DELIVERY UPDATE

November 2026

The **Wave**

Stage 1 (Beerwah to Caloundra)

Elevated rail structure — Bells Creek (Aura) to Caloundra Station

A new elevated rail structure will connect the Bells Creek (Aura) and Caloundra Stations. Designing this infrastructure above ground will reduce local environmental impacts, maintain long-term connectivity to existing recreational tracks, and provide protection for the rail line.

The elevated rail structure will extend approximately 7 kilometres from Bells Creek (Aura) Station to Caloundra Station. It will vary in height, with the highest points closer to the stations. This section of the rail line is being designed above ground to:

- enable rail overpass crossings of Bells Creek Arterial Road and Caloundra Road
- reduce impacts on low-lying environmentally sensitive areas, including Lamerough Creek West Environment Reserve
- maintain long-term walking and maintenance vehicle access to existing recreational tracks near Lamerough Creek
- protect the rail line and nearby properties from potential flooding impacts.

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.

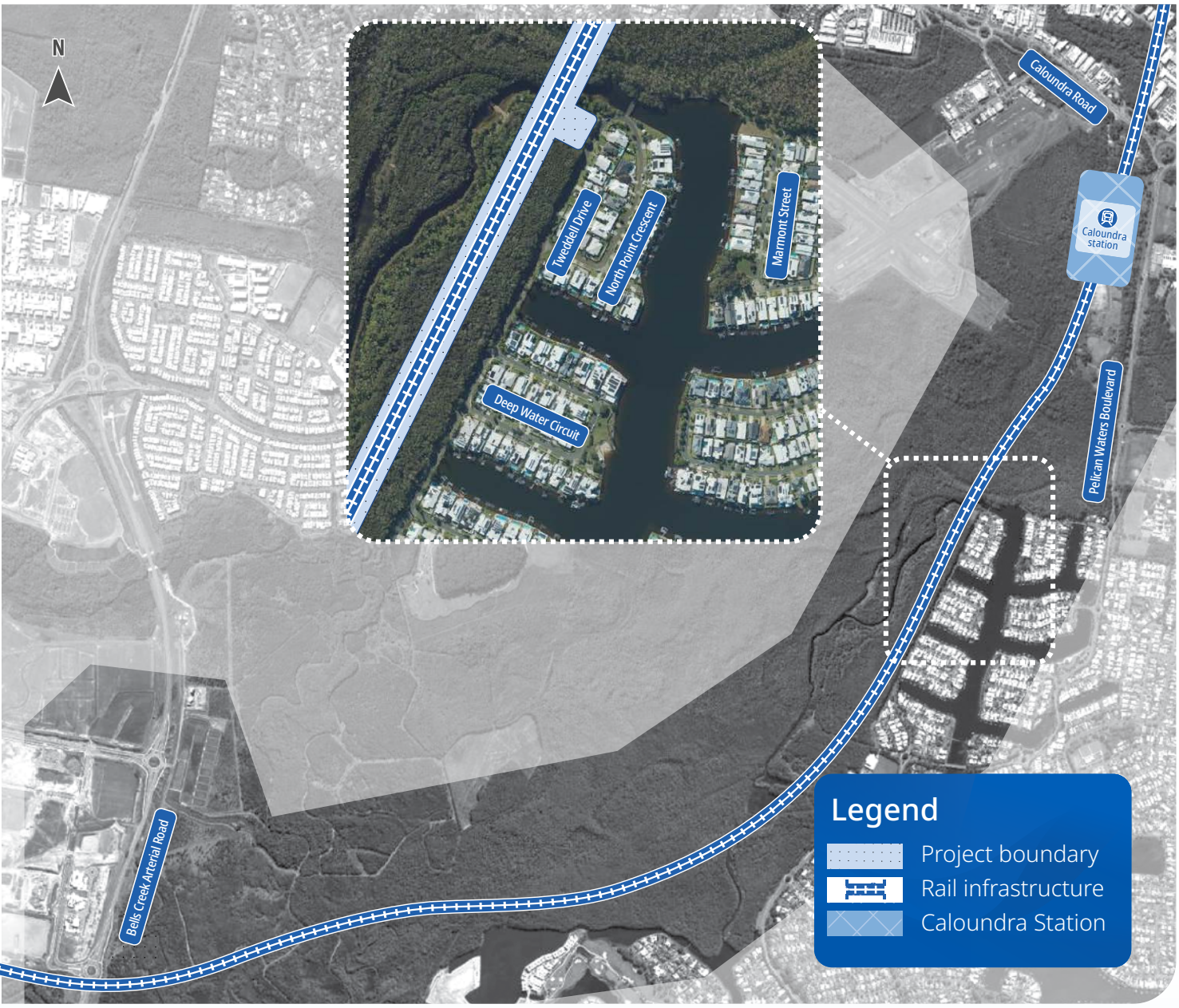
Since then, the corridor alignment between Bells Creek and Caloundra has been refined and shifted slightly west. As a result, the current corridor is located further from nearby residential properties, than the corridor originally protected in 2001. The corridor has also been widened to the west to accommodate a dual-track rail design and is now approximately 40–50 metres wide.

Design refinements for the corridor alignment have considered various factors including technical and safety standards, legislation, Queensland Rail operational requirements, engineering, environmental and cultural heritage considerations. Examples include:

- smoothing out bends to increase speeds, reduce journey time and reduce operational noise impacts for nearby residents
- straightening the rail line as it approaches Caloundra Station
- positioning of the corridor to minimise environmental impacts on the surrounding Lamerough Creek West Environment Reserve
- ensuring the rail line does not encroach on the Caloundra Aerodrome restricted area.

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Elevated rail structure alignment (inset: proximity to Tweddell Drive Pelican Waters)

Elevated rail structure location

Since being awarded the contract to design and construct this section of The Wave in May 2026, CoastalTrax has refined the design to move the elevated structure and associated rail infrastructure up to 10 metres further west away from Tweddell Drive. The rail tracks now sit approximately 70 metres west of the closest Tweddell Drive properties. Constructing the rail tracks on structure rather than embankment narrows the infrastructure footprint in this area. The indicative track location is shown on the map above.

Elevated rail structure design

The height of the structure will vary across its 7 kilometre length to account for changing ground levels, hydraulic design, creek crossings, crossings over existing and future roads, minimum clearances over walking and maintenance tracks near Lamerough Creek and height restrictions associated with Caloundra Aerodrome.

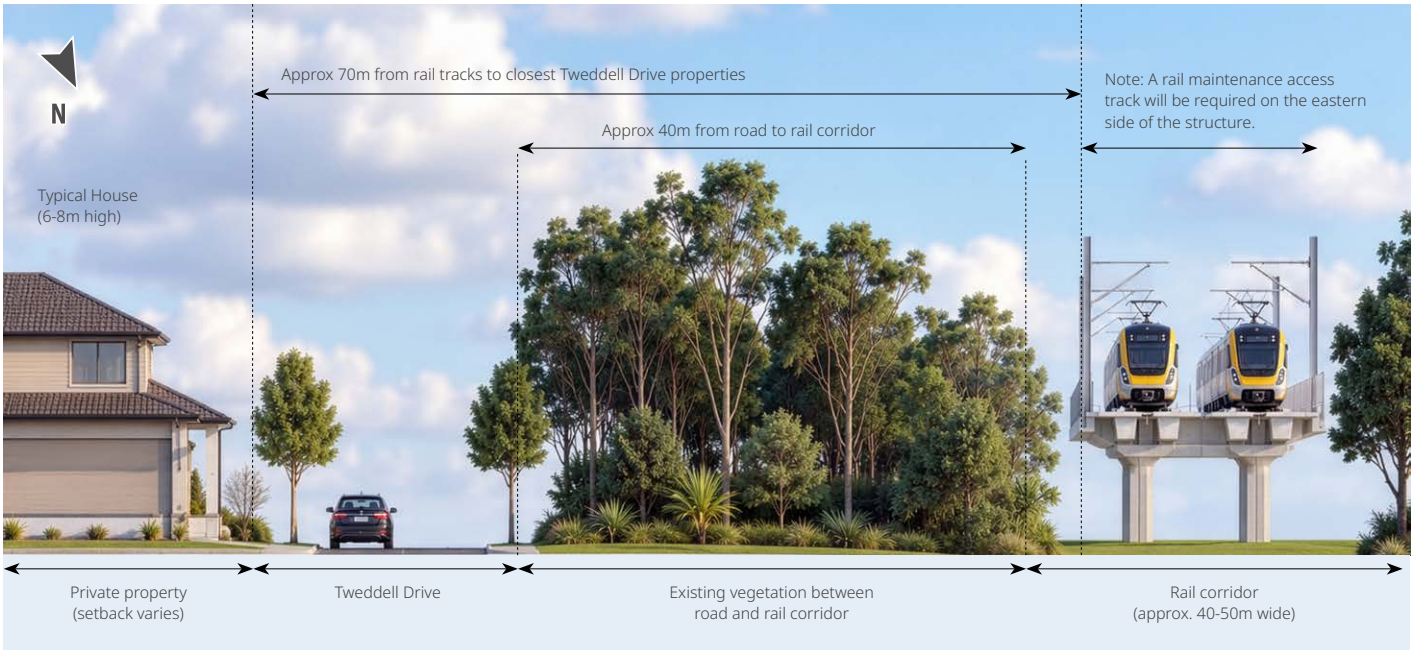
Near Tweddell Drive, the structure has been lowered from earlier design concepts. It will provide approximately 3 metres of clearance over Pelican Forest Track entry, north of Caloundra City Private School.

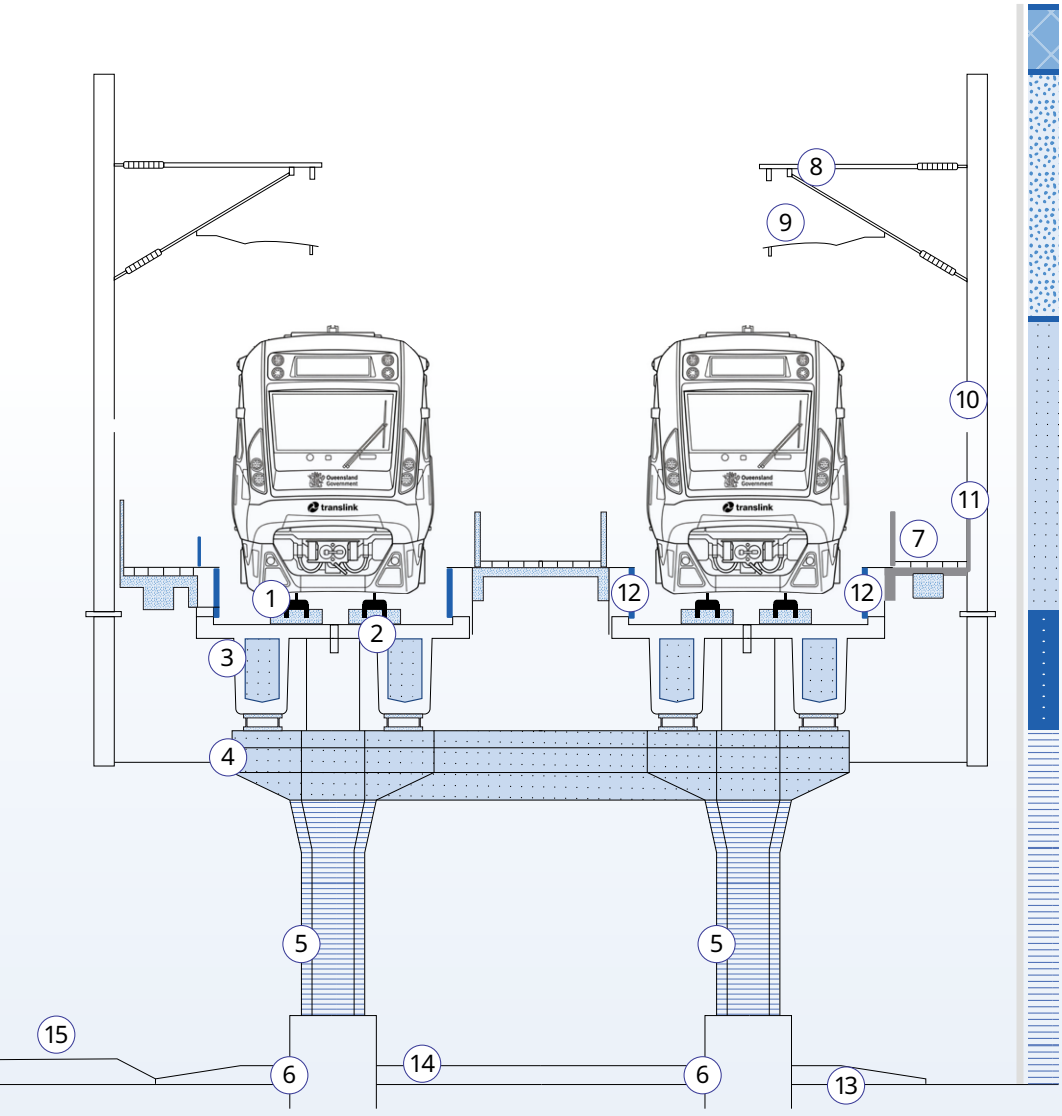
Further north, clearance beneath the structure increases to approximately 4 metres before it crosses Lamerough Creek.

From there, the structure rises gradually towards Caloundra Station, reaching a clearance of up to 9 metres.

Cross-section: Tweddell Drive to The Wave (Stage 1)

Indicative view based on current project information





Tallest established vegetation height near Tweddell Drive

Train roof to top of mast = 3.5m

Train track to train roof = 4.2m

Top of headstock to train track = 1.6m

Ground level to underside of girder = 2-4m

1. Rail tracks
2. Concrete track slab
3. Concrete girder
4. Concrete headstock
5. Concrete columns
6. Underground piles
7. Maintenance access and emergency walkway
8. Overhead Line Equipment (OHLE) brackets
9. High voltage power (25kV)
10. Overhead Line Equipment (OHLE) rail mast
11. Potential noise barriers (where required by assessment)
12. Proposed sound absorption panels
13. Ground level
14. Scour protection at pier locations
15. Rail maintenance access track

Elevated rail structure design

How will the structure be constructed?

Construction of the elevated rail structure will involve vegetation clearing within the project corridor, ground improvements, earthworks (including access track construction) and temporary drainage installation.

Piles will then be installed to support the structure's foundations, followed by above ground construction works, including construction of concrete columns and beams that will carry the rail line.

The rail tracks and overhead electrical system will be installed once the main structure is 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 tracks, and rail dampers attached to the tracks.

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

Will I be able to see the elevated rail structure from my property?

There is currently existing vegetation between the majority of Tweddell Drive and the rail corridor. CoastalTraX will only undertake vegetation clearing within the designated project corridor, which is located approximately 40 metres west of Tweddell Drive.

The elevated structure is being designed to sit below the canopy of the existing vegetation and will generally be obscured from nearby properties.

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 infrastructure 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.**

www.tmr.qld.gov.au/thewaverail

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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