

MINUTES OF MEETING

Meeting Number 27

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	08/02/11	Time:	6:00pm

These minutes are not intended to be a verbatim account of the CLG meeting but are a summary of the key issues raised, actions arising from the meeting and outcomes of actions raised at previous meetings.

Chaired By: Barrie Spring	Minuted By: Thiess John Holland	Distribution Date: 23.02.11
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<p>Attendees: Denise Keim (DK), Paul Atkinson (PA), Richard Clare (RC), Robert Standish White (RSW), David Russo (DR), Mitchell Bright (MB), Peter Maddern (PM), Ray Duggan (RD)</p> <p>Anthea Craig (AC) – TJH, Daniel Hockey (DH) – TJH, Georgina Thrum (GT) – TJH, Deirdre McCue (DMc) – TJH, David Hake (DHk) – TJH, Tim Lennon (TL) – TJH, Russ Beynon (RB) – TJH, John McDonnell (JD)-TJH Charles MacDonald (CMac) – BrisConnections, Louise Litchfield (LL) – CNI, Evan Smith – CNI, Barrie Spring (BS) - Facilitator, Jess Duncan – minute taker</p> <p>Apologies: Darren Bodimeade (DB)</p> <p>Not Present: Toby Murdoch (TM), Michelle Barisic (MB) – CNI</p>
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Distribution (Method e.g. email): Email
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Item	Summary	By Whom
1.0	<p>MEETING OPENED</p> <p>The Facilitator opened the meeting and apologies were noted.</p> <p>Facilitator advised that there is a new member. Toby Murdoch who had transferred from the Wooloowin CLG after moving into the Toombul area. There were no expressions of interest received prior to Toby's appointment.</p> <p>An expression of interest was received from a member of the community after the cut off date and is being kept on file for future openings.</p> <p>Facilitator asked that members sign the updated Terms of Reference before leaving.</p>	BS
2.0	<p>ACTION ITEMS</p> <p>Action 1 – TJH to use the access road as opposed to residential streets when decommissioning the Kalinga Park Site.</p> <p>This action will remain on the action sheet as requested by CLG members.</p> <p>TJH advised that it is currently looking at the demobilisation plan and that it will use the construction access road as much as possible to avoid use of local roads however some use will be necessary along Lewis Street, Jackson Street and Diggers' Drive to remove fencing, offices etc. Pedestrian bridges may also be affected at this time.</p> <p>TJH further advised the need to carry out in situ landscaping where possible whilst work is taking place. Areas to be landscaped include Sandgate Road, East West Arterial Road with the last area to be landscaped being Kalinga Park. Access for landscaping</p>	TJH RB

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	<p>into Kalinga Park will be via Diggers Drive.</p> <p>TJH also noted an option has arisen to place a drainage channel under the North Coast Rail Line to improve drainage. TJH is currently working with BCC to develop a suitable drainage solution.</p> <p>New Action: Present more details of the demobilisation plan.</p> <p>Discussion and questions arising:</p> <p>A CLG member asked when the TBM Gantry will be removed. TJH advised that at this stage the gantry crane will be removed toward the end of the year.</p> <p>A CLG member asked if the material bought into the site during site establishment via Lewis Street will need to be removed. TJH advised that the majority of the fill will be used to backfill Kalinga Park and some will be used as fill for roadways at other locations across the project.</p> <p>A CLG member asked if it would be possible to have a levy placed along the southern side of Schultz Canal where it meets Widdop Street to mitigate flooding. The member stated that the bank of the creek appears to be about one metre lower than it was previously, compounding the residents issues, and wanted to know if TJH intended on building the bank back up. TJH advised that the design in the area does not include a levy and that there is more widening to take place to allow water to move more quickly along the canal. TJH is not aware of any plans to build the bank up, but will investigate and report back to the CLG.</p> <p>New Action: TJH to investigate raising the bank of the Shultz Canal where it meets Widdop Street.</p> <p>Discussion and questions arising:</p> <p>A CLG member asked when the final landscaping design will be available. TJH advised that the plans were still being finalised, and that it hopes to have an update of the landscape plans available at the March CLG.</p> <p>A CLG member asked if the demobilisation plan had been finalised. TJH advised that it is a working document and sequencing of work may change.</p> <p>A CLG member stated that residents were initially told that residential streets would not be used by the Project, although ultimately they were. As such, the members would like clarification now on what was required for demobilisation so they wouldn't be caught out again.</p>	<p>TJH</p> <p>DK RB</p> <p>RD RB</p> <p>PM</p> <p>JMc</p> <p>TJH</p> <p>DK RB</p> <p>DR RB</p> <p>DR</p>

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	<p>Action 2 – TJH to organise internal noise monitoring inside a residential property at Elliot Street</p> <p>TJH advised that it had conducted internal noise monitoring at Elliott Street, Jackson Street and the corner of Mabel and Stuckey Streets. The result of this monitoring has been included in tonight's Environment Update and as requested by the group previously, only information about exceedances has been included. TJH is able to provide further information regarding other noise monitoring sessions that show compliance with CoG goals.</p>	AC
	<p>Action 3 – Elliot Street: TJH to contact suppliers and delivery companies with a reminder of residents in the local area, particularly children due to school holidays.</p> <p>TJH distributed a memo to all suppliers on 21 December 2010.</p>	AC
	<p>Action 4 – TJH to confirm the route that concrete trucks will take when delivering concrete for the smoke duct.</p> <p>TJH advised that concrete trucks used for the smoke duct are currently accessing the Kalinga Park worksite via the Construction Access Road (CAR). Photographs of how the activity is being carried out are included in the tunnelling presentation.</p>	AC
	<p>Discussion and questions arising:</p> <p>A CLG member asked why trucks are accessing site via the Widdop Street off-ramp instead of the Nudgee Road access point. Longer vehicles are blocking south bound traffic if they try to turn right onto Widdop Street when north bound traffic is held at the lights, particularly in peak times.</p> <p>TJH advised that the drivers have been asked to use the CAR as much as possible however during wet weather segment delivery trucks have been asked to use Widdop Street when leaving the site because they are not able to pass through the wheel wash. This avoids tracking excess sediment onto Nudgee Road and causing environmental harm.</p>	PM
	<p>New Action: TJH to advise drivers to make segment deliveries via the Construction Access Road when entering the worksite and exiting (weather dependent).</p>	TJH
	<p>A CLG member advised that vehicles are continuing to make illegal right turns from the Widdop Street intersection and Aviation High car park and that there doesn't appear to be any monitoring taking place at the car park.</p> <p>TJH advised that it is constantly in contact with delivery companies in regards to the behaviour of their drivers. TJH have previously had a person stationed on Gate 1, located on the western side of Widdop Street, which proved to be successful in deterring inappropriate driving. TJH noted that when illegal manoeuvres are being undertaken by workers, it is difficult to catch the offenders when they are using public roads.</p>	PM
	<p>New Action: TJH to speak to supervisors and ask them to address workers at pre-start</p>	JMc
	<p>New Action: TJH to speak to supervisors and ask them to address workers at pre-start</p>	TJH

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	<p>meetings.</p> <p>A CLG member asked if there is pressure to deliver a certain number of tunnelling segments each day. TJH advised that a certain number of segments need to be delivered to maintain TBM excavation.</p> <p>A CLG member asked how many trucks are delivering the segments each day. TJH advised that the delivery of segments is undertaken by approximately five trucks on rotation.</p> <p>Action 5 – TJH to advise if the survey marks will remain in place upon project completion. TJH advised that there are two types of survey markers. Type A markers are installed in bitumen and footpaths whilst Type B are installed in soft ground locations, such as residential gardens.</p> <p>Three months after any monitored movement has ceased, TJH will remove Type B settlement markers. Type A markers will remain in place.</p> <p>Action 6 – TJH to email photo's of noise monitor to CLG member for their consideration prior to possibly installing a noise monitor. TJH advised that the email had been sent and the member confirmed receipt.</p> <p>Action 7 – TJH will confirm if the ventilation outlets will be operating over the shut down period. An email was sent to members prior to Christmas.</p> <p>Action 8 – TJH to provide photographs of the extractor fans. Completed, emails sent 23 December 2010 and 4 January 2011.</p> <p>Members confirmed receipt of both emails.</p> <p>Discussion and questions arising:</p> <p>A CLG member asked what work had been undertaken on the tunnelling ventilation fans. TJH advised that shrouding had been placed on the fans and this would be covered further in the environment presentation, including photographs.</p> <p>Action 9 – TJH to provide a link to the Woolloowin CLG minutes. Completed, link was provided in the December CLG meeting minutes.</p>	<p>DR DHk</p> <p>DR DHk</p> <p>DHk</p> <p>AC / DR</p> <p>BS</p> <p>BS</p> <p>DR AC</p> <p>BS</p>

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	TJH did not have the information available at the time so were unable to confirm the results.	
	A CLG member asked if the Wongara Street corner will be landscaped. TJH advised that there will be a concrete hardstand and some landscaping but not sure of the extent.	PM JMc / AC
	A CLG member asked why the noise barrier along the northern side of Wongara Street rattles when vehicles drive past? The member noted that the rattling seemed to be getting worse. TJH advised that the issue had previously been addressed prior to Christmas with corrective work taking place. TJH noted that they had recently been made aware that the rattling had started again and the relevant construction personnel were currently investigating the issue.	PM AC
	ACTION: TJH to advise the outcome of the investigation.	TJH
	A CLG member asked why an extra crane was being used in the jacking box construction area and how big it was. TJH advised that the crane is the 250 tonne previously located on the western side of the railway. It is being used to access the southern section of the Kalinga Park East worksite that cannot be reached by the crane that is located in the centre of the worksite.	DR JMc
	A CLG member stated that this crane had been the cause of noise disturbance previously and asked what TJH has done to address concerns previously raised. TJH advised that this was the same crane used during the bell skip. TJH advised that the crane was no longer being used for bell skip operations.	DR JMc
	A CLG member asked if TJH had received any noise complaints regarding use of the 250 tonne crane. TJH further advised that noise monitoring is being undertaken every night and to date results have indicated that there has been no exceedences. As such, additional mitigation to the crane is not being undertaken.	DR AC
	A CLG member commented that they were concerned about the amount of noise that is generated from the Kalinga Park East worksite. TJH advised that noise monitoring results indicate that noise generated from the worksite is below CoG goals.	DR TL
	A CLG member asked if burial of the Tunnel Boring Machine was part of the original plan. TJH advised that the Tunnel Boring Machine was originally going to be pulled out at Chalk Street. Now only the front 15 metres, including the cutter head and shield will be buried with the remaining components being removed from the Kalinga Park worksite.	DK DMc / CMac

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	<p>A CLG member asked if this was changed due to the location becoming Kalinga Park.</p> <p>TJH advised that that this was not the case.</p>	<p>DK</p> <p>RB</p>
4.0	<p>TUNNELLING CONSTRUCTION UPDATE</p> <p>Presentation made by David Hake, TBM Construction Manager, Thies John Holland. The presentation is provided as an appendix to these minutes.</p> <p>Points covered</p> <ul style="list-style-type: none"> • Tunnel Face <ul style="list-style-type: none"> ○ Operating 24/7 ○ Ground conditions are as expected • Concrete Pours for Smoke Duct <ul style="list-style-type: none"> ○ Form work is set up with 12 metre tables that cast a slab that is suspended from the lining. ○ Carrier systems have been installed west bound ○ Expect to be in the Kedron cavern at the end of next week ○ Sandy will break through during the first week of March and with TBM excavation finishing at Lutwyche during late June or early July ○ Cross passage construction will start next week under Kalinga St canopy tubes have been installed ○ Trucks use site access and concrete is pumped into the 421 structure immediately west of the railway line • Settlement Drawings were provided for the CLG Members to view. <p>Discussion and questions arising:</p> <p>A CLG member asked how the cross passages are constructed.</p> <p>TJH advised that the cross passages have a steel lining with some sections that can be removed for shotcreting, drilling, excavation and lining.</p> <p>A CLG member asked if settlement monitoring was done along the complete length of the tunnel alignment, or just at the locations presented to the CLG.</p> <p>TJH advised that settlement monitoring is taking place along the alignment at specific locations. Most of the detailed monitoring takes place in close vicinity to where the machine is operating.</p> <p>A CLG member asked if tunnelling is still progressing at approximately 80 metres week.</p> <p>TJH advised that over the last two weeks 1st machine has excavated about 106 metres & 102 metres and 2nd machine has excavated about 108 metres and 80 metres.</p> <p>There was some disruption to operations due to the unavailability of staff due to recent flooding events in Brisbane.</p>	<p>DHk</p> <p>RD</p> <p>DHk</p> <p>RSW</p> <p>DHk</p> <p>RC</p> <p>DHk</p> <p>RC</p> <p>DHk</p>

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	<p>A CLG member asked if settlement at the monitoring locations is elastic and has there been much cracking.</p> <p>TJH advised that the land is not elastic and that it is expected settlement will remain between 5 and 15mm and that it is not aware of any ground cracking.</p> <p>TJH has been contacted by members of the community regarding issues at some residences. These were being investigated by the property management team. TJH noted that there are many reasons for ground movement not just tunnelling, for example the amount of rain in the past months.</p>	RD DHk
	<p>A CLG member requested clarification of the December 2010 minutes regarding the collection and recording of settlement data and who holds this data upon completion of the project.</p> <p>The Facilitator confirmed that the minutes were accurate and as outlined by the member.</p>	DK BS
	<p>A CLG member asked if the data will be provided to the government upon project completion.</p> <p>BrisConnections advised that TJH is responsible for collecting information and reports are prepared for BrisConnections. This data is not held with a Government agency but interim reports have been made available.</p>	DK CMac
	<p>A CLG member asked that the information be given to a government agency as it is not commercially sensitive. The Member further noted that the process would be made easier if the information was readily available to the community.</p> <p>BrisConnections advised that it is not required to provide the information to a government agency and that a government agency may not want responsibility for this information.</p>	DK CMac
	<p>CNI advised that if they are approached with a damage claim relating to tunnelling operations, that the information will need to be made available for assessment. CNI advised that ground movement is common and is not necessarily the result of works carried out by TJH.</p>	LL
	<p>The Facilitator noted that as discussed in previous meetings, there is not a requirement in the CoG Conditions for TJH or BrisConnections to report on ground movement.</p>	BS
	<p>CNI advised that TJH have been providing this information to the CLG on the basis that a representative is on hand to explain the results as they apply in context to tunnelling operations. That the data on its own, without the supporting information, would be meaningless to someone not knowledgeable on the subject.</p>	LL
	<p>A CLG Member asked who community members should contact if there is property damage after the Project is completed and what the process will be.</p> <p>BrisConnections advised that it has a 40 year lease to operate and maintain the Airport Link tunnel, and that any issues relating to property damage would be directed to</p>	RD CMac

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	<p>BrisConnections in the first instance.</p> <p>CNI further advised that it is currently working with the Department of Infrastructure and Planning to develop a process for escalating any issues once the Project is completed. The process will ensure that there is one central point of contact, and the public will be made aware of the escalation process by this time next year.</p> <p>A CLG member asked if the CLG will be told about the process.</p> <p>TJH confirmed that communication of the process will be widespread and will include the CLG members.</p> <p>A CLG member asked what the starting point was for assessing property damage</p> <p>CNI advised that the starting point for assessing damage to a property would be the initial condition survey that was carried out on the property prior to construction commencing. If the state of the property at the time of the complaint is different from the report, then the damage will be investigated.</p> <p>CLG Members asked what would happen if the owner of the property loses the condition report or if the property is sold and the new owner was not given the condition report? Members also asked what would happen after BrisConnections lease period expires or if it went bankrupt.</p> <p>CNI advised that it keeps all the original data sets associated with the property condition inspections as well as copies of the individual condition reports.</p> <p>BrisConnections advised that it has a concession for 45 years. Should there be any issues with the ongoing operation of BrisConnections, the tunnel will continue to operate and the new owner will have the required information.</p> <p>A CLG member asked if the tunnel will be gazetted after the BrisConnections lease period expires.</p> <p>BrisConnections advised that the tunnel will not be a gazetted road while it is owned and operated by BrisConnections however will be when handed over to the State.</p> <p>A CLG member noted that he does not agree that the initial ground information is irrelevant.</p> <p>CNI replied that it had not said that the information was irrelevant, that it agreed it was very relevant however; settlement information is one part of a larger data set which cannot be read as a standalone document.</p> <p>Member further asked if monitoring of settlement across the entire length of the tunnel continue after construction is complete.</p> <p>TJH advised that monitoring for settlement will continue for three months after any settlement has ceased.</p>	<p>LL</p> <p>DK AC</p> <p>DK</p> <p>LL</p> <p>DR/PM</p> <p>LL</p> <p>CMac</p> <p>DR</p> <p>CMac</p> <p>RC</p> <p>LL</p> <p>RC</p> <p>DHk</p>
5.0	<p>ENVIRONMENTAL MONITORING UPDATE</p> <p>Presentation made by Tim Lennon, Environment Coordinator, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p>	<p>TL</p>

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	Discussion and questions arising:	
	A CLG member asked TJH to explain the exceedences that were not caused by TJH construction activities.	DR
	TJH advised that the exceedences were caused by external sources such as passing traffic, trains, planes, wildlife and noise generated by the residents.	TL
	A CLG member asked why truck movements along Widdop Street are not recorded as TJH exceedences when the trucks are accessing the worksite.	PM
	TJH advised that when they are monitoring inside a property, they cannot verify what the traffic sources are. TJH confirmed that it is monitoring for noise from TJH worksites. The noise goals do not apply to construction vehicles on public roads. Noise must be generated from within the worksite to be included in the goals.	TL / AC
	TJH noted that an excavator was recorded as a noise source.	
	A CLG member commented that he believes that the exceedences recorded demonstrate that the noise barrier was not working as it should.	PM
	A CLG member noted that the community utilises the outside of their properties or keep their windows open during Summer and noted that there needs to be an external noise goal as well as an internal one.	PM
	TJH advised that there are no external noise goals included in the Coordinator General's conditions.	TL
	A CLG member commented that she feels it is wrong that the goal area was upgraded from a Residential 3 to a Residential 4 rating because baseline monitoring, which was undertaken before construction commenced, took into account trains, planes and other local noise. The member feels that the new noise goals should take into account all noises that were considered when baseline monitoring was undertaken.	DK
	A CLG member noted that mitigation should not be necessary as goals should not be reached in the first place.	DR
	TJH advised that when exceedences are recorded, mitigation is applied at the source and if ongoing at the property.	TL
	A CLG member stated that the noise goals did not apply if a property was mitigated.	DR
	TJH advised that this is not correct and that the internal noise goals apply to mitigated properties with windows closed as outlined in the Coordinator General's letter regarding excessive noise distributed in May 2010.	DMc
	A CLG member noted he was disappointed that Australian Standards dictate that noise is measured with windows closed.	DR
	TJH advised that they are operating within the goals set by the CoG which are based on	DMc

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	the Australian Standards.	
	<p>A CLG member asked why mitigation had been provided to some Wongara Street residents.</p> <p>TJH advised that mitigation is provided on a case by case basis with consideration for the location of construction activities and the associated impacts. Construction activities carried out at night are classified as Special Circumstances work which can involve relocation of residents and mitigation to the property being applied in some circumstances. This is often the case with the work taking place along East West Arterial Road which can impact Wongara Street residents.</p>	PM AC
	<p>A CLG member asked if the noise goal of 35 dba applied at 54 Kalinga Street is an error in the presentation.</p> <p>TJH advised that the goal of 35dba is applied at this location due to the long term and stationary operation of the chiller plant and grout. 40 DB applies to short term noise goals.</p>	DR AC
	<p>ACTION: TJH will make a note on the slide in the final minutes.</p>	
	<p>A CLG member questioned when Wongara Street residents would be getting their houses cleaned as other properties in the area were being offered house cleaning as mitigation.</p> <p>TJH advised that once bulk excavation of the trough along East West Arterial Road had been completed.</p>	PM AC
	<p>A CLG member noted that the exterior of houses along Wongara Street should be washed down more frequently.</p> <p>TJH advised that air quality monitoring has been carried out in Wongara Street and results show that TJH are meeting the goals, therefore additional mitigation beyond that already committed will not be applied.</p>	PM AC
	<p>A CLG member advised that external noise monitoring was performed at the front of 66 Wongara Street prior to construction commencing. Are these results available?</p> <p>TJH advised that will need to investigate who carried out the monitoring to determine if results are available.</p>	PM TL
	<p>ACTION: TJH to investigate pre-construction noise monitoring at 66 Wongara Street and report back at the next meeting.</p>	
	<p>TJH stopped the environmental presentation and noted that the group appears to have issue with how the environmental data was being presented to the group and asked for feedback if there is anything TJH could change?</p>	AC
	<p>CLG Members advised that they are sceptical of the data presented. They believe that the non-TJH sources such as dog barking and resident cooking causing the</p>	ALL

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	<p>exceedances is unrealistic and not credible. They are living next to the biggest construction site in Brisbane which is apparently noise free.</p> <p>TJH advised that residents are present when noise monitoring is being undertaken and are advised of the results after the session. TJH conducts all monitoring sessions openly and honestly. If noise from the construction site is not being recorded, residents have the opportunity to raise this at the time of the monitoring session. To date, no resident has questioned or disagreed with the data being recorded.</p> <p>A CLG member advised that when internal noise monitoring was carried out in her home she asked to see the results of the monitoring. When the results were received one of the noises recorded was a resident rolling over in bed; she was not in the bedroom and her husband did not move during the monitoring. The member questioned why residents were still cooking while noise monitoring was being undertaken.</p> <p>TJH advised that it asks residents to reduce noise and activities as much as possible however, in some instances people continue with their daily activities as they normally would while construction is taking place.</p> <p>TJH advised that representatives from DERM regularly accompany TJH on noise monitoring sessions as they are the regulatory authority. CNI have also been present at monitoring sessions.</p> <p>A CLG member asked if comments are written inside the house or after monitoring is taken place.</p> <p>TJH advised that comments cannot be fully completed in the house as there is insufficient time.</p> <p>TJH advised that a field sheet is used to record all the noise sources heard in a 10 second interval and that this data is then analysed upon return to the office.</p> <p>A CLG member asked if they can have a demonstration of what noise would generate 45 and 35 decibels.</p> <p>TJH advised that it would bring a noise monitoring machine to the next meeting and demonstrate.</p> <p>ACTION: TJH to bring an example of a field sheet and noise monitoring equipment to demonstrate the monitoring process to the group.</p> <p>A CLG Member asked if normal work was being undertaken last night Monday, 7 February as the work site was quieter.</p> <p>TJH advised that full shifts were running.</p> <p>TJH advised that now the base of the jacking box is complete, they are working on wall construction. Last night the crane was holding water cages in place whilst they were being fixed. This activity requires the cages to be held in place for approximately an hour</p>	<p>DMc</p> <p>DK</p> <p>AC</p> <p>TL</p> <p>DR</p> <p>TL</p> <p>AC</p> <p>RSW</p> <p>AC</p> <p>DR</p> <p>JMc</p>

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	<p>at a time. TJH further advised that they are trying to pre-fabricate the majority of the cages during day works to reduce noise at night time.</p> <p>A CLG member noted that the crane was in continuous use last week putting reinforced steel into the pit. TJH advised that the reinforced steel was being loaded into the pit in preparation for concrete pouring the base slab.</p> <p>A CLG member noted that in the previous Environment presentation there was a picture of a silencer to be fitted to the crane and commented that TJH should have proactively advised the group of the installation status. TJH advised that the silencer had arrived on site however modifications need to be made to the crane to install it. It is expected that this will be complete and installed during the weekend.</p> <p>A CLG member asked why the tower crane was assembled on site if the silencer had not yet been installed. The member noted that if mitigation cannot be provided, a report provided to the community might add to TJH's credibility. TJH advised that the crane was assembled on site in August or September 2010 with significant mitigation applied to the cranes engine. The opportunity to install additional mitigation by way of a silencer was identified during November, however it needed to be ordered, delivered, fitted etc. Silencers do not come in different sizes which is why it is being modified to fit this particular crane.</p>	<p>DR AC</p> <p>DR JMc</p> <p>DR JMc / AC</p>
6.0	<p>COMMUNITY RELATIONS UPDATE Presentation made by Anthea Craig, Community Liaison Coordinator, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p> <p>Discussion and questions arising:</p> <p>A CLG member asked TJH to give further explanation of the section in the pie chart representing pedestrians & cyclists. TJH advised that within the database used by TJH, pedestrian and cyclist issues are grouped as an issue which is why it appears in the pie-chart. These complaints related to when the footpath on the eastern side of Sandgate Road was closed. Enquires were also received from changes to the pedestrian crossing south of Sandgate Road and East West Arterial Road intersection as it is now a staggered crossing.</p> <p>A CLG member asked who receives the complaints information and if CNI has access to the information. TJH advised that information from the database is collated into weekly reports for CNI as well as monthly reports. A monthly Community Relations Report provides an overview of feedback and is posted to the Project website. TJH further advised that they log the complaints straight away and a detailed record is kept of all discussions. Daily summaries are also collated for internal Project distribution.</p>	<p>AC</p> <p>MB AC</p> <p>MB AC</p>
7.0	BRISCONNECTIONS UPDATE	

MINUTES OF MEETING

Meeting Number 27

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	08/02/11	Time:	6:00pm

Item	Summary	By Whom
	<p>Presentation made by Charles Macdonald, General Manager Construction, BrisConnections. The presentation is provided as an appendix to these minutes.</p> <p>Points covered</p> <ul style="list-style-type: none"> • Ventilation tower has been constructed at Bowen Hills • As of last weekend there was a change in how to access the ICB southbound from Lutwyche Road. Next week a new northbound ramp will open. • New connection to the Clem 7 will open in April • Once these diversions are in place the old Clem 7 bridge will be removed. • By May 2011 Lutwyche Road will be realigned to make room for the bus station. • There have been delays in opening the westbound lanes of the Airport Flyover due to recent rain events and not being able to lay asphalt in wet weather. The Flyover is expected to be open by the end of February, weather dependant. • The front 15 m of the TBM will be buried. TBM's are 195 m long, so the rest will be deconstructed and removed • Gympie Road will be realigned in the middle of the year. <p>Discussion and questions arising:</p> <p>A CLG member asked if an additional layer of containers could be added to the three containers located in the Kalinga Park West worksite at the end of Elliott Street.</p> <p>TJH advised that it will investigate.</p> <p>ACTION: TJH to advise if it is possible to add an additional shipping container at Elliott Street.</p> <p>A CLG Member asked what the elevated structures are referred to in the presentation.</p> <p>BrisConnections advised that as traffic exits the Airport Link tunnel at Kedron it will be via a bridge to the west of Gympie Road which will allow motorists to follow through into either Stafford or Gympie Roads.</p> <p>A CLG Member asked if there will be surface landscaping underneath the Airport Flyover.</p> <p>BrisConnections advised that surface landscaping is currently taking place. Some of the landscaping that was installed prior to the recent rain events is also being replaced.</p>	<p>CMac</p> <p>DR</p> <p>RB</p> <p>DR</p> <p>CMac</p> <p>RSW</p> <p>CMac</p>
8.0	<p>GENERAL BUSINESS</p> <p>A CLG member asked what follow up there had been in relation to machinery using the Schulz Canal northern pathway.</p> <p>TJH advised that site supervisors had been spoken with about the machinery and there is no longer a requirement for work in that area. The current focus is on the condition of that footpath and ensuring that it is clean and tidy</p>	<p>MB</p> <p>AC</p>

MINUTES OF MEETING

Meeting Number 27

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	08/02/11	Time:	6:00pm

Item	Summary	By Whom
	<p>A CLG member noted that Widdop Street is hard to cross due to the volume of the traffic. The member noted that without TJH trucks causing the lights to stop traffic moving north and south along Widdop Street, it would be hard to cross Widdop Street. Member wanted to know if the traffic lights and pedestrian island would remain once the Project was completed.</p> <p>TJH advised that it had installed the refuge island at the beginning of the project to facilitate crossing at the location during construction however, the area is outside of the project's design scope and that the decision for it to remain in place would be that of the relevant road authority.</p> <p>ACTION: TJH to follow up with road authorities about the traffic island and traffic lights.</p>	MB
	<p>A CLG member asked about the landscape plan that was presented to the CLG a few months ago and whether there was a new one?</p> <p>TJH advised that it is currently being revised.</p>	AC
	<p>CLG Members asked who is responsible for the trees that TJH will plant in Kalinga Park once the Project is complete. For example, if the trees are damaged or die from fumes from the ventilation outlet.</p> <p>BrisConnections advised that emissions from the ventilation outlets will not have a direct effect on the trees planted.</p>	PA RB
	<p>There is a period of time after the Project is completed where TJH is responsible for dealing with these types of issues. TJH understand the period to be three years.</p> <p>ACTION: TJH to confirm how long the liability period is.</p>	DR/PA/PM CMac
	<p>A CLG member asked if the Project is on time, and if it is possible to have an update on the progress at each meeting.</p> <p>TJH advised that the project is on target for completion in mid 2012 but that the pressure is on in some areas.</p> <p>BrisConnections will advise the CLG if there are any major variances to the forecasted completion dates.</p>	TL
	<p>A CLG member noted that the lights at Widdop Street hold up traffic in peak traffic when there are no vehicles or pedestrians at the lights. At times traffic will back up to Zillman Road.</p> <p>TJH believes that this is likely due to phasing loops not a traffic detector. TJH will investigate.</p> <p>ACTION: TJH to look into signal phasing options for lights at Widdop Street.</p>	DR RB
	<p>A CLG member asked for an update regarding the transparency of the noise barrier.</p>	PM JMc
		PM

MINUTES OF MEETING

Meeting Number 27

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	08/02/11	Time:	6:00pm

Item	Summary	By Whom
	<p>TJH advised that they are still investigation options to address the transparency of the noise barrier. TJH has conducted a number of trials looking at different options and were not happy with the results. The mesh shade cloth that is currently in place is an interim measure.</p> <p>ACTION: TJH to provide an update on transparency of the noise barrier.</p>	AC
	<p>A CLG member noted that one panel of the noise barrier is attached to the Widdop Street bridge and would like to know if more panels can be attached.</p> <p>CNI advised that there is concern that the bridge cannot structurally hold the panels and as such TJH is looking at individual property mitigation to ensure operational noise goals are achieved.</p>	PM LL
	<p>A CLG member noted that with the recent wet weather residents are becoming increasingly interested in how the final landscaping will affect flood levels.</p> <p>A CLG member asked if a hydrology report could be provided as he believes that flooding at Wongara Street and Widdop Street has increased and that the issue needs to be resolved.</p>	DK PM
	<p>TJH advised that it had previously provided information about hydrology in the area at the October 2010 CLG meeting. This map is available in the meeting minutes on the website.</p> <p>ACTION: TJH to send out a larger image of the hydrology slide to CLG members.</p>	AC
	<p>Facilitator advised that there were a number of areas identified for discussion at the next meeting which would need to be prioritised with consideration for the meetings duration and agenda.</p>	BS
	<p>Next meeting: Tuesday, 8 March 2011, 6pm – 8pm Visitor Information Centre, Lutwyche</p>	

Upcoming Meetings in 2011

8 MARCH
12 APRIL
10 MAY
14 JUNE
12 JULY
9 AUGUST
13 SEPTEMBER
11 OCTOBER
8 NOVEMBER
13 DECEMBER

BRISCONNECTIONS | airportlink northernbusway | airport roundabout upgrade | TNS&S | JOYI PROCORD | Queensland Government

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Construction Update

John McDonnell, Construction Manager

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Key milestones to mid-2011

- February
 - Progressive mechanical and electrical fit-out of the ventilation station
 - Back fill of the ventilation station roof slab
 - Rocky breakthrough into Kedron cavern
 - Commence cross passage excavation of driven tunnels
- March
 - Install bridge decks on new Sandgate Rd bridge
 - Sandy breakthrough into Kedron cavern
- April
 - Complete jacking box construction and commence 24/7 jacking box push under railway
- Mid 2011
 - TBM burials at Lutwyche
 - Sandgate Rd traffic switched onto new bridge
 - Western footpath closed, eastern footpath opened

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Civil Construction: Feb to Mar 2011

- Six days / five nights
 - CC422 jacking box construction ongoing including steel fixing, formwork, concreting and crane operation
 - Underground Ventilation Station construction ongoing including steel fixing, formwork, concreting of base slab and walls (incl. Sunday 13 February)
- Daytime works for back fill of Ventilation Station and CC430 ongoing

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Civil Construction: Feb to Mar 2011

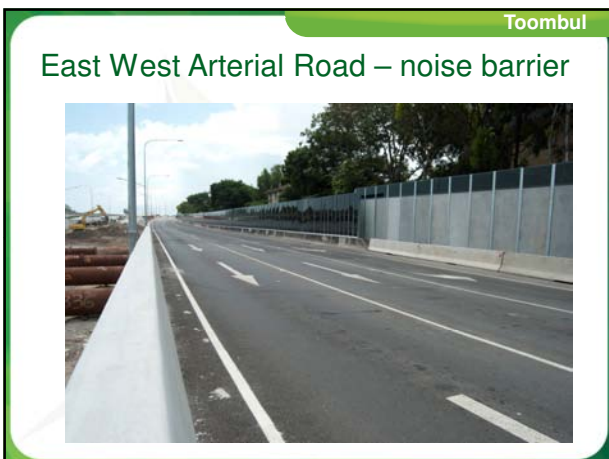
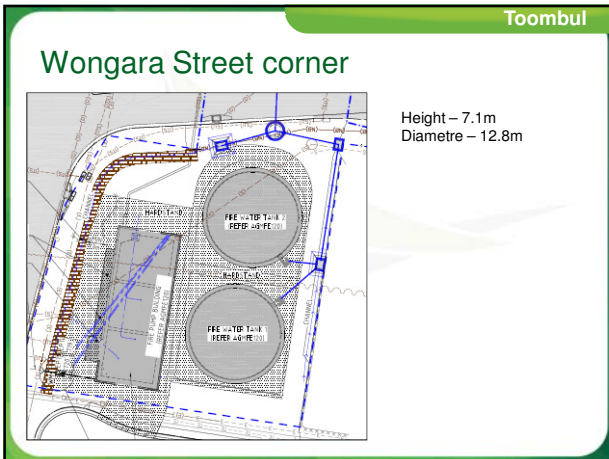
- Roads and Bridges
 - Piling works within roundabout with night time deliveries
 - Incident Response Building construction and service installations across Widdop & Wongara St
- Special Circumstances Work
 - Installation of services along Sandgate Road
 - Widdop St off-ramp realignment – Tuesday 8 February

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Kalinga Park East Worksite

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Kalinga Park East Jacking Box



BRISCONNECTIONS | airportlink northernbusway | THIRDS | Queensland Government

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Tunnelling Update

David Hake, TBM Manager

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TBM Progress as at 8 February

	Rocky	Sandy
Excavation	1075 m	906 m
Depth from surface to tunnel crown	29 m	28 m

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Kalinga Park West Worksite

Aerial photo – 5 Jan 2011

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Tunnel Face

E/B TBM

W/B TBM

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Concrete pours for Smoke Duct

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Concrete pours for Smoke Duct

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Environment Update

Tim Lennon

8th February 2011

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Monitoring Summary

● Noise external ● Noise internal ● PM10 monitoring ● Dust deposition ● Vibration

*Please note all 5 vibration monitoring points are not listed on this map – 4 Jimbour St, 5 Lodge Rd, 29 & 50 Lydia St and 36 Lodge Rd.

	Noise	Vibration	Air quality
# of monitoring sessions	138	5	3
# of exceedances	6	0	1
# of sessions requested & refused	8	0	0

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Bage Street Historical Air Quality Data

■ Dust Fallout Level — COG Goal

- Rainfall exceeded 420mm during the December/January period
- Kalinga Park & Mabel street monitoring locations did not exceed CoG goal during the aforementioned period
- Site was closed during period 29/12/10 – 03/01/11
- Location of gauge is not secure

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Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise		COG Goal		Comments
		L(A)eq	L(A)max	L(A)eq	L(A)max	
68 Widdop St, Clayfield, Bedroom	2103 – 2117	56.6	67.3	40	50	Windows and doors open. Monitoring indicates CoG goals are being exceeded. T,H noise source was an excavator in addition to traffic, wildlife and planes. There was heavy influence from external noise sources which could not be isolated (Widdop St, EWA traffic). Property mitigation provided.
	20/12/10					
68 Widdop St, Clayfield, Bedroom	2120 – 2134	43.7	56	40	50	Windows and doors closed. Monitoring indicates CoG goals are being exceeded. T,H noise source was an excavator in addition to traffic, wildlife and planes. There was heavy influence from external noise sources which could not be isolated (Widdop St, EWA traffic). Property mitigation provided.
	20/12/10					
54 Kalinga St, Clayfield, Bedroom	1950 – 2004	38.9	49.1	35*	55	Windows and doors closed. Monitoring indicates CoG LAeq goals are being exceeded. No audible T,H noises were evident. Non-T,H sources include wildlife, traffic, plane, train, planes, wind and residents. Property mitigation provided.
	10/01/11					

* Long-term noise goal applied, steady and intermittent

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Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise		COG Goal		Comments
		L(A)eq	L(A)max	L(A)eq	L(A)max	
78 Elliot St, Clayfield, Bedroom	1926 - 1941	44.6	71.8	40	50	Windows and doors closed. Monitoring indicates that CoG goals are being exceeded. LAeq and LAmax exceedance was due to resident cooking in the kitchen. Property mitigation provided.
	25/01/11					
78 Elliot St, Clayfield, Bedroom	1946 – 2001	60.5	68.6	40	50	Windows and doors open. Monitoring indicates that CoG goals are being exceeded. LAeq and LAmax exceedance was due to passing trains, wildlife and traffic. Property mitigation provided previously.
	25/01/11					
1 Mabel St, Clayfield, Bedroom	2013 – 2028	35.4	55	40	50	Windows and doors closed. Monitoring indicates that CoG LA(max) goal is being exceeded. Exceedance was due to residents stop. Property mitigation provided previously.
	25/01/11					
89 Jackson St, Clayfield, Bedroom	2002 – 2017	39.7	50.8	40	50	Windows and doors open. Monitoring indicates that CoG LA(max) goal is being exceeded. Exceedance was due to passing train.
	27/01/11					
89 Jackson St, Clayfield, Bedroom	2020 – 2035	36.4	53.6	40	50	Windows and doors closed. Monitoring indicates that CoG LA(max) goal is being exceeded. Exceedance was due to internal (resident) noise.
	27/01/11					

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Mitigation initiatives (Noise)

Community Relations Update

Anthea Craig, Community Liaison Coordinator

2 February 2011

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