

# MINUTES OF MEETING

Meeting Number 23

CLG	Toombul Community Liaison Group				
Location:	Centro Toombul Training Room	Date:	14/09/10	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.*

<b>Chaired By: Melissa Salisbury</b>	<b>Minuted By: Thiess John Holland</b>	<b>Distribution Date: 5 Oct 2010</b>
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<p><b>Attendees:</b> Melissa Salisbury (MS), Denise Keim (DK), Paul Atkinson (PA), Richard Clare (RC), Peter Maddern (PM), Ray Duggan (RD), Mitchell Bright (MB), Robert Standish White (RSW), David Russo (DR),</p> <p>Anthea Craig (AC) – TJH, Deirdre McCue (DMc) – TJH, Georgina Thrum (GT) – TJH, David Hake (DHk) – TJH, Kerry Wastell (KW) – CNI, Charles Macdonald (CMc) – BrisConnections, Russ Beynon (RB) – TJH, Nathan Edwards (NE) - DIP, Louise Litchfield (LL) – CNI, John McDonnell (JMc) – TJH, Brett Watkins (BW) – TJH, Jess Duncan - minute taker</p> <p>Apologies: Daniel Hockey (DH) – TJH, Darren Bodimeade (DB), Barrie Spring (BS)</p> <p>Not Present:</p>
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<b>Distribution</b> (Method e.g. email): Email
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Item	Summary
1.0	<p><b>MEETING OPENED</b></p> <p>Melissa Salisbury opened the meeting and advised that the regular Toombul CLG Facilitator was unable to attend this evening.</p> <p>Apologies were noted and attendees introduced themselves.</p> <p>A CLG member stated that she did not hear the CNI comment on page five of the August 2010 minutes of the Toombul CLG that reads <i>'that the parties were not invited to respond'</i> to the presentation that she made at the June 2010 meeting of the Toombul CLG. The CLG member provided a written comment stating that:</p> <p><i>It is an incorrect representation of what occurred at the 2010 meeting. CNI, BrisConnections and TJH had every opportunity to respond. They chose not to respond.</i></p>
2.0	<p><b>ACTION ITEMS</b></p> <p><b>Action 1 – CLG members to advise the Facilitator of any groups or areas of the community interested in being represented on the CLG</b> CLG members advised they had nil to report.</p> <p><b>Action 2 – TJH to present a graph demonstrating the comparative continuous noise monitoring levels for February – July 2010</b> This action will be addressed in the Environment Update.</p> <p><b>Action 3 – Letter from BrisConnections Chairperson to the CLG to be distributed to members</b></p>

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	<p><b>with the minutes.</b></p> <p>A CLG Member noted that the request was made in April 2010 – not May 2010 detailed in the letter provided by BrisConnections. The member feels that the letter is offensive to the community and it does not address the issue of 24 hour construction at the Toombul Site.</p> <p><b>Action 4 – TJH to provide a link to the minutes of the CLG meeting at which the concept urban design plan presentation was made and provide the drawings.</b></p> <p>This information was provided as a post-meeting note in the Toombul CLG August 2010 meeting minutes:</p> <p>Minutes from the Toombul CLG meeting held 9 February 2010 are available at  <a href="http://www.brisconnections.com.au/Portals/0/docs/100210_Toombul%20CLG%20Minutes%2016_FINAL%20PUBLIC.pdf">http://www.brisconnections.com.au/Portals/0/docs/100210_Toombul%20CLG%20Minutes%2016_FINAL%20PUBLIC.pdf</a></p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member stated that she had not seen the drawings because they were for discussion only when presented at the meeting.</b></p> <p>TJH advised that a hard copy of the drawings was available to view this evening.</p> <p><b>Action 5 – TJH to advise a likely timeframe for when presentation of the final design plans for landscaping will be made.</b></p> <p>This presentation will be made in mid – 2011.</p> <p><b>Action 6 – TJH to advise why the noise barrier does not extend across the Widdop Street bridge.</b></p> <p>This information was provided as a post-meeting note in the Toombul CLG August 2010 meeting minutes:</p> <p>The noise barrier design needs to meet the performance specifications determined by the Department of Transport and Main Roads. The barrier must provide sufficient attenuation to ensure the long-term noise goals are achieved for predicted traffic volumes in 20 years. The current design for the noise barrier meets this performance specification. As such the noise barrier does not extend along the Widdop Street bridge.</p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member stated that the response is insufficient and with consideration for the traffic forecasts reported by BrisConnections and the fact that there is no noise barrier along the Widdop Street bridge residents will be impacted because the noise of vehicles does not stop at the bridge where the noise barrier currently stops.</b></p> <p>TJH advised that the predicted traffic volumes and operational noise model do not indicate that the barrier is necessary however there may be some instances where individual property mitigation may be required. This is currently being assessed.</p>

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	<p><b>A CLG member asked what happens if the modeling is wrong.</b> CNI advised that operational goals must be met and that BrisConnections/TJH would need to rectify any issues identified upon the completion of construction activities.</p> <p><b>A CLG member referred to the <i>Change Report (May 2008)</i> which states that the noise barrier will be 3-5 metres in height.</b> The Change Report was an initial assessment before the project started. The detailed development design is the next step in the process which looks at noise modeling for that specific area. Results from noise modeling indicate the required height of the noise wall. The design meets the operational standard.</p> <p><b>A CLG member asked who determines if we are meeting the operational noise goals.</b></p> <p><b>ACTION:</b> CNI to advise who monitors operational goals</p> <p><i>Post-meeting note: Schedule 4 of the Change Report (May 2008) determines that operational goals will be monitored by the Department of Environment and Resource Management (DERM)</i></p> <p><b>A CLG Member asked if the noise barrier would've been continuous if there was no bridge above Widdop Street and whether the design report can be readdressed.</b></p> <p>TJH will review the model to confirm if the specifications are being achieved.</p> <p><b>A CLG member advised that the noise barrier extends from Sandgate Road to Nudgee Road and that it does not make sense for it to break at the bridge.</b> TJH confirmed that the noise barrier does not extend to Nudgee Road and that it stops at the Hedley Avenue drain.</p> <p><b>ACTION:</b> TJH to review the operational noise model and confirm if the current noise barrier design will achieve the levels for operational noise.</p> <p><b>Action 7 – CLG member to distribute the letter received from CNI to the group.</b> The CLG member confirmed that the letter had been distributed and members confirmed receipt.</p> <p><b>Action 8 – CLG member/s to respond to the letter issued by CNI to a CLG member on 10 August 2010 at the September 2010 CLG meeting.</b></p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked if this will be the opportunity to discuss issues outlined in the letter.</b> CNI advised that it needed to respond to an action which related to an issue outlined in the letter</p>

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	<p>The member agreed to discuss the issues outlined in the letter at the same time.</p> <p><b>ACTION 9 – Request for an update of night work activities to be carried out during the next 18 month period.</b> This action will be addressed in the Construction Update.</p> <p><b>Action 10 – Request to find out the distance from the centre of the tunnel to survey markers (SMA608-10 and SMA608-11) located on Fitzroy Street.</b> This information was provided as an attachment to the Toombul CLG August 2010 meeting minutes.</p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member stated that the information provided wasn't detailed enough as the depth of the tunnel from the surface was not provided.</b> TJH noted that it had provided the depth from the markers to the centre point of the tunnel as requested at the last meeting. TJH requested confirmation that the member would now also like to know the depth of the tunnel from the surface on Lewis Street at Fitzroy Street to the crown of the tunnel.</p> <p>TJH advised that the depth at this location can be calculated based on the information provided and that it would calculate the depth and advise during the meeting.</p> <p><b>The CLG member stated that TJH continues to provide information in powerpoint presentations which do not provide sufficient detail.</b></p> <p><b>Action 11 – TJH to provide detail of landscaping around the ventilation outlet including the ground level from the roof slab of the ventilation station when finalised.</b> This information was provided as an attachment to the Toombul CLG August 2010 meeting minutes.</p> <p><b>Action 12 – Confirm if the VSO will house telecommunications equipment.</b> BrisConnections advised that small aerials (possibly two) will be fixed to the side of the outlet to facilitate radio transmissions during the operation and maintenance of the tunnel. Each aerial is approximately one metre in length and will not extend higher than the outlet.</p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked if there is the possibility for the colour of the aerial to match the colour of the outlet.</b> BrisConnections advised that there was no reason that they were aware of that would prevent the colour of the aerial matching the outlet.</p> <p><b>Action 13 – Advise outcome of request to increase the height of the East West Arterial Road noise barrier to three metres so that it is the same height from Sandgate Road to Widdop Street</b> This information was provided as a post-meeting note in the Toombul CLG August 2010 meeting</p>

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	<p>minutes:</p> <p>The noise barrier design needs to meet the performance specifications determined by the Department of Transport and Main Roads. The barrier must provide sufficient attenuation to ensure the long-term noise goals are achieved for predicted traffic volumes in 20 years. The current design for the noise barrier meets this performance specification. As such the noise barrier does not extend along the Widdop Street bridge.</p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked who changed the height of the noise barriers from that of the <i>Change Report (May 2008)</i>.</b></p> <p>BrisConnections advised that the barrier heights are recommendations and that these recommendations change as the project progresses and requirements change. The height indicated in the Change Report is a nominal height. The detailed design report, based on noise modeling, determines a height that has to meet the performance standard.</p> <p><b>A CLG member stated that he does not believe the noise barrier is high enough as he can see over the barrier from his property. The member also advised that the noise from exhaust brakes is not blocked by the noise barriers at its current height.</b></p> <p><b>The member noted that there are gaps in the existing concrete safety barriers below the noise barriers and asked if they would be filled, as traffic is visible and noise is amplified through the gaps.</b></p> <p>BrisConnections advised that it was not aware of this being the case elsewhere and that it would need to investigate further.</p> <p><b>ACTION: TJH and BC to investigate the gaps in the existing concrete barriers below the noise barriers and report back to CLG</b></p> <p><b>A CLG member asked why post-meeting notes are being used in the CLG meeting minutes.</b></p> <p>TJH advised that in response to feedback about the close out of actions received from the group it is trying to provide responses in the minutes where possible. It does not mean that the response to the action is not to be discussed during the action item of the following meeting.</p> <p><b>A CLG member suggested that the way this is recorded on the action sheet be revised to indicate that a response has been provided rather than closed.</b></p> <p>TJH advised that this feedback will be taken on board for the next meeting.</p> <p><b>Action 14 – Explanation as to why the temporary noise goal continues to be applied as opposed to the long-term noise goal when the Heggies report dated 21 May 2010 provided to the member by the Coordinator General’s Office indicates that the long-term steady noise goal for Laeq should be applied in sleeping areas.</b></p> <p><b>Discussion and questions arising:</b></p>

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	<p><b>A CLG Member referenced the May 2010 Heggies Report that advises that the goal to be used is for the R4-R6 residential category. This is the category TJH is applying for the project. The CLG member considers that the same Heggies Report advises that in areas where people are sleeping the long-term goal should be applied. The member stated that irrespective of the residential category this section of the report should not be disregarded and that the long-term noise goal should be applied. The advice of this report should be applied consistently and that noise from the Toombul site should be classified as a long-term noise source with the goal of 35dba applied accordingly as per the goals set by the Coordinator General's Office.</b></p> <p><b>The CLG member asked why the findings of the report were not being applied consistently and stated that all noise monitoring reports should be changed to recognize the goal as 35dba.</b></p> <p>CNI advised, according to policy's and standards referenced in the Coordinator General's Conditions long-term noise to be a steady state such as an air conditioner or in the case of construction the spoil conveyor for tunnelling or tunnelling itself . The surface construction activities are mobile in that they move around the worksite and therefore the noise can be considered a short-term source and the temporary noise goal is applied. CNI also noted that the Heggies report observes there is a 5 meter noise barrier around the project making identification of noise sources problematic. CNI noted that the report was not commissioned by them but by the Department of Infrastructure and Planning. CNI also noted that the long term sources (eg conveyor) were being measured against the long term goal (35dBA).</p> <p><b>A CLG member stated that as the site operates 24 hours per day the noise generated is steady (long-term) and it is hard to justify this noise as temporary due to the length of time the project is operating and should therefore meet the Coordinator General's requirements. The member does not believe that the Coordinator General's conditions address 24 hour surface construction.</b></p> <p><b>A CLG member stated that this is the first time in Australia that a project has operated 24 hours per day, seven days per week.</b></p> <p>TJH clarified that none of its worksites are currently carrying out surface activities 24 hours per day, seven days week and confirmed that some of the sites are operating six day, five night operations.</p> <p><b>A CLG member asked who determined the categories and goals being applied.</b></p> <p>TJH advised that it determined the goals to be applied.</p> <p>CNI advised that it is not CNI's role to approve the goals to be applied but to carry out a compliance check against the Coordinator General's conditions and how TJH made the category assessment.</p> <p>TJH stated that it has previously addressed the questions being raised.</p> <p><b>A CLG member questioned if CNI and the Coordinator General's Office had asked to see the determinations made by TJH in relation to residential categories.</b></p> <p>TJH advised that neither the Coordinator General's Office nor CNI requested to see TJH's determinations.</p>

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	<p>CNI advised that these had been reviewed and discussed with TJH and the results were provided in the April 2010 Kalinga Park Night Works report requested by the Coordinator General.</p> <p>CNI advised that they have notified the Department of Infrastructure and Planning and the Community Liaison Group of the noise requirements.</p> <p><b>A CLG member asked if TJH, CNI or the Coordinator General's office determine the residential categories. If TJH determined the conditions, how does CNI ensure that TJH is in compliance with the Coordinator-General's conditions if it does not ask to see the determinations that TJH made?</b></p> <p>CNI advised that TJH must carry out its assessments in line with Australian standards and relevant policy documents. There is no precise definition of residential categories within these standards and relevant policies. CNI noted that noise levels are subjective which makes it difficult for an agreement to be made between residents and the project in regards to what the noise goal should be. The Coordinator General's conditions allow TJH to measure noise against these standards.</p> <p><b>A CLG member requested that both goals (pre and post October 2009) be included in the noise monitoring results reported to the CLG, to reflect the change in noise goals.</b></p> <p><b>A CLG member stated that it is not reasonable to apply the short-term goal, regardless of the technical aspects because residents continue to be affected.</b></p> <p>CNI advised that its role is to measure compliance with the Coordinator General's conditions and recognises that the noise subjective and therefore the community may not always agree with assessments.</p> <p><b>A CLG member asked several times if the goals TJH used up until October 09 could be reinstated as well as the goals TJH chose to use post October 09.</b></p> <p>TJH advised no, it will not indicate two goals in the graphs.</p> <p><b>BrisConnections asked what would be achieved by doing this.</b></p> <p>The member stated that he believed that it would demonstrate ongoing non-compliance.</p> <p><b>A CLG member raised the concern that nothing addressed 24 hour surface work in any of the reports.</b></p> <p>TJH disagreed because the conditions state that as long as the work does not create 'excessive noise' 24 hour surface work is allowable and that the noise goals set for the project are applied at the receptor.</p> <p><b>A CLG member stated that no-one is protecting the community.</b></p> <p><b>Action 15 – Provide a link to the website outlining the link/s which refers to the process for reporting property damage.</b></p> <p>This information was provided as a post-meeting note in the Toombul CLG August 2010 meeting minutes:</p>

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	<p>The complaints and enquiries process is outlined on the BrisConnections website at <a href="http://www.brisconnections.com.au/Community/EnquiriesandComplaints/tabid/180/Default.aspx">http://www.brisconnections.com.au/Community/EnquiriesandComplaints/tabid/180/Default.aspx</a></p> <p>TJH distributes an Information Pack to residents identified along the tunnel alignment. This Pack includes a list of Frequently Asked Questions which outlines what a resident is to do should they have concern for property damage.</p> <p>This document has been posted to the BrisConnections website <a href="http://www.brisconnections.com.au/TheProject/FAQs/tabid/79/Default.aspx">http://www.brisconnections.com.au/TheProject/FAQs/tabid/79/Default.aspx</a></p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member advised that he cannot see a clear path on the website that advises people what to do if they experience property damage.</b></p> <p>TJH advised that the process for Property Damage is the same as any other construction issue that may arise. TJH advised that the information is within the tunnelling section as this is the context within which the action was raised, and that the 1800 number is included in all information.</p> <p><b>The member asked how people would assess the process if they did not use the internet.</b></p> <p>TJH advised that the 1800 number is printed on all project notices which are delivered in hard copy to letter boxes.</p> <p><b>The member commented that he was satisfied with the handling of his issue to date.</b></p> <p><b>Action 16 - Provide a link to the TBM alignment map in the minutes.</b></p> <p>This information was provided as a post-meeting note in the Toombul CLG August 2010 meeting minutes:</p> <p>The TBM Tunnel Alignment Map can be viewed at <a href="http://www.brisconnections.com.au/Portals/0/docs/10_149%20TBM%20Tunnel%20Map%20Power%20Point.pdf">http://www.brisconnections.com.au/Portals/0/docs/10_149%20TBM%20Tunnel%20Map%20Power%20Point.pdf</a></p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member stated that the map was not detailed enough and asked if the depth of the tunnel had been calculated as discussed earlier.</b></p> <p>TJH advised that the depth should be approximately 15.6 – 16 metres from the surface to the crown of the tunnel.</p> <p><b>A CLG member asked if this takes into account the dip of Lewis Street.</b></p> <p>TJH advised that it should be approximately 12 meters at this point.</p> <p><b>A CLG member questioned the calculation because he believes that the depth of the tunnel at</b></p>

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	<p><b>the lowest point of Lewis Street would be less than 12 metres.</b></p> <p><b>ACTION:</b> TJH advised that it will confirm and advise the member directly.</p>
3.0	<p><b>DESIGN AND CONSTRUCTION APPROVAL PROCESS</b></p> <p>Presentation made by Russ Beynon, Construction Director, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p> <p><b>Discussion and questions arising:</b> Nil to report</p>
4.0	<p><b>CIVIL CONSTRUCTION UPDATE</b></p> <p>Presentation made by Russ Beynon, Construction Director, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p> <p><b>Points covered:</b></p> <ul style="list-style-type: none"> <li>• The majority of civil work occurring in CC420 is digging the hole for the tunnel</li> <li>• Excavation underneath the base slab is approximately 70-80% complete</li> <li>• Roads that are being developed</li> <li>• Piling work for the tunnel portal</li> <li>• Excavation of the ventilation station</li> <li>• Soil improvement under QR lines through nail grouting process</li> <li>• Four to six months work left in the box to push the box under the QR lines</li> <li>• Take a 90 day cycle to push the jacking box</li> <li>• 24/7 hour process as it cannot be stopped once it starts due to potential impacts to QR lines</li> <li>• .20 jacks at the back and 16 tension jacks to pull off a tension strand</li> <li>• Mini excavators are used in the box to remove soil</li> </ul> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked how the soil nails are removed.</b> TJH advised that soil nails are coated in a glass fibre. Once they are in place they are injected with grout which creates finger-like projections into the surrounding soil to create a stable mass that holds the soil together throughout excavation activities. They are broken away as excavation progresses.</p> <p><b>A CLG member asked if the machinery at the end of Elliot Street is for pumping grout and what happens to the water that is blocked.</b> TJH advised that the machinery at the end of Elliot Street is for pumping grout.</p> <p><b>A CLG member asked where the water from the QR site goes after it drains from the QR embankment.</b> TJH advised that there are temporary drains in place to drain the water away.</p>

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	<p><b>A CLG member asked if it was possible to have a temporary footpath constructed on the western side of Sandgate Road on the deck for the future off-ramp.</b> TJH advised that this is not feasible due to the area still being used while the temporary roundabout is being constructed.</p> <p><b>A CLG member asked if the eastern and western footpath of Sandgate Road will be closed at the same time.</b> TJH advised that it did not anticipate that both footpaths would be closed at the same time and that the detour for the eastern footpath is still to be confirmed.</p> <p><b>ACTION: TJH to provide drawings outlining the sequence of footpath closures in this area.</b></p> <p><b>A CLG member asked what provides pressure for the jacks to push the box under the QR lines.</b> TJH will provide an overview of how the jacking system works.</p> <p><b>ACTION: TJH to present how jacks push the box under the QR line.</b></p> <p><b>A CLG member asked what the noise levels will be.</b> TJH advised that the noise models indicate that the noise will be negligible compared to the previous noise levels that have been generated.</p> <p><b>A CLG member asked if concrete box pours will be 24 hours and if the concrete trucks will enter via Stuckey Road.</b> TJH advised that the box pours will be phased but there is a possibility of night time pours and that the site access road will be used by the trucks.</p> <p>TJH advised that the Stuckey Road gate is primarily used for deliveries of equipment that cannot access the necessary work area from the construction access road.</p> <p><b>A CLG member questioned if levels have been sorted and if preparations have been made in case of a flood event?</b> TJH advised that temporary flood walls have been installed to cope with a one in ten thousand flood.</p> <p><b>A CLG member raised a concern about the effect of floods on their properties, given the measures taken by TJH to protect the site?</b> TJH believe that in the event of a flood event local properties will not be affected anymore than previously. The noise wall was designed to withstand a 1 in 10,000 flood and the local area should be generally protected due to the tunnel portal.</p> <p><b>A CLG member questioned if there was a need for service relocation further along Wongara Street towards Widdop Street end.</b> TJH advised that services work was not extending that far down Wongara Street and there is a small amount of services work in the roundabout section of Wongara Street at the other end.</p>

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	<p><b>A CLG Member questioned how the creek will be widened and how wide the creek will be after widening has taken place.</b> TJH advised that it will be widened on both sides and that it was not sure of the exact width.</p> <p><b>A CLG member asked how far along the Canal the widening is.</b> TJH advised that the widening extends east of Widdop Street.</p> <p><b>A CLG member asked if there are any changes to the Widdop Street bridge.</b> TJH advised that there are no alterations to be made to the Widdop Street bridge over Schulz Canal.</p> <p><b>ACTION: TJH to provide an overview of the changes to the creek.</b></p> <p><b>A CLG member requested the following action item be added as ongoing:</b> <b>ACTION:</b> TJH using the access road as opposed to residential streets when decommissioning the Kalinga Park Site. TJH advised that it will use the construction access road as much as possible to avoid use of local roads.</p>
5.0	<p><b>TUNNELLING CONSTRUCTION UPDATE</b> Presentation made by David Hake, TBM Construction Manager, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p> <p><b>Points covered:</b></p> <p><b>Rocksy</b></p> <ul style="list-style-type: none"> <li>• East bound TBM tunnel has progressed 135 metres and has currently stopped</li> <li>• Installation of the back end of the TBM taking place</li> </ul> <p><b>Sandy</b></p> <ul style="list-style-type: none"> <li>• West bound TBM has completed 92 metres to date</li> <li>• Currently at the shallowest point and no complaints have been received</li> </ul> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked for an update about settlement.</b> TJH tabled two line graphs indicating settlement from the centre line of the tunnels between 5-10mm in the west bound tunnel and 12-15mm in the east bound tunnel.</p> <p><b>A CLG member asked why a different graph was presented to that of the previous meeting.</b> TJH advised that it assesses settlement data as a line graph as presented. TJH advised that because the graph requires a detailed technical explanation it is presented in hard copy for discussion purposes and will not be included with the presentation published with the meeting minutes.</p>
4.0	<p><b>ENVIRONMENTAL MONITORING UPDATE</b> Presentation made by Brett Watkins, Environment &amp; Approvals Manager, Thiess John Holland. The</p>

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Item	Summary
	<p>presentation is provided as an appendix to these minutes.</p> <p><b>CLG members advised that they did not want the air quality results presented unless there was an exceedance recorded.</b></p> <p>TJH noted that the goal applied at 7 Wallaby Street was incorrect and that the presentation distributed would be updated to reflect long-term noise goal at this location because the spoil conveyor was being measured.</p> <p><b>Discussions and Questions arising:</b></p> <p><b>A CLG Member questioned whether the decrease in noise since March may be due to the completion of construction of the TBM</b> TJH acknowledged that the reduction in noise could be attributed to the construction of the TBM being completed.</p> <p>TJH noted that in the week prior to night work commencing a meeting is held with the relevant construction crews to discuss any possible noise that may be generated and what measures can be taken to reduce the amount of noise.</p> <p><b>A CLG member asked how long the noise monitoring process presented has been taking place.</b> TJH advised that it also conducted a weekly review of upcoming activities and that this process has been ongoing since the beginning of the year.</p> <p><b>A CLG Member asked why there has been no vibration monitoring done in the vicinity of Wongarra Street.</b> TJH advised that vibration monitoring has been conducted in the area. Details will be provided at the next CLG Meeting.</p> <p><b>ACTION: TJH to provide results of vibration monitoring in Wongarra Street.</b></p>
6.0	<p>The Facilitator advised members of the meeting's time restrictions and asked if members wanted to proceed with the Community Relations Update or General Business.</p> <p><b>CLG members advised that they would like to proceed directly to General Business</b></p> <p><b>COMMUNITY RELATIONS UPDATE</b> <b>Note:</b> This presentation is included as an appendix to these minutes.</p>
7.0	<p><b>GENERAL BUSINESS</b></p> <p><b>A CLG member raised the issue of the Elliot Street parking area again – there is a gap in the fence that is being used by workers to gain access to the site.</b> TJH responded that the issue has been addressed over the last couple of days and security has been</p>

# MINUTES OF MEETING

Meeting Number 23

CLG	Toombul Community Liaison Group				
Location:	Centro Toombul Training Room	Date:	14/09/10	Time:	6:00pm

Item	Summary
	<p>placed at the Stuckey Road gate to prevent pedestrian access. TJH also conducts regular flyer drops and the issue is discussed at toolbox and pre-start meetings.</p> <p><b>A CLG member noted that in previous CLG meetings, specific drawings requested have not been made available. The member believes that the CLG guidelines state that access should be provided to CLG members, if a confidentiality agreement is signed. The CLG member advised that he wanted the drawings for closer examination.</b></p> <p>Brisconnections reiterated that detailed drawings which are the Intellectual Property of TJH will not be provided for external parties to keep. Brisconnections advised that some drawings can be made available for viewing at the CLG if beneficial for the group, however, detailed engineering drawings will not be provided.</p> <p><b>A CLG member raised the issue of trucks and vehicles making right turns from Widdop St to access the construction road east of Widdop Street. CLG Member questioned if this is allowed as there is a sign saying no right turn. Vehicles making this right turn during peak hours does hold up traffic back along Widdop St.</b></p> <p><b>ACTION: TJH to investigate and advise the outcome.</b></p> <p><i>Post-meeting note: The right turn from north bound Widdop Street to the Construction Access Road is not permitted. Advisory signage is in place to advise motorists. TJH has reinforced this issue with both Toombul and Airport Roundabout personnel.</i></p> <p><b>A CLG member asked if the latest permanent design plans for the Sandgate Road and East West Arterial intersection can be available at the next meeting.</b></p> <p><b>ACTION: TJH to provide the signs and lines package available for viewing at the next meeting.</b></p> <p><b>A CLG Member confirmed with TJH that the landscaping plans will be finalised in mid 2011. CLG members asked if the public especially those with a stake in Kalinga Park will be given a chance to comment / consult on the landscape design and when work will begin on landscaping.</b></p> <p>BrisConnections advised that public consultation did not form part of the detailed design process as this section of the process is not democratic. TJH is consulting closely with Brisbane City Council as the authority responsible for Kalinga Park. BCC will be responsible for approving the detailed design for Kalinga Park.</p> <p>TJH advised that the process for design consultation was undertaken in May 2008 as part of the Change Report process as outlined in the presentation made earlier during the meeting. The design will be finalised by approximately mid 2011 and TJH will make a presentation to the CLG at this time. TJH advised that they expect work to begin on landscaping at the end of 2011.</p> <p><b>A CLG Member asked about the consultation process being undertaken at the Wooloowin Worksite.</b></p> <p>BrisConnections advised that the process being undertaken for the Wooloowin Worksite is different because it is subject to different conditions of approval to the rest of the Airport Link Project.</p>

# MINUTES OF MEETING

Meeting Number 23

CLG	Toombul Community Liaison Group			
Location:	Centro Toombul Training Room	Date:	14/09/10	Time: 6:00pm

Item	Summary
	<p>CNI advised that the consultation process for the Woolloowin Worksite is being undertaken by CNI. CNI is required to consult on what would go back on that site subject to a number of conditions, strict dates and consultation rules. A report will be provided in October 2010. The aim is to improve the local area, not just the Rose St site. The relevant authorities including BCC have a lot of say over what will happen to the site as they are the asset holder.</p> <p><b>A CLG Member believes that the amount of mitigation at Woolloowin appears to be more than others.</b></p> <p>CNI responded that mitigation funds were spread out evenly over the entire project. The money allocated to Woolloowin will not be spent solely on the Rose St site; the aim is to improve the local area.</p> <p><b>ACTION: TJH to have the landscape design drawings available at the October CLG meeting.</b></p>
	<p><b>Next meeting:</b> Tuesday, 12 October 2010, 6pm – 8pm Centro Toombul training room</p>

## Upcoming Meetings in 2010

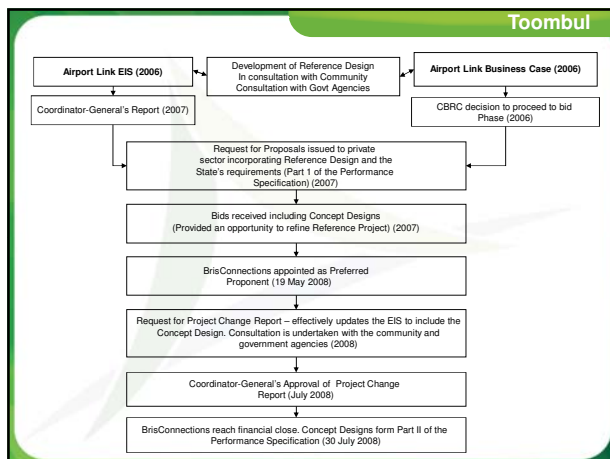
**9 NOVEMBER**  
**14 DECEMBER**

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## Design & Construction Approval Process

Russ Beynon, Construction Director

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All design elements of the Project are subject to an extensive design development and approval process prior to construction:

- Internal review and approval
- External review and approval

Designs are reviewed and approved to ensure:

- Relevant standards and specifications are met
- Project scope is achieved

3<sup>rd</sup> Party Stakeholder approvals vary with consideration for:

- Who will own the asset
- Who will operate the asset
- Who will maintain the asset

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### Design development process

- Concept designs have been developed with consideration for the Project's:
  - Reference design process
  - Environmental Impact Studies (EIS)
  - Bid development
- Match the design with the construction program
- Design to incorporate the construction methodology
- Design for safe practice

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### Review and approval

```

    graph LR
      A[Concept Design] --> B[Preliminary Design]
      B --> C[Detailed Design]
      C --> D[Final Design]
      D --> E[Approve for Construction]
      E --> F[Construct]
      A --- G[Community consultation]
      B --- H[Comments from external review parties are submitted for TJH's consideration in each stage]
      F --- I[Community notification]
  
```

**Community consultation** was undertaken in May 2008 as part of the Request For Project Change.

**Community notification** is ongoing throughout construction and distributed to inform the community of programmed activities and likely construction impacts.

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### External Review Parties

- BrisConnections (O & M elements)
- City North Infrastructure
  - Queensland Transport / Translink
  - Department of Transport & Main Roads (DTMR)
- 3<sup>rd</sup> Party Stakeholders
  - Queensland Rail (QR)
  - Brisbane City Council
  - Qld Fire and Rescue Services
  - Public Utility Plant owners
  - Department of Infrastructure & Planning
- Independent Verifier

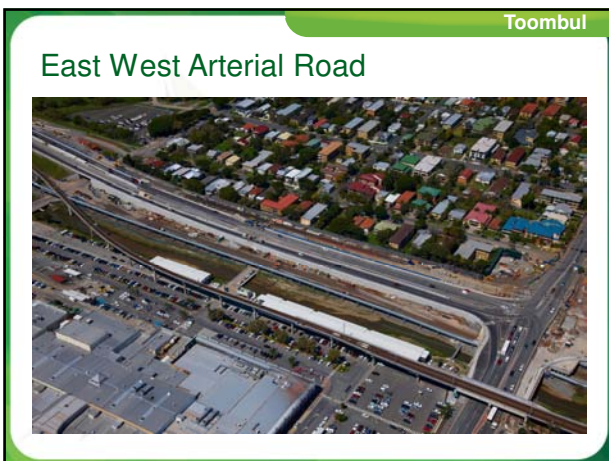
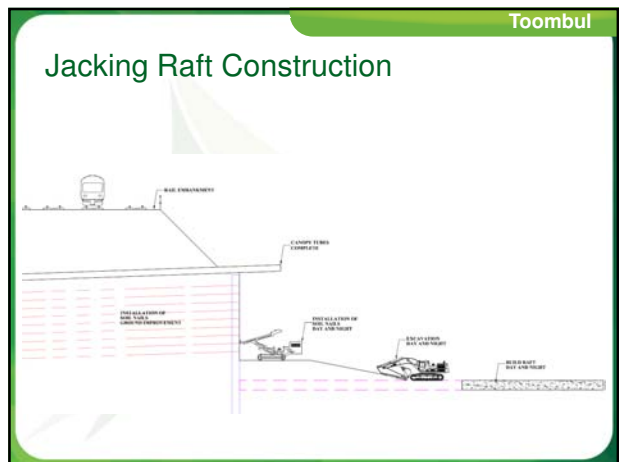
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# Civil Construction Update

Russ Beynon, Construction Director

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### Service Relocation – Sandgate Road

— Existing services     — Services Design

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### Service Relocation – Sandgate Road

— Services to be installed     — Services Installed

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### Pathways changes

**15 September 2010**  
New 3m wide pathway opens

**20 September 2010**  
Sandgate Rd western footpath closes for bridge widening work.

Footpath uses detoured via new pathway.

**Early October - late November 2010**  
Sandgate Rd eastern footpath closes for bridge widening work.

Detour to be finalised.

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## Kalinga Park East Night work program

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### August – November 2010 Anchor installation & Jacking raft construction

**Activities will include:**

- Excavation of dirt, loading of trucks and stock piling of material
- Welding and grouting within the excavated pit
- Operation of a tower crane, mobile cranes
- Installation of inclined anchors using a drill rig
- Pouring and finishing of concrete

**What to expect:**

- Use of excavators, loaders and trucks
- Truck movements to and from the work site
- Night shift parking at the Widdop Street car park and transportation via shuttle service
- Temporary lighting (including use of generators)
- Workers on site during the night

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### November 2010 – February 2011 Jacked box construction

**Activities will include:**


- Welding within the excavated pit
- Operation of a tower crane, mobile cranes
- Fixing steel reinforcement
- Erection of formwork for concrete pours
- Pouring and finishing of concrete
- Erection of scaffolding

**What to expect:**

- Truck movements to and from the work site
- Night shift parking at the Widdop Street car park and transportation via shuttle service
- Temporary lighting (including use of generators)
- Workers on site during the night

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**February – May 2011**  
**Jacked box jacking**



**Activities will include:**

- Installation of jacking equipment
- Operation of a tower crane, mobile cranes
- Box Jacking
- Excavation of dirt, loading of trucks and stock piling of material

**What to expect:**

- Use of excavators, loaders and trucks
- Truck movements to and from the work site
- Night shift parking at the Widdop Street car park and transportation via shuttle service
- Temporary lighting (including use of generators)
- Workers on site during the night

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**May 2011 – February 2012**  
**Completion of Cut & Cover Structure**



**Activities will include:**

- Welding within the excavated pit
- Operation of a tower crane, mobile cranes
- Fixing steel reinforcement
- Erection of formwork for concrete pours
- Pouring and finishing of concrete
- Erection of scaffolding
- Demolition of jacked box tail
- Erection of Precast beams

**What to expect:**

- Use of excavators, loaders and trucks
- Truck movements to and from the work site
- Night shift parking at the Widdop Street car park and transportation via shuttle service
- Temporary lighting (including use of generators)
- Workers on site during the night

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**Roads and Bridges**  
**Night work program**

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**September – December 2010**



**Activities will include:**

- Material deliveries
- Excavators, rollers, trucks
- Concrete work
- Services, drainage, signals
- Relocating barriers, linemarking/grinding
- Cranage (VSO)

**What to expect:**

- Use of excavators, loaders and trucks
- Truck movements to and from the work site
- Night shift parking at the Widdop Street car park and transportation via shuttle service
- Temporary lighting (including use of generators)
- Workers on site during the night

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**January – June 2011**



**Activities will include:**

- Kerbing machines
- Small excavators, trucks
- Concrete work
- Asphalt work
- Cranage (Deck units)
- Spoil handling

**What to expect:**

- Use of excavators, loaders and trucks
- Truck movements to and from the work site
- Night shift parking at the Widdop Street car park and transportation via shuttle service
- Temporary lighting (including use of generators)
- Workers on site during the night

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**July 2011 – Mid-2012**



**Activities will include:**

- Asphalt everywhere
- Permanent signals, gantries, etc (all need lane closures, special circumstances)
- Concrete works (barriers)
- MEFT connections (everywhere)
- Removing site offices (oversize loads, airtrain proximity)

**What to expect:**

- Use of excavators, loaders and trucks
- Truck movements to and from the work site
- Night shift parking at the Widdop Street car park and transportation via shuttle service
- Temporary lighting (including use of generators)
- Workers on site during the night

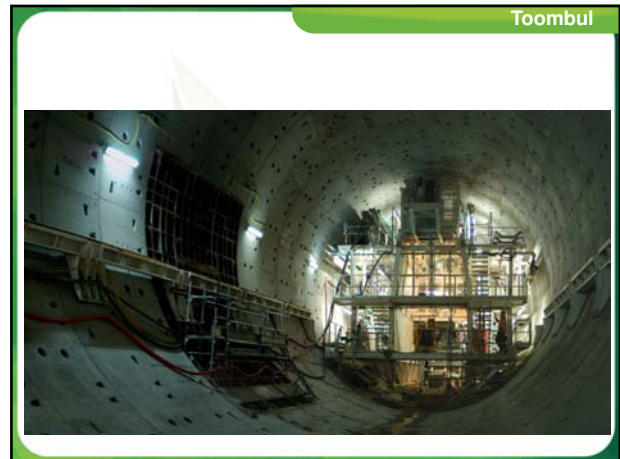
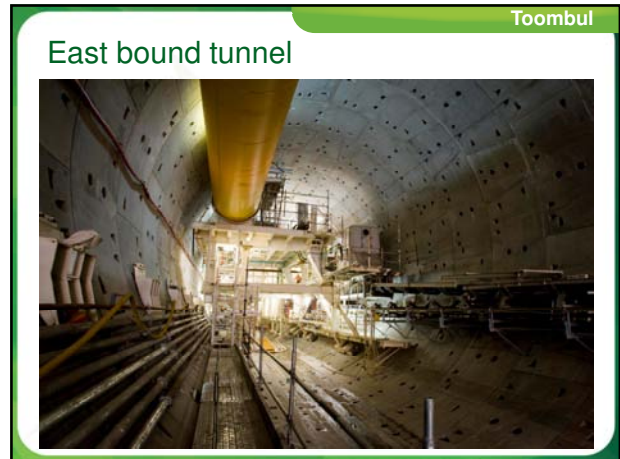
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## Tunnelling Update

David Hake, TBM Construction Manager

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## TBM Progress

Rocky	Sandy
136m	74m

Stage 2 assembly has commenced      Stop for stage 2 assembly in XX  
Relaunch during mid October

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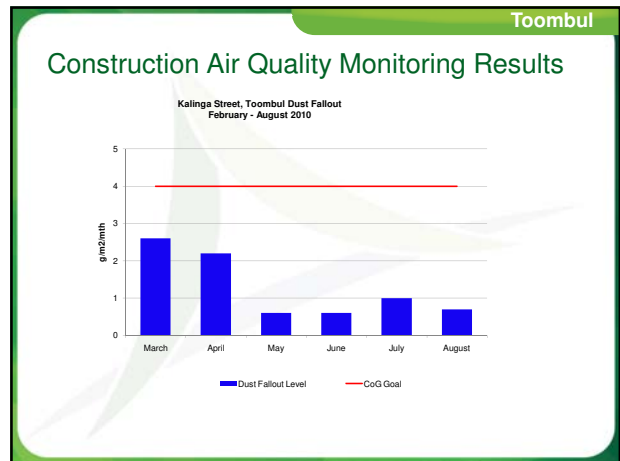
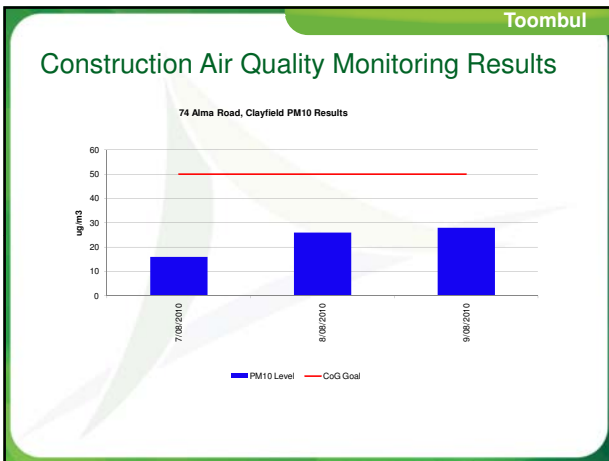
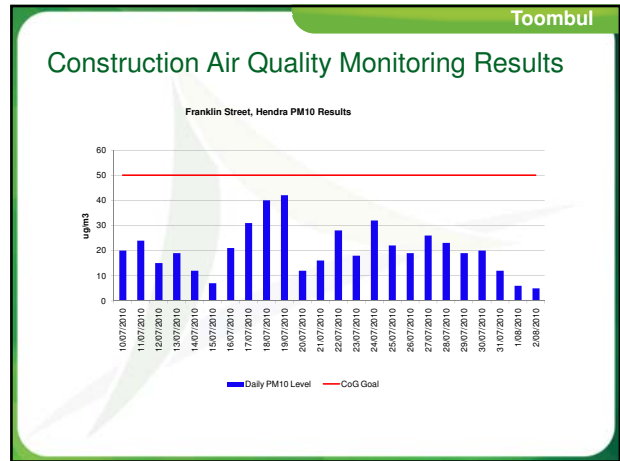
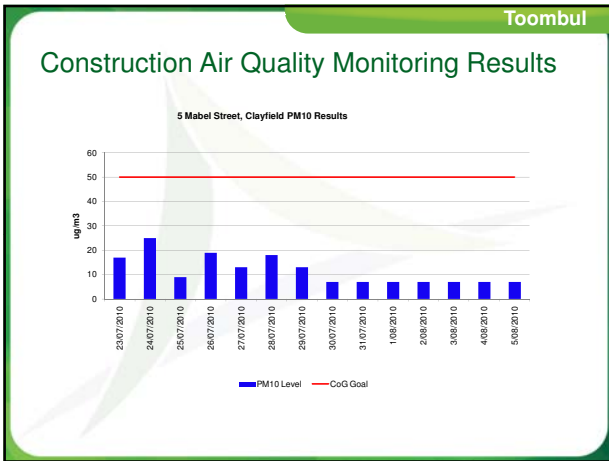
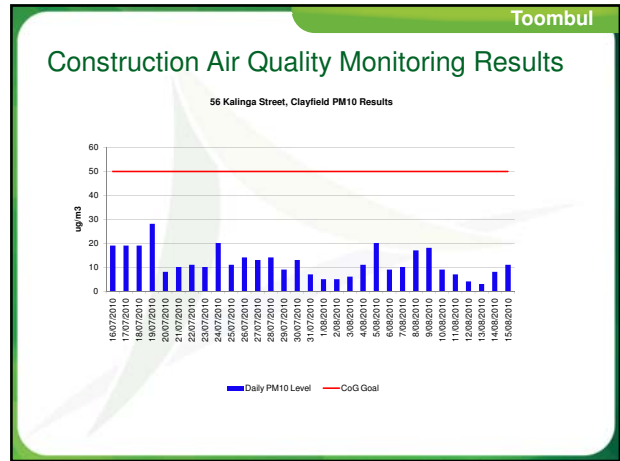
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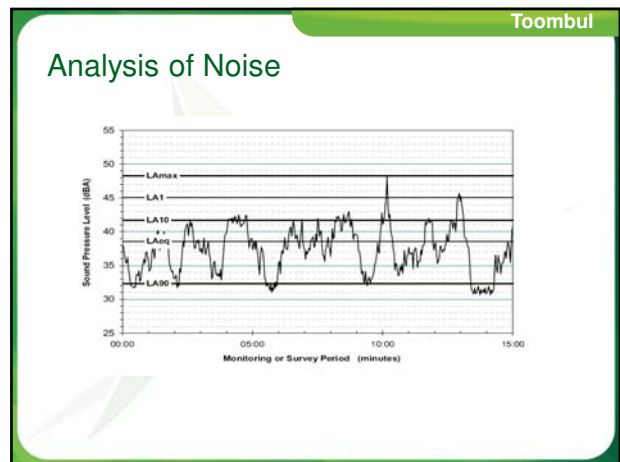
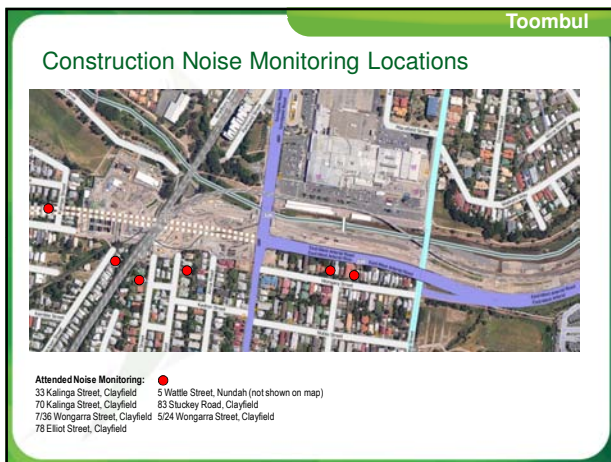
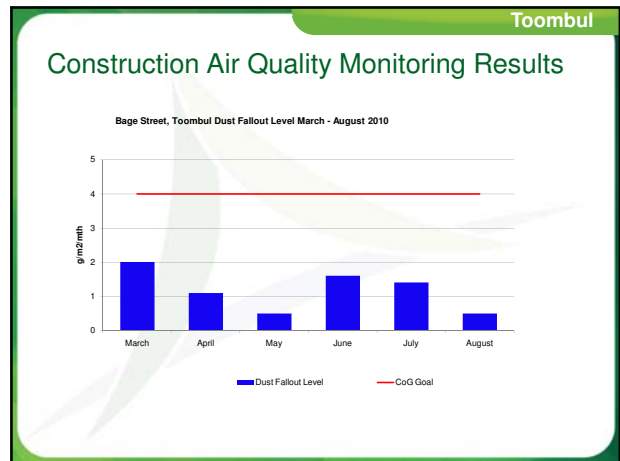
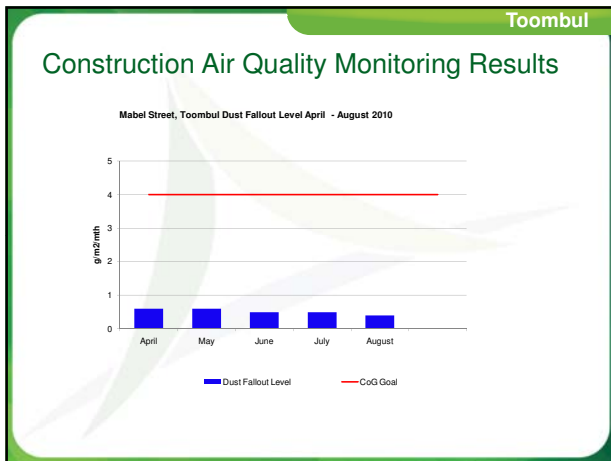
## Environment Update

Brett Watkins, Environment and Approvals Manager

14 September 2010

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### Toombul

## Sample Daytime Construction Noise Monitoring Results

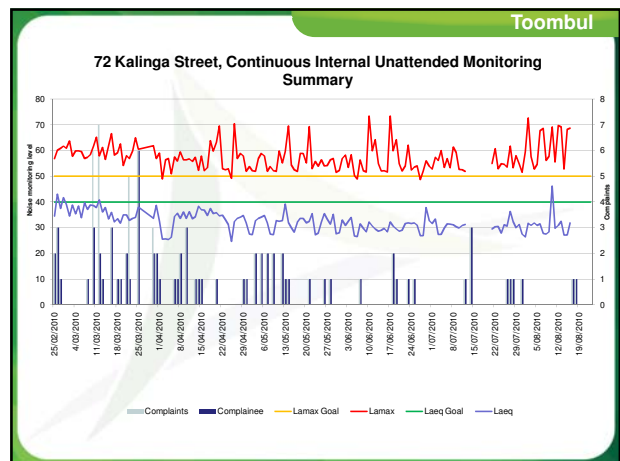
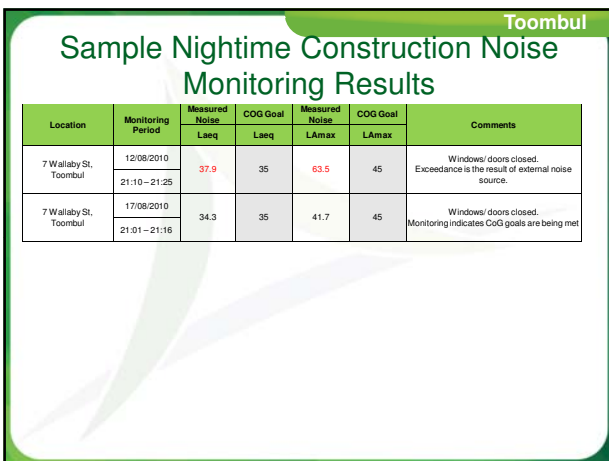
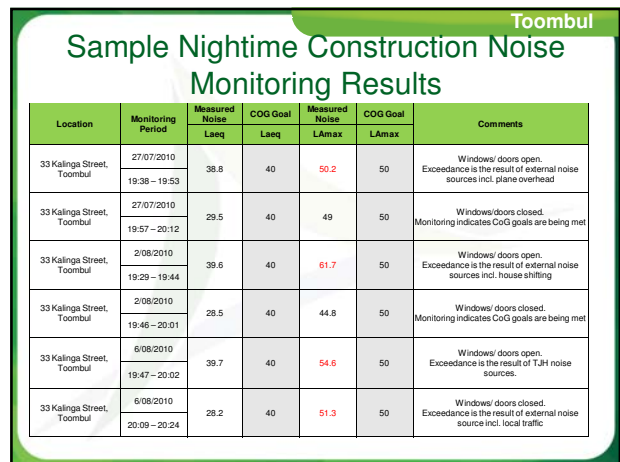
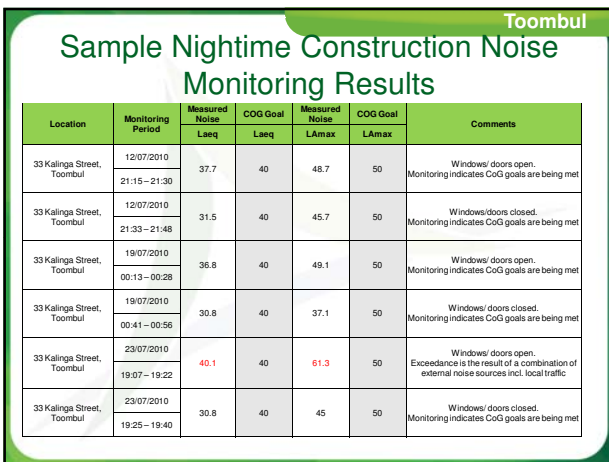
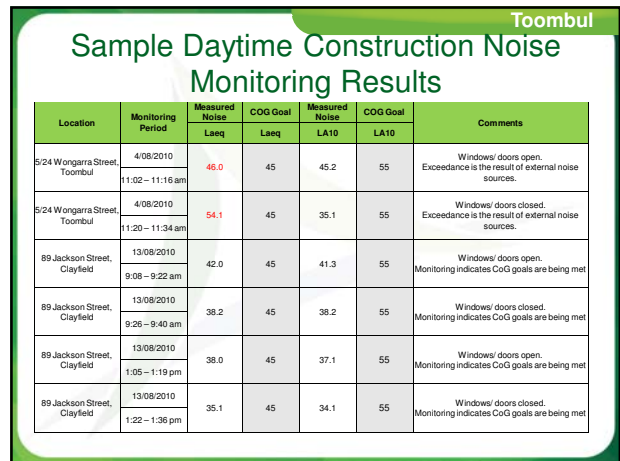
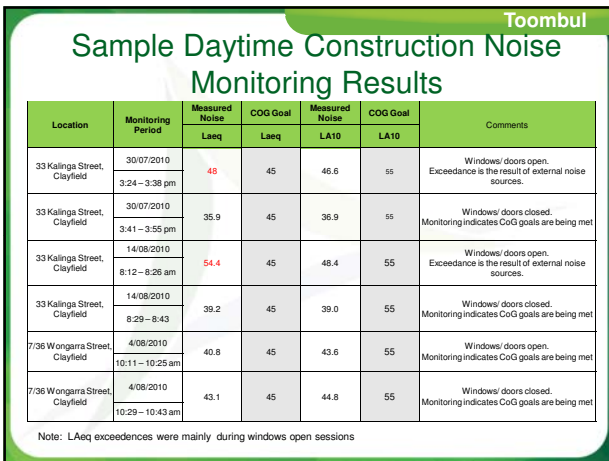
Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		LAeq	LAeq	LA10	LA10	
78 Elliott Street, Clayfield	15/7/2010	42.6	45	40.7	55	Windows/ doors closed. Monitoring indicates CoG goals are being met
	10:36 – 10:50am					
78 Elliott Street, Clayfield	15/7/2010	51.9	45	41.3	55	Windows/ doors closed. Exceedance is the result of external noise sources.
	10:51 – 11:05am					
33 Kalinga Street, Clayfield	21/07/2010	44.7	45	46.7	55	Windows/ doors open. Monitoring indicates CoG Goals are being met.
	11:09 – 11:23 am					
33 Kalinga Street, Clayfield	21/07/2010	38.6	45	36.9	55	Windows/ doors closed. Monitoring indicates CoG Goals are being met.
	11:26 – 11:40 am					
33 Kalinga Street, Clayfield	21/07/2010	49.9	45	48.5	55	Windows/ doors open. Exceedance is the result of T.H and Non-T.H noise sources.
	2:51 – 3:05 pm					
33 Kalinga Street, Clayfield	21/07/2010	39.1	45	36.5	55	Windows/ doors closed. Monitoring indicates CoG Goals are being met.
	3:08 – 3:22 pm					

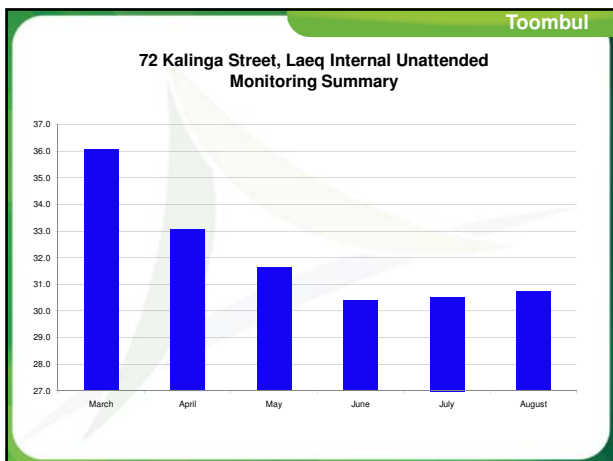
Note: LAeq exceedances were mainly during windows open sessions

### Toombul

## Sample Daytime Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		LAeq	LAeq	LA10	LA10	
5 Wattie Street, Nundah	22/07/2010	45.6	45	46.6	55	Windows/ doors open. Exceedance is the result of external noise sources.
	10:06 – 10:21 am					
5 Wattie Street, Nundah	22/07/2010	39.9	45	40.5	55	Windows/ doors closed. Monitoring indicates CoG goals are being met
	10:24 – 10:38 am					
83 Stuckey Street, Clayfield	25/07/2010	42.3	45	43.1	55	Windows/ doors open. Monitoring indicates CoG goals are being met
	9:09 – 9:22 am					
83 Stuckey Street, Clayfield	25/07/2010	38.9	45	39.3	55	Windows/ doors closed. Monitoring indicates CoG goals are being met
	9:26 – 9:40 am					
83 Stuckey Street, Clayfield	25/07/2010	37.3	45	38.0	55	Windows/ doors open. Monitoring indicates CoG goals are being met
	1:14 – 1:28 pm					
83 Stuckey Street, Clayfield	25/07/2010	37.0	45	37.6	55	Windows/ doors closed. Monitoring indicates CoG goals are being met
	1:37 – 1:45 pm					





- ### Noise Monitoring Protocol
- Based on both complaint and routine location monitoring
  - Communication on activities are maintained between the Community Hotline personnel, Environment Officer and the construction team
  - In the case of noise goal exceedence we manage our activities as follows:
    - modifying the activity (use of barriers, noise attenuation, substitution of plant, change in work methods etc) or
    - ceasing the activity.
  - Prior nights activities and outcomes are raised to senior management and relevant site personnel the following day.
  - Training / toolbox talks are undertaken each night prior to commencing works

### Construction Vibration Monitoring Results

Location	Monitoring Period	Peak Particle Velocity* (mm/s)	Adopted Goal (mm/s)	Comments
70 Kalinga Street, Clayfield	21/07/2010 – 27/07/2010	1.38	5	Monitoring indicates CoG goals are being met
	27/07/2010 – 03/08/2010	0.81	5	Monitoring indicates CoG goals are being met
	03/08/2010 – 09/08/2010	0.79	5	Monitoring indicates CoG goals are being met
	09/08/2010 – 12/08/2010	1.12	5	Monitoring indicates CoG goals are being met
72 Kalinga Street, Clayfield	21/07/2010 – 27/07/2010	0.89	5	Monitoring indicates CoG goals are being met
	27/07/2010 – 03/08/2010	0.57	5	Monitoring indicates CoG goals are being met
	03/08/2010 – 09/08/2010	1.42	5	Monitoring indicates CoG goals are being met
	09/08/2010 – 17/08/2010	1.96	5	Monitoring indicates CoG goals are being met

### Construction Vibration Monitoring Results

Location	Monitoring Period	Peak Particle Velocity* (mm/s)	Adopted Goal (mm/s)	Comments
44 Lewis Street, Clayfield	21/07/2010 – 27/07/2010	0.16	5	Monitoring indicates CoG goals are being met
	27/07/2010 – 03/08/2010	0.16	5	Monitoring indicates CoG goals are being met
	03/08/2010 – 09/08/2010	0.20	5	Monitoring indicates CoG goals are being met
	09/08/2010 – 17/08/2010	0.43	5	Monitoring indicates CoG goals are being met
34 Lewis Street, Clayfield	12/08/2010 – 17/08/2010	0.90	5	Monitor installed 12/08/2010 – monitoring will be ongoing






## Community Relations Update

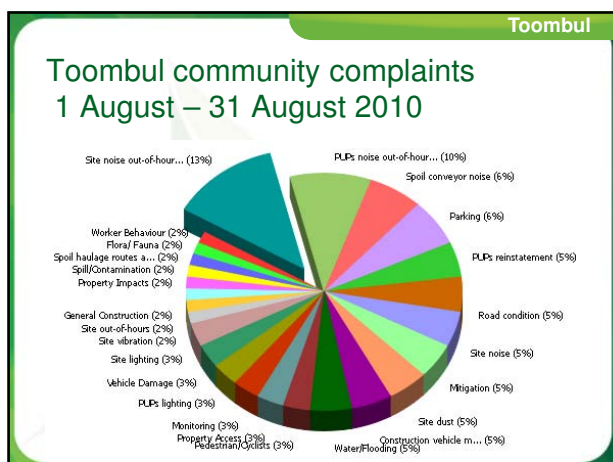
Anthea Craig, Community Liaison Coordinator

14 September 2010

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### Toombul community feedback 1 – 31 August 2010

Community feedback	Total for August	Total for July	Total for June
Complaints	39	41	34
Stakeholders	28	30	25
Issues/enquiries	40	52	44
Stakeholders	31	42	26



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- ### Community notifications
- Distribution of 7,650 flyers:
    - Tunnel Boring Machine progress update x 2
    - Sunday and 'Ekka' Public Holiday works for TBMs
    - Water Service Outage and Night Work
    - Night works - Electrical substation construction
    - August Precinct Update
    - On-going site establishment cnr Wongara St and Sandgate Rd
    - Pavement Construction Wongara St
    - Weekend works - Piling on Widdop St off-ramp
    - Permanent Noise Barrier - East West Arterial Rd

- Toombul**
- ### Community relations activities
- Distribution of TBM Information Packs
  - TBM Information Session – 18 September 2010
  - Weekly door knocks to provide a service relocation update
  - Proactive relocation during service relocation work
  - Coordination of a road safety presentation by Qld Transport for Aviation High
  - Monitoring of parking in local roads including distribution flyers
  - Airport Link stand at the Nundah Festival
  - Tunnelling page introduced on the project web site
  - Coordination of environmental monitoring