



MINUTES OF MEETING

Meeting Number 4

CLG	Woolloowin Community Liaison Group				
Location:	Airport Link Information Centre, Lutwyche	Date:	6/04/10	Time:	5:45pm

Chaired By:	Minuted By:	Distribution Date:
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<p>Attendees: Melissa Salisbury (MS) (Independent Facilitator), Ravi Chopra, Ron Apelt, Toby Murdoch, Peter Schofield, John Lister</p> <p>Project Team Members in Attendance: Mario Buterin – Project Manager, TJH Anthea Craig – Community Liaison Co-ordinator, TJH Chris Morris – Environmental Manager, TJH Daniel Hockey – Community Liaison Officer, TJH Daniel Scott – Tunnelling Engineering Manager, TJH Lauren Diamond – CNI Paul Croke – CNI Charles MacDonald – BrisConnections Louise McKosker – JTAA</p> <p>Apologies:</p> <p>Not Present:</p>

Summary	Presented by	Action
<p>INTRODUCTION</p> <p>Melissa Salisbury from JTAA Consultants introduced herself as the new independent facilitator following the resignation of Pauline Bourke as facilitator.</p> <p>Louise McKosker also from JTAA Consultants was introduced and attended the meeting as an observer. Louise is the facilitator of the Airport Link Bowen Hills and Lutwyche/Windsor Community Liaison Groups. Louise will facilitate the group should Melissa not be available at any time.</p> <p>A CLG member requested that meeting attendees wear a name badge. All but one attendee were wearing a name badge, which was remedied.</p> <p>ACTIONS FROM LAST MEETING</p> <p>Revised map of borehole locations</p> <p>TJH provided a revised map of the geotechnical and environmental monitoring locations in Woolloowin between Kedron Park Road and Lodge Road, which was included in the meeting briefing papers.</p> <p>CLG members were satisfied with the map and advised they would raise questions individually where necessary.</p>		

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<p>Assessment of Truro Street complaints during acoustic shed construction TJH undertook an assessment and no complaints were received residents surrounding the Truro Street site during construction of the acoustic shed.</p> <p>Q. How did the Co-ordinator General (COG) define the near premises residents? Why are residents on the northern side of Rose Street not included in the near premises area? A letter from the Department of Infrastructure and Planning to the CLG Facilitator was tabled clarifying how the near premises residents are defined.</p> <p>Q. Can the noise model be presented at the next meeting. The Noise and Air Quality Assessment conducted by Air Noise Environment (ANE) is presented in the Request for Project Change (Pg59 – 112). The Request for Project Change Report can be viewed at: http://www.dip.qld.gov.au/projects/transport/tunnels-and-bridges/airport-link-tunnel-project.html</p> <p>Q. Why do residents have to request noise monitoring to be conducted at their house? TJH undertakes noise monitoring upon commencement of a new activity as is required in the Coordinator General's <i>Change Report (October 2009)</i>. TJH also undertakes noise monitoring at residential and commercial premises upon request and upon receipt of noise complaints.</p> <p>Q. What is the notification area for invitations to the Community Information Session? The notification area for the Community Information Session would be extended beyond the near premises residents to include up to Dawson Street and streets around Melrose Park.</p> <p>Presentations on ground settlement and the Earth Pressure Balancing machine are still to be confirmed for future CLG meetings.</p>		TJH
<p>CONSTRUCTION UPDATE Construction activities completed until the end of March 2010 were outlined:</p> <ul style="list-style-type: none"> • TJH has substantially completed cladding for the acoustic shed • Shaft excavation is continuing with stockpiling and haulage of spoil occurring, fitout of the access shaft with services is underway • Shotcrete and concrete deliveries occurring • Roadworks to repair Park Road road surface - TJH undertook works to repair the road surface in Park Road at the exit driveway of the site. Due to the poor condition of the road subsurface, further works will be required in the coming months. The community will be notified prior to commencement of further 	M Buterin	



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<p>road works.</p> <p>In the coming months activities at the worksite will include:</p> <ul style="list-style-type: none"> • Delivery of gantry crane components. Due to their size and length delivery will be made at night via Kent Road (south bound). • Installation of two 1100mm wide ventilation outlets on the roof of the acoustic shed up to a height of 22.5metres above the ground. • Delivery of the first roadheader to the site in early May. The delivery will be made at night time as it is an oversized delivery. The community will be notified in advance of the delivery. • Upon completion of the acoustic shed, night shift will commence between 6.30pm and 6.30am. Community notification will be issued advising works to be undertaken at night. The works at night will take place inside inside the acoustic shed in accordance with the Co-ordinator General's Condition. Attended noise monitoring will be conducted upon commencement of the night shift. • Installation of concrete road safety barriers on Rose Street in accordance with the Department of Transport and Main Roads Road Planning and Design Manual (RPDM). <p>Q. Has there been any dialogue with the Coordinator General's office about the installation of the concrete road safety barriers on Rose Street?</p> <p>TJH understands DTMR has approved the installation of barriers on Rose Street. Works would take place at night time as lane closures are required on Rose Street for this activity. A Construction Traffic Management Plan (CTMP) had been prepared and submitted to the DTMR. The positioning of safety barriers against the wall is as per the Road Safety Audit.</p> <p>CNI to investigate barrier placement with DTMR.</p> <p>A CLG member advised he has written to the Coordinator General requesting a reduction of the speed limit on Rose Street to 40km/hr as a safety for precaution for vehicles turning into Park Road. Even if DTMR has been approved the CTMP – stakeholder believes that something can be done to change it.</p> <p>Q. Is TJH able to provide a program update each month to assist CLG determine progress in relation to the 29 months the site is permitted to operate?</p> <p>TJH advised that this could be provided each month</p> <p>Q. What roads will the concrete/shotcrete trucks use to deliver to the site?</p> <p>Concrete trucks are allowed 4 delivery of shotcrete night between 6.30pm and 6.30am for the purpose of maintaining safety during excavation. There could be up to a maximum of 4 deliveries per night.</p> <p>Delivery to and from the site will be via Kent Road as outlined in the Coordinator</p>		<p>CNI</p> <p>TJH</p>

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<p>General's <i>Change Reports (October 2009)</i>.</p> <p>Q. Has the Haulage Management Plan been signed off by Brisbane City Council? Discussions about the Haulage Management Plan are ongoing with Brisbane City Council.</p> <p>The Construction Traffic Management Plan for the Woolloowin Worksite has been approved.</p> <p>The Woolloowin Worksite operates under the conditions outlined in the Coordinator General's <i>Change Report (October 2009)</i> which permit haulage along Junction Road in the east bound direction.</p> <p>Spoil haulage trucks operating from other worksites on the project are not permitted to travel along Junction Road as outlined in the Coordinator General's <i>Change Report (May 2008)</i>.</p> <p>Spoil trucks operated for the Woolloowin Worksite are fitted with an orange flag to differentiate them from the Project's spoil trucks accessing other sites.</p> <p>Q. Is TJH operating a street sweeper in the Woolloowin area after 11.30pm? No, TJH is not aware of a street sweeper operating as part of its operation in the Woolloowin area.</p>		
<p>ENVIRONMENT UPDATE</p> <p>Air Quality</p> <ul style="list-style-type: none"> • Monitoring was undertaken at two locations • Dust monitoring results indicate PM10 is within the CoG's goal • Dust fall out bottle indicates 1.5 micrograms of dust for the month <p>Q. Are the monitoring stations affected by rain? Dust monitors are designed to evaporate moisture to ensure readings are accurate and are therefore not affected by rain.</p> <p>TJH will install two ventilation outlets on the roof of the acoustic shed as required in the Coordinator General's <i>Change Report (October 2009)</i>. TJH will monitor and report the air quality ventilated from the outlets.</p> <p>The outlets will be approximately 1100mm in diameter and will extend no less than 22.5m from the ground.</p>	C Morris	

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<p>Q. What colour will the outlets be? The outlets will be constructed of galvanised steel.</p> <p>Noise</p> <ul style="list-style-type: none"> Noise monitoring results for the month were presented in the briefing papers. Results are also posted to the project website: http://www.brisconnections.com.au/Portals/0/docs/Environment%20Monitoring%20Report%20Feb%202010.pdf Exceedances identified at 1/64 Park Road were attributed to traffic noise Noise monitoring was conducted at 68 Park Rd, during daytime rockhammering, no exceedence of the CoG noise goals was recorded. <p>The attended noise monitoring process was outlined:</p> <ul style="list-style-type: none"> Monitoring is undertaken in 15 minute blocks The noise logger is set to 10 second intervals (i.e 90 ten second blocks makes 15 minutes) During the monitoring session the Environment Officer identifies the sources of the noise heard and it is recorded on a field sheet against the relevant 10 second block Both TJH construction and non-TJH construction sources are identified and recorded Internal property monitoring usually comprises a minimum of two sessions, one with the windows open and one with the windows closed Once the monitoring session is complete the data is analysed against the observed noises on the field sheet A summary is produced indicating the LAeq (average noise level- day and night time sessions), LA10 (noise level exceeded 10% of the time- daytime sessions only), LAMax (single loudest noise level – night time sessions only) for the 15 minute monitoring session <p>Q. Will monitoring happen again after haulage starts? Haulage of excavated material from the Woolloowin Worksite has been occurring since mid March 2010.</p> <p>TJH is required to monitor for construction works. Noise goals in the CoG Report [9 (e)] are based on construction noise, the goals are not utilised for monitoring traffic.</p> <p>The information provided in the RFPC (Sec 5.3.8) indicates that 'changes in noise levels of 2 dB(A) or less are usually considered undetectable to the human ear and as such changes are therefore usually considered to represent negligible additional impact'. The approved route (table 5-14) indicates that increases in road traffic noise would not be significant.</p>		

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<p>Vibration</p> <ul style="list-style-type: none"> A vibration Monitor was located at the Woolloowin Animal Hospital during March – monitoring has collected baseline data prior to and following commencement of rockhammering. <p>Q. Has there been monitoring in Rose St near 47 Rose Street?</p> <p>TJH is able to do vibration monitoring at 47 Rose Street. A hole needs to be dug in the yard to install the monitoring device.</p> <p>TJH will coordinate a time with the stakeholder to install the monitor</p>		TJH
<p>COMMUNITY RELATIONS UPDATE</p> <p>Community Complaints</p> <ul style="list-style-type: none"> Community complaints received since the last meeting were presented. 19 Complaints received from 9 stakeholders. Site noise was the predominant issue during construction of the acoustic shed and following commencement of day time rock hammering <p>Community Information Session</p> <ul style="list-style-type: none"> The first Community Information Session for the Woolloowin worksite will be held Saturday 17 April, 2.00 - 4.30pm at Kalinga Bowls Club. A shuttle bus will run regarly during the afternoon to take visitors through the worksite shed. <p>Visual amenity community consultation</p> <ul style="list-style-type: none"> TJH has requested feedback for the community's preferred option for visual amenity Four Options were presented including options for landscaping and murals. The Options are indicative only and do not specify the number and/or species of plants to be installed with the landscaping option. Feedback closes this Friday 9 April. The Community Liaison Group will be notified of the preferred option during the week commencing 12 April 2010. <p>CLG members expressed concern that some community members may think that the option for murals mango trees is for real mango trees.</p> <p>TJH confirmed Option 3 is a mural of mango trees, not actual plantings of mango trees.</p> <p>A CLG member advised he would go out on behalf of the Kalinga Woolloowin Resident Association to door knock residents and encourage submissions.</p>	A Craig	



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<p>The CLG agreed the decision on Visual amenity community consultation would be made out session and won't be discussed any further.</p> <p>TJH will attach the notifications to the briefing papers for future CLG meetings.</p> <p>Q. How many people do you meet when you doorknock? The number of people home varies. TJH leaves a calling card if the resident is not home explaining the reason for the visit and encouraging the resident to contact the community hotline for further information.</p> <p>Q. Can TJH conduct doorknocks on Saturday? TJH will door knock residents on a Saturday when practicable.</p> <p><i>Post-meeting note: A door knock advising the commencement of night shift and delivery of the gantry crane was completed Saturday, 10 April 2010. 33% of the residents door knocked were home.</i></p>		TJH
<p>GENERAL BUSINESS</p> <p>Requests To Information (RTI) A CLG member requested the following be minuted and referred to an e-mail received 31 March 2010, regarding a recent determination that City North Infrastructure be subject to Requests to Information (RTI). The CLG member said that the determination came down to the definition and materials outside the Act. The CLG member noted that there may be exceptions with respect to information considered Commercial in Confidence.</p> <p>Q. What will noise levels be like during concrete truck deliveries made at night time and what will the procedure be to ensure the gates on Park & Kent Rd and doors to the acoustic shed remain closed. TJH expects that the delivery of shotcrete to the worksite at night time will be minimal. TJH will develop a procedure for these deliveries to ensure that impact, if any, from these deliveries are minimised with a sequenced procedure to ensure the gates and shed doors are kept closed as prescribed in the Coordinator General's <i>Change Report (October 2009)</i>.</p> <p>Groundwater Monitoring As requested by the Independent Facilitator, a CLG member tabled information collated from the Airport Link Environmental Impact Statement and other sources relating to groundwater. The paper was collated in response to TJH's presentation about groundwater at the last meeting.</p> <p>The document was sent to CLG members following the issue of the minutes of the last meeting.</p>		

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<p>Q. BrisConnections / TJH asked what was the members expectation in relation to a response? Is a comment required?</p> <p>CLG member advised that the document had been collated for the groups information and interest. The independent facilitator asked that stakeholder forward through a list of any questions to be forwarded to BrisConnections for response.</p> <p>Q. Will TJH post ground water monitoring results to the project web site?</p> <p>There is no requirement to post ground water monitoring results to the project website. As the data requires specialist interpretation and explanation the information will not be made publicly available.</p> <ul style="list-style-type: none"> • Extensive assessment and analysis of the existing ground conditions has been undertaken by TJH in addition to that carried out during the project's initial development stage. • This assessment and analysis has included a ground water and hydro-geological report prepared by the project team. • This has provided the project team with a good understanding of what aquifers are in the area and how these interact eg. aquifers on top of aquifers <p>Ground Settlement</p> <ul style="list-style-type: none"> • The management of ground movement or settlement is common to all, and a standard element of tunneling projects. TJH is managing the affects of ground settlement with an extensive modelling, design, construction, monitoring and assessment process to ensure these impacts are minimised. • A technical study has been completed identifying where settlement may be experienced and a subsidence plan has been developed with settlement contour maps. • There are different types of settlement that can occur across the project alignment during tunnel construction and post-tunnel construction (years down the track). TJH has a thorough understanding of the type of settlement that can occur across the project. • Differential settlement is the type that is most likely to cause damage to infrastructure. There are three Levels of assessments for differential settlement; Levels 1 to 3 • TJH's technical study has identified that 10 buildings require further, more detailed structural evaluations to ensure appropriate measures are taken to avoid any potential impacts of settlement. For example, front building of Kedron State High School. These properties have been identified and TJH is liaising directly with property owners to implement suitable mitigation at these locations. • Ground settlement is monitored using surface monitoring points • Property owners have been / or will be contacted and consulted about monitoring requirements and mitigation measures for their building 	D Scott	

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<ul style="list-style-type: none"> As required and is standard practice, TJH has facilitated independent building condition surveys of properties within close proximity to the tunnel's alignment. These Condition Surveys provide a detailed record, including photographs of the property's ground and infrastructure and are referred to in the unlikely event that a property is damaged during or after, and as a result of, the tunnel's construction. <p>CLG Member response:</p> <ul style="list-style-type: none"> This is the first time TJH has provided honest and substantial information about the issue Believe TJH should be communicating information about settlement via doorknocks or an info board at the Community Information Session <p>Q. Can the CLG see the studies / plans developed by TJH? The studies and plans developed are Commercial in Confidence. As there is no requirements to make these documents publicly available they will not be distributed to the general public or Community Liaison Group (CLG).</p> <p>Q. Who can the community contact if it believes they are affected by subsidence upon completion of the project? Community members should contact BrisConnections in the first instance.</p> <p>TJH will make a presentation about settlement at the June 2010 CLG</p> <ul style="list-style-type: none"> TJH or Brisconnections should provide written assurance/insurance that properties won't be damaged as a result of settlement If damage is caused as a result of construction, TJH will rectify. This is why building condition surveys are carried out. <p>Q. Will TJH provide information about settlement at the Community Information Session on 17 April 2010? No. TJH advised that the Community Information Session on the 17 April was to provide information about the Woolloowin Worksite not tunnelling in general.</p> <p>Urban Mitigation and Development Plan Update The next CLG meeting will be dedicated to a workshop on developing the Urban Mitigation and Development Plan.</p> <p>Q. CLG members asked if representatives from Brisbane City Council and Department of Transport and Main Roads would attend the meeting. CNI will consider if it is appropriate to have other stakeholders present during the workshop at this point in the progress.</p>		<p>CNI</p> <p>TJH</p>



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<p>A CLG member requested that Near premises – circulation of materials be extended to at least include both sides of Rose Street up to and Dawson Street, Woolloowin.</p> <p>TJH will ensure this request for wider distribution is implemented.</p> <p><i>Post-meeting note: TJH's distribution of community notices has been extended to include Park Road from Eveleigh Street to Kedron Park Road, the western side of Gorman Street, the northern side of Junction Road to Dawson Avenue, Frances Avenue and the eastern side of Roseleigh Street.</i></p> <p>Kedron State High School crossing update</p> <ul style="list-style-type: none"> • As discussed at the last meeting, the Coordinator General imposed the condition to install a School crossing. • TJH met with the Kedron High School Principal to discuss Main Roads' plans for the crossing. • The crossing will be installed around late May/early June. • TJH will communicate the installation of the school crossing through attendance at the School parent/teacher interview night; information in the local Quest newspaper, and community notifications, and information at the Community Information Session on 17 April. <p>Q. How is the issue of students crossing Park Road at the Rose Street corner being managed?</p> <p>TJH advised that this is an existing condition and issue which is not a result of the Woolloowin Worksite. TJH is installing the crossing on Park Road as required.</p>		

Next meeting: Tuesday, 4 May 2010, 5:45pm for 6pm

Meetings for the rest of the year

- 1 June 2010
- 6 July 2010
- 3 August 2010
- 7 September 2010
- 5 October 2010
- 2 November 2010
- 1 December 2010