

# MINUTES OF MEETING

Meeting Number 3

CLG	Woolloowin Community Liaison Group				
Location:	Airport Link Information Centre, Lutwyche	Date:	2/03/10	Time:	6:00pm

## Summary

### ACTION ITEMS

#### Site inspection to discuss placement of barriers.

- Meeting postponed due to inclement weather
- Since the last meeting CLG members have spoken with residents about proposals for visual amenity around the site. It was noted the immediate neighbours in Kent Road do not want a mural. Established trees, shrubs and creepers would be more neighbourhood friendly. Some residents would be happy with a mural of a nature setting, but no murals with buses and trains such as the mural on the Kedron Brook Busway site.
- Some CLG members advised that community members are concerned a mural may be a distraction for motorists and present a safety hazard for school children in the area.
- CLG member advised preference for some kind of mural / artwork for inclusion in visual amenity
- Discussion about the agreement reached at the February 2010 CLG meeting to install murals
- TJH will extend the consultation in relation to visual amenity to residents identified in the near premises as defined in the Coordinator General's Change Report.
- Visual amenity options would be put in place subject to approval of the road authority.
- CLG members expressed concern about broadening the scope of consultation regarding visual amenity.
- TJH confirmed that as CLG members had differing views that the consultation process would be extended to 'near premises' residents.
- TJH clarified the footpath on the northern side of Rose Street will remain open unless works are taking place on the footpath requiring pedestrians to be diverted to the southern footpath

#### **Q. What is the concrete barrier for? CLG members thought that it was for the safety of pedestrians?**

A. The barrier is required as defined in the Road Planning and Design Manual outlining the required standards.

#### **Q. Member requested to see the document indicating TMR sign off?**

A. TJH explained that the requirement was identified during the Road Safety Audit process and that traffic plans required for sign off by road authorities requires all Road Safety Audit issues to be addressed prior to road authority approval.

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### TJH to provide section of the RPDM that outlines barrier requirements

*Post-meeting note: Requirments for clear zones is provided in Road Planning Design Manual (RPDM), Chapter 8, Clause 8.1.3.1 and RPDM, Chapter 8, Figure 8.4*

*The Road Planning Design Manual can be viewed at*

<http://www.mainroads.qld.gov.au/Business-and-industry/Road-builders/Technical-publications/Road-planning-and-design-manual.aspx>

### **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. The Request for Project Change included an environmental model of the Woolloowin Worksite's predicted impact. The CoG has taken a conservative position and expanded the area. This is the area that TJH are to warn, inform and educate about construction activities.

TJH will continue to look at who is impacted by the works for example TJH is required to notify residents along Rose Street and Junction Road about the commencement of spoil haulage.

TJH also disseminates information via newsletters, precinct updates and promotes registration for email notifications and SMS.

*Post-meeting note: CNI has provided the distribution map used during consultation for the Request for Project Change.*

- The Coordinator General's representative who attended the December meeting has left the office.

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## CONSTRUCTION UPDATE

- Works completed up until the end of February include piling, surface hardstand installation, stormwater connections, shaft capping beam and installation of shaft monitoring devices called Inclinometers
- In the coming months activities will include continuation and completion of acoustic shed until mid-April, shaft excavation, fit-out of shaft for tunnel access including ventilation equipment & outlet, Commencement of roadheader excavation; construction of a school crossing on Park Road
- Installation of supplementary tunnelling equipment on the surface including a water treatment plant to process water prior to discharge

### **Q. To what extent will trucks be moving spoil from the site?**

A. Spoil truck movements will increase with shaft excavation however will be limited to the conditioned time of 9.00am – 2.30pm. Spoil haulage will increase further when the second roadheader commences in June 2010.

### **Q. Is the Woolloowin Worksite on schedule?**

A. It is estimated TJH lost approximately one month when the piling auger became stuck. It is difficult to say whether that time will be regained during the subsequent works as the rate of excavation from the site is largely dependant on the ground conditions encountered.

## COMMUNITY RELATIONS UPDATE

Community complaints received since the last meeting were presented.

14 complaints from 11 stakeholders. Majority of complaints related to noise from piling activities and general construction activities.

TJH notified and doorknocked residents about the overnight removal of the piling rig from site. Relocation was offered to residents likely to be effected, and no community complaints were received by TJH.

TJH continues to promote the SMS alert service for the Woolloowin worksite. Uptake from local residents has been limited

Community notices have been distributed to near premises residents about: Capping beam construction, removal of oversized machinery at night, commencement of acoustic shed construction, Groundwater monitoring. A broader Woolloowin Precinct Update was also distributed in mid-February. A notice about commencement of shaft excavation and spoil haulage will be distributed this week.

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## ENVIRONMENT UPDATE

### Noise

- 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/Environment/EnvironmentReports/tabid/84/Default.aspx> Excedences were identified during piling works, and mitigation has been implemented in discussion with effected residents. With the completion of piling, TJH expects noise impacts to be reduced significantly.

**Q. What is 71 Park Road being used for?**

A. TJH has leased the property and is using it for vehicle parking and as a location for environmental monitoring.

**Q. Will TJH be taking air-conditioners out of the properties at the end of the project?**

A. TJH does not intend to remove fixed airconditioning mitigation from properties upon the completion of the project.

### Dust

- Monitoring undertaken was undertaken at two locations
- Dust monitoring results indicate PM10 is well within the CoG's goals
- Dust fall out bottle indicates 1.5 micrograms of dust for the month

### Vibration

- Vibration monitoring has been undertaken during the piling and hydraulic hammering activity and results are under the CoG's goals for vibration.
- Continuous vibration monitoring will be undertaken when tunneling takes place.

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## GROUNDWATER MANAGEMENT PRESENTATION

- Changes to the tunnel alignment since the Reference Design:
  - Tunnel alignment (tunnel moves east and south)
  - Surface Connection changes at Bowen Hills, Kedron and Clayfield (Kedron Underground)
  - Changes to ventilation outlets at Kedron, Windsor and Clayfield
  - Tunnel Control Centre
- Changes to the tunnels' construction since the Reference Design:
  - Using two TBM's instead of one
  - Worksites at Chalk Street
  - Increased tunnel depths at Clayfield and Lutwyche (groundwater related)
  - Alternative Spoil Haulage Routes
  - Woolloowin Worksite

Consideration for groundwater conditions by BrisConnections and TJH since 2006 when the project bud phase commenced.

- Global Groundwater Assessment:
  - Monitoring undertaken by Thiess John Holland since June 2008. Additional data from previous monitoring sources also used (e.g. Monitoring undertaken by various parties over the past 4 years)
  - Monitoring has been undertaken at 200+ boreholes across the project alignment
  - TJH regularly monitors at 150 boreholes to sample height of the water table and environmental parameters.
  - Sampled for both physical and chemical properties
  - Data is put into the model which is then used by the designers.
- Changes to the model are:
  - made using ongoing monitoring results
  - made when new bore holes are installed, and as tunnel construction progresses.
  - calibrated with current conditions eg. Groundwater information obtained during 2km of tunneling at Truro Street is incorporated into the modelling.

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- Groundwater Management Process
  1. Model is verified by an independent 3<sup>rd</sup> party
  2. Hydrogeological Report prepared identifying borehole locations
  3. Monitoring of boreholes undertaken. Frequency varies from daily to weekly.
  4. Date collected is input to model
- CoG has imposed conditions about the amount of water draw down
  - 10L/second for Airport Link
  - 3L/second for Northern Busway

**Q. Why are there so many holes in the same spot at the intersection of Park Road and Gorman Street (DT16, 17 APL)?**

A. Geotechnical drilling was required for the cavern design where the on-ramp from Kedron will meet the mainline tunnel eastbound. Different depths may have been considered by various parties over the four year period that investigation has been ongoing.

**Q. A CLG member questioned why red dots marking groundwater monitoring locations issued in the recent community notice do not correlate with the locations presented on the map used in the presentation.**

A. TJH will review the map to incorporate the most recent bore locations.

**Q. A CLG member requested the plan be updated with all borehole locations between Kedron Park and Lodge Roads Woolloowin**

A. This request was taken on notice for consideration.

*Post meeting note:* TJH will distribute a revised the map at the next CLG meeting minute.

**Q. How will the creek at Melrose Park be affected? Will it's flow be be impacted as result of tunnel construction and groundwater draw down.**

TJH regularly monitors in the park. This creek flows because of stormwater - not groundwater. There is no continual flow as it is a drain leading to Shultz' Canal.

Excess water produced during tunneling will be treated to DERM standards prior to discharge into waterways.

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<p><b>Q. For purpose of transparency will groundwater monitoring information be put on the website?</b></p> <p>No. groundwater monitoring results are for the internal purposes outlined in the groundwater management process. This information requires technical explanation and consideration of other elements such as geology etc.</p> <p><b>Q. Will the Groundwater Management Presentation go on the website?</b></p> <p>A. The Groundwater Management Presentation requires technical explanation and therefore will not be made available on the web site.</p> <p>Detail of the presentation will be included in the meeting minutes which is posted to the web site.</p> <p><b>Q. What is the depth of the bore holes at DT17a, 18, 18a, DT19?</b></p> <p>A. DT17a is approximately 45 metres deep. Depths for the other bore holes were not recalled by attending staff.</p> <p><i>Post-meeting note:</i> DT18 is 55 metres deep DT18a is 55 metres deep DT 19 is 50 metres deep</p> <p><b>Q. Can TJH supply locations for surface water monitoring?</b></p> <p>This information is available in the monthly environment reports.</p> <p><i>Post meeting correction: This information is not included in the monthly environment report. TJH will provide this information on the borehole location map to be distributed at the next meeting.</i></p> <p><b>Q. Will there be a system to introduce water to keep the water table at a certain level?</b></p> <p>A. TJH will adjust the extent of sealed tunnel and the use of techniques, such as grouting, to ensure that the groundwater inflows allowed by the specification are not exceeded. The specification does not permit the use of groundwater recharge wells in the long term.</p>	TJH	
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<p><b>Q. What mitigation will be in place to protect residents located from Kedron Park Road to Lodge Road of ground settlement?</b></p> <p>A. The monitoring process undertaken prior to and throughout tunnel excavation forms part of the mitigation process. There are a number of techniques available to mitigate ground settlement if monitoring and subsequent modelling predicts it. These techniques include tunnel grouting, design changes, alternate tunnelling techniques including the type of support used.</p> <p>Use of two tunnel boring machines significantly reduces the likelihood of ground settlement because it excavates a self-lining tunnel.</p> <p>Separate ground settlement and Earth Pressure Balance (EPB) presentations will be made at subsequent meetings.</p>	<p>TJH</p>	
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## SCHOOL PEDESTRIAN CROSSING

Thiess John Holland must provide a school crossing adjacent to the Kedron State High School on Park Road. The pedestrian crossing must comply with DTMR standards and must incorporate an appropriate range of traffic controls including flashing lights in the 40km/h zone, coloured band marking on the roadway, and electronically variable speed signs in the school zone.

Features of the school crossing:

- Design is in accordance with Queensland Transports School Environment Safety Guidelines (SESG)
- Design is reviewed by an independent road safety auditor
- It is located as close as practicable to the bend between Gorman Street and Kedron Park Road to ensure good sight lines and pedestrian connectivity. The exact location was determined following consultation with DTMR and ensures that stopping sight distance for trucks is maximised.
- Threshold treatments (red pavement marking bands) will be installed as per the guidelines set forth in the School Environment Safety Guidelines (SESG).
- The threshold treatment has no vertical displacement i.e. it is a pavement marking only.
- Access to all residential properties will be maintained however there will be some loss of on street parking.
- Following consultation with DTMR, Enhanced School Zone Speed Limit signs will be installed as per the SESG and the Manual of Uniform Traffic Control Devices (MUTCD).
- Variable speed limit signs will not be installed.

Existing signage and bus stop will be relocated. And there will be a loss of on-street parking due to built out traffic island.

School has been trying to get a crossing in the area for 20 years, and once installed will be a plus for the community.

**Q. A CLG member raised existing issues with parking outside Park Road residents and pulling out of driveways.**

A. TJH advised it was installing a crossing as required in the *Change Report conditions*. The purpose of the crossing or design is not to address parking issues. Enquiries relating to parking should be directed to the relevant road authority.

- TJH is seeking a representative from KSHS to join the CLG.

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<p><b>GENERAL BUSINESS</b></p> <p><b><i>Q. How can we improve the process so that we are adequately canvassing the views of the community between the meetings?</i></b> The group will develop during the course of the project to have a good understanding of community experience. Developing the groups interaction with each other will develop. Members may like to communicate independently of the monthly meetings.</p> <p><b><i>Q. Will representatives of other Government Departments attend the CLG meeting?</i></b> CNI represents the Government Departments. Departments are only invited when there are specific questions to deal with eg Translink attended a CLG meeting to discuss Busway design.</p> <p><b><i>Q. When will the six-monthly Community Information Session be held?</i></b> The first community information session is proposed for 17 April, further details will be issued in the coming weeks.</p>		
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**Next meeting Tuesday, 6 April 2010, 5:45pm for 6pm**