

# MINUTES OF MEETING

Meeting Number 17

CLG	Toombul Community Liaison Group				
Location:	Centro Toombul Training Room	Date:	9 March 10	Time:	6:00pm

Item	Action
1.0	<p><b>Meeting opened</b></p> <ul style="list-style-type: none"> <li>• Apologies</li> </ul>
2.0	<p><b>Last month action items</b></p> <ul style="list-style-type: none"> <li>• TJH to provide a schedule of works for 2010 <ul style="list-style-type: none"> <li>◦ Covered in this evening's presentation</li> </ul> </li> <li>• Kalinga park decommissioning – via which streets? <ul style="list-style-type: none"> <li>◦ Covered in this evening's presentation</li> </ul> </li> <li>• Advertised vacancies for additional CLG members <ul style="list-style-type: none"> <li>◦ TJH advised 2 expressions of interest have been received so far, and two more are expected.</li> </ul> </li> <li>• Update on the status of the CoG's report into TJH's activities in Kalinga Park. <ul style="list-style-type: none"> <li>◦ CNI advised that the final report is not yet available. The report is lengthy and made up of a number of items including the independent noise monitoring (conducted by Heggie's). This monitoring has been requested by a number of CLG members. The monitoring is not a useful tool on its own, as it must be considered in combination with all of the CoG goals etc.</li> </ul> </li> </ul> <p><b>Questions</b></p> <ul style="list-style-type: none"> <li>• CLG member queried whether the independent noise monitoring has been above the goals. <ul style="list-style-type: none"> <li>◦ CNI advised that some monitoring was above the goals and this formed part of the investigation into the night work. CNI is dealing with some specific questions from the CoG regarding the report. The summary of findings (provided to CLG members) provides detailed assessment of eight different CoG conditions. An exceedence of the noise goals on its own is not a direct breach, though it does get reported to the CoG. CNI generally found that TJH is compliant with the conditions, but CNI has identified some areas of improvement.</li> <li>◦ The recommendations in CNI's report have been forwarded to BrisConnections. CNI's role is to monitor compliance with the CoG's goals. CNI's recommendations include permanent noise monitoring, improved incident reporting and the roll-out of an improved communications and training program with relevance to areas where community complaints are received.</li> <li>◦ CNI understands that a permanent noise monitor was installed by TJH two weeks ago. CNI is awaiting a response from BrisConnections regarding how the other recommendations will be addressed.</li> </ul> </li> <li>• CLG member queried what is the actual definition of an exceedence? <ul style="list-style-type: none"> <li>◦ CNI advised that TJH reports all noise exceedences - some resulting from TJH activities, some from external sources. The CoG conditions state that all exceedences must be reported, including those caused by road or rail noise. The majority of measurements, particularly from November onwards, have been taken internally from houses near the worksite.</li> <li>◦ TJH advised that the houses used for noise monitoring are unmitigated, as compared to the other houses on Kalinga St that have received property mitigation from TJH.</li> </ul> </li> <li>• CLG member queried when does an exceedence become a non compliance? <ul style="list-style-type: none"> <li>◦ CNI advised that a non compliance is determined by factors such as special circumstances work, mitigation, ongoing consultation, and whether the exceedence was reported in a timely manner. The CoG receives a report of all incidents and makes a decision as to whether he feels it's excessive or not being dealt with appropriately, whereas CNI can</li> </ul> </li> </ul>

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	<p>only assess against the conditions.</p> <ul style="list-style-type: none"> <li>• CLG member stated that the reality is that an exceedence means that community members have been disturbed. Stated that property mitigation has been a long, drawn-out process. Stated that there have been exceedences reported every month and nothing in the conditions or in CNI's role can actually force the contractor to stop impacting the community. <ul style="list-style-type: none"> <li>○ CNI advised that the decision is made by the CoG when he assesses the exceedences. Advised that noise complaints are not always in response to noise that is higher than the goals.</li> <li>○ CNI advised that the permanent noise monitor now in place is unattended, so is not always going to be clear about what caused the noises it records, but it will help determine the noise climate at the time of a complaint. A noise consultant has also been engaged to undertake monitoring. DERM has also been looking into this and has requested information re. property mitigation. The other challenge TJH are up against is that the goals are internal and, quite reasonably, residents do not always want someone in their house in the middle of the night to conduct noise monitoring.</li> </ul> </li> <li>• CLG member stated that a project of this size was always going to cause noise exceedences and the footprint has continued to spread. <ul style="list-style-type: none"> <li>○ Facilitator queried what happens now with regard to the report?</li> <li>○ CNI advised they are waiting on final information from BrisConnections, then a full response to the CoG's specific comments regarding the report will be provided.</li> </ul> </li> <li>• CLG member stated that noise mitigation should happen at the source, rather than at the receptor (surrounding properties). <ul style="list-style-type: none"> <li>○ CNI agreed, however advised, that some properties overlook the noise barrier so mitigation at the receptor is also necessary as mitigation at the source only is not always enough in some situations.</li> </ul> </li> </ul> <p><i>Update to be provided at next meeting re whether report has been finalised and is available.</i></p>
3.0	<p><b>Construction Update: Civil and Tunnelling – to April 10</b></p> <p>TJH presented overview of current and upcoming civil and tunnelling construction activities to April 2010 as well as provided update on program until the end of 2010.</p> <p>Kalinga Park – west of railway line</p> <ul style="list-style-type: none"> <li>• Launch box construction ongoing <ul style="list-style-type: none"> <li>○ Removal of temporary props</li> <li>○ Concreting of base slab (30% complete - 7,000 cubic metres of concrete remaining)</li> <li>○ Construction of TBM cradles and ring-beams</li> <li>○ Construction of TBM shed – erection of steel to be complete by Easter</li> </ul> </li> <li>• Installation of tunnel support equipment <ul style="list-style-type: none"> <li>○ Noise wall installed, silos to be installed by March</li> <li>○ Plant installation March-April (including grout plant, chiller plant, compressor station)</li> </ul> </li> </ul> <p>TBM Tunnelling</p> <ul style="list-style-type: none"> <li>• Pre-assembly of TBM #1 in Kalinga Park <ul style="list-style-type: none"> <li>○ Cutterhead welding complete</li> <li>○ Tail shield welding ongoing</li> <li>○ TBM assembly planned start mid-April</li> </ul> </li> <li>• Arrival of TBM #2 in late March <ul style="list-style-type: none"> <li>○ ETA Brisbane Port 30/3</li> <li>○ Currently passing through Suez Canal</li> </ul> </li> <li>• Overland conveyor <ul style="list-style-type: none"> <li>○ More than 50% complete – target completion end March</li> <li>○ Covers to be installed after belt installation - April</li> </ul> </li> </ul>

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	<p>Railway Underpass Work – eastern side of railway line</p> <ul style="list-style-type: none"> <li>• Canopy tube installation under railway line – day and night work               <ul style="list-style-type: none"> <li>◦ Target completion end April 2010</li> </ul> </li> <li>• Excavation of 15m deep jacking pit on eastern side of railway line</li> </ul> <p>CC430 and Ventilation Station Outlet</p> <ul style="list-style-type: none"> <li>• CC430 construction ongoing (excavation adjacent to Sandgate Road)               <ul style="list-style-type: none"> <li>◦ Diaphragm wall construction and concreting for roof slab construction</li> </ul> </li> <li>• Construction of electrical substation ongoing – on Sandgate Road</li> <li>• Concreting work for construction of ventilation station roof slab</li> </ul> <p>Roads and Bridges</p> <ul style="list-style-type: none"> <li>• Sandgate Road bridge widening work ongoing –another stitch pour to occur on western side of bridge</li> <li>• Roadwork on EWA from Sandgate Road to ARU, (including night work) in preparation for traffic switch               <ul style="list-style-type: none"> <li>◦ Installation of reinforced concrete beams and barriers, installation of drainage pipes and pits, placement of pavement, installation of new kerbing, line-marking and barrier placement</li> <li>◦ In May, eastbound lanes of EWA will be realigned north onto new pavement. A 60km per hour speed limit will be introduced and the road shoulders will be closed at the time of the realignment</li> </ul> </li> <li>• Finish bridge BR403 over Widdop St</li> <li>• Work on Sandgate Rd west and in Ross Park, associated with Sandgate Rd widening.               <ul style="list-style-type: none"> <li>◦ Installation of new drainage line</li> </ul> </li> </ul> <p>Nudgee Road Facility</p> <ul style="list-style-type: none"> <li>• Spoil bay concrete walls in March</li> <li>• Shed erection commencing mid-March 2010</li> <li>• Conveyor tripper installation April 2010</li> </ul> <p>Work over Easter</p> <ul style="list-style-type: none"> <li>• Easter shut down period:               <ul style="list-style-type: none"> <li>◦ From 6:30am Friday 2 April to 6:30am Tuesday 6 April</li> <li>◦ Skeleton crew on standby to deal with pumps and respond to rainfall events</li> </ul> </li> </ul> <p>Decommissioning of Kalinga Park site</p> <ul style="list-style-type: none"> <li>• The decommissioning of the Kalinga Park site will primarily take place via the construction access road from Widdop Street or via Diggers' Drive (for larger materials)</li> <li>• Access via the local streets is not anticipated at this time.</li> </ul> <p><b>Questions:</b></p> <ul style="list-style-type: none"> <li>• CLG member enquired whether the 24/7 excavation and anchor work will be on the surface of the worksite.               <ul style="list-style-type: none"> <li>◦ TJH advised they will excavate down, anchor the walls in and pin it as they go. Which means the work starts at the surface and progresses deeper (approx 15 metres) to the bottom of the excavation.</li> </ul> </li> <li>• CLG member enquired when the really noisy work will ease off.               <ul style="list-style-type: none"> <li>◦ TJH advised there will still be a crane on the surface and TJH are looking at pre-fabricating as much of the jacking-box as possible, but in terms of major work noise will decrease as the excavation progresses deeper.</li> </ul> </li> </ul>

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	<ul style="list-style-type: none"> <li>• CLG member queried if excavation of the jacking-pit will be undertaken using the same technique as the launch box (eg: a bell skip to remove excavated spoil and water blasting).               <ul style="list-style-type: none"> <li>○ TJH advised there is no requirement for water blasting in this section of excavation. TJH will use excavators to dig at the start and then will need to get the bell skip in as excavation progresses deeper. Once more of the ventilation station roof is built TJH will commence excavation under that. So there will still be night work noise in that area for most of this year, though it's not the full range of work previously undertaken – for example no prop installation.</li> </ul> </li> <li>• CLG member asked whether the start date given for tunnelling with the second TBM is optimistic as he thought it wasn't to start until October.               <ul style="list-style-type: none"> <li>○ TJH advised they were always hoping for a 4-6 week separation between the two TBMs.</li> </ul> </li> <li>• CLG member asked whether the spoil conveyor will be enclosed?               <ul style="list-style-type: none"> <li>○ TJH advised it will be partially enclosed to minimise dust impacts, with all transfer stations fully enclosed. Conveyor noise is likely to be approximately 60dba at the source.</li> </ul> </li> <li>• CLG member asked whether the spoil out of the TBMs is likely to be dry or damp.               <ul style="list-style-type: none"> <li>○ TJH advised that once the TBMs get past the first 300 metres of softer ground the remainder is expected to be fairly dry material, though it will still have some moisture.</li> </ul> </li> <li>• CLG member expressed concern regarding additional dust from the spoil conveyor.</li> <li>• CLG member queried whether the concrete that has been poured in the bottom of the launch box will be broken up and disposed of when it's not needed.               <ul style="list-style-type: none"> <li>○ TJH advised that the concrete slab laid for the launch box is permanent. Another concrete slab will actually be laid on top of the slab in the jacking box to bring it up to its permanent level, so no need for any concrete to be removed.</li> </ul> </li> <li>• CLG member queried how it is possible that a bridge trough for the Sandgate Road widening came on site if it was not adequate strength? Aren't they pre-tested for strength?               <ul style="list-style-type: none"> <li>○ TJH advised it was a design issue. One trough was under-designed. All were built according to the drawings, but there was an incorrect notation on a drawing. TJH advised such structures go through 3 or 4 checks. The trough made it through the design check but not the on-site construction or Quality Assurance check.</li> </ul> </li> <li>• CLG member stated that the spoil conveyor not being fully enclosed will be an issue for residents. Queried what contingencies will be in place for dust once its operational?               <ul style="list-style-type: none"> <li>○ TJH advised that if an issue were to arise, the spoil can be sprayed with water if necessary but TJH don't expect such issues.</li> </ul> </li> <li>• CLG member queried where the spoil goes after it leaves the Nudgee Road spoil handling facility.               <ul style="list-style-type: none"> <li>○ TJH advised that the spoil goes to a number of locations – one example is Australia Trade Coast. Some of it is quite good fill, so it is useable elsewhere.</li> </ul> </li> </ul>
5.0	<p><b>Environmental monitoring update</b>            Provided monthly update on noise and air quality monitoring results (see presentation at end of minutes for results).  <b>Questions:</b></p> <ul style="list-style-type: none"> <li>• CLG member stated that none of the CoG's conditions have been able to protect the community from disturbances such as noise exceedences.               <ul style="list-style-type: none"> <li>○ TJH advised there is not always a correlation between exceedence of the noise goals and community disturbance. For example water blasting was constantly monitored and recorded as being under the noise goals, but it continued to cause disruption to some community members so was consequently ceased at night.</li> </ul> </li> <li>• CLG member asked where the noise monitor is located within 33 Kalinga Street?               <ul style="list-style-type: none"> <li>○ TJH advised the noise monitor is located upstairs.</li> </ul> </li> <li>• CLG member asked for examples of what the external noise exceedences are.               <ul style="list-style-type: none"> <li>○ TJH advised it can be a variety of things including trains, neighbours, cars, wildlife etc.</li> </ul> </li> <li>• CLG member asked how the noise source is determined during monitoring sessions.</li> </ul>

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	<ul style="list-style-type: none"> <li>o CNI advised the monitor takes readings at 15 second intervals while an individual listens and makes notes about what they hear at the time.</li> </ul>
6.0	<p><b>Community Relations overview</b></p> <ul style="list-style-type: none"> <li>• Community complaints and enquiries/issues received via the project hotline and email during February 2010: <ul style="list-style-type: none"> <li>o Complaints = 89</li> <li>o Enquiries/issues = 52</li> </ul> </li> <li>• Response/actioning of complaints <ul style="list-style-type: none"> <li>Worker parking issues <ul style="list-style-type: none"> <li>o Closure of all pedestrian site gates into Kalinga Park from the western side of the railway</li> <li>o Transporting of workers by bus from the project car park at Aviation High School into the Kalinga Park worksite</li> <li>o Monitoring of local streets to ensure workers are not parking there.</li> </ul> </li> <li>Concerns regarding operation of Widdop Street intersection <ul style="list-style-type: none"> <li>o Installation of additional fencing and signage</li> <li>o Installation of pram ramps</li> <li>o Undertook a secondary road safety audit</li> </ul> </li> </ul> </li> <li>• Seven notifications were distributed in Toombul in February including: <ul style="list-style-type: none"> <li>o East-West Arterial road widening</li> <li>o Canopy tube installation – day and night work</li> <li>o Geotechnical investigations – Lewis, Kalinga &amp; Park Ave</li> <li>o Sandgate Road water installation night work</li> <li>o EOI request for Toombul CLG</li> <li>o Continuous concrete pour Kalinga Park</li> <li>o Sandgate Road stitch pour</li> </ul> </li> <li>• Total of 6,030 flyers</li> <li>• Community relations activities during February 2010 included: <ul style="list-style-type: none"> <li>o Doorknock of Lewis Street residents regarding trimming of trees prior to geotechnical work</li> <li>o Called for Expressions of Interest for new Toombul CLG members</li> <li>o Met with Aviation High School principal regarding commissioning of Widdop Street temporary signals</li> <li>o Met with directly affected residents regarding start of canopy tube day and night work</li> <li>o Project update meeting with Cr David McLachlan – Hamilton Ward</li> <li>o Invited media on a site tour of Kalinga Park on 11 February – view of TBM launch box and cutter-head</li> <li>o Energex site tour of Kalinga Park</li> <li>o Ongoing meetings with residents and businesses as required</li> </ul> </li> <li>• Upcoming community relations activities include: <ul style="list-style-type: none"> <li>o Coffee morning in Elliott Street – 11 April</li> <li>o Resident site tour – 24 April TBC</li> <li>o Project update meeting and site tour with Cr David McLachlan – Hamilton Ward</li> <li>o Project update meeting and site tour with Tim Nicholls MP – State Member for Clayfield</li> <li>o Coffee Morning for Elliott, Mabel Stuckey Road residents – Saturday 4 April</li> </ul> </li> </ul> <p><b>Questions:</b></p> <ul style="list-style-type: none"> <li>• CLG member enquired whether the number of complaints has been more or less steady over the period of time we've been having these meetings. <ul style="list-style-type: none"> <li>o TJH advised there has been a notable increase in complaints regarding parking and out-of-hours noise as TJH's work increased and 24/7 work in Kalinga Park commenced.</li> </ul> </li> <li>• CLG member stated that any drop in complaints may be attributable to a 'numbness' in the community</li> </ul>

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	<ul style="list-style-type: none"> <li>o TJH advised that they are not reporting a decrease in complaints.</li> <li>• CLG member stated that contractors are still parking at the end of Elliott Street.</li> <li>o TJH advised the issue has been raised with the construction team who are investigating options.</li> </ul>
7.0	<p><b>General Business:</b></p> <ul style="list-style-type: none"> <li>• CLG member stated that the closure of the western side of the Sandgate Road footpath is inconvenient. CLG member reported that it takes an extra 15 minutes to get to the train station.               <ul style="list-style-type: none"> <li>o TJH advised the closure will remain in place until the bridge is finished and the traffic switch is complete as it's the only way for pedestrians/cyclists to safely move through the area.</li> <li>o TJH advised the sequencing of roadwork in the area means TJH need to close the footpath to do what needs to be done. It's awkward but necessary.</li> </ul> </li> <li>• CLG member asked for an updated cycling plan showing what cyclists are going to get at the end of the project.               <ul style="list-style-type: none"> <li>o <i>TJH to provide update at next meeting.</i></li> </ul> </li> <li>• CLG member asked whether the environmental barriers for silt management are retrieved after large rain events when they are swept downstream.               <ul style="list-style-type: none"> <li>o TJH confirmed that they are retrieved.</li> </ul> </li> <li>• Facilitator advised she had resigned her role and the April meeting would be her last meeting. A new facilitator had been appointed and would attend the April meeting as an observer and then commence in May.</li> </ul>
9.0	<p><b>Next meeting:</b></p> <ul style="list-style-type: none"> <li>• Next meeting: Tuesday 13 April 2010 6pm – 8pm Centro Toombul training room.</li> </ul>

BRISCONNECTIONS | airportlink  
northernbusway  
airport roundabout upgrade | TRANS | JOBS  
MILKERS | Queensland  
Government

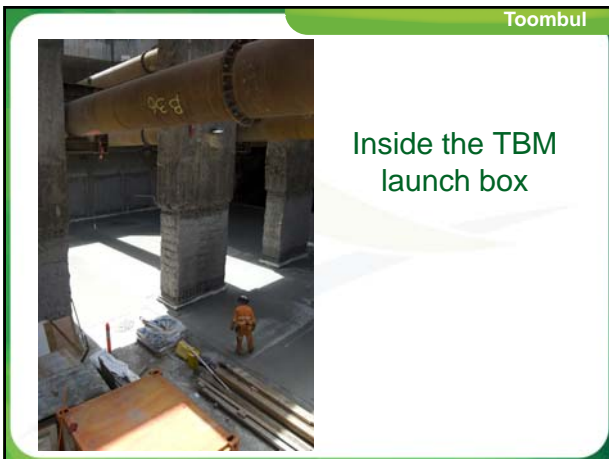
Toombul

# Construction Update – Civil & Tunnelling

Russ Beynon

9 March 2010

smarter ways to move





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**Upcoming work activities – to April 10**

Kalinga Park (west of railway line)

- Launch box construction ongoing
  - Removal of temporary props
  - Concreting of base slab (30% complete - 7,000 cubic metres of concrete remaining)
  - Construction of TBM cradles and ring-beams
- Construction of TBM shed – erection of steel to be complete by Easter
- Installation of tunnel support equipment
  - Noise wall installed, silos to be installed by March
  - Plant installation March-April (including grout plant, chiller plant, compressor station)



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## Upcoming work activities – to April 10

### TBM tunnelling

- Pre-assembly of TBM #1 in Kalinga Park
  - Cutterhead welding complete
  - Tail shield welding ongoing
  - TBM assembly planned start mid-April
- Arrival of TBM #2 in late March
  - ETA Brisbane Port 30/3
  - Currently passing through Suez Canal
- Overland conveyer
  - More than 50% complete – target completion end March
  - Covers to be installed after belt installation - April



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## Canopy tube work – installation of mitigation



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## Upcoming work activities – to April 10

### Railway underpass work (eastern side of railway line)

- Canopy tube installation under railway line – day and night work
  - Target completion end April 2010
- Excavation of 15m deep jacking pit on eastern side of railway line

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## Diaphragm walls for CC430 excavation



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## Diaphragm walls for Vent Station

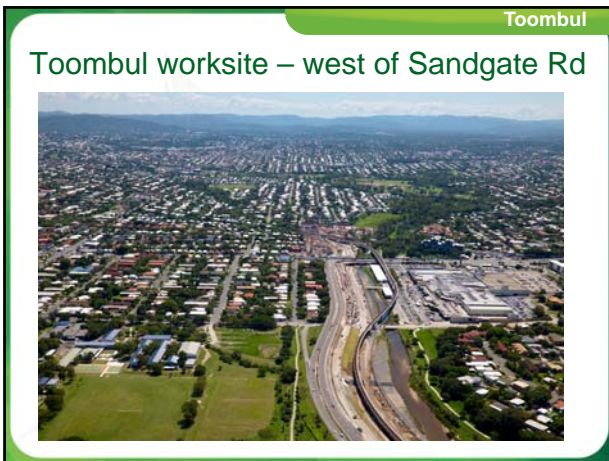


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## Upcoming work activities – to April 10

### CC430 and ventilation station

- CC430 construction ongoing (excavation adjacent to Sandgate Road)
  - Diaphragm wall construction and concreting for roof slab construction
- Construction of electrical substation ongoing – on Sandgate Road
- Concreting work for construction of ventilation station roof slab



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### Upcoming work activities – to April 10

Roads and bridges

- Sandgate Road bridge widening work ongoing – another stitch pour to occur on western side of bridge
- Roadwork on EWA from Sandgate Road to ARU, (including night work) in preparation for traffic switch
  - Installation of reinforced concrete beams and barriers, installation of drainage pipes and pits, placement of pavement, installation of new kerbing, line-marking and barrier placement
- In May, eastbound lanes of EWA will be realigned north onto new pavement. A 60km per hour speed limit will be introduced and the road shoulders will be closed at the time of the realignment

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### Upcoming work activities – to April 10

Roads and bridges continued

- Finish bridge BR403 over Widdop St
- Work on Sandgate Rd west and in Ross Park, associated with Sandgate Rd widening.
  - Installation of new drainage line

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### Upcoming work activities – to April 10

Nudgee Rd facility

- Spoil bay concrete walls in March
- Shed erection commencing mid March 2010
- Conveyor tripper installation April 2010

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### Work over Easter

Easter shut down period:

- From 6:30am Friday 2 April to 6:30am Tuesday 6 April
- Skeleton crew on standby to deal with pumps and respond to rainfall events

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### Decommissioning of Kalinga Park site

- The decommissioning of the Kalinga Park site will primarily take place via the construction access road from Widdop Street or via Diggers' Drive (for larger materials)
- Access via the local streets is not anticipated at this time.

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### Construction look-ahead program

- March 2010 to December 2010\*
  - Kalinga Park – west of railway line
  - Kalinga Park – east of railway line

\*See end of presentation

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### Environment Update

Brett Watkins

9 March 2010

smarter ways to move

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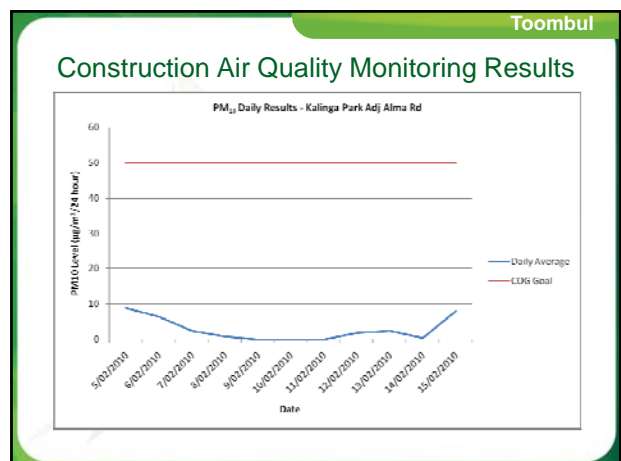
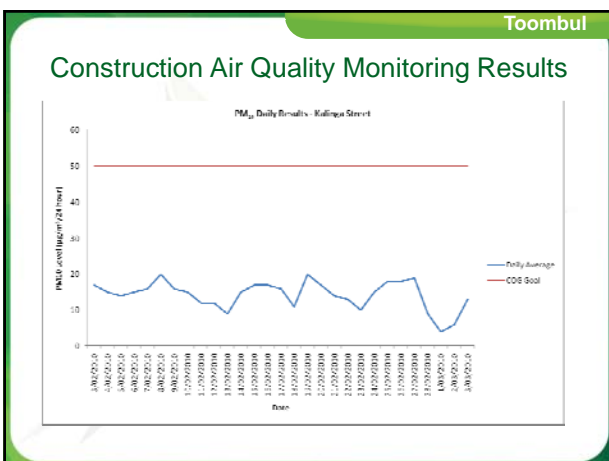
### Construction Air Quality Monitoring Locations

**PM10 Monitoring Locations:**

- Kalinga Park Adjacent to Alma Road
- Kalinga St

**Dust Deposition Gauges:**

- Kalinga Street
- Kalinga Park adjacent to Alma Road
- Toombul Indoor Sports Complex



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### Construction Air Quality Monitoring Results

Toombul Construction Air Quality Monitoring			
Location	Measured Air Quality TSP - g/m <sup>3</sup>	COG Goal TSP - g/m <sup>3</sup>	Monitoring Period
Kalinga Street	2.4*	4	20/01/2010 – 19/02/2010
Kalinga Park Adj Alma Road - 916 Sandgate Rd	..**	4	20/01/2010 – 19/02/2010
Toombul Indoor Sports – Bage Street	1.1*	4	20/01/2010 – 19/02/2010

\* All sample bottles overflowed during the monitoring period (156.8mm)

\*\* The dust deposition monitoring apparatus was vandalised during this period and as such a reliable result can not be provided (916 Sandgate Rd)

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### Construction Noise Monitoring Locations

Attended Noise Monitoring:

1. 33 Kalinga Street	4. 78 Elliot Street	7. 89 Jackson Street
2. 70 Kalinga Street	5. 35 McGregor Street	8. Parkside Apartments

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### Sample Daytime Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		Laeq	Laeq	LA10	LA10	
33 Kalinga Street	8/02/2010	52.4	45	53	55	Windows Open Exceedence due to testing of the Gantry Crane alarm. Different volumes and pitches were being investigated to ensure it acts as an adequate safety warning system and minimises noise impacts.
	3:16 – 3:30pm					
33 Kalinga Street	8/02/2010	41.4	45	42.1	55	Windows Closed Meets COG goals
	3:34 – 3:48pm					
33 Kalinga Street	12/02/2010	47.3	45	47.8	55	Windows Open Exceedence due to construction of grout plant slab. A temporary noise wall will be installed prior to grout plant operation.
	1:51 – 2:05 pm					
33 Kalinga Street	12/02/2010	37.2	45	37.7	55	Windows Closed Meets COG goals
	2:09 – 2:23 pm					

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### Sample Daytime Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		Laeq	Laeq	LA10	LA10	
33 Kalinga Street	24/02/2010	49.2	45	49.6	55	Windows Open Exceedence due to construction of the TBM acoustic shed.
	1:36 – 1:5 am					
33 Kalinga Street	24/02/2010	40.8	45	41.8	55	Windows Closed Meets COG goals
	1:54 – 2:08am					
33 Kalinga Street	4/03/2010	50.5	45	51.3	55	Windows Open Exceedence due to construction of the TBM acoustic shed.
	11:13 - 11:27am					
33 Kalinga Street	4/03/2010	43	45	43.8	55	Windows Closed Meets COG goals
	11:30 - 11:44am					

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### Sample Daytime Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		Laeq	Laeq	LA10	LA10	
70 Kalinga Street	10/02/2010	56.8	45	57.2	55	Windows Open Exceedence due to the installation of settlement bores along the tunnel alignment. Community was notified of this work.
	1:53 – 2:07 pm					
70 Kalinga Street	10/02/2010	42	45	39.9	55	Windows Closed Meets COG goals
	2:10 – 2:24 pm					
70 Kalinga Street	25/02/2010	40.5	45	41	55	Windows Open Meets COG goals
	2:22 – 2:36 am					
70 Kalinga Street	25/02/2010	33.7	45	34.5	55	Windows Closed Meets COG goals
	2:41 – 2:55 am					

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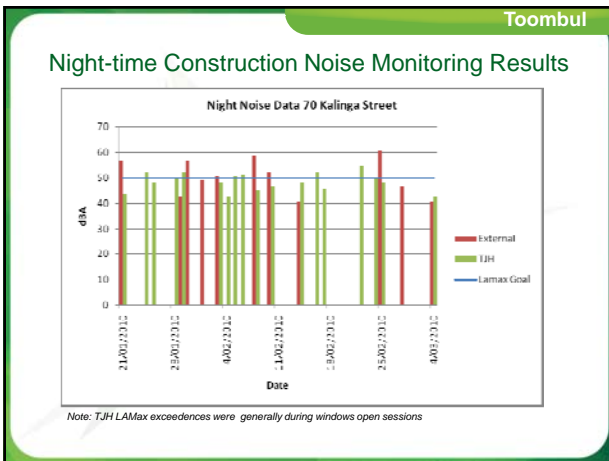
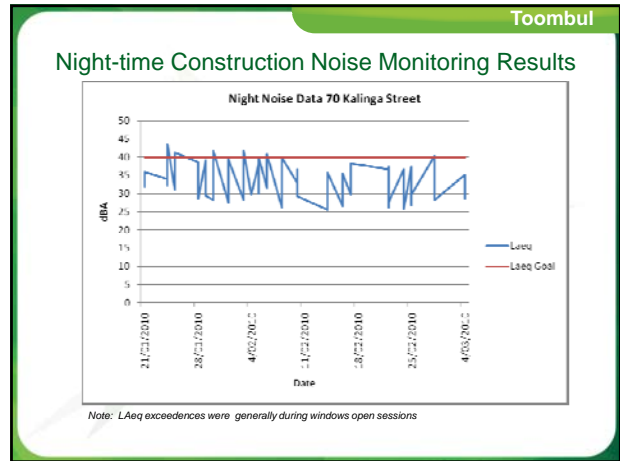
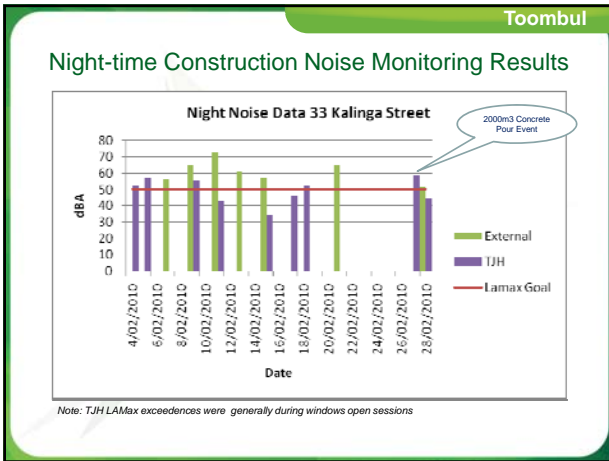
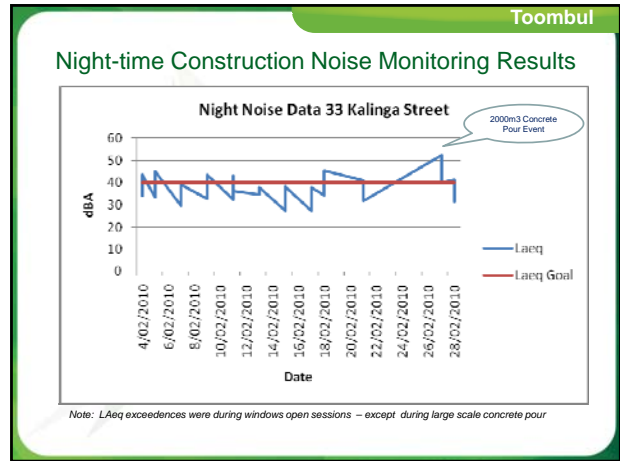
### Sample Daytime Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		Laeq	Laeq	LA10	LA10	
78 Elliot Street	8/02/2010	48.6	45	48.3	55	Windows Open Exceedence due to external sources (residents talking throughout monitoring session)
	2:03 – 2:17 pm					
78 Elliot Street	8/02/2010	44.3	45	45.8	55	Windows Closed Meets COG goals
	2:21 – 2:35 pm					
35 McGregor Street	9/02/2010	47	45	47.4	55	Windows Open Exceedence due to a combination of TJH and external sources. The resident will receive individual property mitigation – it had not been installed at the time of the monitoring
	10:35 – 10:49 am					
35 McGregor Street	9/02/2010	47.8	45	48.2	55	
	4:44 – 4:58 pm					

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### Sample Daytime Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		Laeq	Laeq	Lamax	Lamax	
87 Jackson Street	11/02/2010 9:01 – 9:15 am	42.4	45	42.1	55	Windows Open Meets COG goals
87 Jackson Street	11/02/2010 9:19 – 9:33 am	37.3	45	37.9	55	Windows Closed Meets COG goals
87 Jackson Street	11/2/2010 2:00 – 2:14 pm	42.9	45	43.4	55	Windows Open Meets COG goals
87 Jackson Street	11/02/2010 2:17 – 2:31 pm	39.7	45	40.1	55	Windows Closed Meets COG goals
Parkside Apartments	17/02/2010 11:08 – 11:22am	52.5	45	53.1	55	Windows Open Exceedence due to external sources (traffic on Sandgate Road)
Parkside Apartments	17/02/2010 11:26 – 11:40am	36.9	45	37.8	55	Windows Closed Meets COG goals



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## Community Relations Update

Ruth Moody

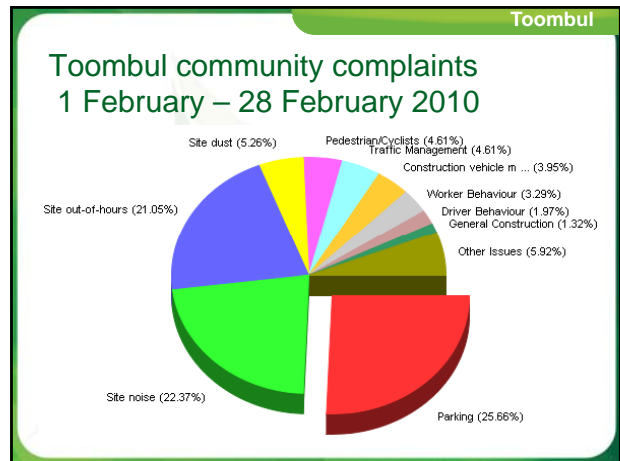
9 March 2010

**smarter ways to move**

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### Toombul community feedback 1 February – 28 February 2010

Community feedback	Total for February	Total for January	Total for December
Complaints	89	78	60
Issues/enquires	52	25	29



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- ### Response/Actioning of Complaints
- Worker parking issues
    - Closure of all pedestrian site gates into Kalinga Park from the western side of the railway
    - Transporting of workers by bus from the project car park at Aviation High School into the Kalinga Park worksite
    - Monitoring of local streets to ensure workers are not parking there.
  - Concerns regarding operation of Widdop Street intersection
    - Installation of additional fencing and signage
    - Installation of pram ramps
    - Undertook a secondary road safety audit

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- ### Community notifications
- Seven notifications were distributed in Toombul in February including:
    - East-West Arterial road widening
    - Canopy tube installation – day and night work
    - Geotechnical investigations – Lewis, Kalinga & Park Ave
    - Sandgate Road water installation night work
    - EOI request for Toombul CLG
    - Continuous concrete pour Kalinga Park
    - Sandgate Road stitch pour
  - Total of 6,030 flyers

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- ### Community relations activities
- Doorknock of Lewis Street residents regarding trimming of trees prior to geotechnical work
  - Called for Expressions of Interest for new Toombul CLG members
  - Met with Aviation High School principal regarding commissioning of Widdop Street temporary signals
  - Met with directly affected residents regarding start of canopy tube day and night work
  - Project update meeting with Cr David McLachlan – Hamilton Ward

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- ### Community relations activities
- Invited media on a site tour of Kalinga Park on 11 February – view of TBM launch box and cutterhead
  - Energex site tour of Kalinga Park
  - Ongoing meetings with residents and businesses as required

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### Upcoming community relations activities

- Coffee morning in Elliott Street – 11 April
- Resident site tour – 24 April TBC
- Project update meeting and site tour with Cr David McLachlan – Hamilton Ward
- Project update meeting and site tour with Tim Nicholls MP – State Member for Clayfield

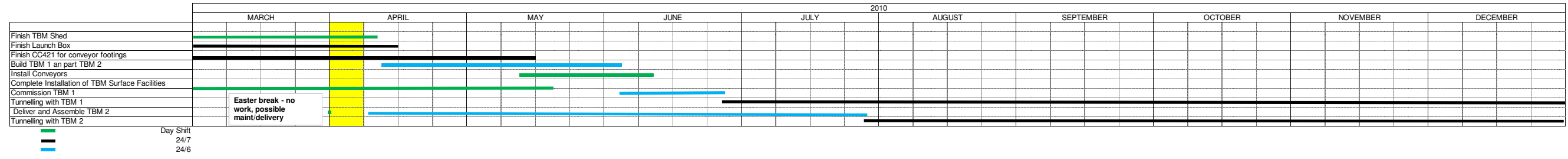
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### New faces...

- Ruth and Rebecca are leaving the Toombul community relations team in March and will be replaced by Anthea and Sharon.

**PLANNED WORKS AT TOOMBUL AS AT MARCH 2010**

**WEST OF RAILWAY LINE**



**EAST OF RAILWAY LINE**

