DELIVERY UPDATE

November 2026

The **Wave**

Stage 1 (Beerwah to Caloundra)

Rail line design update (Aura) – Bruce Highway to Bells Creek Arterial Road

This section of the rail line will include new rail overpasses over the Bruce Highway, Western Drive and Bells Creek Arterial Road. As the rail line approaches Bells Creek (Aura) Station it will start to elevate to connect with the new station platforms.

The new rail line through Aura will consist of two rail tracks that will be constructed in the protected rail corridor (see map overleaf for further information).

Over the past few months, our package contractor, CoastalTraX, has progressed the design of the new rail infrastructure within the Aura community, which will feature:

- a rail overpass crossing the Bruce Highway that will continue over Western Drive before transitioning onto embankment
- continuation of the rail line on embankment through to Aura Boulevard*
- an elevated section of the rail line from behind Notre Dame College up to the new, elevated Bells Creek (Aura) Station
- continuation of the elevated rail line over Bells Creek Arterial Road and on to Caloundra Station.

**Due to changing ground levels, the embankment height may change.*

The design also includes the new Aura Boulevard overpass – a road bridge structure over the rail line. The road overpass will provide the main vehicle access point into the new Bells Creek (Aura) Station precinct, via connection to a new station access road.

Project corridor

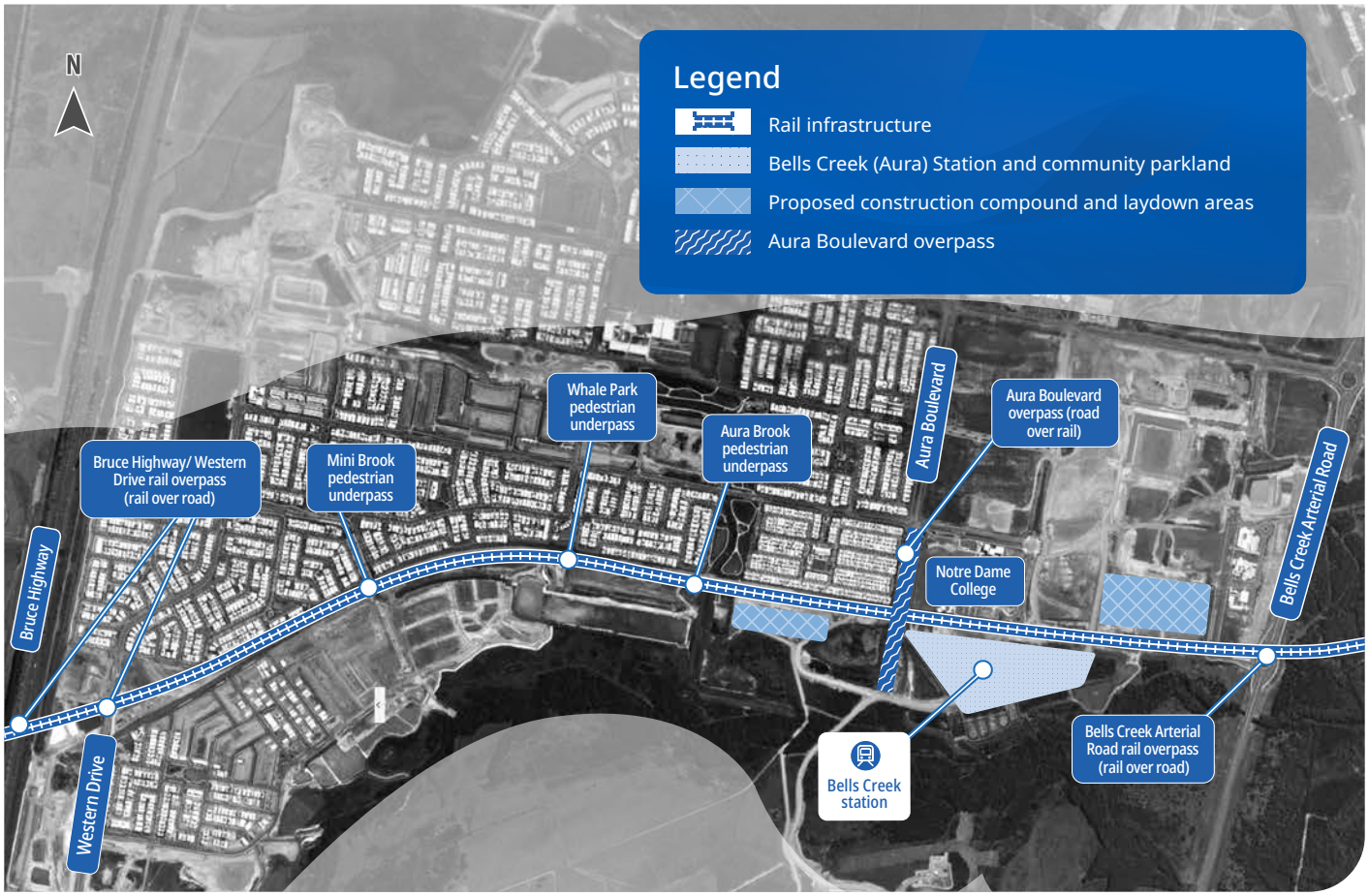
Heavy passenger rail has been planned on the Sunshine Coast since 1998. The designated project corridor for The Wave, previously known as the Caboolture and Maroochydore Corridor Study (CAMCOS) area, was protected for a single track rail corridor in 2001.

The corridor is approximately 40–50 metres wide through Aura to accommodate the dual rail track design.

The corridor alignment accommodates various factors including technical and safety standards, legislation, Queensland Rail operational requirements, engineering, environmental and cultural heritage considerations.

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Rail alignment and features through Aura.

Rail line design

The height of the rail line will vary along the alignment to accommodate changing ground levels, crossings of existing roads and waterways, and minimum clearance heights required to accommodate future infrastructure.

For example, the Bruce Highway, Western Drive rail overpass will have a clearance of approximately 6.5 metres above each road. At Bells Creek Arterial Road, the clearance will also be approximately 6.5 metres. As the rail line approaches Bells Creek (Aura) Station, it will have a clearance of approximately 3.5 metres on its approach to the station platforms.

Between these key locations, the rail line is being designed to sit mainly on embankment.

The image above provides an overview of the key elements of the rail line design through Aura.

Community connectivity

Providing options for walking and cycling across the rail corridor to enable north-south connectivity through Aura has been a focus of the design.

To achieve this, the updated design includes the following connection points:

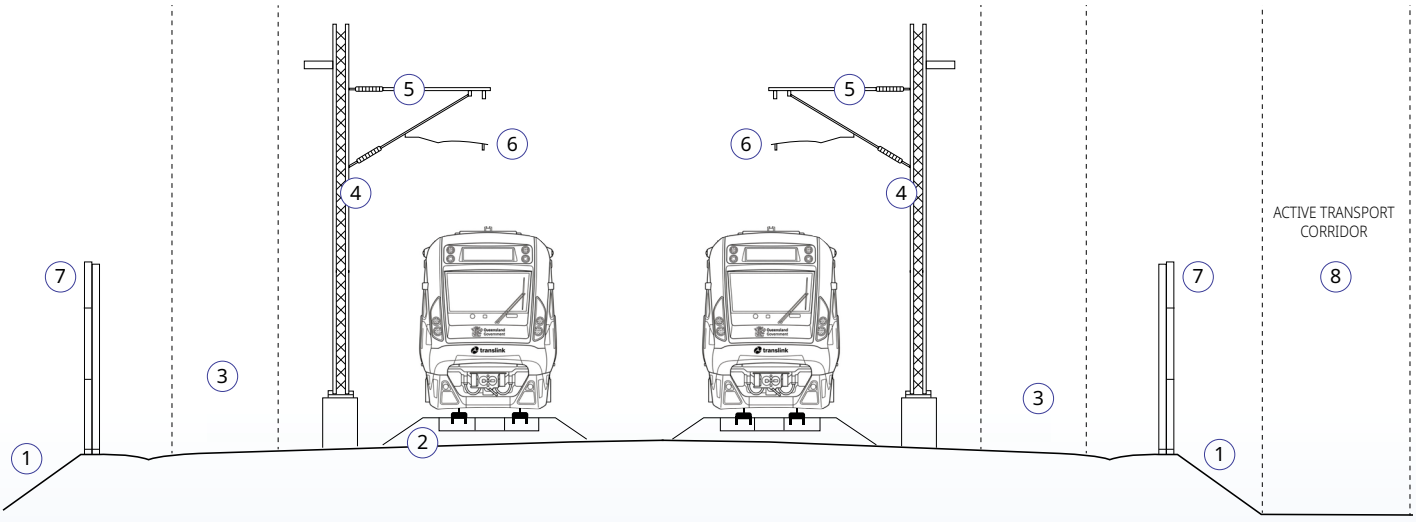
- **new pedestrian/cyclist crossings** via underpasses at Mini Brook, Whale Park, and Aura Brook
- **a new shared pathway** on the future Aura Boulevard road overpass (bridge)
- **active transport connections** including shared pathways within and around the new Bells Creek (Aura) Station precinct, and a new shared pathway on the southern side of the rail line from Western Drive to the new Bells Creek (Aura) Station.

Will I be able to see the new rail infrastructure from my property?

Elements of the new rail infrastructure may be visible from nearby properties (depending on proximity and orientation of the property) including embankments, rail bridges or overpasses, noise barriers, the new station, and the overhead electrical wiring system.



Artist impressions of rail overpasses at Bruce Highway (top) and Bells Creek Arterial Road (bottom).



Example of rail infrastructure design on embankment.

1. Embankment
2. Ballast and rail tracks
3. Rail maintenance access road
4. Overhead line equipment (OHLE) mast
5. Overhead line equipment (OHLE) brackets
6. High voltage power
7. Potential noise barriers (where required by assessment)
8. Active transport corridor (cycling and walking)

**Drawing is not to scale*

How will the rail line be constructed?

Construction will generally involve vegetation clearing within the project corridor, ground improvements, earthworks (including access track and embankment construction) and installation of new drainage. After this, the rail ballast (crushed stones), rail tracks, and overhead electrical system will be installed.

For elevated sections of the rail line (including the rail overpasses), piles will be installed to support each structure's foundations, followed by construction of concrete columns and beams that will carry the rail line. The track slab, rail tracks and overhead electrical system will be installed once the main structures are complete.

How will operational noise be managed?

Operational noise must be managed in accordance with the Department of Transport and Main Roads Operational Railway Noise and Vibration – Interim Guideline (2019) and other relevant Queensland Rail guidelines.

Noise monitoring is underway to measure existing noise levels and help identify suitable noise reduction measures for the final design.

Measures being considered include noise barriers, sound absorption panels near the track, and rail dampers attached to the track.

Further information will be available when CoastalTraX's detailed design is completed in 2027.

I live near Aura Boulevard – what will the road overpass look like?

Aura Boulevard will be extended to the south, across the rail corridor, via a road overpass. The road overpass will have a clearance of approximately 6.6 metres where it crosses the rail corridor and connects to the future station access road, on the southern side of Bells Creek (Aura) Station.

The overpass will also provide cycling and pedestrian access (via a shared pathway), lighting, and screening.

Further information on the road overpass design will be available at the completion of detailed design in 2027.

Who is CoastalTraX?

CoastalTraX is the consortium appointed to design and deliver the Stage 1 greenfield section of The Wave between Beerwah and Caloundra. The consortium brings together major contractors ACCIONA and Georgiou, design partners Aurecon and Mott MacDonald, and local rail specialist DT Infrastructure.

For all design and construction related queries, you can contact the CoastalTraX team via the contact details below.

Stay up to date

Search on tmr.qld.gov.au: 'The Wave'

Email: thewave@coastaltrax.com.au

Call: 1800 407 533 (9am – 4.30pm Monday to Friday)

Post: PO Box 5043, Maroochydore BC, QLD 4558

For more information, **scan the QR code.**

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For further information, or if you require translation or support services to access the documentation, please contact the project team on **1800 407 533** (9am – 4.30pm Monday to Friday).

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