



MINUTES OF MEETING

Meeting Number 1

CLG	Woolloowin Community Liaison Group				
Location:	Airport Link Information Centre, Lutwyche	Date:	1/12/09	Time:	6:00pm

Chaired By: Pauline Bourke (PB)	Minuted By: Anthea Craig	Distribution Date: 14.12.09
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<p>Attendees: Pauline Bourke (PB) (Independent Facilitator), Ron Apelt, Ravi Chopra, John Lister, Toby Murdoch, Peter Schofield (by phone)</p> <p>Project Team Members in Attendance: Mario Buterin – Project Manager, Thiess John Holland Gavin Bradford – Construction Manager, Thiess John Holland Anthea Craig – Communication Co-ordinator, Thiess John Holland Brett Watkins – Environment and Approvals Manager, Thiess John Holland Chris Morris – Environment Manager, Thiess John Holland Daniel Hockey – Community Liaison Officer, Thiess John Holland David Eisentrager – Project Independent Verifier Lauren Diamond – City North Infrastructure Paul Croke – City North Infrastructure Sofia Oliver - Dept of Infrastructure and Planning, on behalf of the Coordinator-General</p> <p>Apologies:</p> <p>Not Present:</p>
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Summary	Presented by
<p>TERMS OF REFERENCE</p> <ul style="list-style-type: none"> • Purpose: Not a decision making body • Discuss issues, views and interests relating to the design and construction of the Project • CLG issues and non-CLG issues - personal issues should be addressed separately to the project team. CLG issues affect broader community. • Scope is the Woolloowin area. 	P Bourke
<p>Q: Who pays for the Independent Facilitator? A: Facilitator is paid by Thiess John Holland (TJH), meets with the Project team once a month, but is not involved in any other parts of the project and acts independently in monitoring functioning of the group and tracking issues and actions.</p> <p>Q: Are members able to distribute materials? A: Members can pass on information unless advised otherwise.</p> <p>Q: What is the Media Protocol? A: Residents are not allowed to represent the CLG in the media. If working with the media, all views are to be those of the individual.</p>	
<p>PROJECT OVERVIEW</p> <ul style="list-style-type: none"> • Overview of Airport Link, Northern Busway (Windsor to Kedron) and Airport Roundabout Upgrade projects was presented. • Included fast facts, project alignment and artist impression 	A Craig

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<p>PROJECT ROLES OVERVIEW</p> <p>Coordinator General</p> <ul style="list-style-type: none"> Is part of the Dept of Infrastructure and Planning Is responsible for the overall project approval <p>State Government</p> <ul style="list-style-type: none"> Is responsible for the project's scope and design approvals <p>City North Infrastructure (CNI)</p> <ul style="list-style-type: none"> Is a Special Purpose Vehicle Oversees the contract on behalf of the State <p>BrisConnections</p> <ul style="list-style-type: none"> Contracted to design and construct the tunnel 45 year concession to operate and maintain the tunnel Listed on the Australian Stock Exchange <p>Thiess John Holland (TJH)</p> <ul style="list-style-type: none"> Contracted by BrisConnections to design and construct the project <p>Road authorities</p> <ul style="list-style-type: none"> Approves all changes to the traffic network <p>Independent Verifier</p> <ul style="list-style-type: none"> Represents the agencies to ensure compliance Monitor and approval of the project <p>Other authorities</p> <ul style="list-style-type: none"> Dept of Environment and Resource Management (DERM) 	CNI
<p>Q: Is CNI subject to government Right to Information requests?</p> <p>A: Legal response required by next meeting</p> <p>ACTION: CNI to advise answer</p>	CNI
<p>Jurisdiction for Design & Construction</p> <ul style="list-style-type: none"> Refer to table from presentation <p>Jurisdiction for Operation & Maintenance</p> <ul style="list-style-type: none"> Refer to table from presentation Clarification provided around the conditions set for Woolloowin and the conditions set for the 2008 Change Report. 	



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<p>Q: Clarification of who is responsible for operational ground water and surface water? ACTION: CNI and CoG's Office to provide clarification about who is responsible for operational ground water.</p> <p>Q: Who is responsible for air quality during the tunnel operation? A: DERM. Brisbane City Council has a consultative role.</p> <p>Q: Further clarification of the Independent Verifiers role requested A: The IV is jointly engaged. They have a duty of care to ensure compliance with the contract, specifications and other requirements by reviewing documentation and conducting regular inspections. The IV cannot instruct how to resolve issues.</p>	
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<p>2009 CHANGE REPORT – WOOLLOOWIN WORKSITE</p> <ul style="list-style-type: none"> Request for Project Change was made to the Coordinator-General in June 2009 and the Coordinator-General's Change Report for the Wooloowin worksite was finalised in October 2009. The 2009 Change Report Conditions are specific to the Wooloowin project change only. Conditions were established for the reference project in the Coordinator-General's Report of May 2007 and amended for the changed project presented by Brisconnections in the Coordinator-General's change report of July 2008. The conditions contained in the Coordinator-General's report do not apply to the Northern Busway or Airport Roundabout Upgrade (ARU) The conditions contained in the Wooloowin change report do not affect the conditions of the 2008 Change Report. <p>Key matters addressed by the conditions of the change report are air, noise, water, vibration, urban mitigation.</p> <ul style="list-style-type: none"> CLG, along with Brisbane City Council, the Department of Transport and Main Raods and the broader Wooloowin community are to be consulted in the establishment of the Urban Mitigation and Community Development Plan The Coordinator-General nominated entities to have jurisdiction for a number of conditions imposed on the change report, for example, the Department of Environment and Resource Management is responsible for monitoring compliance with conditions relating to air quality, noise and vibration and groundwater and surface water. Complaints procedure – if people have complaints they should contact: <ul style="list-style-type: none"> TJH in the first instance on 1800 721 783 CNI if not satisfactorily resolved CoG, in writing, if still not resolved and the person believes the issue being raised may be a contravention of the Coordinator-General's conditions CoG has the power to enforce the Coordinator-General's conditions under the <i>State Development and Public Works Organisation Act</i>. There are two main enforcement tools available to the Coordinator-General. In summary, they are: <ul style="list-style-type: none"> The issue of an enforcement notice, which can require compliance with the condition. The grounds for issuing an enforcement notice is that the Coordinator-General has a reasonable belief that there has, or is a contravention of a condition The seeking of an enforcement order from the Planning and Environment Court to require compliance with a condition or remedy a contravention. The Court may make an order if it is satisfied there has been or will be a contravention of a condition. <p>The Department of Infrastructure and Planning undertakes compliance activities on behalf of the Coordinator-General under the <i>State Development and Public Works Organisation Act 1971</i>. The Strategic Compliance Plan sets out the approach to compliance activities and can be found at: http://www.dip.qld.gov.au/resources/plan/compliance/strategic-compliance-plan.pdf</p>	<p>S Oliver</p>
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<p>Q: Who is the Proponent? A: The State of Queensland represented by City North Infrastructure</p> <p>Q: How is the CoGs complaint process communicated with the wider community? A: The COG asks that all complaints to COG are put in writing to the Coordinator-General. The address for the Coordinator-General is PO Box 15009, City East QLD 4001. The complaints process is on the project and CNI web site.</p> <p>Q. Why was the assigned 'near premises' nominated? Can this be changed? A: The area defined was based on modelling presented in the Request for Project Change and, where practicable, was extended to the nearest street, taking a precautionary approach. The 'near premises' map in the conditions is referred to in condition 1(a)(vi) and defines the premises that the proponent is required to have ongoing engagement with in relation to the works. Note that this condition also requires ongoing engagement with premises immediately adjacent to the spoil haulage route from Lutwyche Road, along Junction Road, to the intersection at Sandgate Road. TJH can extend communication as necessary.</p> <p>Q: Is the Coordinator General's impact analysis model available for the public? ACTION: A presentation on how near premises were identified to be made at a future meeting</p>	COG's Office
<p>ENVIRONMENT OVERVIEW</p> <ul style="list-style-type: none"> An environment overview will be presented each month as a standard agenda item Monitoring results are presented monthly on the project website. http://www.brisconnections.com.au/Environment/EnvironmentReports/tabid/84/Default.aspx <p>AIR QUALITY</p> <ul style="list-style-type: none"> Air quality monitored this period is PM10 (data presented) PM10, PM2.5, and dust deposition will be addressed each month The PM10 goal for the site is 50 micrograms (24 hour average) A monitor is currently located at 73 Park Road, Woolloowin PM2.5 is the 2.5 micron and is useful for monitoring diesel engine particulates 	C Morris

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<p>Q: Will environmental monitoring results be posted to the web site with comments outlining any specific circumstances of readings?</p> <p>A: Yes. Comments explaining significant increases and decreases will be provided. The results of environmental monitoring will be posted to the web site each month http://www.brisconnections.com.au/Environment/EnvironmentReports/tabid/84/Default.aspx</p> <p>Q: Are we measuring PM2.5?</p> <p>A: We are currently sourcing machinery to measure PM2.5.</p> <p>Q: Why is there only one monitoring site?</p> <p>A: TJH will also operate a mobile unit. The station will be available to be placed in different locations.</p> <p>Q: Are the number of units specified by the COG?</p> <p>A: No. The CoG has conditioned monitoring to be undertaken. The conditions do not specify how many machines or locations are required. TJH will comply with this requirement with the use of one fixed unit and one mobile unit.</p>	
<p>NOISE</p> <ul style="list-style-type: none"> • Pre-construction and construction data was presented to the group • The Coordinator General has conditioned both day time and night time noise goals for the site. • Day time construction noise must be assessed by a LAeq parameter for steady noise sources and a LA10 parameter for non-steady noise sources. • There are LMax noise goals for night time intermittent construction noise and LAeq noise goals for night time steady construction noise. • Attended monitoring is done in 15 minute blocks <p>VIBRATION</p> <ul style="list-style-type: none"> • The vibration goal conditioned by the Coordinator General is covered in Table 7 Pt 9 (k) of the CoG Change Report (Woolloowin Worksite) • A vibration monitor has been set up at 104 Kent Road as of 1/12/2009 	

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<p>CONSTRUCTION UPDATE</p> <ul style="list-style-type: none"> • Acoustic fence complete • Site has been cleared • Concrete hardstand 85% complete • Piling update <ul style="list-style-type: none"> ○ Guide wall for the piling rig has been completed ○ Piling rig and crane to be delivered this week and early next week ○ Piling operations will generate some spoil ○ Will continue into early January • Electrical service installation update <ul style="list-style-type: none"> ○ Electricity line from Kedron Brook Building along Park Rd and Rose St is almost complete ○ Energex substation on corner of Rose St and Kent Rd is underway • Construction driveways <ul style="list-style-type: none"> ○ Awaiting approval prior to commencing 	<p>M Buterin</p>
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<p>CONSTRUCTION LOOKAHEAD</p> <p><i>December 2009</i></p> <ul style="list-style-type: none"> • Driveway construction (pending approval) • Continue concrete hardstand • Mobilise piling rig • Commence piling • Complete Energex metering compound • Completion of the acoustic shed <p><i>Early – mid January</i></p> <ul style="list-style-type: none"> • Complete piling • Commence shaft excavation • Construction of acoustic shed to commence • Installation of site accomodations <p><i>February 2010</i></p> <ul style="list-style-type: none"> • Completion of acoustic shed • Complete shaft excavation • Commence roadheader excavation • Commence night shift operations • Installation of support equipment <p><i>Early 2011</i></p> <ul style="list-style-type: none"> • Tunnelling complete • Commencement of civil, mechanical and electrical installations within the tunnel • Site reinstatement commences at the conclusion of works from the site 	
<p>Q: Will TJH provide any amenity along the Rose St boundary? Can creepers or the like be planted?</p> <p>A: TJH will be guided by Energex about plantings in the Energex easement. Creepers can be considered.</p> <p>ACTION: TJH to present possible options for visual amenity at the next meeting.</p> <p>Q: Are the Energex conduits encased in concrete?</p> <p>A: No they are not.</p> <p>Q: Can we consider alternate barrier options?</p> <p>A: Fixed, continuous, jersey barrier is a traffic safety requirement.</p>	

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<p>Q: Can the speed be decreased to 40km/hour?</p> <p>A: TJH could pursue this option, however road speed is subject to road authority approval. Park Road southeast of Rose Street is an arterial road and therefore it is unlikely to be accepted by the asset owner.</p> <p>Q: How big is the Energex substation?</p> <p>A: 6500mm x 3500mm in plan, 2000mm high plus 3 strands of barbwire on top. The substation is a temporary structure. Conduits in the street will stay. The substations eliminates the requirement for on-site electricity generators.</p> <p>GENERAL BUSINESS</p> <ul style="list-style-type: none"> • Issue with the traffic controllers and traffic management signage across the project generally. No specific incident with traffic controllers near Woolloowin worksite was raised. • Another member commented that Traffic controllers on Park Road have been very helpful for pedestrians walking through the area. • Member raised concern about bursting an aquifer/ underground void and subsidence and the ability of the Earth Pressure Balancing tunnel boring machines in the area. <ul style="list-style-type: none"> ○ TJH advised that it is common to hit aquifers during tunnel construction and tunneling methodology is continuously reviewed based on ground conditions experienced. Further geotechnical investigations are underway to assess ground conditions in the area. • A member requested a technical presentation about the TBM operation. Of particular interest is the EPB system. <p>ACTION: TJH to provide a TBM presentation in the coming months</p> <ul style="list-style-type: none"> • TJH is able to coordinate a tunnel tour of one of the other tunnel sites to assist CLG members understand the construction process. • A member expressed concerns that the relevant authority was not invited to comment about water and subsidence during initial EIS. • Agreed to meet first of Tuesday of every month. However no meeting in January due Christmas – New Year holidays. • Draft of minutes to be sent within 1 week. Members have 3 days to review and comment. Once finalised the meeting minutes will be posted to the web site 	
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<p>Q: TJH asked if members agreed to have their names posted to the web site advising that they are CLG members. A: No objection raised to members' names being on the web site.</p> <p>Q: Group asked if they would like to nominate a proxy were to be nominated? A: Members to confirm if they would like to nominate a proxy by next meeting</p> <p>Q: A member requested name tags for meeting participants. A: Name tags will be provided at next meeting</p> <p>Q: What is the process for the Urban Mitigation Plan? A: CNI to address at the next meeting.</p> <p>Meeting closed at 8:30pm</p>	
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Next meeting Tuesday, 2 February 2010 6.00pm