

# MINUTES OF MEETING

Meeting Number 26

CLG	Toombul Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	14/12/10	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: Barrie Spring</b>	<b>Minuted By: Thiess John Holland</b>	<b>Distribution Date: 07 Jan 2011</b>
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<p><b>Attendees:</b> Denise Keim (DK), Paul Atkinson (PA), Richard Clare (RC), Robert Standish White (RSW), Darren Bodimeade (DB), David Russo (DR), Mitchell Bright (MB),</p> <p>Anthea Craig (AC) – TJH, , Daniel Hockey (DH) – TJH, Deirdre McCue (DMc) – TJH, David Hake (DHk) – TJH, , Evan Smith – CNI, Charles Macdonald (CMc) – BrisConnections, Louise Litchfield (LL) – CNI, Barrie Spring (BS), Michelle Barisic (MB) –CNI, Jess Duncan – minute taker, Ravi Prasad - TJH Russ Beynon (RB) – TJH</p> <p>Apologies: Peter Maddern (PM), Ray Duggan (RD)</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>The Facilitator opened the meeting and apologies were noted.</p>
2.0	<p><b>ACTION ITEMS</b></p> <p><b>Action 1 – TJH to use the access road as opposed to residential streets when decommissioning the Kalinga Park Site.</b> This action will remain on the action sheet as requested by CLG members.</p> <p><b>Action 2 – CNI to advise the outcome of its investigation into the operational noise model.</b> CNI advised that the model has been reviewed and there are some predicted exceedences in the future near the bridge. CNI has questioned BrisConnections about why there is no noise wall and BrisConnections advised that this was due to the structural requirement of the noise barrier and bridge. TJH will be liaising with identified residents that may require some form of property mitigation.</p> <p><b>Action 3 – TJH to advise if it will continue to provide an overview of settlement monitoring once the TBM is in rock.</b> TJH advised that the information will be presented in the tunneling update.</p> <p><b>Action 4 – TJH to update Environment slide to reflect that residents have denied access.</b> TJH advised that the change was made to the presentation and distributed with the minutes.</p> <p><b>Discussion and questions arising:</b> <b>A CLG member requested confirmation of what the action related to.</b></p>

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	<p>TJH advised that the template used at the last meeting did not indicate which party had requested access and which party had denied access for internal monitoring. This has been rectified.</p> <p><b>Action 5 – Facilitators to discuss adding design back into the Terms of Reference.</b> Facilitator advised that the final Terms of Reference (ToR) have been released and there were a number of suggestions from all CLG groups that have been taken into account.</p> <p>The reference to 'design' has been added back into the ToR and other feedback relating to TJH's involvement in the selection process has also been considered and the ToR updated accordingly.</p> <p>Hard copies of the ToR are available for signing this evening. Alternatively, Members are able to take a copy home for consideration prior to signing and returning at the February 2011 meeting.</p> <p>The Facilitator asked that members to advise her if they did not intend continuing in the Group as there will be an expression of interest going out early next year to fill the tenth membership on the Toombul CLG.</p> <p><b>Action 6 – Facilitator to look at original and new wording regarding the selection of members</b> Facilitator advised that the wording has been changed slightly when referring to selecting new CLG Members and TJH's involvement. 'As appropriate' has been included.</p> <p>Facilitator stated that a CLG member had emailed her with two questions re the wording 'as appropriate' that was added to the TOR with reference to TJH's consultation re selection of members.</p> <p>Q1 - Who decides what 'as appropriate' is? <i>The facilitator/s decide what is appropriate</i></p> <p>Q2 - How is 'appropriate defined' <i>Definition is very much along the lines of the dictionary definition of the word ie suitable or acceptable for a particular need.</i></p> <p>Facilitator reiterated that the facilitators are committed to fair and independent selection of members</p> <p><b>Action 7 – TJH provide link to the document that contains the operational noise goals as a post meeting note.</b> TJH advised that this was included in the previous meetings minutes,</p>
3.0	<p><b>CONSTRUCTION UPDATE</b></p> <p>Presentation made by Russ Beynon, North Eastern Regional 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>• Civil Construction: Dec 2010 to Jan 2010 <ul style="list-style-type: none"> <li>○ Six days / five nights <ul style="list-style-type: none"> <li>▪ CC422 excavation complete</li> <li>▪ CC422 jacking raft is now complete</li> <li>▪ Ventilation Station excavation and outlet complete. Internal construction</li> </ul> </li> </ul> </li> </ul>

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	<p>ongoing including steel fixing, concreting of base slab, walls and columns</p> <ul style="list-style-type: none"> <li>▪ CC430 flood walls complete. Base slab construction ongoing.</li> <li>▪ Backfilling of Vent Station and CC430 roof to commence January</li> <li>▪ Mining shield work taking place on the northern side of the site</li> <li>▪ Mechanical and electrical fit-out of the substation has commenced</li> </ul> <ul style="list-style-type: none"> <li>○ Roads and Bridges           <ul style="list-style-type: none"> <li>▪ Installation of Sandgate Rd signalised roundabout completed 11 December</li> <li>▪ Sandgate Road footpath switched from eastern to western footpath</li> <li>▪ Asphaltting for Sandgate Road widening ongoing</li> <li>▪ EWA Rd works ongoing including noise wall</li> <li>▪ Works within roundabout including drainage and piling</li> <li>▪ Trying to reduce extent footpath work required from East West Arterial Road south to Junction Road</li> </ul> </li> <li>○ Special Circumstances Work           <ul style="list-style-type: none"> <li>▪ East West Arterial Road widening</li> <li>▪ Sandgate Road widening north of AirTrain</li> <li>▪ Installation of services along Sandgate Road</li> </ul> </li> </ul> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked what the large shapes are on the back of the trucks using Elliott Street, and how long TJH anticipate using Elliott Street for deliveries.</b> TJH advised that the deliveries are for the box construction in CC422 and that the box construction will take approximately three months.</p> <p><b>A CLG member asked if there will be more trucks using Elliott Street.</b> TJH advised that there should not be any more trucks. Most of the structure aside from the walls in precast. At this stage the boxes need to be pushed in and the area above filled.</p> <p><b>A CLG member asked if Elliott Street forms part of the Traffic Management Plan for Elliott Street.</b> TJH advised that local roads are included in the Traffic Environmental Management Sub-Plan</p> <p><b>A CLG member confirmed if the east and west bound entry and exit lanes for the Airport Link Tunnels run underneath Sandgate Road.</b> TJH confirmed that the entry and exit points for westbound traffic go beneath Sandgate Road.</p> <p><b>CLG members advised that there is a lot of noise coming from the western side of the railway. Is it the ventilation fans coming from the TBM area (outside the shed)? The noise seems to resonate out from the hole and down Elliott Street.</b> TJH advised that there are conveyors exiting through the open hole and noted that this maybe the cause of some of the noise. TJH also advised that there are two ventilation fans that already have silencers fitted, however, acknowledged this could also be the source of the noise.</p>

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	<p><b>A CLG member asked if the noise generated is under the night time noise level goals.</b> TJH advised that external monitoring indicates levels beneath the night time noise goal.</p> <p><b>A CLG member noted that when monitoring is done at Elliott Street the people undertaking the monitoring park at the end of Elliott Street where it drops away beneath the noise barrier.</b></p> <p><b>ACTION:</b> TJH to organise internal noise monitoring inside a residential property</p>
4.0	<p><b>PRESENTATION: EAST WEST ARTERIAL TROUGH</b> Presentation made by Russ Benyon, Construction Manager, 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>• <b>Key Milestones</b> <ul style="list-style-type: none"> <li>○ Eastbound Traffic Switch (2010) ✓</li> <li>○ 2 x Westbound Traffic Switches (2010) ✓</li> <li>○ Temporary Roundabout (2010) ✓</li> <li>○ Permanent Alignments (mid-2011)</li> <li>○ Tunnel Opens (2012)</li> </ul> </li> <li>• <b>Current Road and Bridge Work Areas</b> <ul style="list-style-type: none"> <li>○ Underpass construction inside the temporary roundabout (6 months)</li> <li>○ Trough excavation along East West Arterial Road (throughout 2011)</li> <li>○ Fire fighting systems at the end of Wongara Street (throughout 2011) (dimensions are about 18x8x5m)</li> <li>○ Completion of noise wall east of Widdop Street (early 2011)</li> <li>○ Construction of emergency response facility (mid 2011)</li> </ul> </li> </ul> <p><b>Sandgate Road Underpass</b> Work involves; excavation, installing drains, piling, jackhammers, steel fixing, concreting, truck movements, placing underpass deck units, permanent signals and asphaltting. Some work needs to be done at night, such as large machinery / materials deliveries (for example piling machines / cages) as well as placing the underpass deck units and pouring the main underpass slab</p> <p><b>East West Arterial trough excavation</b> Work involves; excavation, installing (and later on removing) temporary steel props, shotcreting, drains, jackhammers, steel fixing, concreting and truck movements. Access is from East West Arterial Road.</p> <p><b>Fire fighting systems</b> Work involves; excavation, drains, jackhammers, steel fixing, concreting, delivery and installation of precast concrete with cranes, truck movements and fit out of the buildings.</p>

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	<p>Access is from Wongara Street.</p> <p><b>Noise Wall – East of Widdop Street</b></p> <p>Remaining work involves; excavation, drains, concrete barriers, asphaltting and then moving traffic to the new Widdop Street off ramp alignment.</p> <p>Access is from East West Arterial Road.</p> <p><b>Emergency Response Facility</b></p> <p>Remaining work is done after traffic is on the new Widdop Street off ramp, and involves; excavation, drains, steel fixing, concreting, installing a small building, concrete barriers and asphaltting.</p> <p>Access is from East West Arterial Road.</p> <p>TJH advised that night work would be required in the Sandgate Rd / EWA Rd intersection.</p> <p><b>Discussions and Questions arising:</b></p> <p><b>A CLG member asked when in 2012 the project will be completed.</b> BrisConnections advised that the project is due for completion by 30 June 2012</p> <p><b>A CLG member asked about the quality of the material to be transported from East West Arterial Rd trough to Kalinga Park and the compaction requirements for future plant growth.</b> TJH advised that the fill does not need to be compacted 100% as it is a bottom medium for the top soil. TJH noted that from the sub-station there will be a line of conduits running down into the 430 structure that will need to be installed.</p> <p>TJH will deliver top soil to the area as part of the landscaping process.</p> <p><b>A CLG member asked if truck drivers had been made aware that children play in Elliott Street, particularly at the bottom.</b></p> <p><b>ACTION:</b> TJH to contact suppliers and delivery companies with a reminder of residents in the local area, particularly children due to school holidays.</p> <p>TJH advised that it is currently considering the best routes for trucks delivering material to the ventilation station roof and is trying to arrange a meeting with Brisbane City Council to discuss how best to access the area with minimal disruption to residents as there are a number of restrictions within the site that will not allow access to this area. Use of Alma Road is most likely to be necessary</p> <p>TJH advised that during first couple of days a ramp needs to be built which will mean trucks will need to reverse into site managed with traffic control.</p> <p><b>A CLG member advised that Airport staff feedback is that travel time has increased following the realignment of the Sandgate Road / East West Arterial Road intersection as motorists travelling north bound to access East West Arterial Road now need to travel through two sets of lights now. How long will the roundabout be there?</b></p>

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	TJH advised that the roundabout will be in place for 6-9 months.
5.0	<p><b>TUNNELLING CONSTRUCTION UPDATE</b></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><b>Points covered</b></p> <ul style="list-style-type: none"> <li>• Tunnel Excavation: <ul style="list-style-type: none"> <li>○ Rocky 557m and 25m from the crown of the tunnel to the surface</li> <li>○ Sandy 406m and 25m from the crown of the tunnel to the surface</li> </ul> </li> <li>• Drilling has commenced in the canopy tubes for the cross passages</li> <li>• Smoke Duct Ventilation has commenced in the tunnel roofs.</li> <li>• Preassembly of more Smoke Duct Forms and Carriers has begun in the Bay area. There are another 10 to be constructed.</li> <li>• Settlement Drawings were provided for the CLG Members to view. <ul style="list-style-type: none"> <li>○ Rocky has moved from Siltstone to Rock with negligible movement (transitioned to tuff material at Stewart Avenue.</li> <li>○ Sandy is still in soft rock</li> </ul> </li> <li>• TBMs are performing very well</li> </ul> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked why the concrete is poured in situ as opposed to using precast.</b> TJH advised that the precast slabs would be difficult to transport, lift and support in the tunnel and then an insitu topping slab would need to be poured to provide the sealing requirements for the ventilation system design. All of these issues are resolved using a insitu poured concrete solution.</p> <p><b>A CLG member asked what route the concrete trucks would take to access the work area.</b> TJH advised that the concrete will be fed from Bay 1 and trucks will access the site from Lewis Street for the initial pours, however longer term, the concrete trucks will use the internal site road from Widdop Street.</p> <p><b>ACTION: TJH to confirm the route that concrete trucks will take when delivering concrete for the smoke duct.</b></p> <p><b>A CLG member asked where the deliveries were being made to.</b> TJH advised that construction would take place at the open western end of the site between 6.30am and 6.30pm, Monday to Saturday.</p> <p><b>CLG members advised that there is a noise that sounds like blowing air and asked if it is likely to be coming from the duct visible on the slides and if it is possible that the cooling tower noise could be feeding into the fan as well exacerbating the issue.</b> TJH advised that the fans are sucking air in and blowing it out through the duct. TJH advised that it is</p>

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	<p>unlikely that the cooling tower would have any effect on the extractor fan noise, as it is on the opposite side of the site. TJH acknowledged that some of the noise may be caused by the noise reflecting off the walls where the fans are situated.</p> <p><b>A CLG member asked if the VSO will make a similar noise to the current ventilation system during the operation phase of the tunnel.</b></p> <p>BrisConnections advised that the operation phase is very different to the construction phase and that the operation of the VSO will be different as it is a permanent fixture and has extensive noise reduction hardware in place.</p> <p><b>A CLG member asked how long the TBMs have been boring.</b></p> <p>TJH advised that the first machine started in the third week of July and the second machine started during late September and reminded the CLG of the staged launch requiring the stop of 7 weeks for the backup installation in this period.</p> <p><b>A CLG member asked how the machines location is measured and determined.</b></p> <p>TJH advised that distances are measured from project chainage marks. TJH advised that the tunnel is being excavated in the opposite direction to the road chainage on the project, which increases from south to north.</p> <p><b>A CLG member asked if subsidence measurements are still being collected in the Toombul area.</b></p> <p>TJH advised that survey monitoring is ongoing in the Lewis Street area and progressively along the TBM alignment. Monitoring frequency will reduce and cease as the TBM advances and after a certain period of time.</p> <p><b>A CLG member asked who (if anyone) has a copy of the measurements aside from TJH and what happens at the end of the project if the public requires access to the data.</b></p> <p>TJH advised that the data collected is provided to BrisConnections as the owner and operator of the tunnel.</p> <p>BrisConnections advised that it provides the State Government with summarised Instrumentation &amp; Monitoring report each week.</p> <p><b>A CLG member asked if the data is provided to the Department of Infrastructure and Planning (DIP).</b></p> <p>BrisConnections advised that the information is not routinely given to the DIP.</p> <p><b>A CLG member asked if the general public can ask CNI for access to the information.</b></p> <p>CNI advised that it is unsure however the public can approach the DIP who can request the information.</p> <p><b>A CLG member advised that there was an article in the newspaper recently about an historic building in Anne Street that was being redeveloped due to subsidence that was caused by a bus tunnel constructed in 1988. The member expressed concern for residents if they are not</b></p>

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	<p><b>able to access the settlement data should they experience damage and asked where it would be held in the future.</b></p> <p>BrisConnections advised that in the long term they will have the information about what the original levels were and will be able to carry out a comparison to current levels.</p> <p><b>A CLG member asked if residents will be able to access the information if they want an independent assessment to be carried out.</b></p> <p>BrisConnections advised that this would be considered on a case by case basis.</p> <p>Facilitator summarised and noted that the information is not readily available to the public but if a person feels there is a case to answer the information can be made available by going through the correct channels.</p> <p><b>A CLG member asked if there is a recorded baseline anywhere currently, if it is in the EIS, when it was recorded and if CNI or any other government agencies have access to this information.</b></p> <p>TJH advised that it has records of the baseline data that was recorded prior to tunnelling commencing and that it is not recorded in the EIS as the EIS was not relevant at the time work started. TJH further advised that CNI and other State Government Agencies do not have access to this information.</p> <p><b>A CLG member stated that the benchmarks are an ongoing issue because there is a 0 line on the drawings being discussed with marks above and below the line, which vary depending on the time and date the survey is taken.</b></p> <p>BrisConnections noted that the information will not be made available in the public domain.</p> <p><b>Members further noted that there are variances in the survey information within a few mm's and whether or not this information will be recorded in the minutes. Members asked if the variances can be recorded in the minutes.</b></p> <p>TJH advised that it will continue to report settlement information as has been done previously. TJH advised that it is not required to report this information.</p> <p>TJH advised that the performance of the machines is good in shallow ground.</p> <p><b>A CLG member asked if the baseline data is the level/s measured prior to the commencement of tunnelling.</b></p> <p>TJH advised that this is correct.</p> <p><b>A CLG member noted that on 9/12 the ground had risen 3mm but by 11/12 it had fallen 7mm. What happens in the future as time goes on?</b></p> <p>TJH advised that the monitoring frequency and the information will change as time goes on.</p> <p><b>CNI advised that there is a process in place to deal with property damage as a result settlement should residents have issue in the future. If the person is not happy with the response from BrisConnections that State has steps in place to make sure the problem is fixed.</b></p>

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	<p><b>A CLG member asked if there was a benchmark for Bowen Hills used.</b> TJH representative advised that they do not use a bench mark at Bowen Hills for the surface monitoring at Toombul, we use a local mark. TJH noted that the sites are all tied together by an overall control survey.</p> <p><b>A CLG member asked if the survey marks will be removed upon project completion.</b> TJH advised that it was not able to recall the requirement however, it would check and advise the group.</p> <p><b>ACTION:</b> TJH to advise if the survey marks will remain in place upon project completion.</p> <p><b>A CLG member asked if there are permanent benchmarks.</b> TJH advised there are a range of permanent benchmarks.</p>
6.0	<p><b>ENVIRONMENTAL MONITORING UPDATE</b> Presentation made by Ravi Prasad, Environment Coordinator, Thiess John Holland. The presentation is provided as an appendix to these minutes.</p> <p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked where the silencers for the crane would be placed.</b> TJH advised that the silencer would be fitted to the diesel generator which is located at the end of Stuckey Road and Elliott Street.</p> <p><b>A CLG member asked about double pumping of concrete for the jacking box.</b> TJH advised that this has been taking place however, use of the Stuckey Road gate remains necessary. TJH has completed two concrete pours via the Stuckey Road gate to date and restricts the hours to day shift.</p> <p><b>A CLG member noted that a cricket was listed as a noise and that it could be heard over.</b> TJH advised that all doors and windows were open and noises were being recorded every 10 seconds.</p> <p><b>A CLG member asked if there is a permanent noise monitor located on the eastern side of the railway line.</b> TJH advised that there is a permanent noise monitor located at Kalinga Street and that there has previously been one at a property on Sandgate Road.</p> <p><b>A CLG member asked if there was a permanent noise monitor between Sandgate Road and Elliott Street.</b> TJH advised that does not have ongoing access into any of the properties in this location and therefore there is currently no permanent noise monitor in this area. TJH carries out external monitoring in this area each night.</p> <p><b>A CLG member advised that he would like to consider having the monitor set up at his property depending on the size and appearance of the equipment.</b> TJH advised the equipment is about the size of a suitcase with a 1.2m microphone pole attached and</p>

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	<p>that some photos would be sent.</p> <p><b>ACTION: TJH to email photo's to the member for consideration of installing the noise monitor.</b></p> <p><b>A CLG member noted, on behalf of the residents in his street, that the tunnel ventilation is generating noise. The member also advised that he believes the construction team believes that it can use a jackhammer etc for approximately 40 minutes before noise complaints start being made to the hotline. The member asked if there is someone onsite to monitor the noise levels.</b></p> <p>TJH advised that it has only received feedback from one resident regarding noise from the Kalinga Park West Worksite and that it has consulted with the resident about mitigation. TJH advised that if there are other residents with issues they need to contact TJH so that monitoring and mitigation can be arranged accordingly.</p> <p>TJH further advised that there is an Environment Officer carrying out external noise monitoring during the night shift and that findings and observations are fed back to the construction team for action as required. TJH also completes Job Safety and Environment Assessment, pre-starts and Toolbox Talks.</p> <p><b>A CLG member noted that residents have given up and don't feel they will get a resolution by calling the hotline.</b></p> <p><b>A CLG member stated that TJH cannot work at night and expect not to make any noise and that he had seen a TJH Induction Kit which states that work is not to occur at night. The member feels that if mitigation has been applied to more than 100 properties than TJH is not able to sufficiently control its construction noise.</b></p> <p>TJH advised that it is important for residents to contact the Community Relations team if they are having issues. Alternatively, members can provide there information and TJH will approach them direct.</p> <p><b>A CLG member asked if this applies to tenants as well as owner / occupiers.</b> TJH advised that the same mitigation process applies to owner / occupiers and tenants.</p>
7.0	<p><b>COMMUNITY RELATIONS UPDATE</b></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><b>Discussion and questions arising:</b></p> <p><b>TJH advised that the transparency of the East West Arterial Road noise barrier had been raised as an issue by residents during consultation. Some residents are concerned due to a loss of privacy. In response to this feedback TJH is currently considering possible solutions to rectify this issue.</b></p> <p><b>A CLG member asked what the difference is between 'Site out of hours' and 'Site noise out of hours'.</b></p>

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	<p>TJH advised that 'Site out of hours' is used when an impact occurs during night shift such as vibration. 'Site noise out of hours' is more specific so that it is directly linked to noise impacts for reporting and assessment purposes.</p> <p><b>A CLG member asked what 'Spoil Haulage Driver B' is.</b> TJH advised that text has been cut off and that it should be Spoil Haulage Driver Behaviour'. This category is used when a complaint is received about speed etc. TJH added that if there is a complaint about driver behavior a registration is helpful as trucks can be tracked through the GPS System.</p> <p><b>A CLG member asked whose property had been damaged.</b> TJH advised that it was not able to provide personal information about individual issues raised however, the issue was passed onto the Property Management Team to follow up.</p> <p><b>A CLG member asked if the worksite would be shut down during the Christmas break.</b> TJH advised the site will shut down from Thursday 23 December to Tuesday 4 January. Maintenance and pumping will still be working, as well as the water treatment plants and cooling towers. The ventilation fans will also remain operational at a significantly reduced capacity. If there are concerns the hotline will be available and teams will be available should any issues arise.</p> <p><b>ACTION: TJH will confirm if the ventilation outlets will be operating over the shut down period.</b></p>
8.0	<p><b>BRISCONNECTIONS UPDATE</b></p> <p>Presentation made by Charles McDonald, BrisConnections. The presentation is provided as an appendix to these minutes.</p> <p><b>Points covered</b></p> <ul style="list-style-type: none"> <li>○ Traffic switch coming up by end of Jan for access to ICB from Lutwyche / Gympie Roads</li> <li>○ By late March new connections will be in place to access the Clem7</li> <li>○ Infrastructure needs to be constructed between the Clem7 and Airport Link tunnels</li> <li>○ Busway tunnels are designed to work with the current tunnels and ramps are being built</li> <li>○ Busway tunnels are shallower than the Airport Link tunnels</li> <li>○ From Truro St to Bowen Hills buses will use the surface road</li> <li>○ Kedron is where traffic will connect c from Gympie Road to the Airport and South bound tunnels</li> <li>○ Cut and cover structure will be backfilled, bridge completed over the road and Gympie Road moved then realigned to allow for the busway to be completed</li> <li>○ Changeover target for Gympie Road is 23<sup>rd</sup> may</li> <li>○ The anticipated breakthrough to the caverns is the end of January the TBM's will be re-launched from the caverns.</li> <li>○ Westbound lanes of the Airport Flyover are expected to open mid-late January due to delays with the weather; Asphalt cannot be laid in the rain.</li> </ul>

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Location:	Visitor Information Centre, Lutwyche	Date:	14/12/10	Time: 6:00pm

Item	Summary
	<p><b>Discussion and questions arising:</b></p> <p><b>A CLG member asked how many kilometres of tunnel required excavation.</b> TJH advised that there is approximately 15km of tunnel in total.</p> <p><b>A CLG member asked when the Busway will be complete.</b> BrisConnections advised that the Busway must be delivered two months prior to Airport Link.</p> <p><b>A CLG member asked about the alignment of the Busway.</b> BrisConnections advised that it runs alongside the current bridges but in the long term will be in tunnels up to Windsor.</p> <p><b>A CLG member asked if photos of the extractor fans could be provided.</b> Yes,</p> <p><b>ACTION: TJH to provide photographs of the extractor fans.</b></p>
A9.0	<p><b>GENERAL BUSINESS</b></p> <p><b>A CLG member referred to a CNI newsletter about urban mitigation at Wooloowin and asked the status of community consultation.</b> CNI advised that a final report has been compiled with residents preferences and sent to the Co-ordinator General for approval. If the Co-ordinator General is happy with the document construction will begin as soon as possible.</p> <p>TJH noted that CNI provided a detailed update to the Wooloowin CLG and that detail is included in the meeting minutes.</p> <p><b>ACTION: TJH to provide a link to the Wooloowin CLG minutes.</b></p> <p><i>Post-meeting note: CNI presented information about the Wooloowin Urban Mitigation and Development Plan to the Wooloowin CLG on Tuesday 5 October 2010. A copy of the presentation and minutes of this meeting is available at <a href="http://www.brisconnections.com.au/Portals/0/docs/101005_WOO_%20CLG10_%20minutes_PUBLIC.pdf">http://www.brisconnections.com.au/Portals/0/docs/101005_WOO_%20CLG10_%20minutes_PUBLIC.pdf</a></i></p> <p><b>A CLG member expressed concern for damage to the Schulz Canal Northern Pathway as a result of construction vehicles travelling along and across it.</b> TJH has spoken with its teams about minimising use of the Pathway and that routine and inspections and maintenance will continue to take place.</p> <p>Facilitator reminded everyone to make sure they had a copy of the Terms of Reference and if they do not want to sign tonight to ensure they bring their copy to the first meeting next year.</p>
	<b>Next meeting:</b>

# MINUTES OF MEETING

Meeting Number 26

CLG	Toombul Community Liaison Group			
Location:	Visitor Information Centre, Lutwyche	Date:	14/12/10	Time: 6:00pm

Item	Summary
	Tuesday, 8 February 2011, 6pm – 8pm Visitor Information Centre, Lutwyche

## Upcoming Meetings in 2011

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

BRISCONNECTIONS | airportlink northernbusway working in tandem | airport roundabout upgrade | Queensland Government

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## Construction Update

Russ Beynon, Construction Director

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### Civil Construction: Dec 2010 to Jan 2011

- Six days / five nights
  - CC422 excavation complete
  - CC422 jacking raft construction ongoing including steel fixing, concreting and crane operation
  - Ventilation Station excavation and outlet complete. Internal construction ongoing including steel fixing, concreting of base slab and walls
  - CC430 flood walls complete. Base slab construction ongoing.
  - Backfilling of Vent Station and CC430 roof to commence January

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### Civil Construction: Dec 2010 to Jan 2011

- Roads and Bridges
  - Installation of Sandgate Rd signalised roundabout completed 11 December
  - Sandgate Road footpath switched from eastern to western footpath
  - Asphaltting for Sandgate Road widening ongoing
  - EWA Rd works ongoing including noise wall
  - Works within roundabout including drainage and piling
- Special Circumstances Work
  - East West Arterial Road widening
  - Sandgate Road widening north of AirTrain
  - Installation of services along Sandgate Road


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### Kalinga Park East Worksite



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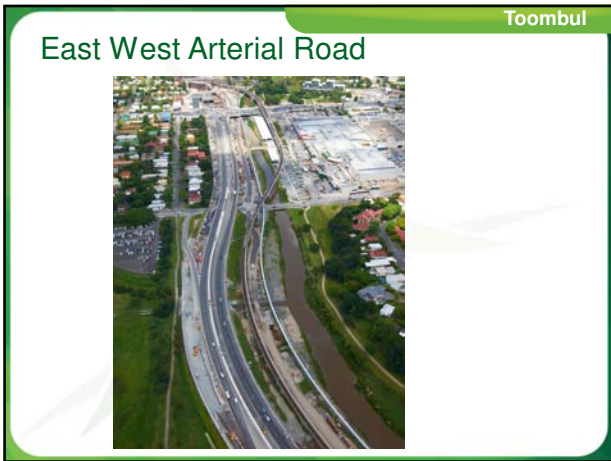
### Jacking slab and raft construction



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### Jacking slab construction





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## Roads & Bridges Overview

Russ Beynon

14 December 2010

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- Toombul
- ### Key Milestones
- Eastbound Traffic Switch (2010) ✓
  - 2 x Westbound Traffic Switches (2010) ✓
  - Temporary Roundabout (2010) ✓
  - Permanent Alignments (mid-2011)
  - Tunnel Opens (2012)



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**Work Areas (continued)**

4. Completion of noise wall east of Widdop Street (early 2011)  
 5. Construction of emergency response facility (mid 2011)

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**1. Sandgate Road Underpass**

Work involves; excavation, installing drains, piling, jackhammers, steel fixing, concreting, truck movements, placing underpass deck units, permanent signals and asphaltting.  
 Some work needs to be done at night, such as large machinery / materials deliveries (for example piling machines / cages) as well as placing the underpass deck units and pouring the main underpass slab

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**2. East West Arterial trough excavation**

Work involves; excavation, installing (and later on removing) temporary steel props, shotcreting, drains, jackhammers, steel fixing, concreting and truck movements.  
 Access is from East West Arterial Road.


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**3. Fire fighting systems**

Work involves; excavation, drains, jackhammers, steel fixing, concreting, delivery and installation of precast concrete with cranes, truck movements and fit out of the buildings.  
 Access is from Wongara Street.


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**4. Noise Wall – East of Widdop Street**

Remaining work involves; excavation, drains, concrete barriers, asphaltting and then moving traffic to the new Widdop Street off ramp alignment.  
 Access is from East West Arterial Road.

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**5. Emergency Response Facility**

Remaining work is done after traffic is on the new Widdop Street off ramp, and involves; excavation, drains, steel fixing, concreting, installing a small building, concrete barriers and asphaltting.  
 Access is from East West Arterial Road.

BRISCONNECTIONS | airportlink northernbusway | airport roundabout upgrade | Queensland Government

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# Tunnelling Update

David Hake, TBM Manager

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## TBM Progress as at 14 Dec

	Rocky	Sandy
Excavation	557 m	406 m
Depth from surface to tunnel crown	25 m	25 m



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# Environment Update

Ravi Prasad

14 December 2010

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## Monitoring Summary

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

\*Please note one vibration monitoring point is not listed on this map – 5 Lodge Road, Clayfield.

	Noise	Vibration	Air quality
# of monitoring sessions	142	5	3
# of exceedances	6	0	0
# of sessions requested by TJH & declined by the resident	1	0	0

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## Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		L(A)eq	L(A)eq	L(A)10	L(A)10	
5/23 Walkers Way Toombul	9/11/2010	48.5	45	49.0	55	Monitoring indicates that CoG goals are being exceeded. With all external noise data excluded the CoG goals were exceeded – 47.6 dB. Windows/doors open. Mitigated property
	8:34 – 8:49					
5/23 Walkers Way Toombul	9/11/2010	47.5	45	48.1	55	Monitoring indicates that CoG goals are being exceeded. With all external noise data excluded the CoG goals were exceeded – 46.3 dB. Windows/doors open. Mitigated property
	14:30 – 14:45					
51 Wongara Street Toombul	10/11/2010	51.2	45	50.8	55	Monitoring indicates that CoG goals are being exceeded. With all external noise data excluded the CoG goals were exceeded – 51.0 dB. Heavy influences from external noise sources included traffic from East West Arterial Road and Widdop Street. An EBAM, which had been installed earlier that morning, contributed to the exceedance. As a result, TJH noise sources could not be isolated. Windows/doors open
	8:59 – 9:13					
51 Wongara Street Toombul	19/11/2010	48.7	45	47.8	55	Monitoring indicates that CoG goals are being exceeded. Predominant noise source was from resident, traffic, plane, dog, fauna and trains with some influence from EWA construction. Windows/doors open
	9:20 – 9:34					

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## Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		L(A)eq	L(A)eq	L(A)10	L(A)10	
51 Wongara Street Toombul	19/11/2010	48.7	45	47.8	55	Monitoring indicates that CoG goals are being exceeded. Predominant noise source was from resident, traffic, plane, dog, fauna and trains with some influence from EWA construction. Windows/doors open
	9:20 – 9:34					
1/10 Wongara Street Toombul	29/11/10	55.2	45	53.3	55	Monitoring indicates CoG goals are being exceeded. There was heavy influence from external noise sources which could not be isolated (Sandgate Road, Wongara Street & nearby children). Windows and doors open. Mitigation: TJH supplied a/c
	9:06 – 9:20					
34 Wongara Street Toombul	8/12/10	46.9	45	46.8	55	Monitoring indicates CoG goals are being exceeded. TJH noise sources (plant noise, bangs, hammering, yelling, squawker, excavator) plus non-TJH sources (East West Arterial traffic, Widdop Street traffic, resident, train, dog barking, crickets, birds). Ongoing consultation/monitoring with stakeholder after noise wall construction is complete
	9:35 – 9:49					
34 Wongara Street Toombul	8/12/10	47.6	45	48.5	55	Monitoring indicates CoG goals are being exceeded. TJH noise sources (plant noise, bangs, hammering, yelling, squawker, excavator) plus non-TJH sources (East West Arterial traffic, Widdop Street traffic, resident, train, dog barking, crickets, birds). Ongoing consultation/monitoring with stakeholder after noise wall construction is complete
	15:03 – 15:19					

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## Construction Noise Monitoring Results

Location	Monitoring Period	Measured Noise	COG Goal	Measured Noise	COG Goal	Comments
		L(A)eq	L(A)eq	L(A)max	L(A)max	
5/23 Walkers Way Toombul	4/11/2010	39.9	35*	47.2	50*	Monitoring indicates that CoG goals are being exceeded. Exceedance was due to EWA traffic and conveyor noise. Mitigated property
	20:44 – 20:59					

\* Long term noise goals apply, steady & intermittent



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### Mitigation initiatives (Noise)

**Planning**

- Noise Modelling
- Plant selection and site orientation
- Development of procedures – noise, air quality, vibration etc

**Programming**

- Timing and use of plant and activities – focus on noisy activities during the day

**Onsite / Offsite Mitigation**

- Noise barriers (built and natural)
- Lighting plants switched off or moved to manage light spill
- Use of lunar lights
- Solar Panels
- Diesel plants switched over to hardwired
- Excavator load out minimised
- Tool Box Talks / Pre-Starts
- Insulation of plant
- Approximately 100 residents e.g. air-conditioning, double glazing and relocations

**Education and Training (ongoing)**

- Toolbox Talks / Pre-starts
- Environmental Awareness Training

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### Mitigation initiatives (other)

**Air Quality**

- Water carts
- Early landscaping and stabilisation
- Soil Stabilisers

**Rehabilitation / Vegetation protection / Fauna Protection**

- BCC approval with conditions
- Tree / park protection – mulching, fencing and ongoing maintenance
- Landscaping – hydro-seeding / mulching

**Waste Management**

- 95% recycling of concrete, timber, plastic, batteries, oil and steel
- Reuse of fill on project and other development sites

**Water Quality**

- Water treatment plants installed for tunnels and civil works
- Water quality discharge from site betters Schulz Canal water quality
- Recycling of water for dust suppression from ponds and water treatment plant

**Vibration**

- Modelling
- Methods altered to meet modelling output
- Ongoing monitoring and alerts

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### Community Relations Update

Anthea Craig, Community Liaison Coordinator

14 December 2010

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### Toombul community feedback 1 – 30 November 2010

Community feedback	Total for November	Total for October	Total for September
Complaints	48	47	47
Stakeholders	24	31	32
Issues/enquiries	39	38	43
Stakeholders	31	33	38

**Toombul**

### Toombul community complaints 1 – 30 November 2010

Complaint Category	Percentage
Site noise out-of-hour...	27%
Site dust	10%
Site out-of-hours	9%
Construction vehicle m...	7%
Truck dust	5%
Mitigation	5%
Site noise	5%
Consultation	4%
Other	2%
Site un-notified work	2%
Parking	2%
Building Damage	1%
Driver Behaviour	1%
General Construction	1%
Operational/Tolling	1%
Traffic Management	1%
Spoil haulage driver b...	1%
Spoil haulage dust	1%
Tunnelling	1%
Worker Behaviour	1%
PULPs noise out-of-hour...	1%
Site vibration	1%
Site lighting	1%
Spill/Contamination	1%
Spoil conveyor noise	1%

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### Community notifications

Total number of flyers distributed in Nov: 5,350

- TBM#2 'Sandy' Recommencing operations
- Night works: Ventilation Station Outlet Construction
- Installation of shipping containers Wongara Street
- Demobilisation and removal of crane
- Update: Installation of EWA Rd noise barrier
- TBM tunnelling update
- Night work: Widdop St off ramp
- Kalinga Park East: Concrete deliveries via Stuckey Road and Kedron Street

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### Community relations activities

- Consultation with Wongara Street residents about installation of permanent noise barrier along EWA Rd
- Doorknocks for night works Sandgate Road & EWA Rd
- Doorknocks and resident phone calls for Kalinga Park East concrete pours, delivery/operation of crawler crane and VSO construction
- Doorknocks for residents along TBM alignment for tunnel progress



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BRISCONNECTIONS

BrisConnections Update  
December 2010



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Overall progress

- Tunnelling is now approximately 8.5kms
- 17 of 17 road headers now in operation
- Two TBMs Rocky and Sandy in operation
- Overall project approximately 67% delivered
- Around 3,720 full-time staff
- More than 12,000 indirect jobs have been created
- Over 13.5 million hours worked on the project

BRISCONNECTIONS

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Bowen Hills

BRISCONNECTIONS

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Bowen Hills

BRISCONNECTIONS

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Lutwyche/Windsor - Mid Tunnel Access

BRISCONNECTIONS

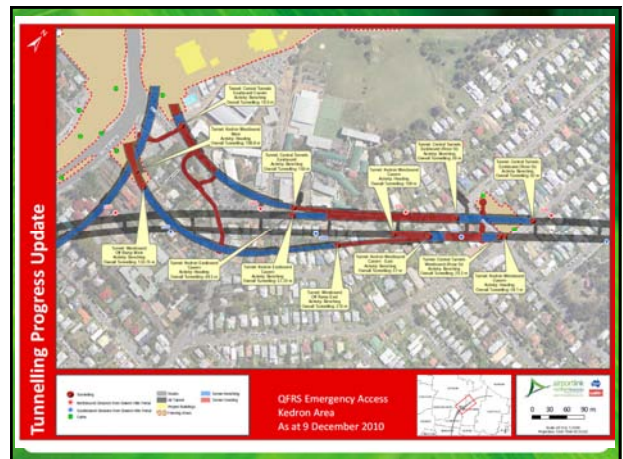
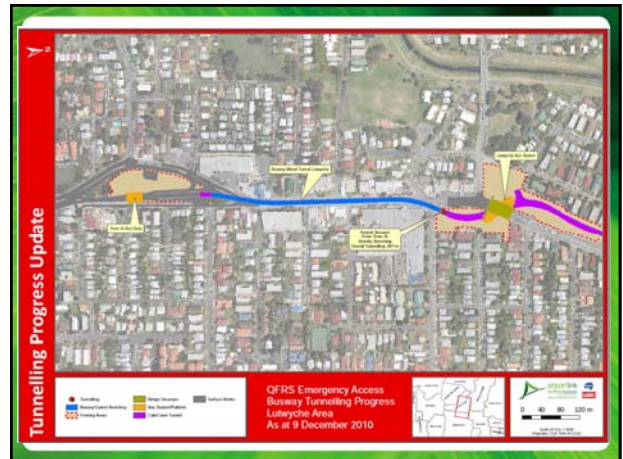
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Mid Tunnel Access

BRISCONNECTIONS

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Wooloowin



Wooloowin cross passage



Kalinga Park/Toombul



Kalinga Park/Toombul



Tunnelling Progress Update



Airport Flyover



Fast diamond intersection

