

# MINUTES OF MEETING

Meeting Number 8

CLG	Woolloowin Community Liaison Group				
Location:	Airport Link Information Centre, Lutwyche Centro	Date:	3/08/10	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 meeting.*

<b>Chaired By: M Salisbury</b>	<b>Minuted By: Thiess John Holland</b>	<b>Distribution Date: 18 August 2010</b>
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<b>Attendees:</b> Melissa Salisbury (Independent Facilitator), Ron Apelt, Peter Schofield
<b>Project Team Members in Attendance:</b> Anthea Craig – TJH, Brett Watkins – TJH, Mario Buterin – TJH, , Daniel Hockey – TJH, Wendy George – CNI, Paul Croke – CNI, Charles MacDonald – BrisConnections, Michelle Barisic – BrisConnections
<b>Apologies:</b> Toby Murdoch, John Lister, Ravi Chopra, Lauren Diamond – CNI, Deirdre McCue – TJH
<b>Not Present:</b>

<b>Summary</b>
<b>INTRODUCTION</b>
<ul style="list-style-type: none"> <li>Meeting opened and apologies were noted.</li> <li>The meeting will be condensed to ensure adequate time is allowed for the Urban Mitigation and Development Plan workshop to be lead by another facilitator engaged by CNI, following the CLG meeting.</li> </ul>
<b>ACTION ITEMS/UPDATE</b>
<b>ACTION 1 - CLG member questions for BrisConnections following Settlement presentation from CLG meeting #3</b>
<b>Discussions and questions arising from presentation:</b>
<b>A CLG member asked about the purpose of recent geotechnical on Kent Road.</b> TJH advised that further geotechnical drilling and investigations are being undertaken on Kent Road to sample ground conditions and to install monitoring equipment prior to Tunnel Boring Machine excavation occurring in the area.
<b>CONSTRUCTION UPDATE</b> A briefing paper was tabled by Mario Buterin, Project Manager, Thiess John Holland.  Woolloowin worksite construction activities completed until the end of July include:
<ul style="list-style-type: none"> <li>Completion of the adit drive top heading from the base of the shaft across the east and westbound caverns</li> <li>Commencement of the excavation and support of the eastbound cavern towards Toombul (current progress approximately 17 metres)</li> <li>Commencement of the excavation and support of the eastbound cavern toward Kedron (current progress approximately 4 metres)</li> <li>Completion of the preparatory works for the westbound cavern excavation. Waiting on arrival of 2<sup>nd</sup> roadheader to commence excavation in the westbound cavern.</li> <li>Completion of civil works for the Kedron High School Crossing on Park Road. Installation of signage will be completed by end of this week.</li> </ul>

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## Summary

- Submitted landscape plans for site visual amenity enhancement to Department of Transport and Main Roads

In the coming months, activities at the Woolloowin worksite will include:

- Continue the excavation and support of the eastbound cavern toward both Toombul and Kedron
- Delivery of second roadheader in mid-August, followed by dis-assembly and lowering into the access shaft around 21 August. Community notification will be issued for the delivery.
- Commence the excavation and support of the westbound cavern toward both Toombul and Kedron
- Commence the excavation and support of benches in the east and westbound caverns
- Extend the hours of spoil haulage in line with the Conditions of Approval. Next staged increase for haulage will be from 6.30am to 2.30pm.. When excavation of the tunnel bench occurs hours would increase again from 6.30am-6.30pm
- Install landscaping to the site boundary

**ACTION - The most recent Tunnel progress drawings will be attached to minutes.**

### Discussions and questions arising from presentation:

**A CLG member asked what ground conditions are currently being experienced whilst tunnelling.**

TJH advised that ground conditions are mixed and that conglomerate rock continues to be encountered.

**A CLG member referred to a media release about the recent launch of the first Tunnel Boring Machine (TBM) from Kalinga Park and asked how quickly the TBM would move.**

BrisConnections advised that the TBMs, when in full operation, would travel as much 85 metres per week, allowing time for maintenance and the TBMs to pass through the Kedron caverns. It is estimated to take less than a year for the TBMs to tunnel from Kalinga Park to Lutwyche.

**A CLG member asked if residents would be impacted by TBM excavation.**

TJH advised that it is difficult to determine if an individual will feel or hear the noise or vibration from the TBM operation. Residents may or may not experience regenerated noise from tunnelling depending on factors including the ground condition being tunneled, the type of building construction and an individual's susceptibility to noise.

**A CLG member asked about the process of communicating with residents about tunnelling.**

TJH advised that community notification has been distributed to residents across the TBM alignment and that Information Packs have and will continue to be delivered to those in the direct zone of influence as tunnelling progresses. Doorknocks have also been conducted prior to tunnelling commencing in the area.

**A CLG member advised that they had already experienced possible vibrations from the roadheader tunnelling from Woolloowin worksite.**

TJH advised that excavation is the only activity that would possibly create vibration at the property. TJH is able to investigate if its activity has caused vibration if dates and times are provided. Environmental monitoring is also available for residents.

**A CLG member asked if the Woolloowin worksite is on schedule.**

TJH advised that it has completed the second month of tunnelling, and that the operation remains on target to complete its activities within the 29 month period permitted in the Woolloowin worksite's conditions.

**A CLG member asked if the project remained on schedule for completion by mid-2012.**

Brisconnection advised that there has been no significant changes to the program and that the project remains on target for completion in mid 2012.

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The first TBM has been launched with the second machine in operation by the end of this month.

Brisconnections gave a presentation at the last meeting outlining some of the key project milestones including recent major traffic switches on Lutwyche and first major tunnel breakthrough at Windsor. Brisconnections advised the TBM assembly had been completed a bit quicker than expected.

Brisconnections will provide overall project updates at future meetings.

**ENVIRONMENT UPDATE** A briefing paper was tabled by Brett Watkins, Environment & Approvals Manager, Thiess John Holland.

## Noise

- Monitoring sessions have been undertaken at 71 Park Rd
- No exceedences of the noise goals were recorded during the month.
- TJH is undertaking monitoring tonight to test the high level ventilation system

Results are also posted to the project website:

<http://www.brisconnections.com.au/Portals/0/docs/Environment%20Monitoring%20Report%20Feb%202010.pdf>

## Air Quality

- Dust monitoring results indicate PM10 (respirable dust) is below the Coordinator General's goal of 50 micrograms
- Dust fall out levels are below the Coordinator General's goal.
- Gas monitoring at 71 Park Road indicate carbon monoxide and nitrogen dioxide levels (from combustion engines) are well below the Coordinator General's goal.

## Vibration

- Vibration monitoring undertaken at 71 Park Road
- Results for the period indicate very minor vibration levels below the Coordinator General's Goals.

## Discussions and questions arising from presentation:

**A CLG member asked if there are filters on the high level ventilation outlets on the roof of the shed.**

TJH advised that there are no filters on the ventilation outlets themselves, rather there is a dust scrubber inside the shed. Air enters the shed through negative pressure created by the dust scrubber and exits the shed through the ventilation outlets.

**A CLG member asked when the doors of the shed are closed.**

TJH advised that the doors of the shed are kept closed during the hours of 6.30pm – 6.30am and opened for concrete deliveries.

**A CLG member asked what is meant by the comment the site is not contributing much dust above the existing background levels.**

TJH advised that background Air Quality levels were measured at Wooloowin prior to the establishment of the Wooloowin Worksite and that levels were not measured at Wooloowin prior to the establishment of the Kedron

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worksite.

Monitoring undertaken surrounding the Kedron worksite indicates that there has been minimal impact to the air quality at Woolloowin as a result of the Kedron operation and as such did not impact Woolloowin in terms of establishment of the background level for Woolloowin.

To date the monitoring results for the Woolloowin site indicate that air quality is close to air quality levels prior to commencing works at the site. All levels are substantially lower than those limits prescribed in the CoG conditions.

**A CLG member asked there will be more dust when the haulage operation hours increase and whether or not water carts will operate.**

TJH advised that the Woolloowin Worksite has been designed to minimise dust including a concrete hardstand and by ensuring delineation from the stockpile and haulage road.

TJH operates a water truck three times per week during daytime hours on roads around the site.

The Woolloowin Worksite is different to some of the other sites on the project because it does not require change to its internal design as work progresses.

Rumble grids and wash bays at site exits are the main measures used to minimise trucks tracking dirt out onto the roads.

**A CLG member raised an issue with the road pavement starting to give near the corner of Kent Road and Rose Street.**

TJH advised that a Brisbane City Council water main burst on the corner of Kent Road and Rose Street in December 2009 which caused damage to the road subsurface at that location. BCC is responsible for any further works to the water mains and reinstatement of the road surface.

**COMMUNITY RELATIONS UPDATE** A briefing paper was tabled by Anthea Craig, Community Liaison Coordinator, Thiess John Holland.

- 13 complaints were received from five stakeholders from the Woolloowin Community. 11 of these complaints received from three stakeholders related to the Woolloowin Worksite.
- Main complaints have been generated by site noise at night and works to construct the Kedron High School crossing. TJH doorknocked residents and offered proactive relocation during construction of the crossing. Other complaints have related to site access Gate 1 being left ajar or open.
- Three notifications were issued during the month relating to geotechnical investigations and night works for construction of the Kedron High School Crossing.

### Discussions and questions arising from presentation:

**A CLG member asked if TJH had coordinated Police presence with speed cameras on Kent Road monitoring the speed of concrete trucks.**

TJH advised that it liaises closely with the police in response to community feedback relating to driver behaviour.

**A CLG member raised the issue of safety of Kedron High School students crossing Rose Street.**

TJH noted that the issue of students crossing Rose Street and Park Road was an existing issue prior to

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establishment of the Woolloowin worksite.

### A CLG member asked when the School Crossing would be complete?

TJH advised civil works and line marking were complete however there is a delay with the installation of flashing light signage. It will be a week or two away before the crossing is fully operational. TJH will have traffic controllers to staff the crossing when spoil haulage hours increase in accordance with Coordinator General's conditions of approval.

*Post-meeting note: The issue with the flashing lights was resolved and the signs were installed by week end 6 August 2010.*

### A CLG member asked how the second roadheader will be delivered to the site and if it would travel via Kent Road?

TJH advised that the second roadheader would be delivered to the site by oversized vehicle in mid-August via Park Road. It will be driven off the back of the trailer and driven into the site. A community notification for the delivery will be issued in advance.

## GENERAL BUSINESS

### A CLG member asked about the installation of concrete curbing around the Kedron Park Road and Gympie Road intersection and if this represented the final road alignment.

Further traffic switches are required in this area to allow construction of elevated structures to take vehicles from the tunnel onto Stafford and Gympie arterial roads.

**Next meeting: Tuesday, 7 September 2010, 5:45pm for 6pm**

Meetings for the rest of the year

5 October 2010  
2 November 2010  
1 December 2010

