in high quality natural condition. Biodiversity Values Within Dularcha National Park and 'Pinch Lane' areas will be directly and indirectly adversely impacted. Recognition and mitigation measure are supported in the EMP and Section 21 Special Management Areas, however further detail is required.</p>	<p>Further identify mitigation measures completely in the EMP and Section 21 Special Management Areas.</p>
<p>Section 11.3.4 & 11.3.5, page 422</p>	<p>Large trees, old growth trees and culturally significant trees were observed by the project team along the alignment. Large trees and old growth trees play an important role in ecosystem services and also cultural value for the surrounding community.</p>	<p>Retain all Large trees particularly within riparian zones, old growth trees and culturally significant trees.</p>

Section	Describe the Issue	Suggested Solution
Section 11.3.6, page 422	Duckponds at Palmwoods have declared aquatic weeds and potential for spread by moving plant and machinery.	EMP needs to address any declared weeds within footprint along alignment.
Section 11.4, page 423	It is supported that buffer plantings will be used to minimise 'edge effects'. Buffering can also be implemented for biodiversity enhancement purposes.	Show buffer planting detail on construction drawings and in Environment Management Plans.
Section 11.6	It is understood that Ecofund will managed the Offset Policy for this project. Offsetting is a new environmental tool and has not been 'tried and tested' to date. A consistent framework for offsetting is still evolving, considering the Federal Offset Policy is still in draft. Queensland does have an Offset Policy that commenced in 2008. It is recognised that most offsets for this project will be almost 3 times greater that the clearing at the origin. However, there is concern regarding the clearing of Endangered RE, Of Concern RE and vegetation within a riparian zone.	Council would like to be consulted with regard to the offset process resulting from this project, to cooperatively improve local ecological benefits. Further minimise clearing within riparian zones along the alignment.
12. Nature Conservation: Terrestrial Fauna		
Section 12.5.1, page 468	Addlington Creek is confirmed to provide habitat for the Giant Barred Frog. There is concern about the appropriateness of culverts, as opposed to a bridge, given the Giant Barred Frogs presence and the likely disturbance to stream banks and beds.	Further minimise impact on EPBC species at this location by including sensitive bridge design.
13. Nature Conservation: Aquatic Biology		

Section	Describe the Issue	Suggested Solution
VOLUME 3.		
14. Water Resources		
All	There are references to flood information but no indication on where this information is derived from.	Provide reference to flood information and ensure modelling is consistent with the SPP1/03. If inadequate undertake flood modelling taking into consideration climate change. Refer other sections of this submission.
14.3.1 & 14.5.5	It is unlikely that any increase in flood levels will be acceptable	Flood modelling must also take into account a climate change component. The design should show that no increase in flood levels occur with mitigation measures
15. Noise and Vibration		
Palmwoods	Significant noise increase to township	Noise impact assessment required Further consultation required Appropriate mitigation strategies require identification.
General	Noise barriers have been identified at a series of locations. Barriers should be only used as a last resort as they add to the segregation of a town.	The Coordinator General instruct the proponent to pursue technology to remove or reduce the use of noise barriers, followed by use of alternate methods before use of noise barriers. If barriers (as a last resort) are required the height, materials and design will be confirmed with Council and affected properties.
16. Air Quality		
17. Climate and Natural Disasters		
17.3	Undertake flood modelling taking into consideration climate change as per the requirements of SPP 1/03. Reference should be made to IPCC, CSIRO, other State/Industry guidelines and SCRC flood reports. Include results in relevant sections of the EIS and on all Drawings.	Not adequately addressed to advise impacts on flood modelling.
17.3	The EIS discusses Extreme Weather and changes in rainfall notes that the reported 2008 SEQ drought was the worst on record for the catchments to the west of Brisbane including Wivenhoe, Somerset and North Pine Dams. These are not directly relevant to the project. The EIS does not state or research whether there actually was a drought experienced in the Sunshine Coast catchments during 2007-2008	Undertake further research for the rainfall experienced in the relevant catchment from rainfall gauge readings available from the Mooloolah River, Eudlo and Paynter Creek systems which are directly relevant to the project.
17.3	The assessment of climate and natural disaster risks appears to place a contextually large emphasis on climate change and extreme weather risks rather than noting normal Severe Weather experienced in the project area.	The Coordinator General should require supplementary work to expand research for historical data of the weather in the region to include the Beerburum Weather Station and the rainfall gauge readings available from the Mooloolah River system and

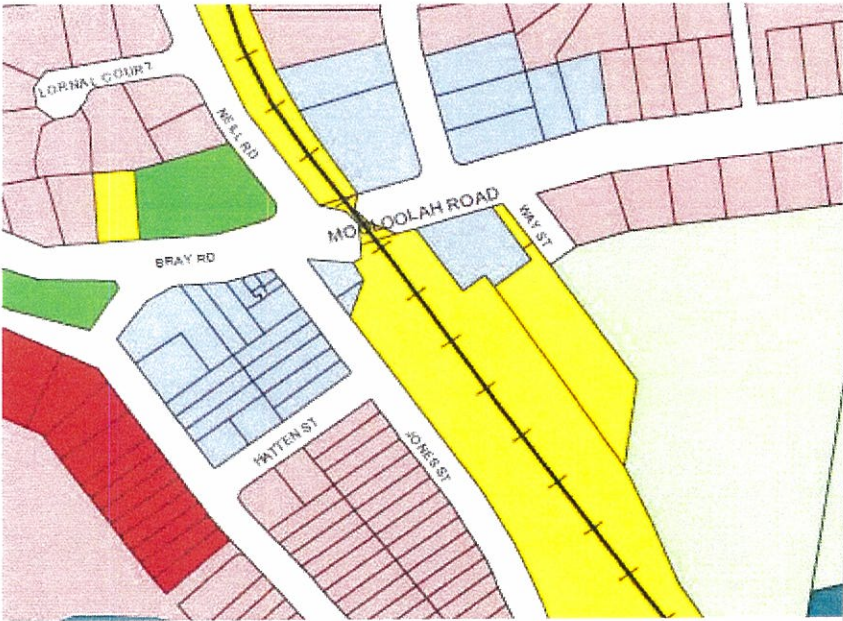
Section	Describe the Issue	Suggested Solution
		determine impacts on the project and confirm specific mitigation proposals.
17.3 & 17.4	The assessment of climate and natural disaster risks appears to place a contextually large emphasis on climate change and extreme weather risks rather than noting normal Severe Weather experienced in the area. It appears that the EIS understates the frequency of Severe Weather experienced in comparison with Extreme Climatic Events. The lack of understanding of the more recurrent type of Severe Weather experienced in the region may lead to an understatement of risks that this weather poses to the construction and operation of the line.	Expand research for historical data of the weather in the region to include the Beerburum Weather Station and the rainfall gauge readings available from the Mooloolah River, Eudlo and Paynter Creek systems. Particularly this research should note that the timings of Severe Weather experienced in the Sunshine Coast hinterland can occur throughout the year.
17.3 & 17.4	The assessment of climate and natural disaster risks appears to place contextually a large emphasis on climate change and extreme weather risks such as Tropical Cyclones and does not sufficiently discuss the "normal" Severe Weather experienced in the area, particularly East Coast Lows and Severe Thunderstorms. The lack of understanding of the more recurrent type of Severe Weather experienced in the region may lead to an understatement of risks that this weather poses to the construction and operation of the line	The EIS should include information about East Coast Lows, the time of year that they are likely to occur, their frequency and their affects upon the area in terms of rainfall and winds and the proposed construction methods and timeframes. The EIS should include information about thunderstorms, the time of year that they are likely to occur, their frequency and their affects upon the area and the proposed construction.
18. Waste		
19. Hazard and Risk		
19.1	The EIS describes the stability of the geology and soils in the project area and notes that a detailed geotechnical study will be required to be undertaken for the design phase. The project also involves the construction of cut and cover tunnels, e.g. near Rose Road but the EIS does not appear to address the stability of the cut that is to be made. It would appear that a landslide risk assessment of this construction method has not been considered.	Conduct a landslide risk assessment for the cut and cover tunnel constructions.
19.2 & 19.3	The EIS Terms of Reference state that emergency planning and response strategies to deal with incidents are to have been determined in consultation with state and regional emergency service providers. It appears from Chapter 19 that this has not occurred.	The Coordinator General direct that the proponent liaise with the Department of Community Safety and be provided the opportunity to provide input to the response strategies for incidents and about how the construction and operation of the train line will affect emergency response. Within the Dept of Community Safety this consultation should occur with QAS & QFRS. The Qld Police Service should also be provided with an opportunity to provide input
19.2 & 19.3	The EIS does acknowledges the risks posed in Mooloolah to the maintenance of an open level crossing but does not include as a risk the possible delay in response times by the Qld Fire and Rescue Service, which is located on the western side of the railway, due to the changes in train frequency, train length and queuing by traffic at the open level	The Department of Community Safety – QFRS & QAS be consulted and be provided with opportunity to provide input determining the risks to QFRS and QAS service levels related to response time from maintaining an open level crossing in Mooloolah.

Section	Describe the Issue	Suggested Solution
	crossing due to boom gate operation..	The Coordinator General should direct the proponent to critically evaluate this response.
19.2 & 19.3	The Terms of Reference states that the EIS should address details of any emergency response plans and bushfire mitigation plans under the State Planning Policy 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide.	A Flood Study is required for the Project and should occur as a matter of urgency to understand the risks.
19.2 & 19.3	The EIS requires an assessment of risks including bushfire, landslide and floods to people, property, economic activity and the environment.	<p>The assessment in the EIS has been undertaken in the absence of a Flood Study, Geotechnical Study or other documents that may be available or need to be developed.</p> <p>The Coordinator General should direct supplementary work occur to perform these studies prior to recommending the corridor to the Minister.</p>
19.2 & 19.3	<p>The Terms of Reference states that the EIS should address details of any emergency response plans and bushfire mitigation plans under the State Planning Policy 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide. The EIS has not captured all available Council documents.</p> <p>Information related to the preparation of a draft Caloundra City Landslide Risk Assessment is available for the project's reference.</p>	The Coordinator General should direct the proponent to consider this information and its impact to the project.
19.2 & 19.3	<p>The Terms of Reference states that the EIS should address details of any emergency response plans and bushfire mitigation plans under the State Planning Policy 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide. The EIS has not captured all available Council documents.</p> <p>The EIS note the Council adopted documents for Natural Disaster Risk Management - Bushfire Risk Management Studies.</p> <p>A Sunshine Coast Region wide Natural Disaster Risk Management Study is to be undertaken to provide information to the new Sunshine Coast Regional Planning Scheme during the next five years.</p>	<p>The Coordinator General should direct the proponent to consider this information and its impact to the projects.</p> <p>Additionally the Coordinator General should recommend the proponent contribute to the Natural Disaster Risk Management Study to achieve project specific outcomes.</p>
19.3.1	Risk Assessment Table Potential Risk Scenario of Landslide should also include as a Consequence - Road Obstruction	Include Consequence - Road Obstruction in the Risk Consequences and conduct a risk assessment and risk mitigation for this Scenario and Consequence.
20. Cumulative Impacts		
20.3	The EIS has a considerable gap in that it does not consider the cumulative impacts that will arise from interactions with Council capital projects. Council's endorsed Five Year Capital Works Program (2008/10-2013/14) highlights in excess of \$3m funding of new and	The Coordinator General direct the proponent to meet at least 6 monthly with Council officers to ensure effective investment of Council funds relating to capital works in new assets and a renewal of assets on or adjacent the existing or future corridor.

Section	Describe the Issue	Suggested Solution																
	<p>renewal projects which relate directly to this rail corridor either on or adjacent to the corridor:-</p> <table border="1" data-bbox="495 209 1249 517"> <thead> <tr> <th>Program</th> <th>Five Year Capital Works Program Funding</th> </tr> </thead> <tbody> <tr> <td>Buildings & Facilities</td> <td>\$ 210,000</td> </tr> <tr> <td>Parks, Gardens & Reserves</td> <td>\$ 423,500</td> </tr> <tr> <td>Stormwater</td> <td>\$ 870,000</td> </tr> <tr> <td>Transportation</td> <td>\$ 856,000</td> </tr> <tr> <td>Water Supply & Sewerage</td> <td>\$ 630,500</td> </tr> <tr> <td>Waterways & Coastal Infrastructure</td> <td>\$ 50,000</td> </tr> <tr> <td>Total</td> <td>\$3,040,000</td> </tr> </tbody> </table> <p>Given the project timescale is up to 10 to 15 years hence considerable discussion by the proponent with Council will be required to ensure an effective asset investment strategy in Council assets to get maximum value for public funds.</p>	Program	Five Year Capital Works Program Funding	Buildings & Facilities	\$ 210,000	Parks, Gardens & Reserves	\$ 423,500	Stormwater	\$ 870,000	Transportation	\$ 856,000	Water Supply & Sewerage	\$ 630,500	Waterways & Coastal Infrastructure	\$ 50,000	Total	\$3,040,000	<p>The Coordinator General require urgent supplementary work between the proponent and Council officers to assess the impacts and mitigation measures necessary by the project should the capital works listed by Council proceed, or seek Councils cooperation as to beneficial investment timing and outcomes that may be possible.</p>
Program	Five Year Capital Works Program Funding																	
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<p>Section 20.6, page 663</p>	<p>This section states 'the accumulation of low adverse impacts on the biodiversity in different locations in the region could significantly affect the regional biodiversity'. The proponent is commended for including this assessment of cumulative impacts. However, the summary and conclusions section does not evolve into appropriate mitigation measures to minimise cumulative impacts on the regional biodiversity.</p>	<p>The Coordinator General should require that this section includes actual cumulative impact mitigation measures such as cooperation between government departments to identify biodiversity cumulative impact 'hot spots' and agree on mitigation measures.</p>																
<p>21. Special Management Areas</p>																		
<p>Multiple references to Council's current master planning for the railway townships</p>	<p>Council's current work program does not include master planning for the railway towns. A place making project was commenced however it is not currently resourced. As a higher priority however Council is preparing a new planning scheme, and land use decisions will be made as part of this planning scheme. Council would welcome QT's involvement in this process.</p>	<p>It would be more appropriate to reference the planning scheme review in relation to future use of lands. There will hopefully still be further detailed urban design work carried out on most if not all of the railway towns which will further inform the next planning scheme and community action plans. Reference to these processes rather than "current master planning" is more appropriate.</p>																
<p>Various Surplus Land Reuse Concept Maps</p>	<p>These maps for the townships of Mooloolah, Eudlo, and Palmwoods show "possible commercial" or "possible mixed use" (commercial/residential) or "possible town square park". These are premature comments and potentially lead to community expectations and could even influence natural property and business decisions. Land use decisions should not be made through this EIS process and should only be made as part of a more detailed review of each town, taking into consideration potential growth, community needs, infrastructure provision etc. This will occur through the preparation of the new planning scheme for the Sunshine Coast.</p>	<p>Some comment about potential uses is supported within the text on Special Management Actions but showing a possible future use of the land on a map gives it a higher level of legitimacy or certainty (especially as maps are often looked at in isolation). The process developing the new planning scheme should not be hampered by the proponent's speculation.</p>																

Section	Describe the Issue	Suggested Solution
21.3 Landsborough school & recreational precinct	Extent of screening / landscaping adjacent to Landsborough Sports Fields not considered.	Mitigate noise and visual impacts along the rail section between Vidler Court and Landsborough Sports Fields.
Section 21.3 & Drawing C101a	Noise barriers are shown to benefit the houses on Cribb Street and Leach Avenue but it is not clear how the houses on the new cul-de-sac north of Tytherleigh Avenue might be impacted or spared from noise impact.	Clarity it sought as to the likely impacts on the 6 households to the west of Tytherleigh Avenue may be impacted by both the railway work and the proposed cul-de-sac (assuming the 7 th house is being resumed). Refer also to comments at 9.4.6.
Section 21.4.3, page 676	South Mooloolah River - It is commended that the proponent surveyed for EPBC listed species, Giant barred frog. There is concern about the appropriateness of culverts, as opposed to a bridge, given presence of the Giant barred frog and the likely disturbance to stream banks and beds.	Minimise impact on EPBC species at this location by including sensitive bridge design.
Dularcha National Park 21.5 (pages 678-683)	The EIS does not adequately address section 3.10 of the terms of reference, this being the adverse impacts of land resumption to the Dularcha National Park. Further information is required to inform Council of the impacts and mitigation measures that will be implemented in relation to the Dularcha Rail Trail and loss of trail connections during and post construction. (page 678- 683) Loss of Environmental Reserve Lot 101, RP881340 off Paget Street is not addressed.	The Coordinator General should require:- <ul style="list-style-type: none"> • Information on the impacts and mitigation measures for the Dularcha Trail Network is provided by the proponent. • Information on the impacts and mitigation measures for the loss of a Council environmental reserve, Lot 101, RP881340 be provided for comment. • Identification of suitable compensatory land is required to replace this loss.
Section 21.5.2, page 681	Rose Road has a large population of <i>Alyxia magnifolia</i> in the corridor footprint.	Recommend restoration of existing/decommissioned line in this area.
Section 21.5.3, page 681	Rose Road And Pinch Lane area.	Supportive of efforts to maximise opportunities for wildlife movement.
Section 21.5.3, page 681	Cuttings have been mentioned but no process for restoration in these areas is described. Also, will the landforms remain the same or will natural contours be restored prior to planting?	Recommend full description of the process for restoration and identify how landforms will be dealt with prior to planting.
Section 21.7.3, page 688	"...implementation of the grade separation at a time when risk and traffic congestion considerations determine the need for closure of the open level crossing" is a vague statement and more qualitative and quantitative statements are necessary. It appears contradictory to other statements in the EIS.	Need to have a clear and unambiguous statement in relation to when an OLC will close or what criteria triggers would apply to cause a closure.
Section 21.7 Mooloolah Township – Special Management Actions	Figure No 21.7e is particularly difficult to read – the legend does not match the map.	Improve the map Refer also to Section 9.4.6 comments.
Section 21.7.2	"This land allowance for the future station, car parking and track layout impacts on commercial businesses along the eastern side of Price	Long term plans for Price Street can include alteration of the road alignment and better intersection activity by way of the formation of

Section	Describe the Issue	Suggested Solution
	<p>Street." Issue of land reconfiguration and road realignment in Price Street precinct not addressed. Drawing C128 does not indicate extent of Price Street road and land impacts.</p>	<p>a signalled intersection at Price street and Hospital Road (including an entry to the rail car park).</p> <p>The alteration of the Price street alignment and lot reconfiguration would provide viable lots above the flood level with a street address that would encourage the development of the balance land for mixed use outcomes supportive of TOC principles.</p> <p>This will be subject to an urban design exercise to inform the new planning scheme.</p>
<p>Section 21.7.3</p>	<p>Options do not show connection from overpass to Paget Street for residents of Paget Street.</p>	<p>Provide connection to Paget Street or clarify why such an option has not been deemed appropriate.</p>
<p>Section 21.7.3</p>	<p>It's difficult to assess the actual way the proposed overpass will connect with and impact on Jones Street.</p>	<p>Detailed drawings of the overpass structure would help determine the extent of visual impact for the residents of Jones Street, and would give a better indication of exactly how much surplus land is likely to the western side of the existing rail line, as well as how Jones Street proper might be affected or realigned (i.e. how the traffic from the overpass eventually merges with Jones Street).</p>
<p>Figure 21.7.b & 21.7c</p>	<p>The proposed road underpass seems a fair way to the north of the town centre, and from the proposed vehicular overpass. There is concern that with the only means of pedestrians crossing the rail within this distance (approximately 600m apart) being the new bridge the small town is affectively divided. Safe and convenient access for cyclists, mobility scooters, wheelchairs, horses etc must all be provided.</p>	<p>Clearer picture of the pedestrian/cyclist/horse network and how safety and convenience will be maintained</p>
	<p>There isn't enough acknowledgement of the real opportunity to create vibrant and attractive public spaces to the south of the post office on the eastern side of the railway and to the north of the café to the west of the railway. With the proposed closure of the level crossing, existing pavement on both sides of the railway could presumably be replaced with a more attractive public space.</p> <p>Care will need to be taken to ensure fencing/wall treatment to the railway prevents unsafe access to the railway line but does not visually divorce one side of town from the other. Obviously signage will be very important to point out the alternative safe access routes.</p>	<p>Acknowledge the opportunity for new public spaces on either side of the existing level crossing should the overpass be constructed. This would present potential for a community place making project.</p>
<p>21.7.4</p>	<p>Screening of rail on structure not shown.</p>	<p>Show screening of rail structure.</p>

Section	Describe the Issue	Suggested Solution
	<p>“Construction of the proposed grade separation option will impact on an additional commercial property on the eastern side of the child care centre”. This property is actually within the Community Services Zone but is operating as a real estate office.</p> <p>Figure 21.7f shows possible commercial or mixed use stretching to the east of the child care centre along Mooloolah Road. Those properties are zoned residential but are subject to a current development application for a tavern. Any suggestion of future commercial or mixed use is not explained or justified but of more concern may prejudice the due process of the development application.</p>	<p>Remove reference to possible mixed use or commercial to the east of the childcare centre on figure 21.7f, or preferably remove the whole figure.</p> <p>Recognise the existing planning scheme and have the proponent support Council's process to develop a new planning scheme for the Sunshine Coast.</p>
<p>Figure 21.7f</p>	<p>Figure 21.7f and commentary ignore the fact that while to the east of the current railway line most of the Local Business Centre land has been taken up, there is considerable commercial land to the west that is not being utilised for business purposes. Care needs to be taken in depicting “existing commercial use” because it does not seem to pick up every commercial property and certainly doesn't acknowledge commercial zoned land not yet developed for commercial purposes.</p> <p>Before approving an expansion of commercial land, re-evaluation of the existing Local Business Centre zone would be necessary</p> 	<p>Ensure references to existing commercial includes all existing commercial and consider inclusion of an outline or some other shading to show the extent of Local Business Centre Zone.</p> <p>Recognise the existing planning scheme.</p>

Section	Describe the Issue	Suggested Solution
21.7.5, page 695	While there may be merit in either an additional commercial or community function to the south of the existing café on the eastern side of Jones Street, (and it may be that a manager's residence is incorporated within such a building) it is still premature and not helpful to suggest it might include shop top housing. Realistically there is not a great deal of space to suggest much housing could be incorporated.	Remove reference to shop top housing or residential development at page 695 and allow development of the new planning scheme to consider the potential for further business or community function in this location.
Section 21.7	It is not clear what is proposed for the ultimate use of the existing pedestrian bridge and other existing railway structures of local significance. Obviously the bridge has to be removed to allow for widened corridor, but will it be reused anywhere and will other structures remain where they are or perhaps get reused in any future street scaping or public space? (Refer also to Section 10)	Clarification of any intentions for existing structure or clear statement of outcome is required.
Section 21.8.3, page 700	The proponent is commended for current proposed mitigation measures at the Mooloolah River crossing. However, more detailed design, alignment refinement and mitigation measures are required.	Further detailed design, alignment refinement and mitigation measures are required to minimise riparian vegetation loss.
Section 21.11 Eudlo Township	<p>The Village Centre Zone at Eudlo takes in quite a large area. Figure 21.11b shows 4 existing commercial buildings (including the hall) however there is substantial scope within the planning scheme for further business and community uses, should they be necessary or viable.</p> <p>Current planning does not allow for substantial growth in Eudlo. The urban footprint essentially reflects the existing settlement, the village does not have reticulated water supply or sewerage, and a large portion of it is subject to flood hazard. In the longer term, improved accessibility may increase pressure on the village for people working in Nambour or Beerwah or other larger centres. These matters are likely to be considered as part of the upcoming planning scheme review. In the meantime it does not seem appropriate to suggest a sizable mixed use commercial and residential area to the west of the primary school.</p>	<p>Remove references on figure 21.11b and in text on page 711 to mixed use (commercial/residential) development and to shop top housing.</p> <p>Recognise the current planning scheme.</p> <p>Refer also to comments at Section 9.4</p>
	<p>Figure 21.11b indicates a station carpark to the east of the new station, however doesn't show access arrangements. It is not clear how this will be accessed, and whether carpark and access will be elevated at all. Engineering drawings C013 and C113 provide more detail but perhaps not enough to understand this.</p> <p>Refer to drawing notes.</p>	Clearly show carparking and access arrangements as well as pedestrian access arrangement to the station.
	Given the local significance of the Federation Walk, and the obvious need for safe access to the station and clear sightlines to avoid	Further plans showing pedestrian connectivity and the likely extent of necessary clearing to the Federation walk are necessary. As

Section	Describe the Issue	Suggested Solution
	<p>concealment, it would help if further details were provided about where access between the station and the school and town centre might be achieved so that there is a better understanding of the extent of clearing necessary. Figure 21.11b could be seen as confusing because the air photo shows the vegetation whereas quite obviously a large portion of it will need to be cleared.</p>	<p>well as improving transparency it would help the community in planning where new revegetation should occur.</p>
	<p>Future uses for the old mill site are being considered and decisions will be made following extensive planning, community engagement, and subject to resources. It is probably best not to suggest any particular uses at this stage.</p> <p>Further, given some local residents are specifically seeking the relocation of the tennis courts to the old mill site, the words "maintain tennis court and facilities" may be more contentious than just acknowledging that that is where they are and avoid discussion of their future.</p>	<p>On Figure 21.11b it would be best not to suggest "possible extension to Olsen Mill Park" but rather to suggest optimum future uses are under investigation.</p> <p>Show existing tennis courts and facilities without a comment on them being "maintained".</p> <p>Allow the process to develop a new planning scheme to occur.</p>
<p>Section 21.12.3</p>	<p>Eudlo Creek National Park.</p>	<p>Revegetation recommended on existing alignment & efforts to maximise opportunities for wildlife movement including arboreal bridges over Eudlo-Palmwoods Rd.</p>
<p>Section 21.13 Palmwoods township</p>	<p>The potential environmental impact of the proposed project in Palmwoods, in terms of visual impact, noise and air quality associated with trains, is quite high and the EIS does not adequately cover this.</p> <p>Acknowledgement that noise barriers will be necessary to Main Street, as indeed to much of the bridge structure in Palmwoods (particularly to the western side of the rail). Noise report says that 1.1 metre high concrete parapets are needed on the bridge however unclear what this looks like. Is it as depicted in Artist Impression 6?</p> <p>Recommended noise barriers have been modelled at 6 metres high (page 583), however barrier heights and placements require further detailed investigation. Noise mitigation on the Palmwoods bridge specifically still needs further investigation (page 594). This doesn't provide the community with an actual proposed outcome that can be commented on.</p>	<p>Scale drawings from various points such as the town hall, Main Street, the hotel, the bowls club, Woombye-Palmwoods Road and Kolora Park would help give perspective of the scale and visual impact of the railway structure. Part 6 of the EIS talks about visual impact from various points but without a picture of the new structure(s) this is hard to appreciate.</p> <p>Some form of artist's impression or scale drawing showing what necessary noise barriers are likely to look like.</p> <p>Refer also to comments at Section 9.4.</p>
	<p>No details about the extent of necessary clearing and earthworks needed through Kolora Park to allow for bridge construction, although the last comments on page 720 would suggest minimal disturbance but this requires further clarification.</p>	<p>Further information needed to show how design and construction of the bridge will minimise clearing and earthwork requirements. Possibly examples from other recent rail projects would assist.</p>

Section	Describe the Issue	Suggested Solution
	<p>Hill Street, the main road connecting with western Palmwoods and onto Montville is shown in Figure 21.13b as a "Possible Pedestrian Street" with quiet residential Briggs Street to the north to presumably receive the vehicular traffic.</p> <p>This is not considered acceptable and has little direct relevance to this project.</p>	<p>Remove suggestion of a Possible Pedestrian Street from Figure 21.13b and just show Hill Street as an existing road.</p> <p>Allow the process to develop a new planning scheme to occur.</p>
	<p>The notion of creating a town square around the existing town hall and closing part of Main street to vehicular traffic seems to have very little to do with the railway realignment so it makes little sense to pre-empt such an idea at this stage.</p>	<p>Avoid suggestion of closing part of Main Street and creating a town square or at least make it clear that there are opportunities for place making /master planning for the centre of Palmwoods and any such investigations would involve the local community and be dealt with in the development of the new planning scheme.</p>
	<p>Similarly the point that other suggested suitable uses like commercial / industrial, mixed use, multiple housing, light industry etc have not been tested and are just initial ideas, should be made quite clearly. The suitability of the land for any residential development may for instance be dependent on the level of noise. Council does not agree with proposed land uses as shown on Figure 21.13.b</p>	<p>Stress that there are potentially numerous uses for the land and they may include x, y and z dependent on the physical capabilities of the site, traffic, noise, adjoining uses etc.</p>
	<p>Pedestrian and cyclist links under the overpass are not well defined.</p>	<p>Show pedestrian and cycle links to the town centre under the viaduct.</p>
<p>Section 21.15 Woombye Township</p>	<p>There are potentially many different considerations for the surplus railway land as well as other adjoining properties to the southwest of the hotel. Further investigations are required without pre-empting the outcome.</p> <p>Woombye does have the potential to grow further but is at risk of being considered a suburb of Nambour if it does not retain a very strong local identity and vibrant town centre. There is already a fairly large area covered by the Village Centre Zone with capacity for further commercial and retail development within this centre. Even if it is not possible to relocate the whole soccer field there may be another sport/active recreation use that is needed in the community.</p>	<p>Acknowledge various potential uses for the surplus railway land without pre-empting a final decision. Land use decisions and an urban design exercise should be carried out to inform the next planning scheme.</p> <p>Refer to comments at Section 9.4.</p>
	<p>There is an existing church to the west of the proposed railway – not clear of the future of the property given part of it is directly affected by the ultimate corridor.</p> <p>Seemingly the current access arrangements will be lost and alternatives are yet to be investigated. Presumably it will be impacted by increased</p>	<p>The church will require more information to determine the impacts on their property in terms of noise, visual amenity, access, carparking etc.</p>

Section	Describe the Issue	Suggested Solution
	railway noise. Drawing number C123 is indicating noise barriers on the church property itself. Again if this is proposed to be 6m high as suggested elsewhere it may be quite imposing.	
	Visual impact and documentation of the Keil Street overpass not clear.	Undertake impact assessment of the Keil Street overpass and show sections and elevation of the over pass with other Woombye plans.
Nambour 21.17.2	Upgrading of Nambour station facilities is proposed. The simple reuse of the existing Nambour station is not considered to be an option. The role and function of the new station is central to the concept of a transit oriented community framed by mixed housing / light industry / open space / town centre core / civic function / future commercial Brownfield site.	The Coordinator General require that the following be incorporated into the design of the station by the proponent: <ul style="list-style-type: none"> • A significant new station that signifies its importance to the town in its built form is to be designed that also provides a commercial and community focus for the town centre. • Centenary Square directly east of the train station offers substantial development opportunity to open the visual connection to the station increasing town legibility and providing a more direct connection to the station. • An overpass provided in this location from the station should feed through into the civic centre courtyard to encourage pedestrian movement, utilise existing space, provide a multi purpose facility (rather than merely a train overpass for passenger use) and continue to link the two sides of town. <p>To the west, a new connection should reinforce the pedestrian movement down Hospital Road into town and to rail, bus and future parking facilities.</p> <p>Connectivity to the proposed development of the former Mill site should be encouraged through Centenary Square to reduce friction between road, public transport and pedestrians at the end of Mill Street. This in turn reinforces the proposed town centre pedestrian connectivity concept.</p>
21.17.2	Proposed car parking inadequate for a Major Activity Centre.	Existing council owned surface car park provides park and ride facilities as well as general town centre parking. Consolidation and development (multi-deck car park) of this facility would provide: <ul style="list-style-type: none"> • additional parking; • encourage better use of the rail corridor; • alleviate town centre parking congestion;

Section	Describe the Issue	Suggested Solution
		<ul style="list-style-type: none"> • prompt new development of the Price Street area; and • connect through to the proposed pedestrian overpass.
21.17.3	Although lifts and pedestrian overbridges are to be provided, the design for the future station may also include an underpass.	<p>The current function of the station and underpass offers connectivity between the town centre core and the western residential and hospital precinct. Continuation of this connectivity is vital to the ongoing unity of the town.</p> <p>The current underpass provides an important community facility for all ages providing connectivity for pedestrians from aged care, hospital, medium - low density residential, light industry commercial and recreational functions.</p>
	Noise barriers have been identified south of Nambour station, on the eastern boundary of the existing railway. As a result, the noise generated by the project will be below acceptable levels.	Specifications on height, materials, design of noise barriers to be provided and agreed with Council.
22. Environmental Management Plans		
22 General	It is important to identify 'No Go Zones' in the EMP to allow for the protection of vulnerable areas from adverse effects including indiscriminate trampling, vehicle and machinery use and ensure retention of vegetation. 'No go Zones' have not been identified in the EMP.	'No Go Zones' are to be detailed in the EMP and on the construction drawings.
	Given Councils recent experience with other major infrastructure projects it is recommended that increased scrutiny is given to monitoring & compliance of EMP through construction phase - recent experience has shown a significant disparity between EMP (what's in writing) and what happens on the ground.	The Coordinator General Increased monitoring and compliance criteria as part of the project management..
23. Conclusions and Recommendations		
	<p>The EIS is based on very limited information in at least two critical areas which has been used to determine impacts and suggest mitigation. It is suggested the data used to date is incomplete and no contemporary data which in turn significantly limits the ability of the EIS to achieve its aims of providing decision makers an accurate package of information on :-</p> <ul style="list-style-type: none"> i) describing existing conditions; ii) outlining the proposed works to be undertaken; iii) identify and assess the impacts and benefits of the proposed project; <p>and</p>	<p>The Coordinator General should direct supplementary work to occur to remove the considerable long term uncertainties associated with:-</p> <ul style="list-style-type: none"> i) impacts immediately adjacent the corridor related to width of impact on adjoining land and any nearby structures, and ii) impacts to upstream and downstream land owners due to changed flooding patterns and inundation due to significantly altered corridor alignments.

Section	Describe the Issue	Suggested Solution
	<p>iv) describes and assesses the management or mitigation measures to address the impacts.</p> <p>The areas of concern are:- - geotechnical information - hydrologic and hydraulic analysis.</p> <p>The basis of concern related to geotechnical information is that no geotechnical information has been available at locations of significant cut or fill and an assumed batter profile has been used to estimate the width of required corridor and therefore land impacts. These assumptions lead to uncertainty for land owners until geotechnical investigation has occurred. This uncertainty could stand for 10 years which is unacceptable. The estimated impacts may be excessive or soil strata may require flatter batters resulting in greater land impacts.</p> <p>This in turn may impact additional existing structures. Equally significant, fill embankments would rely on sound foundations. Proposed locations for significant fill embankment (>2.5m to 3m in height) are usually within a drainage corridor it is likely to contain unconsolidated layers leading to undesirable and potentially variable settlements which will have significant operational impacts and cost implications.</p> <p>This could therefore be interpreted as the EIS failing to meet its objectives and is incomplete. If the time delay from preliminary design to detailed design was virtually sequential from a time perspective this could be tolerated. However, given the up to 10 year delay it is suggested this uncertainty is unacceptable. It will also make it very difficult for DTMR to deal with hardship land acquisition applications.</p> <p>The basis of concern related to hydrologic and hydraulic analysis of all drainage paths is again related to land impacts and acceptability concerns for rail over road situations or relocated road alignments to achieve required immunity from inundation.</p> <p>The new rail corridor alignment is substantially different which is likely to:</p> <ul style="list-style-type: none"> i) alter the surface drainage pattern of the area, ii) changes available storage volumes affecting flood characteristics; and iii) sub catchment drainage connectivity. <p>This could change flow paths, alter water levels and cause impacts to</p>	<p>The Coordinator General should direct funding be made available to perform geotechnical investigations in areas of significant cut, significant fill, geotechnical areas of concern, tunnel alignments and major bridge alignments. This data then be used to update the preliminary design and considerably reduce the level of uncertainty and allow hardship cases for land acquisition to proceed with more clarity.</p>

Section	Describe the Issue	Suggested Solution
	<p>properties.</p> <p>This could again be interpreted as the EIS failing to meet its objectives and is incomplete. It is crucial to know that the vulnerability of a property has not increased.</p> <p>If the time delay from preliminary design to detailed design was virtually sequential from a time perspective this could be tolerated. However, given the up to 10 year delay it is suggested this uncertainty is unacceptable. It will also make it very difficult for DTMR to deal with hardship land acquisition applications.</p> <p>Further, no climate change component has been included but is now relevant due to the rail asset life.</p>	<p>The Coordinator General should direct funding be made immediately available to perform flood modelling to contemporary standards (with climate change component) along the entire corridor due to the substantially altered alignment causing significantly different impacts to surface flow patterns, changes to flood storage volumes and different inundation patterns. This could then be used to update the preliminary design to ensure the extent of drainage structure or bridgespan opening adds to certainty of actually being able to mitigate or deal with impacts. It may also assist in more certainty to costings and land related issues.</p>

Section	Describe the Issue	Suggested Solution
ENGINEERING DRAWINGS		
C000 – C028 – four track drawings		
C001 & C101	<p>Difficult to comment on the proposed road over rail proposal on these drawings without additional information such as:-</p> <ul style="list-style-type: none"> • Long section to check road gradients. • Long section to see if Disability Discrimination Act can be next met for proposed footpath gradients. • Will there be pedestrian connection from overpass footpaths to proposed western underpass? If so then this can only occur through school property so it is not available to general public use. • Could an intersection ever be formed with Mia Lane to allow vehicle, pedestrian and cycle movements in the future? • The western underpass of the bridge section stage may become a long term community problem without further consideration of its lighting, monitoring and CPTED issues. • Spacing of intersection onto Tytherleigh Avenue for the new cul-de-sac adjacent Gympie Street North can and should be moved further south as it is too close to Gympie Street North. • Need to show cross section of the overpass to ensure appropriate widths and barriers are provided. • The proposal removes the school drop off area. Insufficient details are shown to indicate how the vehicle turn manoeuvres which now occur for vehicles from the west back to the west can occur. 	<p>The EIS document drawings do not contain sufficient information to allow considered comment.</p> <ul style="list-style-type: none"> • Make the information required available for consideration and response. Make available professional comment on the evaluation of the issues raised. Arrange a meeting between the project team and the appropriate Council Officers to discuss and resolve the issues if possible. • Amend the proposal to incorporate the outcomes of these discussions. • Need to allow for improved transport network connectivity in the future to the Landsborough Station with more direct links. • Move the intersection 20m south. • The minimum requirement is 3.5m traffic lanes, 1.5m bike lanes and 2.5m footpath each side with appropriate vehicle/fence barriers to separate roads and footpath and appropriate fencing as at outer edges to footpaths with space for lighting of the full length of the overpass and any underpass entry and exist general area lighting. • Allow for this major turning manoeuvre in the design to cater for the school traffic.

Section	Describe the Issue	Suggested Solution																																			
	<ul style="list-style-type: none"> • Council would require written confirmation from the Department of Education and the School Principal they are in full agreement with the projects proposal and require no future works by Council to deal with vehicle, bicycle, pedestrian or security issues arising from this projects proposal. Councils Technical Officers have been excluded from the development of any proposal to deal with school issues despite repeated offers to be involved and contribute. The inability to provide input has resulted in numerous outstanding technical and operational issues. • This overpass proposal take no account of the long term overall needs for Landsborough. An open level crossing remains at Caloundra Road on the south side of the station. While it is just outside the direct scope of this project it plays a crucial role with the Gympie Street North Crossing and should have been considered as a whole. The Caloundra Road open level crossing is on a state controlled road and will remain the <u>only</u> unresolved open level crossing on the entire North Coast Rail from Beerburrum to Nambour on an overall project on which the State will eventually spend in the order of \$3 billion. To have one remaining open level crossing which can cause continuing operational problems and not enable the desired efficiencies to be achieved is considered a major flow to the States planning process. 	<ul style="list-style-type: none"> • Written assurance in a form and wording suitable to Council is required from the Department of Transport and Main Roads as well as the Department of Education and Training that any future rectification costs will be fully funded by the State and there be no cost to Council. Alternatively, Council officers be invited to participate in the design to minimise anticipated operational issues. • DTMR to partner in an area planning study of the transport networks in and around Landsborough to resolve holistically the grade separation of the Caloundra Road and the Gympie Street North open level crossings. Without this any expected rail line efficiencies will not be achieved after expending \$3 billion. 																																			
C001 to C028 & C101 to C128	<p>Cross drainage structure not shown in either the long section or plan or both at the following chainages:</p> <table border="0" data-bbox="495 954 1227 1161"> <tr> <td>- 82760</td> <td>- 85750</td> <td>- 88710</td> <td>- 92520</td> <td>- 100080</td> </tr> <tr> <td>- 83780</td> <td>- 86525</td> <td>- 88940</td> <td>- 93410</td> <td>- 100180</td> </tr> <tr> <td>- 83900</td> <td>- 87280</td> <td>- 89870</td> <td>- 93950</td> <td>- 100300</td> </tr> <tr> <td>- 84050</td> <td>- 87400</td> <td>- 90300</td> <td>- 96820</td> <td>- 100520</td> </tr> <tr> <td>- 84550</td> <td>- 87600</td> <td>- 91750</td> <td>- 97430</td> <td>- 101600</td> </tr> <tr> <td>- 85520</td> <td>- 87750</td> <td>- 92020</td> <td>- 97740</td> <td></td> </tr> <tr> <td>- 85590</td> <td>- 88020</td> <td>- 92410</td> <td>- 99300</td> <td></td> </tr> </table>	- 82760	- 85750	- 88710	- 92520	- 100080	- 83780	- 86525	- 88940	- 93410	- 100180	- 83900	- 87280	- 89870	- 93950	- 100300	- 84050	- 87400	- 90300	- 96820	- 100520	- 84550	- 87600	- 91750	- 97430	- 101600	- 85520	- 87750	- 92020	- 97740		- 85590	- 88020	- 92410	- 99300		<ul style="list-style-type: none"> • Need to show the pipe at its proposed level to show it can provide positive drainage for any area upstream of the corridor. This gives further information and greater certainty to upstream land owners as to potential corridor impacts. • Greater certainty to land owners as to potential corridor impacts otherwise a significant unresolved uncertainty remains for more than 10 year which is unacceptable.
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C028 – C102	<ul style="list-style-type: none"> • The fauna crossings shown at Ch 82600 appear to be the only ones proposed. Should these occur at other creek crossings where bridges are not proposed and through the National Park sections? • Truncation of Tunnel Ridge Road reserve at Ch 83000 causes an unacceptable 'pinch point'. Insufficient clearance to provide vehicle traffic, drainage, clearance zones, other utility alignments and travel modes as necessary. 	<ul style="list-style-type: none"> • Additional appropriately designed fauna crossings to be provided under and over the proposed rail corridor. • Recreate road reserve width by additional eastern resumption, or, use a retaining wall at the edge of the maintenance track and make that the corridor boundary. 																																			

Section	Describe the Issue	Suggested Solution
	<ul style="list-style-type: none"> • Has Q100 flood study occurred for Addlington Creek using contemporary methods? Need to ensure current hydrology standards including a climate change component can be accommodated by any proposed drainage structure to ensure private property vulnerability is not deteriorated. 	<ul style="list-style-type: none"> • Undertake hydrology and hydraulic studies (which incorporates a climate change component) to ensure property impacts are known and vulnerabilities not increased by this project. Needs to occur for creeks and isolated drainage lines all along the corridor and is required to give greater certainty to land owners as to potential corridor impacts otherwise a significant unresolved uncertainty remains for more than 10 year which is unacceptable.
C005 & C105	<ul style="list-style-type: none"> • Need to show the extent of land affected by the cut and cover operation particularly on the west side from Ch 85000 to 85180. The temporary cut top of batter will be well beyond the final shown resumption boundary and likely to impact adjacent properties if soil strata are unfavourable for stability of a 40m high cut batter. Looking at the batter extent at Ch 85000 (west side) begins to give an indication of the minimum impacts. One structure at Ch 85180 may be in such an area of concern. • The combination of the temporary side batter and the batter above the tunnel entry may give rise to concerns of proximity and stability of nearby structures. 	<ul style="list-style-type: none"> • Make further geotechnical investigation to determine with virtual certainty as to the area of impact and resume for the full extent of the possible impacts. • Must occur to give greater certainty to land owners as to level of risk to existing structures. Otherwise this uncertainty remains for more than 10 years which is unacceptable.
	<ul style="list-style-type: none"> • Extend cut and cover proposal south from Ch 85000 to Ch 84940 to prevent drainage from top of vertical curve to drain through the tunnel keeping it dry. 	<ul style="list-style-type: none"> • Extend cut and cover start point from Ch 85000 to Ch 84940 to get better drainage and long term maintenance and operation benefit.
C007-C107	<ul style="list-style-type: none"> • Need elevation (Ch 86350 to Ch 8700) looking east from residences along full extent of Jones Street to show extent of impact and visual amenity before and after the project. • Cross sections at 30m centres are required through Mooloolah to enable evaluation. • Cross section of proposed road overpass is required but as it is a State controlled road it is presumed that those standards would apply. Council would recommend that 'desirable' rather 'minimum' standards be used in the design and incorporate vehicle, bicycle and pedestrian alignments. • Need to show and provide for pedestrian and cycle connections to station from east and west of community and continuation out into the Mooloolah community. Project only currently caters for cars in a park and ride situation. Need to accommodate passengers/patrons who walk and cycle as well. 	<ul style="list-style-type: none"> • Provide elevation and cross sections to residents, Mooloolah community and Council for consideration and comment. • The EIS require use of 'desired' rather 'minimum' standards in the design of this facility to incorporate vehicle, cycle and pedestrian alignments. • Provision of paths, crossings to get access across roads to the station for pedestrians and cyclists be an integral part of the project to ensure the transport benefits determined, defined and relied on in making assessment of impacts of the project remain valid and not subject to challenge.

Section	Describe the Issue	Suggested Solution
	<ul style="list-style-type: none"> • Need to show indicative position of cycling end of trip facilities. • Need to show pedestrians and cyclists can be accommodated along Jones Street. • Demonstrate that large rigid commercial vehicles (moving truck etc) can manoeuvre into driveways through current access locations at the front boundary. • Unclear how long the open level crossing will remain with new tracks. The draft EIS is contradictory in its comments related to this. • Clearance between the edge of new Neill Road to the resumption boundary and the edge of formation may prevent placement and maintenance of longitudinal drainage from Ch 86780 to Ch 86940. • Where is drainage flow path from discharge of pipe from the park and ride at Ch 86525? Also where is western side table drain between Neill Road and track formation aligned and directed to discharge? If directed past the station, how and where will patrons/pedestrians cross it? • This arrangement does not provide for a kiss and go or any level of park and ride on the west side. It forces everyone to travel the overpass to present passengers who travel by vehicle to the station. This will promote illegal and unsafe practices on the west side of the station. • The staggered bridge arrangement for the four track alignment at Ch 86300 causes significant hydraulic losses and inefficiency as well as high potential for erosion damage leading to instability. • All new road overpass and structures are to remain a State asset. 	<ul style="list-style-type: none"> • Provision of specific end of trip facilities to be nominated on the final EIS drawings. • Make provision in the final EIS drawings. • Provide manoeuvring diagrams in the final EIS drawings. • Incorporate in the final EIS a clear, unambiguous statement of when or if the OLC will be altered to the overpass to remove any uncertainty or debate. This should include criteria which would trigger the change. • Demonstrate how longitudinal drainage can occur without having fenceline within the water flow width to hamper flow or ongoing maintenance activities. • Show full extent of drainage system including flow width accommodation to ensure a substandard operational result is not being proposed. • Provide a kiss and go on the west side of the station. • Realign bridges and better align piers and abutments to the flow direction to allow more effective erosion protection treatment to be placed. • Confirm extent of State controlled road and State assets in the final EIS.
C008 – C108	<ul style="list-style-type: none"> • Neill Road under new rail bridge at Ch 86970 must have a 50 yr ARI to suit State road criteria. Does this comply? Also a 5.5m clearance is required. • Need to show extent of longitudinal drainage. 	<ul style="list-style-type: none"> • Confirm a 50 yr ARI flood immunity (incorporating a climate change component) of Neill Road and 5.5m clearance to the underside of structure. • Show longitudinal drainage in the final EIS drawings.

Section	Describe the Issue	Suggested Solution
C009 – C109	<ul style="list-style-type: none"> • The drawings do not show longitudinal drainage generally and at top of cut batters all the way to discharge points. • The protrusion of the currently proposed abutments to each end of the new Neill Road bridge cause construction difficulty and long term safety, stability and maintenance issues. • How is legal access to remnant properties on the east side from Ch 87870 to Ch 88000 and at Ch 88200. • How is legal access provided to remnant property on west side at Ch 88270 to Ch 88400. 	<ul style="list-style-type: none"> • All drawings in the final EIS to show all longitudinal drainage (including top of cut batters) through to discharge points. • Extend Neill Road Bridge so abutments are at top of cut batter alignment either side of road. Cost of extra bridge length is offset by the saving in removal of two 10m high vertical retaining walls with construction intruding on track construction. • Show legal access is possible. • Show legal access is possible.
C010 – C110 & C011 – C111	<ul style="list-style-type: none"> • Batter instability may result in the long term on the eastern side from Ch 88570 to Ch 88630 and from Ch 88770 to Ch 88820. • Need to show the extent of land affected by the cut and cover operation particularly on the west side from Ch 89120 to 89370. The temporary cut top of batter will be well beyond the final shown resumption boundary and likely to impact adjacent properties if soil strata are unfavourable for stability of a 40m high cut batter. Looking at the batter extent at Ch 89120 (west side) begins to give an indication of the minimum impacts. • Need to show the extent of land affected by the cut and cover operation (even temporarily) particularly on the west side from Ch 89680 to 89730. The temporary cut top of batter will be well beyond the final shown resumption boundary and likely to impact adjacent properties if soil strata are unfavourable for stability of a 40m high cut batter. Looking at the batter extent at Ch 89680 (west side) begins to give an indication of the minimum impacts • What happens to the remnant land east of the resumption line from Ch 89270 to Ch 89860 as no legal access is provided for some parts. 	<ul style="list-style-type: none"> • Take the berm at the top of the first cut batter horizontally across to intercept the face of existing track cutting. • Make further geotechnical investigation to determine with virtual certainty as to the area of impact and resume for the full extent of the possible impacts. • Make further geotechnical investigation to determine with virtual certainty as to the area of impact and resume for the full extent of the possible impacts. • Clarify status of remnant land parcels or how they are to be dealt with in the final EIS.
C012-C112	<ul style="list-style-type: none"> • What is the flood immunity of Logwoods Road and what clearance to underside of structure is provided? The 100 yr flood level is 'estimated' in the Bridge Summary Information and no clearance is provided. 	<ul style="list-style-type: none"> • Provide data so that specific comment can be provided. Road immunity of at least 20 yr ARI (including climate change component) and 5.5m clearance is required by Council to be confirmed in the final EIS.

Section	Describe the Issue	Suggested Solution
	<ul style="list-style-type: none"> Show 100yr ARI flood level and inundation of upstream and downstream properties to enable determination of impacts and set out of mitigation strategy to be stated. 	<ul style="list-style-type: none"> Provide data for consideration and determination of where appropriate project related resumption may need to occur. Outline the specific mitigation strategy in the final EIS.
C013 – C113	<ul style="list-style-type: none"> Flood immunity of Highlands Road is not indicated and clearance to underside of structure is not able to be determined. Connectivity of station with the township is not indicated. Need to show how pedestrian and cyclists will approach from the community to the station and consider SPTED issues. 	<ul style="list-style-type: none"> Provide data so that specific comment can be provided. Road immunity of at least 20 yr ARI (including climate change component) and 5.5m clearance is required by Council to be confirmed in the final EIS. Detail the alignments and provisions to be made for pedestrians and cyclists including end of trip facilities at the station.
C013-C014, SK004-SK104, C113-C114	<ul style="list-style-type: none"> New bridge at Eudlo School Rd requires significant residential property acquisition and continues to use a link to the town with poor alignment and low flood immunity 	<ul style="list-style-type: none"> Access to Eudlo School Road can be better maintained by connecting Eudlo School Rd to Beech Lane crossing the proposed rail trail with a new intersection at Eudlo Rd. This option would reduce the number of property resumptions required while providing a shorter bridge structure across the new alignment, safer access, improved connectivity for the Eudlo community west of the rail and increased flood immunity. The Coordinator General should require the proponent to perform supplementary work to investigate this in liaison with Council. The existing alignment of Eudlo School Rd north of Rosebed St can be realigned across the rail trail to provide access to Ash Lane removing any future requirement to connect Ash Lane to Eudlo Rd across the rail trail.
C014 – C114	<ul style="list-style-type: none"> Need to show the extent of land affected by the cut and cover operation (even temporarily) particularly on the west side from Ch 92080 to Ch 92300. The temporary cut top of batter will be well beyond the final shown resumption boundary and likely to impact adjacent properties if soil strata are unfavourable for stability of a 40m high cut batter. Looking at the batter extent at Ch 92080 (west side) begins to give an indication of the minimum impacts. 	<ul style="list-style-type: none"> Make further geotechnical investigation to determine with virtual certainty as to the area of impact and resume for the full extent of the possible impacts.

Section	Describe the Issue	Suggested Solution
<p>C014 – C114 with Eudlo School Rd bridge as shown</p>	<ul style="list-style-type: none"> • The protrusion of the currently proposed eastern abutment of Eudlo School Road Bridge causes a construction difficulty and long term safety, stability and maintenance issues. It is noted that the western side has been extended. It may require adjustment of the intersection location. • Visibility from Beech Lane to Eudlo School Road may be below standard given bridge abutments and barriers at or above drivers eyeline. 	<ul style="list-style-type: none"> • Extend the east end of the bridge to remove the need for a vertical retaining wall. It may assist if the proposed bridge on its current skew orientation is 'slid' 20m southwards. • Rearrange to ensure visibility for intersection sight distance and stopping sight distance taking the bridge upstand walls into account.
<p>C015–C019, SK005-SK009, SK105-SK109, C115-C119</p>	<p>Rail trail alignment appears to cross from east of the new rail alignment to west of the alignment at the southern approach to Palmwoods without grade separation (CO17).</p> <p>There is severance of the connection to Main St for an area off Paskins Rd which is currently in the SEQRP urban footprint (SK007). This would require residents to make an extended and convoluted trip south along Paskins Rd through rural zoning to Leeons Rd then bridging across the new rail alignment before returning north again along the relocated Paskins Rd.</p> <p>The bridge at Leeons Rd across the new alignment would appear to suggest that there is a logical connection to be made from Leeons Rd to Eudlo Rd to increase connectivity. This connection is shown as a possible construction access (7.6.5) and there may be future pressure from some residents to maintain this access.</p> <p>There is an opportunity for greatly improved community connection and cohesion by relocating the link across the new alignment from Leeons Rd to a location within the town boundary.</p> <p>The layout of the connection of station parking to Main St following the decommissioning of the existing alignment is not shown.</p>	<p>Develop concept mapping of the potential rail trail for the length of the corridor detailing proposed solutions to crossings of the new rail alignment, connections to the wider networks and support facilities.</p> <p>This section of future urban development in Palmwoods can be better connected to the town with significantly shorter travel times by providing a direct connection to Eudlo Rd across the existing rail alignment. The Coordinator General should direct that supplementary work occur on this matter in conjunction with Council.</p> <p>Council does not support the linking of Leeons Rd to Eudlo Rd as such a connection could produce 'rat-running' through existing rural residential areas that would highly value the current lack of through traffic.</p> <p>The Coordinator General should require two potential sites be further investigated by the proponent at the northern start of the Paskins Rd diversion and at the Dunning/Main St intersection. A bridge in either location would provide a solution to allow the rail trail to cross the new rail alignment with grade separation.</p> <p>Bridging from Dunning St directly across the rail alignment to Eudlo Rd would provide a second rail crossing within Palmwoods with substantially improved flood immunity and superior connection to community facilities and the primary school.</p> <p>The layout of the connection of station parking to Main St should be developed in conjunction with Council.</p>

Section	Describe the Issue	Suggested Solution
	<p>The preliminary parking layout shown for Palmwoods station is impractical and inefficient and includes a bus zone which would not function.</p>	<p>Redesign the parking layout for Palmwoods station based on the final connection of the car park to Main St.</p>
<p>C015- C115</p>	<ul style="list-style-type: none"> • There are remnant parcels of land on the west side of corridor. • Clearance between bottom of batter, edge of realigned Paskins Road and requirement for longitudinal drainage and possible fence along the corridor is a significant performance and maintenance problem on the east side from Ch 92480 to Ch 92730. • Flood immunity of Property Access Road is not indicated and the clearance to underside of structure is not able to be determined. 	<ul style="list-style-type: none"> • Show how legal access can be provided to remnant parcels and their status in the final EIS. • Show full extent of drainage system including flow width accommodation which is clear of any fence line which may cause flow capacity and maintenance problems. • Provide data so that specific comment can be provided. Road immunity of at least 20 yr ARI (including climate change component) and 5.5m clearance is required by Council to be confirmed in the final EIS.
<p>C016 – C116</p>	<ul style="list-style-type: none"> • It is noted that the intersection of Leeons Road and Toby Court is within the rail corridor and subject to maintenance by DTMR. • The protrusion of the currently proposed abutments to each end of the new Leeons Road bridge cause construction difficulty and long term safety, stability and maintenance issues. • Review long term stability of remaining material between Proposed Paskins Road and four track rail final batter. 	<ul style="list-style-type: none"> • The final EIS must confirm of State assets. • Extend Leeons Road Bridge so abutments are at the top of cut batter alignment either side of road. Cost of extra bridge length is offset by saving in the removal of two 10m high vertical retaining walls with construction intruding on track construction. • Reshape land approximately horizontal from east edge of Proposed Paskins Road to second berm of rail batter from Ch 93630 to Ch 93780.
<p>C017, C117, C018 & C118</p>	<ul style="list-style-type: none"> • How is longitudinal drainage of Proposed Paskins Road dealt with? • There is uncertainty relating to batters etc between the new track alignment cut batters and the west side batters for Proposed Eudlo Road from Ch 94440 to Ch 94640. • Isolated property between existing rail and new rail from Ch 94400 to Ch 94700. 	<ul style="list-style-type: none"> • Show longitudinal drainage solution and show how the flow width is contained within the resumption boundary in the final EIS drawings. • Take the berm at top of the first batter on the east side of the rail horizontally across and ensure stability. Creates certainty. • Show legal access can be provided to isolated parcels of land and confirm their status in the final EIS.
<p>C019 – C119</p>	<ul style="list-style-type: none"> • The level difference of 8m between the bus zone and the station level is not conducive to an integrated transport system allowing easy interchange between modes. Does not properly support Disability Discrimination Act compliance. The proposed station 	<ul style="list-style-type: none"> • Fill the car park area so passengers can alight from bus and traverse directly to the rail station. This also enables pedestrian and cycle access from any direction.

Section	Describe the Issue	Suggested Solution
	<p>access is away from the bulk of the township and is not accurately reflected in Artists impression 5.</p> <ul style="list-style-type: none"> The project should include the demolition of the existing rail bridge across Woombye – Palmwoods Road. Visual amenity of proposed bridge is a major concern. It will look like a 'picket fence' due to the 11m height and the 25m spacing of piers. 	<ul style="list-style-type: none"> Include existing rail bridge removal into scope of the overall project. Improve visual amenity by increasing spacing of piers to 3 to 4 times the height, ie minimum spacing of 40m desirable.
C020 – C120	<ul style="list-style-type: none"> The curvilinear alignment of Realigned Spackman Lane appears too 'tight'. Must meet required radius for an appropriate design speed. Flood immunity of Realigned Spackman Lane is not indicated and clearance to the underside of structure is not able to be determined. There appears to be remnant parcels of land on west side of corridor from Ch 96640 to Ch 97000 	<ul style="list-style-type: none"> Redesign road horizontal alignment to Councils approval. Provide data so that specific comment can be provided. Road immunity of at least 20 yr ARI (including climate change component) and 5.5m clearance is required by Council to be confirmed in the final EIS. Show how legal access can be provided to remnant parcels and confirm their status in the final EIS.
C021 – C121	<ul style="list-style-type: none"> Flood immunity and clearance of the possible property access location at Ch 97400 must be dealt with in the EIS to confirm that suitable legal access can be provided. Uncertain how many remnant properties are to be supported by this possible property access. 	<ul style="list-style-type: none"> Show how legal access can be provided to remnant parcels and immunity is at least 5 yr ARI, but preferably 10 yr ARI and clearance to suit a large commercial vehicle 5.5m. May be less isolating and better value for money to acquire the property.
C022-C023, SK011-SK111, C122-C123	<p>Access needs to be retained to the remaining portion of sports fields based on the existing road alignment passing under the old and new rail bridges north of the station at Paynter Creek.</p> <p>The bridge from Blackall St to Back Woombye Rd creates severance for some residents of Park St and Keil St. There is an opportunity to address this issue and provide improved community connectivity and road network by using a short section of existing rail alignment south of the Woombye station.</p>	<p>Continue the existing roadway past the entry to the station parking to provide access to the remaining open space area to the west of the new station with maximum possible flood immunity</p> <p>The Coordinator General should require supplementary work to investigate a new local road connection from Taintons Rd along the existing rail alignment under the new road bridge and connecting to Blackall St at Barts St would improve connectivity to the south and provide improved access to the station parking.</p>
C022 – C122	<ul style="list-style-type: none"> Flood immunity and clearance of the possible property access location at Ch 97770 and Ch 98220 must be dealt with in the EIS to confirm that suitable legal access can be provided. Uncertain how many remnant properties are to be supported by this possible property access. 	<ul style="list-style-type: none"> Show how legal access can be provided to remnant parcels and immunity is at least 5 yr ARI, but preferably 10 yr ARI and clearance to suit a large commercial vehicle 5.5m. May be less isolating and better value for money to acquire the property.

Section	Describe the Issue	Suggested Solution
C023 -C123	<ul style="list-style-type: none"> • The possible property access at top left of plan must be dealt with now to remove uncertainty for property owners. • Uncertain of the benefit that the section of retained embankment for Proposed Back Woombye Road. In fact it would impede flood flows of Paynter Creek. • Proposed Back Woombye Road cross section needs to allow for vehicles, cyclists and pedestrian. • Unclear how the station links to the Woombye community a part for vehicles. Need to cater for pedestrian and cyclists to the station. 	<ul style="list-style-type: none"> • Show an agreed legal point of access can be provided in the final EIS. • Remove retained embankment and continue structure instead. • Cross section to be used will allow for 3.5m road lanes, bike lanes and pedestrian facilities to Councils approval. • Detail the alignments and provisions to be made for pedestrians and cyclists including end of trip facilities at the station as part of the scope of works for the Landsborough to Nambour Rail Project.
C024 – C124	<ul style="list-style-type: none"> • Not possible to add an extra span under traffic. Must realign road and bridge of Blackall Range Road. • The protrusion of the currently proposed abutments to each end of the proposed Blackall Range Road bridge cause construction difficulty and long term safety, stability and maintenance issues. 	<ul style="list-style-type: none"> • Show realigned new bridge and road facility for Blackall Road and allow for all modes. • Extend the proposed Blackall Range Road Bridge so abutments are at top of cut batter alignment either side of road. Cost of extra bridge length is offset by saving in the removal of two 10m high vertical retaining walls with construction intruding on track construction.
C025-C125	<ul style="list-style-type: none"> • Nil 	<ul style="list-style-type: none"> • Nil
C026 – C126	<ul style="list-style-type: none"> • Encroachment to school can be minimised over this small area. • Ensure long term hydraulic efficiency across the existing corridor. • Why is the noise barrier discontinuous? 	<ul style="list-style-type: none"> • Use retaining wall system to remove /minimise encroachment. • Remove the culverts and create appropriate open channel cross sections as determined. • Form of barrier and its extent to be the result of a detailed noise analysis report.
C027 – C127	<ul style="list-style-type: none"> • Why does the retaining wall turn at right angles at Ch 101770? Could continue to Ch 101720. • How is existing track on west side of the corridor Ch 101450 to Ch 101730? • The proximity of the retaining wall, resumption boundary and proposed fenceline with the various banks of Petrie Creek is a concern. 	<ul style="list-style-type: none"> • Extend retaining wall due south to Ch 101720. • Demonstrate how the same level of accessibility is maintained without it. • No comment offered.

Section	Describe the Issue	Suggested Solution
	<ul style="list-style-type: none"> • Extend Arundell Avenue so abutments are at top of cut batter alignment either side of road. Cost of extra bridge length offset by saving in removal of two 10m high vertical retaining walls with construction intruding on track construction. • The width of the rail bridging at Arundell Av must allow for the proposed future widening of Arundell Av to four lanes. It is understood that the existing bridge structure allows for the widening to the northern side of the existing road reserve. 	<ul style="list-style-type: none"> • Provide data so that specific comment can be provided. Road immunity of at least 20 yr ARI (including climate change component) and 5.5m clearance is required by Council to be confirmed in the final EIS. • Allow for the proposed future widening of Arundell Av to four lanes in the design of the rail structure crossing Arundell Ave..
C028 – C128	<ul style="list-style-type: none"> • The road network may benefit from a link road from Mitchell Street to Bury Street to Mill Street as well as provide an alternative access to the new transit interchange at the Nambour Station. • The station appears to have been designed in isolation to the other transport networks which connect to rail at the transport hub of the Nambour MAC. • The drawings show approximately 174 car parking spaces being provided for commuter parking as part of the redeveloped Nambour station. This appears to significantly underestimate the parking demand for a station that services a Major Activity Centre with a significant urban residential catchment, a hinterland catchment and townships to the north. • Providing a Park and Ride facility to meet this demand at either Woombye or stations further to the south is not realistic or appropriate as the road network does not cater for access from the townships and areas to the north and northwest (there is ongoing concerns with access to Woombye from Nambour Connection Rd). Trips to a Park and Ride facility should not be required to traverse the length of Nambour to access station parking. 	<ul style="list-style-type: none"> • Include link road into scope of the project. • The station should be designed to seamlessly integrate with the new bus facility to provide a single transport interchange. • Kiss and Ride facilities should be integrated into the station design on both the eastern and western sides of the station. • The parking to be provided should be based on an analysis of the travel pattern of rail patrons and sized accordingly as either expanded at-grade parking or in a multi-deck facility in accord with the TransLink Transit Authority Park and Ride Strategy. It is noted that the Demand Forecast Review states that park and ride has not been dealt with and this has resulted with the model incorrectly indicating only minor growth at the stations. The Coordinator General should require the proponent to work with Council to resolve this matter. • An opportunity exists to provide consolidated commuter and town centre parking facilities in Pike Street through partnering with Council.

Section	Describe the Issue	Suggested Solution
	General	
	<ul style="list-style-type: none"> • The project is on a substantially different alignment which will result in a different flood flow pattern, changes in available flood storage volumes and collection and discharge of concentrated water through bridges and culverts. Need to ensure these consequential changed flow paths do not cause nuisance. No mitigation proposals are yet included. • The drawings do not show longitudinal drainage generally and at top of cut batters all the way to discharge points. • Need to investigate the extent and cross section of table drains at top of batters to capture and divert flow rather than down batter face and cause instability. Given some of the steep gradients consideration of control of water due to velocity and energy dissipation consideration to ensure no erosion potential. Treatments to drainage discharge points to be specified. This concern also applies to berms forming slope stability set backs. • Need to understand relative levels of different elements. Cross sections would assist. • Road package long sections and cross sections are not in EIS. 	<ul style="list-style-type: none"> • Undertaken comprehensive hydrologic and hydraulic study and analysis to show what property impacts and nuisance will occur and to allow mitigation proposals to be developed and implemented as part of (and hopefully prior to) the project. Show Q100 level at each Creek Crossing and upstream headwall of culverts in the final EIS document. <p>All drawings in the final EIS to show all longitudinal drainage (including top of cut batters) through to discharge points</p> <ul style="list-style-type: none"> • Show drain cross sections for different gradients, identify if the entire cross section will be concrete lined and show energy dissipation to control velocity at any change of direction or discharge point. • Provide cross sections to allow consideration by Council. • Provide information to allow consideration and ensure impacts are properly determined and treated.
C029 – C034 – services coordination layouts		
C129	<ul style="list-style-type: none"> • Note 3 indicates that batter gradients are 'assumed only'. How can they validly be used to set resumption boundaries from land impacts on this basis? More geotechnical work is required. It is noted that a typical batter and berm arrangement (without maintenance track) is not indicated in the EIS drawings. • Note 6 requires top of track formation to be a minimum of 600mm above flood immunity of Q100 given no contemporary flood modelling has occurred?. How has this been set? Some of the information available to Council is incomplete and not performed using contemporary methods. Given the proposed longevity of this project (>100 yrs) this is a critical element. 	<ul style="list-style-type: none"> • Undertake further geotechnical work which permits initial assessment of long term batter gradients based on stability, with a suitable factor of safety, even if slightly conservative. With some engineering intervention a reduced land impact is possible but this cost then needs to be weighed against the cost of the additional land. • Perform comprehensive flood study using contemporary modelling methods using up to date digital terrain information to determine flow paths, project related impacts and to allow identification of mitigation strategies for affected private property and other land. Altered land resumption boundary proposals may result. Without this work significant uncertainty remains in the community and this is unacceptable and does not meet the

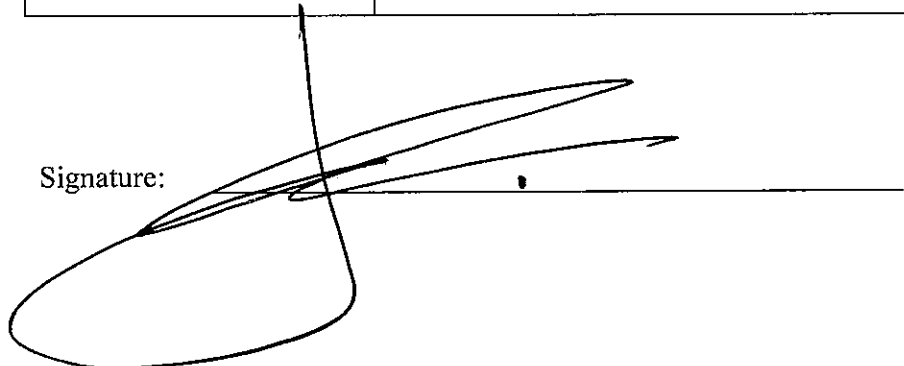
Section	Describe the Issue	Suggested Solution
		requirements of the objectives of an EIS. This is compounded by the major (>10 years) time gap between EIS and detailed design phase.
C035 – C036 – four track typical section and platform arrangements		
SK001 – SK012 – four track road realignment drawings		
SK001 & SK101	<ul style="list-style-type: none"> • See notes for drawing C001/C101 also. • The placement and size of the culvert under Gympie Street North road is to be further discussed in terms of performance requirements. • Need to determine what extent of the assets related to any new structure and retained segment would remain with DTMR for maintenance and which would be handed to Council. This will allow more focussed comment on life cycle issues. 	<ul style="list-style-type: none"> • Details to be provided on performance to ensure ARI 20 year immunity for the road and all other matters meet with Council requirements. • Advise or indicate on drawings the extent of asset to each stakeholder.
SK003A & SK003B	<ul style="list-style-type: none"> • Visibility to the right from the Pony Club access is unacceptable and deficient if fencelines are placed on property and resumption lines. • No indication how 'existing' car park can operate or whether it is required for park and ride, kiss and go or needed to support adjacent commercial/retail operation. This will assist to determine the better Hatten Street configuration. • Need to show all pedestrian and cycling options available to cross the corridor and their further connections into the community. • See notes for drawing C007/C107 also. • What is meant by the 'proposed' in SK003B road control line along the west edge of Jones Street. Why does it change for the Hatten Street arrangement in SK003B? 	<ul style="list-style-type: none"> • Ensure more than desirable sight distances are provided as the vehicles exiting will be slower moving car and trailer combinations. • Demonstrate the 'existing' car park is viable and the remaining structures including any protection system do not compromise it. This will assist in identifying the 'better' Hatten Street intersection. • Demonstrate that cycle and pedestrian connectivity is at least equal and preferably enhanced due to the project.
SK004 & SK 104	<ul style="list-style-type: none"> • Possible future extensions of Beech Lane and Ash Lane are shown on the plan. Council is interested in obtaining road reserve extensions across the existing rail corridor to connect to the road reserve of Eudlo Road for future proofing purposes and the 	<ul style="list-style-type: none"> • Arrange the opening of road reserve across the existing rail corridor on the direct extension of current road reserve boundaries of Ash Lane and Beech Lane to connect to Eudlo Road reserve as part of the Landsborough to Nambour Rail

Section	Describe the Issue	Suggested Solution
	realignment of the Eudlo School Road reserve at the end of Rosebed Street.	Project Scope of Works. • Arrange the opening of road reserve across the existing rail corridor on the direct realignment of current road reserves of Eudlo School Road and Rosebed Street.
Sk005 & Sk105	• See notes for Drawings C015 and C115 for comment.	• See notes for Drawings C015 and C115 for comment.
Sk006& Sk106	• See notes for Drawings C016 and C116 for comment.	• See notes for Drawings C016 and C116 for comment.
Sk007& Sk107	• See notes for Drawings C017 and C117 for comment.	• See notes for Drawings C017 and C117 for comment.
Sk008& Sk108	• See notes for Drawings C018 and C118 for comment.	• See notes for Drawings C018 and C118 for comment.
Sk009& Sk109	• See notes for Drawings C019 and C119 for comment. • Concerns exist for visibility deficiencies to the right side from Nicklin Road onto Realigned Chevallum Road purely for distance but also due to bridge pier locations causing obstruction.	• See notes for Drawings C019 and C119 for comment • Demonstrate visibility to the right from Nicklin Road Meets all standards to Councils satisfaction and bridge piers are not a complicating factor.
Sk010& Sk110	• See notes from Drawings C020 & C120 for comment. • Why does the Realigned Spackman Lane terminate where it does?	• See notes from Drawings C020 & C120 for comment. • Explaining the mitigation strategy behind the new alignment of Spackman Lane and the termination location in the final EIS.
Sk011& Sk111	• See notes for drawings C023 and C123 for comment. • Significant erosion potential for southern batter of the western bridge abutment due to alignment and termination of retaining structure. • Confirm that pedestrian and cycling connectivity is maintained.	• See notes for drawings C023 and C123 for comment. • Extend batter protection works. • Demonstrate that cycle and pedestrian connectivity is at least equal and preferably enhanced due to the project.
Sk012 & Sk112	• See notes for drawings C024 and C124 for comment.	• See notes for drawings C024 and C124 for comment.
C100 - C128 – two track drawings		
	Refer to comments made under section C000 – C028– four track road realignment drawings	
C129 – C130 – two track typical section and platform arrangements		

Section	Describe the Issue	Suggested Solution
SK101 – SK112 – two track road realignment drawings		
	Refer to comments made under Section SK001 – SK012 – four track road realignment drawings.	
SK040 – two track diagram		
APPENDICES (on CD)		
A. Terms of reference for an environmental impact statement		
3.1	This section calls to assess the impacts of climate change on increased risk and severity of flood. The EIS has not adequately addressed this issue as flood modelling has not been undertaken.	Undertake flood modelling taking into consideration climate change as per the requirements of SPP 1/03. Reference should be made to IPCC, CSIRO, other State/Industry guidelines and SCRC flood reports. Include results in relevant sections of the EIS and on all Drawings
3.4	This section calls for <i>existing surface drainage patterns, flows, history of flooding including extent, levels and frequency and present water uses</i> The EIS has not adequately addressed this issue as flood modelling has not been undertaken as noted in Para 4 of Cl 1.8.1 of the EIS	Undertake flood modelling taking into consideration climate change as per the requirements of SPP 1/03. Reference should be made to IPCC, CSIRO, other State/Industry guidelines and SCRC flood reports. Include results in relevant sections of the EIS and on all Drawings
B. Terms of reference checklist		
C. Development approvals matrix		
D. Route Identification Report executive summary		
E. Study team		

Section	Describe the Issue	Suggested Solution
F1. Transport technical analysis		
2.10	<ul style="list-style-type: none"> • Park and ride has not been dealt with explicitly and this has resulted with the model incorrectly indicating only minor growth at the stations. 	The parking to be provided should be based on an analysis of the travel pattern of rail patrons and sized accordingly.
F2. Demographic analysis		
F3. Cultural heritage technical report		
F4. Bridge summary information		
F5. EPBC referral notice		
References Section 25, page 796	The newly adopted Sunshine Coast Regional Plan 2009 is not used. Also, the Caloundra Biodiversity Strategy 2006, Background Paper and Appendices 2006 (adopted by Council) are not used.	The new Sunshine Coast Regional Plan should be reviewed by the project team and cited. . Also, the Caloundra Biodiversity Strategy 2006, Background Paper and Appendices 2006 (adopted by Council) must also be reviewed and cited.

Signature:



Date:

27 / 8 / 09