

MINUTES OF MEETING

Meeting Number 30

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	10/05/11	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: 30.05.11
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Attendees: Denise Keim (DK), Paul Atkinson (PA), Richard Clare (RC), Robert Standish White (RSW), Mitchell Bright (MB), Peter Maddern (PM), Toby Murdoch (TM)
Anthea Craig (AC) – TJH, Georgina Thrum (GT) – TJH, Deirdre McCue (DMc) – TJH, David Hake (DHk) – TJH, Tim Lennon (TL) – TJH, Russ Beynon (RB) – TJH, Charles MacDonald (CMac) – BrisConnections, Louise Litchfield (LL) – CNI, Kerry Wastell (KW) – CNI, Barrie Spring (BS) – Facilitator, Jess Duncan – minute taker
Apologies: Darren Bodimeade (DB), Ray Duggan (RD), David Russo (DR)
Not Present:

Distribution (Method e.g. email): Email
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Item	Summary	By Whom
1.0	MEETING OPENED The Facilitator opened the meeting and apologies were noted.	BS
2.0	ACTION ITEMS Action 1 – TJH to use the access road as opposed to residential streets when decommissioning the Kalinga Park Site. Updates re the demobilisation of Kalinga Park will continue.	BS
	Action 2 – Include the calculation for average noise levels as an appendix to the meeting minutes. The Facilitator apologised that the calculation was not included in the previous minutes, however, it has now been emailed to members. TJH also has hard copies available at tonight's meeting.	BS
	Action 3 – Re Widdop St - Follow up with road authorities about the traffic island and traffic lights. TJH to continue following up with BCC and will report back to the CLG once a decision has been made. There is no set date for closure of this action.	TJH
	TJH advised that this issue will be discussed at a meeting being held on Thursday with BCC. TJH are proposing to bequeath the lights to BCC as they are now.	RB
	TJH further advised that after Project completion, there will no longer be a need to	

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	restrict vehicles turning right out of the Aviation High car park.	
	A CLG Member advised that he feels the intersection would be better controlled from the slip road.	PM RB
	TJH has advised BCC that it is able to leave the intersection where it is or remove it. Any additional consideration would be beyond the scope of TJH's project requirements.	
	Action 4 – Report back to the CLG once issues with the drain (under QR) in Kalinga Park have been resolved.	
	TJH to report back to CLG once a decision has been made. There is no set date for closure of this action.	TJH
	Action 5 – Investigate having a hydrology expert to speak with a CLG member.	LL
	CNI advised that a meeting is scheduled for Friday, 13 May.	
	Action 6 – Consult with maintenance team and report back re removal of weeds from the base of noise barrier.	AC
	TJH advised that the area in question had been cleaned up and that the area will continue to be inspected.	
	Discussions and questions arising:	PM
	A CLG Member advised that some weeds still remained after the clean up. The Member further advised that the banks of Schulz Canal need to be given a general tidy up, including slashing the grass as the member believes the long grass is adding to the issue of rats in the creek.	
	ACTION: TJH to inspect and carry out maintenance at Schulz Canal	TJH
	Action 7 – Investigate panels rattling in the noise barrier.	
	TJH advised the noise barrier has been repaired.	AC
	Discussions and questions arising:	PM
	A CLG Member advised that the noise barrier does not rattle anymore.	PM
	The CLG Member further advised that a number of residents in Wongara Street are affected by the noise barrier and advised that these residents do not want the barrier painted black as they want light to come through the barriers.	AC
	TJH advised the barrier would not be painted black. TJH intends to match the colours to the polycarbonate panels. The panels that have been painted are a trial.	
	The CLG Member requested that the polycarbonate blocks be brought to the next meeting as the Member believes the panels are not as thick as the original blocks that were presented at a previous CLG Meeting. The member noted that there is a concern amongst residents that the noise barrier is not as effective as the	PM

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	<p>previous one.</p> <p>TJH advised that the samples that were brought to the CLG meeting were to show the differing colours, not panel thickness.</p>	AC
	<p>The Member believes that the colour and thickness are related as the thicker the material, the less light gets through. There are issues with the amount of light that is reaching resident's homes and with the Winter sun, some resident's homes are turning green. The Member advised that these residents preferred the timber paneling.</p>	PM
	<p>TJH advised that consultation with residents occurred prior to installation of the polycarbonate panels and residents were advised of the panel colour and transparency that would be behind their property. TJH received a range of feedback with differing views relating to the colours and transparency.</p>	AC
	<p>In relation to the timber panels, TJH understands that DTMR no longer allows timber panels to be used for noise barriers and in keeping with the conditions of the contract, TJH could not leave the barrier in place.</p>	AC
	<p>CNI advised a 'Change of Design' request has not been received regarding the panel colours and reassured the member that issues that are raised in relation to the noise barrier are taken into consideration.</p>	LL
	<p>ACTION: TJH to check the thickness of the polycarbonate panels against the design; identify all relevant parts of the report pre and post installation; and look at the technical issues of painting such as design life criteria.</p>	TJH
	<p>Action 8 – Look at providing 6 month look ahead of works.</p> <p>This will be covered in the construction update.</p>	TJH
	<p>Action 9 - Look into the member's issue re damage to their home.</p> <p>A CLG Member advised that this is an ongoing issue and that he wanted to speak with his solicitor before sending all relevant information to CNI, which he will be doing shortly.</p>	PM
	<p>Discussion and questions arising:</p> <p>A CLG Member advised she had been contacted by a resident with similar issues to the Member. The Member asked how the process escalated through CNI if it remained unresolved.</p>	DK
	<p>TJH advised that this question was similarly raised in the Woolloowin CLG, and that CNI would be responding to the Woolloowin meeting. It will also be reported to the Toombul CLG.</p>	AC
	<p>CNI advised that there is a detailed process for investigating these issues.</p>	LL
	<p>A CLG Member asked if this information was available on the website.</p> <p>CNI advised that the general issues escalation process is detailed on the website;</p>	DK LL

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	<p>however specific details of the property damage process are not.</p> <p>ACTION: Detailed information for the property damage complaint escalation process to be presented at the next CLG meeting.</p> <p>Action 10 - Facilitator to email a copy of the letter from CNI to CLG members. A copy of the letter was sent with the April meeting minutes.</p>	<p>CNI</p> <p>BS</p>
3.0	<p>CONSTRUCTION MILESTONES</p> <p>Presentation made by Russ Beynon, North Eastern Regional Director, Thiess John Holland</p> <p>Points covered:</p> <ul style="list-style-type: none"> • May <ul style="list-style-type: none"> – Six day, five night operation at CC421, which is west of the North Coast Rail line – 24 hour, seven day operation to jack boxes beneath the railway. – Commence tunnel construction at CC420 (behind the boxes), with scaffolding being erected behind the jacking boxes and work is starting on the edges of the roof beam. – Progressive mechanical and electrical fit-out of the ventilation station and substation. – Holes on top of the ventilation station are now covered and a majority of the major equipment and plant is now underground. – Majority of the work is taking place in CC410, beneath the acoustic shed, and involves concrete add-on's to barriers to install smoke ducts at a later date. • June <ul style="list-style-type: none"> – Complete jacking of the first box and demolish the jacking raft and box tails. – Jacks are currently being set up for the second box and work will start 10 days after the concrete for the roof cures. Form work will be stripped out while the back end of the box is completed. – Realign Sandgate Road traffic to its final alignment. Concrete has been poured on the new bridge and TJH are working to switch traffic at the end of the first week in June. This will involve removing the roundabout and returning Sandgate Road and the East West Arterial into a T-intersection. <ul style="list-style-type: none"> ○ The footpath along the westerns side of Sandgate Road will close and the eastern footpath will open. – Complete Sandgate Road footpath upgrade and reinstatement. <ul style="list-style-type: none"> ○ There may be a slight delay in completing footpath on the western side as the gas company, APA, do not have adequate resources to install a line north of Kedron Street before TJH reaches this area. • July 	<p>RB</p>

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	<ul style="list-style-type: none"> - Complete TBM excavation and bury TBMs at Lutwyche. The back end of the TBM will go out through the Bowen Hills area. - Complete jacking of the first box and demolish the jacking raft and box tail. - Mobilise 250t crane in the Kalinga Park West worksite to continue excavation in CC420. This involves removal of dirt in CC421 with a bell skip as well as to supply reo to the area. TJH is working towards having access under Sandgate Road which will negate using a bell skip to remove dirt. - Commence decommission of TBM support infrastructure including the spoil conveyor, chiller plant and water tank. - Commence excavation beneath Sandgate Road bridge to commence preparatory work for installation of the Green Wall. • August <ul style="list-style-type: none"> - Pathway bridge construction across Schultz Canal, west of the QR line. - Commence installation of the Green Wall. • September <ul style="list-style-type: none"> - Concreting beneath Sandgate Road Bridge to enable construction access. • October <ul style="list-style-type: none"> - Finalise construction beneath the QR line. TJH are aiming to have drive through access by 17 October 2011. - Work will also be completed on the missing links in the CC421 structure as well as ongoing work in the walls and on the smoke duct. • November <ul style="list-style-type: none"> - Removal of gantry crane in CC410 next to the acoustic shed. The holes in roof of the CC410 structure will be progressively closed with work in this area starting to reduce. • December <ul style="list-style-type: none"> - All holes in the roof of the CC410 structure will be closed which will enable removal of the acoustic shed. - This site will be left available for the Mechanical and Electrical fit out (MEFT) of the tunnel. <p>Discussion and questions arising:</p> <p>A CLG Member asked if the new footpaths along Sandgate Road have been laid lower than the old ones and if so why.</p> <p>TJH advised that the footpaths have been laid in line with the existing curb and the bus stops. Any change would most likely be due to a grade change; if there had previously been a slope the footpath would need to be adjusted to ensure specifications are met.</p> <p>A CLG Member asked if the acoustic shed would be disassembled between 6.30am and 6.30pm.</p> <p>TJH advised that this work would be between 6.30am to 6.30pm Monday to Saturday.</p> <p>A CLG Member asked as far as the integrity of the tunnel is concerned, will the</p>	<p>PM</p> <p>RB</p> <p>DK</p> <p>RB</p> <p>RC</p>

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	<p>eastern end be complete by December 2011.</p> <p>TJH advised that the CC422 roof will be the last structure to be completed, and should be covered by the end of the year. In terms of integrity, most of the cut and cover section will be complete and works on the roof duct areas will continue into January. Works right up against railway lines will be the last in-situ works and will be completed mid January.</p> <p>A CLG Member asked if this means that work should be completed in the eastern end by February.</p> <p>TJH advised that the last roof pours are scheduled for end of January, early February. Smoke ducts will be completed as soon as possible to allow MEFT access so they can start their fit out. The roof is mainly pre-cast however the sections at the edge that cannot be pre-cast will be poured in-situ.</p>	<p>RB</p> <p>RC</p> <p>RB</p>
4.0	<p>CONSTRUCTION UPDATE</p> <p>Presentation made by Russ Beynon, North Eastern Regional Director, Thiess John Holland</p> <p>Points covered:</p> <p>Sandgate Road Bridge</p> <ul style="list-style-type: none"> • Work, including concreting, is well underway on the corners of the bridge, as well as the deck and approaches. • Transition slabs on the eastern and western sides are constructed as far as possible for the trough floor • The fire deluge facility concrete pads for the water tanks have been poured <p>East West Arterial Trough</p> <ul style="list-style-type: none"> • The temporary props in the trough will be removed shortly. <p>Wongara Street Corner Worksite</p> <ul style="list-style-type: none"> • The concrete pads have been poured for the pre-fabricated structures that will be installed. • Pipe work for the deluge facility is yet to be installed. Some of which will run under East West Arterial to feed the Green Wall. • Pre fabricated concrete slabs will be brought in to construct the control building <p>Sandgate Road footpath upgrade & reinstatement</p> <ul style="list-style-type: none"> • This work has been progressing well and no issues have been recorded as yet • Matching the footpath levels to the existing infrastructure has been challenging • The system of using the temporary foot bridges to maintain pedestrian access is working well <p>Incident Response Facility</p> <ul style="list-style-type: none"> • This will be a small pre-fabricated building with an area for vehicles and the building will house an office and a bathroom. • The concrete foundations have recently been completed. 	<p>RB</p>

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	<p>Kalinga Park East Worksite</p> <ul style="list-style-type: none"> The front roof section of the second box to be pushed has been poured and jacking of the first box is ongoing again. Jacking is a cyclic operation. The current cycle is to excavate for six to seven hours then complete a push. Digging is taking longer as there is a lot of rubbish in the embankments. The typical push cycle would be about two to three hours of digging then a push. There would have been two pushes today. The ventilation station structure is now covered and waterproofed and the area is being backfilled. TJH is currently pre-fabricating a permanent noise wall that will be installed between Alma Road and the substation. Construction will be done in a way to avoid pulling down the old noise wall all at once. Works are continuing within the CC422 structure with roof beams being constructed while pushing is underway. Minor cleanup works are continuing along the edge walls. <p>Jacking Box – Progress</p> <ul style="list-style-type: none"> Concrete pour on top of box two has been completed Concreting for the walls has been completed and scaffolding has been erected behind the box To date, the box has been jacked approximately 10-12m. TJH are waiting on the arrival of more jacks which will be set up on the second box to enable both boxes to be jacked simultaneously. An acoustic curtain has been installed at the rear of the jacking box to mitigate against noise impacts. <p>Jacking Box</p> <ul style="list-style-type: none"> Face of the jacking box has 12 cells, with an excavator located in each. Material is loaded into trucks and removed from site Concrete abutments under the railway line have made excavation difficult and new techniques have been used to deal with this issue. <p>Discussion and questions arising:</p> <p>A CLG Member asked if the noise wall in Kalinga Park will be green. TJH advised that it would be precast concrete.</p> <p>A CLG Member asked if the water tanks are pre-fabricated. TJH advised that they would be pre-fabricated and painted an olive green.</p> <p>A CLG Member asked if jack boxing was occurring under the railway line. TJH advised that the box initially needed to be jacked under the props so the box is currently about three to four metres under the railway line.</p>	<p>PM AC</p> <p>PM RB</p> <p>DK RB</p>

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	<p>A CLG Member asked how the noise from the jacking operation has been for people living next to the site.</p> <p>TJH advised that from the predicted levels they thought that the demolition work would be close to 50dba max. Although noise levels got close a couple of times, they were mostly 2-3dba below this level. A number of residents were relocated and some chose to come back early due to not experiencing any noise impacts. No complaints were received regarding the demolition works.</p> <p>TJH further advised that no complaints have been received about the ongoing works and the next stage of demolition is another two weeks away.</p> <p>TJH anticipated there would be noise impacts due to vibration rattling up through the CC422 structure and causing noise. Noise modeling for the activity showed a certain area of residents that may be affected. TJH chose to liaise with residents further away than the modeling indicated. All residents identified in this manner were offered temporary relocation.</p> <p>The next round of demolition will be further away from residents and therefore TJH is not anticipating noise levels to be quite as high.</p>	<p>DK RB</p> <p>AC</p> <p>RB</p>
	<p>A CLG Member noted that in the last minutes, when talking about box jacking, special circumstances were used as a reason for not having to adhere to noise goals. The Member asked where it says in the conditions that the noise goals do not apply in cases of Special Circumstances.</p> <p>CNI noted that their interpretation of condition 7B is that excessive levels of noise should not occur unless special circumstances work is required.</p>	<p>DK</p> <p>KW</p>
	<p>The CLG Member interprets the condition to say that work can occur outside 6.30am and 6.30pm if it is special circumstances and that in these special circumstances the noise goals apply ie. The conditions do not say that they don't. It doesn't say that noisy works on the surface can be conducted outside these designated hours. The Member understands the work for the jacking box was special circumstances, however, the Member feels nothing in the conditions states that noise is related to special circumstances work and there is nothing in the noise goals that says that they do not apply in the case of special circumstances work.</p> <p>CNI advised they are aware of the situation and have discussed this condition in depth with local agencies in regards to this work. CNI further noted that the Coordinator General condition for excessive noise, dust and traffic were not related to special circumstances work. The Coordinator General advised that works needing to take place in a railway corridor are allowed to take place and the noise goals do not apply for compliance purposes. However, CNI noted in these circumstances the contractor must still try to apply reasonable and practicable mitigation to minimise and manage noise.</p>	<p>DK</p> <p>KW / LL</p>
	<p>The CLG Member noted that there is no mention that special circumstances work is allowed to generate excessive noise.</p> <p>TJH understand that the standard surface working hours are from 6.30am to 6.30pm</p>	<p>DK DMc</p>

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	<p>however, works not creating excessive noise, dust and traffic issues, are allowed to occur 24/7 if required. The excessive noise restrictions do not apply to special circumstances work which must occur outside of 6.30am to 6.30pm.</p> <p>The CLG Member does not agree that the hours and conditions of above ground construction allow for 24/7 work and does not agree that the noise goals are not applicable in special circumstances work.</p> <p>TJH noted that in relation to special circumstances work, there must be some dispensation for the noise generated by the works.</p> <p>CNI noted the point of special circumstances is that there are works that have to occur out of normal hours. DERM and the Coordinator General's office look into these activities from a compliance point of view. No breach has been recorded for not meeting the conditions in relation to special circumstances because reasonable and practical mitigation is applied.</p> <p>The CLG Member recognises that there is a need to work at night but there is no accounting for the work to be noisy. The CLG Member feels there is no reason for there to be excessive noise.</p> <p>TJH advised there would be a construction reason for the noise and in some instances there is no way to physically mitigate for noise impacts to residents. This means works would not fit under a goal so are considered to be special circumstances.</p> <p>BrisConnections advised that before the work commenced the Coordinator General took an interest in the activities that were occurring for the jacking box operation and they were required to write to him explaining why special circumstances conditions applied and what activities were being carried out for these works. The Coordinator General reviewed TJH's submission and looked into the reasons given and was satisfied that the activities fell under the special circumstances conditions, by his interpretation.</p> <p>The CLG Member asked if this meant the Coordinator General had said the construction could go over the noise goals.</p> <p>BrisConnections advised that the noise modeling and projections were explained to the Coordinator General and the work was deemed appropriate for those conditions.</p> <p>CNI advised that although the activity was classified as special circumstances work, TJH did not exceed normal night time goals.</p> <p>The CLG Member asked if special circumstances conditions apply, does this mean that TJH believe they do not have to meet noise goals.</p> <p>BrisConnections advised that there are no goals for special circumstances work however TJH is required to provide reasonable and practical mitigation.</p> <p>CNI advised that it continually meets with the DERM and the Coordinator General's office in relation to information requests about noise goals and exceedences. This has been ongoing since the beginning of the project.</p>	<p>DK</p> <p>RB</p> <p>KW</p> <p>DK</p> <p>RB</p> <p>CMac</p> <p>DK</p> <p>CMac</p> <p>KW</p> <p>DK</p> <p>CMac</p> <p>LL</p>

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	<p>Although the noise goals do not apply to special circumstances work, TJH still implement reasonable and practical mitigation measures to mitigate against noise impacts. The best option available to TJH for most special circumstances work is to relocate residents who want to be relocated. For example, prior to the jacking box demolition, TJH identified properties early and residents were proactively offered mitigation.</p> <p>Mitigation was also carried out on site through the installation of sound curtains on the back of the jacking box, so under the CoG conditions TJH have done everything practical and reasonable to mitigate against noise impacts.</p> <p>The CLG Member believes that TJH had made the effort to mitigate noise impacts during the jacking box operation.</p>	<p>DMc</p> <p>RB</p> <p>DK</p>
5.0	<p>TUNNELING CONSTRUCTION UPDATE</p> <p>Presentation made by David Hake, TBM Construction Manager, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p> <p>Points covered:</p> <p>TBM Progress as at 10 May 2011</p> <p>Rocksy:</p> <ul style="list-style-type: none"> • 1764.5 m excavated • 38m depth • 155m excavated since last meeting • Machine is currently under the intersection of Kedron Park and Park Roads <p>Sandy:</p> <ul style="list-style-type: none"> • 1679 excavated • 35m depth • 229m excavated since last meeting • Machine is currently under 7 Park Road <p>Further notes:</p> <ul style="list-style-type: none"> • Lining works is continuing inside the Kedron caverns • Cross passages (XP) are progressing well <ul style="list-style-type: none"> – XP-41 is 60m out from portal. The secondary lining is complete and the props are being taken out. – XP-40 has circular lining being installed through the middle and is ready for end works. – XP-33 is being excavated on the Toombul side of the Kedron caverns. • The burial chamber for Rocksy is 545m away • The burial chamber for Sandy is 530m away • Delivery of the steel work for the burial chambers is occurring via Nudgee Road. 	DHk

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	<ul style="list-style-type: none"> The cutting face of the TBMs will excavate through the chamber and will then be lowered and buried. The TBMs are currently cutting through mud and volcanic tuff Southbound cavern is about 200m long and is progressing as the vent duct is installed and conveyors are lowered. Lining works will finish over the weekend and parts of the lining will be cut off Smoke duct expected to be completed to the end of the cavern early next week. <p>Settlement Drawings were provided for the CLG Members to view.</p> <ul style="list-style-type: none"> TJH advised that there are 5mm general movements which is within the goals There is not much movement in rock tunneling. <p>Discussion and questions arising:</p> <p>A CLG Member asked what will happen with the Rose Street shaft at the end of the Project. TJH advised it will be filled in.</p>	RSW DHk
6.0	<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>Points covered: Monitoring Summary</p> <ul style="list-style-type: none"> 101 internal and external noise monitoring sessions were conducted, with one exceedence, and two requests for entry declined. Six vibration monitoring sessions were carried out with no exceedences. Three air quality monitoring sessions were carried out with no exceedences. <p>External Noise Monitoring</p> <p>TJH carries out external noise monitoring to proactively manage construction noise impacts.</p> <ul style="list-style-type: none"> Residents are chosen due to the type of activity taking place and its location Four to five locations are chosen each evening Step 1 - 15 minute session at street level outside residential properties (refer previous slide) Step 2 - 10 dba subtracted from noise result, to allow for facade attenuation, as recommended by the Coordinator General (May 2010) Step 3 - Construction team advised of noise sources above the night time noise goal, where required Step 4 - Assess and apply mitigation options where possible Step 5 - Effectiveness of mitigation determined with follow up noise monitoring 	TL

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	BrisConnections further advised that details of the final locations are still being finalised.	CMac
	ACTION: BrisConnections to advise of the final location of permanent dust monitors.	CMac
	A CLG Member noted that it had previously been requested that only monitored exceedences be reported to the group, and that TJH had advised that all information relating to noise monitoring would be available on the Project website in the Environmental Report.	DK
	The Member noted that at last month's CLG it was reported that there were 150 noise monitoring sessions with one exceedence however that not all 150 monitoring sessions are included in the Environmental Monitoring Report on the web site. The CLG Member feels that reporting to the group that there were 100 plus monitoring sessions and one exceedence is misleading. The CLG Member understood that only internal monitoring sessions were reported on and asked why all sessions were not reported in the Environmental Report.	
	TJH advised that the Project conditions stipulate internal noise goals and therefore this is what TJH reports.	AC
	TJH further advised that it undertakes external monitoring for internal management purposes and that more internal monitoring can be carried out if access is provided. When TJH undertakes external noise monitoring 10dba is subtracted from the reading to provide an allowance for property attenuation as suggested in correspondence from the Coordinator General in May 2010. This number is used only as an estimate of the internal noise levels as some properties have higher or lower noise attenuation.	TL
	The CLG Member advised an understanding of the Coordinator General conditions, however did not understand why all the noise monitoring sessions are not reported.	DK
	TJH advised that the results of the external noise monitoring sessions are not reported as they are not 100% accurate due to taking off of the generalised 10dba and do not reflect project requirements for noise assessment and monitoring.	TL
	The CLG Member stated that all 100+ monitoring sessions should be reported with a note advising readers of TJH's opinion as to the difference between internal and external monitoring.	DK
	A CLG Member noted a concern that the public cannot see all the noise monitoring sessions and that it is offensive that TJH believes that the public would not understand the information.	DK
	TJH advised that external noise monitoring is conducted as an internal management tool. TJH uses this information to actively monitor construction impacts and take action if required, which would include mitigation.	AC
	CNI noted that if people are concerned about a compliance issue, they need to tell CNI and or TJH and allow TJH inside their house so internal noise monitoring can be undertaken.	LL

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	<p>The CLG Member advised that the issue being raised is not one of compliance but of information provisions for the public.</p> <p>BrisConnections suggested that if the information is not going to be passed on, then perhaps it should not be displayed in presentations.</p> <p>CNI advised that if the information was put into the public realm and if a noise goal was exceeded outside a property then it would appear that there were more exceedances than there really are. The monitoring that is conducted does not take into consideration mitigation that is applied within the residence, so this information could be misleading.</p> <p>TJH advised that the Community Relations Manager receives all monitoring results from across the Project and as an example, when internal noise monitoring was conducted in an unmitigated house in Lutwyche, it showed a 17-18dba difference in noise just by closing the windows. Night time goals are for inside the properties, not outside. The 10dba allowance is indicative only and can also be misleading. The results of the external noise monitoring are used so the site can be contacted and asked to address any issues that may occur.</p> <p>The CLG Member noted that if TJH chose to put the information out with an explanation, then the discrepancies will be taken on board.</p> <p>TJH reiterated that they are only required to report on internal noise monitoring and that TJH does carry out 100+ noise monitoring sessions to monitor noise impacts from TJH work.</p> <p>TJH advised that they will separate the internal and external noise monitoring sessions when reporting to the CLG.</p> <p>ACTION: TJH to break down numbers between internal and external monitoring sessions in CLG presentations.</p>	<p>DK</p> <p>CMac</p> <p>LL</p> <p>DMc</p> <p>DK DMc</p> <p>TJH</p>
7.0	<p>COMMUNITY RELATIONS UPDATE</p> <p>Presentation made by Anthea Craig, Community Liaison Coordinator, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p> <p>Points covered:</p> <p>Community Feedback</p> <ul style="list-style-type: none"> • 29 complaints from 19 stakeholders • There has been a reduction in the number of complaints received for April • For the first time TJH has received complaints relating to tunneling, in particular regenerated noise. TJH response to this has been to liaise with these stakeholders and offer relocation. Feedback from these stakeholders is that they can hear it, but have not taken up the offer of relocation. TJH has also modified its community notification to reflect this feedback. • 47 issues/enquires from 39 stakeholders • Site noise out of hours was the biggest issue for April 	<p>AC</p>

MINUTES OF MEETING

Meeting Number 30

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	10/05/11	Time:	6:00pm

Item	Summary	By Whom
	<p>Discussion and questions arising: There were no questions / discussion for the Community Relations Presentation.</p>	
8.0	<p>GENERAL BUSINESS</p> <p>A CLG Member asked what will happen with the crossing at Widdop Street when Airport Link trucks are no longer accessing the site. TJH advised they are speaking with the council (refer earlier action #3)</p> <p>A CLG Member advised that the lights for the Sandgate Road underpass were not on this evening? TJH advised they are unsure why the lights are not operating this evening, and would investigate with site.</p> <p>ACTION: TJH to investigate and report back to member.</p> <p>A CLG Member asked if access to Sandgate Road from the footpath along Schulz Canal is via Parkland Street. The Member further noted that there is a large hole at the end of the street that collects water and is not suitable as a bicycle thoroughfare. TJH advised that there is a solid concrete path that connects the Schulz Canal footpath to Sandgate Road that runs north next to the Skate Park and enters Sandgate Road at the lights opposite Centro Toombul. Cyclist can access Sandgate Road through Parkland Street though this is not a formal footpath.</p> <p>The CLG Member advised that they will check this route as it has been awhile since the member had accessed the area.</p> <p>A CLG Member noted that the resident who had contacted the member about property damage was also wondering when the hydrology reports were conducted and if there was any investigation about the effect of the tunnel on groundwater. CNI advised that the Environmental Impact Statement had a section that covered groundwater studies.</p> <p>ACTION: CNI to email the link to the hydrology reports to the CLG Member.</p> <p>http://www.airportlinkeis.com/OtherLinks/EIS/pdfs/Vol1-EISChapters/APL_EIS_07_Hydrogeology_and_Groundwater_Quality.pdf</p> <p>http://www.airportlinkeis.com/OtherLinks/EIS/pdfs/Vol3-TechPapers/02_Groundwater.pdf</p>	<p>MB AC</p> <p>MB AC TJH</p> <p>MB AC</p> <p>MB</p> <p>DK</p> <p>LL</p> <p>CNI</p>

MINUTES OF MEETING

Meeting Number 30

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	10/05/11	Time:	6:00pm

Item	Summary	By Whom
	<p>A CLG Member asked how long works will continue at the end of Nudgee Road and East-West Arterial Road intersection. BrisConnections advised that minor works will continue for another couple of months before it will be complete. BrisConnections are not the only company completing work in that area.</p> <p>A CLG Member noted that the Nudgee Road and East West Arterial Road intersection has been badly affected for cyclists and pedestrians since the Airport Link flyover has opened. The Member noted that there is one less crossing and no new amenities for cyclists and the Member has written to the transport minister. TJH advised there is still some line marking including cycle markings in the area.</p> <p>The Member noted that the current line markings worse now than previous. TJH advised that the line marking referred to previously was due to be completed in a couple of weeks.</p> <p>A CLG Member asked when Kedron and Bowen Hills are due for completion. BrisConnections advised they will open at the same time as Toombul which is scheduled for the middle of next year. Due to the nature of the tunnel configuration, there will not be a staged opening.</p> <p>A CLG Member asked when the Busway would open. BrisConnections advised it will open just before the Airport Link tunnel.</p> <p>A CLG Member commented about the Leighton Holding share price in the Financial Review. TJH advised that any questions regarding Leighton Holdings would be best directed to Leighton Holdings.</p>	<p>MB</p> <p>CMac</p> <p>MB</p> <p>AC</p> <p>MB</p> <p>AC</p> <p>RC</p> <p>CMac</p> <p>RC</p> <p>CMac</p> <p>PA</p> <p>AC</p>
9.0	<p>BrisConnections Update</p> <p>Presentation made by Charles McDonald, General Manager Construction, BrisConnections. The presentation is provided as an appendix to these minutes.</p> <p>Overall progress:</p> <ul style="list-style-type: none"> • Tunnelling is now more than 10kms • Two TBMs Rocky and Sandy are in operation • Overall project is more than 70% delivered • One of 17 road headers are operational • Around 4,200 full-time staff • More than 12,000 indirect jobs have been created • Approximately 15 million hours worked on the project 	CMac

MINUTES OF MEETING

Meeting Number 30

CLG	Toombul Community Liaison Group			
Location:	Visitor Information Centre, Lutwyche	Date:	10/05/11	Time: 6:00pm

Item	Summary	By Whom
	<ul style="list-style-type: none"> The Project reached one million working hours in a one month period for April <p>Bowen Hills:</p> <ul style="list-style-type: none"> Curtain installed and painted purple Clem7 traffic switch at the end of last month – existing link to be removed for Airport Link Tunnel connection Elevated structures for bridge connections installed Open area to be covered over and turned into parkland Busway Bridge is complete with work continuing <p>Busway:</p> <ul style="list-style-type: none"> Towers for busway station installed at Lutwyche Road with access to be astride the road Tunnel will be in a cut and cover structure <p>Kedron:</p> <ul style="list-style-type: none"> Gympie Road traffic diversion onto new bridge in July Tunnels will be back filled and the road realigned Busway bridges to be built <p>Airport Flyover:</p> <ul style="list-style-type: none"> Has been open to traffic for some time, surface and landscaping works are ongoing. 	
	<p>Next meeting: Tuesday, 14 June 2011, 6pm – 8pm Visitor Information Centre, Lutwyche</p>	

Upcoming Meetings in 2011

12 JULY
9 AUGUST
13 SEPTEMBER
11 OCTOBER
8 NOVEMBER
13 DECEMBER

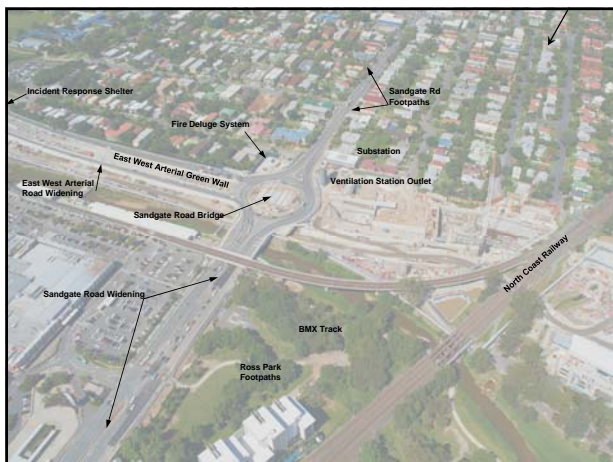
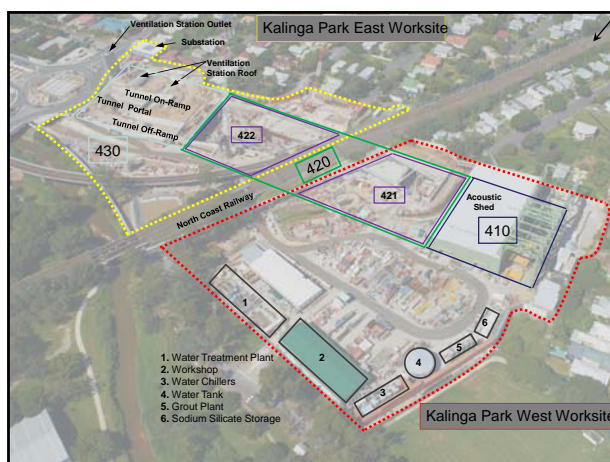
Toombul

Construction milestones

Russ Beynon

10th May 2011

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Toombul

- May
 - 6 day, 5 night operation at CC421
 - 24 hour, 7 day jacking of boxes beneath railway
 - Commence tunnel construction at CC420 (behind the boxes)
 - Progressive mechanical and electrical fit-out of the ventilation station and substation
- June
 - Complete jacking of 1st box and demolish jacking raft and box tails
 - Realign Sandgate Road traffic onto the new bridge
 - Western footpath closed, eastern footpath open
 - Complete Sandgate Road footpath upgrade

Toombul

- July
 - Complete TBM excavation and bury TBMs at Lutwyche
 - Complete jacking of 2nd box and demolish jacking raft and box tail
 - Mobilise 250t crane to Kalinga Park West to continue tunnel construction at CC421
 - Commence decommission of TBM support infrastructure
 - Spoil conveyer
 - Chiller plant
 - Water tank
 - Commence excavation beneath Sandgate Road bridge

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- August
 - Pathway bridge construction across Schultz Canal
- September
 - Construction access beneath Sandgate Road Bridge
- October
 - Construction access beneath railway embankment
- November
 - Removal of gantry crane
- December
 - Removal of acoustic shed

BRISCONNECTIONS | airportlink
northernbusway
airport roundabout upgrade

THISSA
JOBS
PROGESS

Queensland
Government

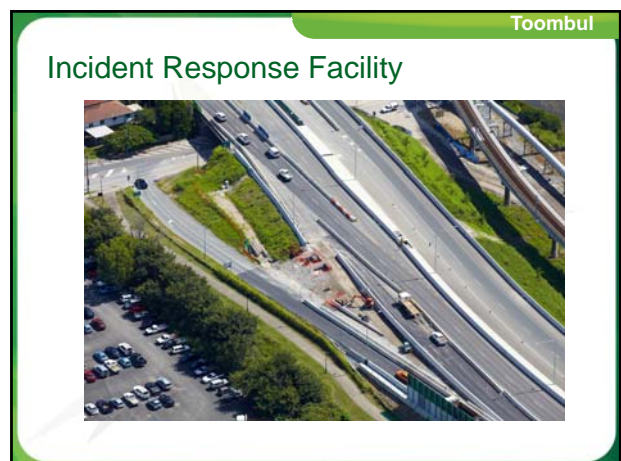
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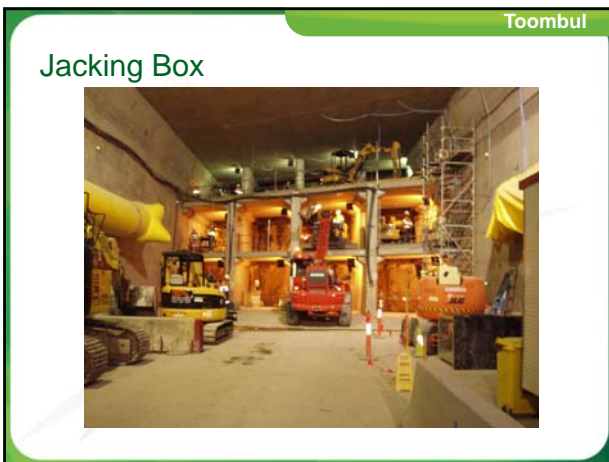
Construction Update

Russ Beynon

10th May 2011

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Tunnelling Update

David Hake, TBM Manager

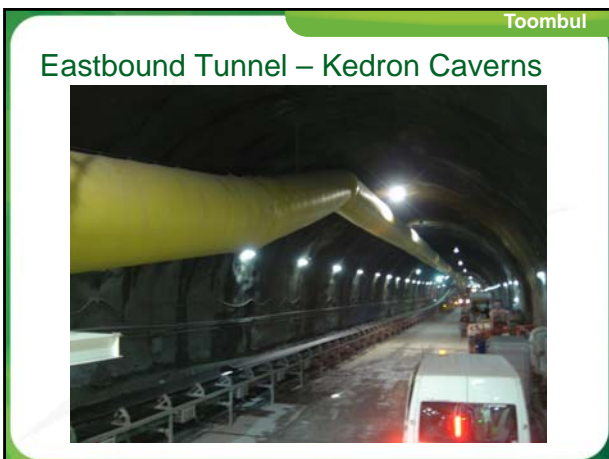
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TBM Progress as at 10 May

	Rocksy	Sandy
Excavation	1764.5m	1679m
Depth from surface to tunnel crown	38m	35m
Metres since last meeting	155m	229m





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BRISCONNECTIONS | airportlink | THIRA | Queensland Government

northernbusway
windor to kearon
airport roundabout/upgrade

Environment Update

Tim Lennon


10th May 2011

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The slide features a green background with a geometric pattern. At the top, there are logos for BRISCONNECTIONS, airportlink, THIRA, and Queensland Government. Below the logos, the text 'northernbusway windor to kearon airport roundabout/upgrade' is displayed. The main title 'Environment Update' is in a large, white font, followed by the author's name 'Tim Lennon'. At the bottom left, the date '10th May 2011' is shown, and at the bottom right, the slogan 'smarter ways to move' is displayed.

Toombul

Monitoring Summary



● Noise external ● Noise internal ● PM10 monitoring ○ Dust deposition ● Vibration
*Please note 5 vibration monitoring points are not listed on this map – 104 Kedron Park Rd, 11 & 29 Park Rd, 38 Stewart Ave & 29 Lydia St

	Noise	Vibration	Air quality
# of monitoring sessions	101	6	3
# of exceedances	1	0	0
# of sessions requested & declined	2	0	0

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External Noise Monitoring

TJH carries out external noise monitoring to proactively manage construction noise impacts

- Step 1: 15 minute session at street level outside residential properties (refer previous slide)
- Step 2: 10 dba subtracted from noise result, to allow for facade attenuation, as recommended by the Coordinator General (May 2010)
- Step 3: Construction team advised of noise sources above the night time noise goal, where required
- Step 4: Assess and apply mitigation options
- Step 5: Effectiveness of mitigation determined with follow up noise monitoring
- Step 6: Daily external monitoring report sent to management

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External Noise Monitoring

- External monitoring conforms with the DERM's *Noise Monitoring Manual* and AS1055
- Night time noise goals apply to the sleeping area

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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	
85 Jackson St, Clayfield, Bedroom	2025 – 2040					Windows and doors closed. Monitoring indicates elevated L(A)max level. Elevated level was due to a bang on site that could not be identified by site supervisor. Mitigation options are currently being discussed with stakeholder.
	13/04/2011	36.6	52.3	40	50	





BRISCONNECTIONS | airportlink northernbusway | TRUESD | Queensland Government

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Community Relations Update

Anthea Craig, Community Liaison Coordinator

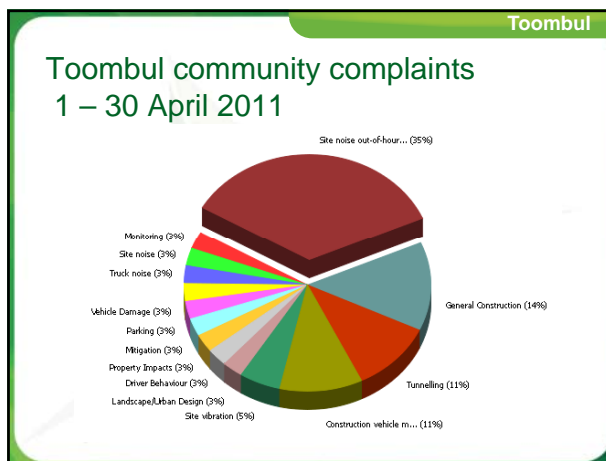
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Toombul community feedback 1 – 30 April 2011

Community feedback	Total for April	Total for March	Total for February
Complaints	29	37	45
Stakeholders	19	26	25
Issues/enquiries	47	31	27
Stakeholders	39	26	24



- Toombul**
- ### Community notifications
- Total of 19,600 flyers distributed in April:
- April construction update
 - Update for night work on East West Arterial Road
 - Jacking box construction
 - Update for night works on Sandgate Road
 - Update for Sandgate Road footpath reinstatement and upgrade
 - 24/7 operation Kalinga Park west worksite
 - Night work on East West Arterial Road
 - Works over May Public Holiday

- Toombul**
- ### Community relations activities
- Doorknocks for Sandgate Rd night works
 - SMS for Kalinga Park East night time concrete pours
 - Letters of proactive mitigation Jacking Box construction
 - Liaise with residents on Alma Rd re pavement repairs
 - Liaise with residents on Stuckey Rd re concrete deliveries

Toombul

Community relations activities

- Liaise with residents on Wongara St re noise wall
- Liaise with residents on Wongara & Widdop St's re concreting along Widdop St off-ramp
- Monitoring worker parking on local streets
- Support for Nudgee State School fundraising