

Airport Link

**Wooloowin Worksite Modification
Application for Project Change**

Response to Submissions

August 2009

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1 INTRODUCTION

The Airport Link Project is described in the Coordinator-General's Change Report dated 29 July 2008¹. The Woolloowin Worksite Application for Project Change (Woolloowin RPC) to the Airport Link Project was submitted to the Coordinator-General on 17 June 2009 in accordance with the *State Development and Public Works Organisation Act 1971*. The purpose of the application was to request the Coordinator-General to evaluate the environmental effects of the proposed change and its effects on the project and other related matters.

The proposed change is for the temporary establishment of a new worksite on vacant land at Rose Street, Woolloowin to facilitate improved construction access to the mainline tunnels. A shaft 15 m in diameter and 42 m deep would be constructed to launch two roadheader excavation machines.

Public notice of the Woolloowin RPC was given by the way of a notice in the local Quest Newspaper's the *Northside Chronicle* and *City North News* on 23 and 24 June 2009. The submission period closed on 17 July 2009, and a total of 158 submissions (some 20 outside of the public notification period) were received and have been considered in response report dated 19 August 2009.

The Addendum includes five additional submissions which the Coordinator-General asked CNI to consider. This increases the total to 163 submissions (some 25 outside of the public notification period).

¹ Airport Link EIS Evaluation Report (May 2007) and Airport Link Change Report (July 2008) are available at <http://www.airportlinkeis.com> or www.dip.qld.gov.au

2 APPLICATION FOR PROJECT CHANGE

Application for Project Change

As detailed design and construction progresses, difficult ground conditions in the vicinity of the Kedron underground ramps have become apparent and extra work is required to construct more complex tunnel support. Slower excavation rates compared to those originally anticipated have increased the construction program for each part of the Kedron ramps. This will delay access to the caverns.

Without the proposed change, the Kedron caverns providing for the ramp connections with the mainline tunnels beneath Woolloowin, in the vicinity of Rose Street, would not be constructed in time to receive the TBMs progressing westwards from Clayfield. Delays in the construction of the Kedron caverns and ramp tunnels would lead to a delay in the advance of the TBMs and subsequently an extension of the construction program.

Proposed Rose Street Worksite

The Woolloowin RPC proposes a change to part of the delivery methodology by way of establishment and use of an additional worksite at Rose Street, Woolloowin. The proposed worksite would be operational for approximately 29 months.

The proposed change is to provide access to the mainline tunnel alignment for construction of the caverns necessary to accommodate the Kedron ramps ahead of the TBMs advancing from the worksite in Kalinga Park, Clayfield.

The works include worksite establishment, construction of an acoustic workshed, the construction of a shaft and access passage from the worksite to access the mainline tunnels being constructed from Clayfield and fitout of the tunnels once they have been constructed.

The proposed change would avoid the extension of the construction program for other worksites including the spoil receiving facilities at Clayfield (Kalinga Park) and Toombul, the main worksite at Kedron and the TBM receiving site at Lutwyche (Chalk Street).

3 CONSULTATION

A range of consultation activities have been completed in association with the preparation and notification of the Woolloowin RPC.

3.1 Community Information and Consultation

3.1.1 Community Information Sessions

Community information sessions were conducted on Tuesday 23 June and Saturday 28 June, 2009 (**Table 3-1**). These sessions provided the opportunity for community members to find out more about the Woolloowin RPC and to meet with the BrisConnections and the contractor's project team. State representatives also attended to discuss the change process.

The Community Information sessions were advertised through an invitation which was dropped in letterboxes of local community stakeholders (250 invitations), a project newsletter, and advertisements in the Quest Newspaper's *Northside Chronicle* and *City North News* and through the CNI (for the State) and BrisConnections websites. Approximately 80 people attended the 23 June session, while approximately 100 people attended the 28 June session, of which a number of these were repeat visitors.

Table 3-1: Community Information Sessions

Date	Time	Venue	Attendance
Tuesday 23 June 2009	17:00 – 20:00	Kalinga Bowling Club 20 Clarke Street Woolloowin	Approximately 80
Saturday 28 June 2009	09:00 – 12:00	Proposed Woolloowin Project Site Corner Rose Street & Kent Road Woolloowin	Approximately 100

3.1.2 Visitor Information Centre

The Visitor Information Centre, located at Lutwyche Centro, Lutwyche, displayed information about the Woolloowin RPC and displayed the Request for Project Change documents and supporting information. The Visitor Information Centre is open at the following times:

- Wednesday and Friday (10:00 – 16:00)
- Thursday (14:00 – 19:00)
- Saturday (09:00 – 12:00)

During the public notification period (24 June - 17 July, 2009) approximately 414 people visited the Information Centre. Technical staff were also available on Thursday evenings and Saturday mornings to answer queries.

3.1.3 Project Information Line

Community members were able to provide feedback on the Woolloowin RPC through a range of ways, including free-call 1800 numbers for both the contractor and the State.

During the public notification period, there were 18 calls made to the State's 1800 number and 34 to the contractor's number.

3.1.4 Stakeholder Briefings

Briefings were conducted with a range of interested stakeholders including Government agencies, Council and State elected representatives, schools and local businesses. This included separate briefings to Queensland Government agencies – Department of Education, Department of Emergency Services, Queensland Department of Transport and Main Roads (QTMR), Department of Public Works and Department of Environment and Resource Management (DERM) – and Brisbane City Council (BCC) on Monday June 22, 2009.

Further briefings and consultations occurred during the notification period with specific agency interests such as Department of Environment and Resource Management, Kedron State High School and Woolloowin State School. A number of meetings were also held with the businesses situated proximate to the proposed worksite.

On Monday 22 June, 2009, approximately 70 residences surrounding the proposed worksite were door knocked, and were provided with an information kit on the proposal and an invitation to the community information session on 23 June. Stakeholders that were identified with potential environment impacts were visited individually. The project team also coordinated meetings with residents who specifically requested a meeting.

3.1.5 Project Newsletters

The State produced a project newsletter outlining the Woolloowin RPC and the process for providing a submission for consideration by the Coordinator-General. The State distributed 350 newsletters on 24 June, 2009 with a further 2,600 delivered on 2 July, 2009. The newsletter was also mailed to approximately 45 Woolloowin investment owners.

The contractor also included information on the proposed change in their community newsletter which was distributed to 31,000 residences and businesses across the whole project corridor on 11 July, 2009.

3.1.6 Website

Both the CNI (for the State) and BrisConnections websites were updated with information about the Woolloowin RPC. There were 1,320 hits on the websites between 22 June and 17 July 2009.

3.2 Public Notification

The Woolloowin RPC was publicly notified in the *Northside Chronicle* and *City North News* on 23 and 24 June 2009 and submissions were invited on the proposed change to be received by Friday 17 July, 2009.

Material supporting the public notification included:

- the application notice for project change;
- Request for Project Change report and supporting documentation;
- a CD-Rom containing a copy of the Request for Project Change; and

- display material describing the proposed change, assessment process and submission requirements.

The application notice for project change and the above supporting information was also on display and available for comment from 24 June - 17 July, 2009 at the following locations:

- Brisbane Square Library, Ground Floor, 266 George Street, Brisbane;
- Nundah Library, 1 Bage Street, Nundah;
- Hamilton Library, Corner Racecourse Road and Rossiter Parade, Hamilton; and
- Airport Link Visitor Information Centre, Lutwyche Centro, Lutwyche Road, Lutwyche

Copies of the Woolloowin RPC were available on the Coordinator-General's website at www.dip.qld.gov.au/projects. Additional information was also available on the CNI website at www.citynorthinfrastructure.com.au and the BrisConnections website at www.brisconnections.com.au.

4 KEY RESPONSES

In total, 158 submissions were received to the Request for Project Change. Emerging from a review of those submissions are a number of recurring themes or broad issues of concern.

The submissions received raised matters across a range of concerns. A key factor in considering such matters is the timing and duration of activities on the proposed worksite. The following points are made in this regard:

- the proposed worksite would be active in total for 29 months. Of that time, approximately 10 months would be spent in tunnel construction, and of that time, spoil production would be at its peak for approximately 3 months.
- tunnel construction will occur deep underground and is not expected to impact on near neighbours.
- tunnel fitout activities will be low intensity and will be of approximately 11 months duration. Most fitout activities will occur during normal working hours (06:30 – 18:30, Monday to Saturday);
- the acoustic shed, while large and somewhat out of context with nearby buildings, is provided as an effective mitigation for construction activities. The acoustic shed will remain on the proposed worksite for less than 2 years (i.e. 22 months);
- once the construction activities at the proposed worksite are completed, it will be rehabilitated for re-use for other, non-tunnel purposes. It will not remain in use for Airport Link operational requirements.

In addition to the key points raised above, there are a number of recurring concerns raised in the submissions. While the list below is not presented as exhaustive, it seeks to capture the broad concerns of greatest concern. These are:

Broad Issue	Broad Response
Reason for Proposed Change	The Request for Project Change is made to address uncertain ground conditions affecting the construction of the Kedron ramps and caverns. The ground conditions being encountered require different and more extensive forms of support than anticipated, impacting on project delivery. While several alternatives have been considered the location of the proposed worksite presents the best opportunity for addressing the constraint and maintaining the program.
Traffic and Transport	The traffic impacts of the establishment, operation and decommissioning of the proposed worksite will be minimal in comparison to the role and function of the proposed construction haul route. This route follows State controlled roads and arterial roads which have the design capacity to accommodate the small increases in traffic flows (1 – 3% of average annual daily traffic).
Spoil Haulage, Handling & Placement	While spoil haulage represents the most intense activity in the proposed change, at its peak rate of production, a daily maximum of 65 loaded truck and dog combinations will leave the site. This peak period will extend for approximately 3 months only, within a total period of 29 months of worksite activity.
Environmental effects (noise, vibration, air)	The environmental effects of the establishment, operation and decommissioning of the proposed worksite will require careful

	<p>management and on-going monitoring to ensure the environmental objectives established in the Coordinator-General's existing approval are achieved. Some exceedances of the noise goals are predicted, requiring consultation with particular land owners and occupants of potentially-affected properties to design and implement effective mitigation measures.</p>
<p>Social Environment (impact on schools, visual, character)</p>	<p>The social impact of the proposed worksite has the potential to be intrusive in the short-term, owing to the visual impact of the acoustic shed, and the presence of construction activities in a small-scale, low intensity neighbourhood. Mitigation measures are proposed to address the identified impacts, as well as extending beyond the proposed worksite to address safety concerns for pedestrians including students of Kedron State High School.</p> <p>Specific mitigation measures are proposed to address pedestrian and cyclists' safety in moving around the proposed worksite. Similarly, specific measures are proposed to mitigate the potential impacts on nearby residents and businesses.</p>
<p>Decommissioning and Rehabilitation</p>	<p>The proposed worksite will be decommissioned in stages, so that the acoustic workshed is dismantled after the completion of shaft rehabilitation (i.e. activities generating noise and dust will be conducted within the shed.</p> <p>The site will then be rehabilitated and landscaped to a standard suitable for re-use. A range of possible uses will be considered in consultation with the land owner (QTMR), Brisbane City Council and the community, and will be consistent with the provisions of <i>City Plan</i>.</p>

5 RESPONSE TO SUBMISSIONS

5.1 Submissions and Issues

A total of 158 submissions, including 14 submissions from Queensland Government Agencies were received by the Coordinator-General. A full summary of each of these submissions is attached as **Appendix A** and cross-referenced to this report.

The Coordinator-General has already recommended that the Airport Link Reference Project proceed subject to the recommendations and conditions provided in the Coordinator-General's EIS Evaluation Report of May 2007, and further that the Changed Project proceed subject to the recommendations and conditions in the Coordinator-General's Change Report dated July 2008. Therefore, the application does not reassess issues related to the Airport Link Project as a whole.

A number of submissions have raised issues with respect to the Airport Link Project and other projects being delivered in proximity to Airport Link, including Clem7, the Northern Busway and the Airport Roundabout Upgrade Project. Each of these projects is proceeding through distinct approval and delivery arrangements, and submissions in relation to these are therefore not relevant to the assessment of the proposed change.

A summary of the key issues raised in the submissions received is shown in **Table 5-1** below. The issues are set out in relation to the major elements of the proposed change as presented in the Woolloowin RPC.

Table 5-1: Summary of Submissions

Element	Summary of Issues
5.2 Reason for Proposed Change	<ol style="list-style-type: none"> 1 Rationale and Justification for Change 2 Alternative Construction Methodologies 3 Consequences and Benefits of Proceeding
5.3 Description of Change	<ol style="list-style-type: none"> 1 Site Description and Design 2 Construction Phases 3 Hours of Work
5.4 Traffic and Transport	<ol style="list-style-type: none"> 1 Existing Traffic Conditions 2 Traffic Volume Effects 3 Access and Rat Running 4 Parking 5 Traffic Island Alterations on Rose Street and Park Road 6 Bus Services and Bus Stop Location
5.5 Spoil Haulage, Handling & Placement	<ol style="list-style-type: none"> 1 Spoil Haulage Route 2 Hours of Operation 3 Impact on Network Performance and Access 4 Impact on Road Pavements 5 Local Pedestrian, Cyclist and Road Safety 6 Truck Specifications and Site Access

	7 Construction Vehicle Numbers 8 Staging of Construction Vehicles 9 Spoil Storage and Loading 10 Impact on Eagle Junction Precinct 11 Construction Traffic Management 12 Cumulative Traffic Impacts
5.6 Noise	1 General Site Noise 2 Traffic Noise 3 Acoustic Shed 4 Health Impacts 5 Noise Modelling and Exceedances 6 Noise Management
5.7 Vibration	1 Impacts of Vibration
5.8 Air Quality	1 Impact on Residential Amenity 2 Impact on Business Amenity 3 Health Impacts 4 Air Quality Modelling, Exceedances and Management
5.9 Surface Water and Hydrology	1 Impacts on Surface Water and Hydrology
5.10 Geology and Topography	1 Geology
5.11 Contaminated Land and Acid Sulphate Soils	1 Contaminated Land 2 Acid Sulphate Soils
5.12 Fauna and Flora	1 Impacts on Local Fauna and Flora
5.13 Land Use and Planning	1 Compliance with Planning Regulations & Principles
5.14 Social Environment	1 Local Character and Amenity 2 Property Values 3 Local Businesses and Income 4 Access and Connectivity 5 Community Health and Wellbeing 6 Access to Services
5.15 Impacts on Schools and Students	1 Amenity of Learning Environment 2 School Access and Safety
5.16 Visual Amenity	1 Visual Impact of the Acoustic Shed and Site
5.17 Hazard and Risk Management	1 Assessment Methodology 2 Hazardous Substances and Contamination
5.18 Decommissioning and Rehabilitation	1 Decommissioning Activities 2 Final Land Use post Rehabilitation
5.19 Process Related Matters	1 General Project Process 2 Nature of Modification 3 Contractual Risk

	4	Access to Information
	5	Community Consultation for the Woolloowin RPC
	6	Mitigations and Controls

The sections of the report which follow provide a response to the issues raised in submissions under each element identified above.

5.2 Reason for Proposed Change

Issue 1 - Rationale and Justification for Change

Submissions

Submissions stated that the need for the proposed change had not been adequately demonstrated in the Woolloowin RPC, despite noting the adverse ground conditions and risks of overall Project delays. A number of submissions expressed doubt that adverse ground conditions were discovered so late in the Airport Link construction process, especially given the extensive drilling that occurred in the local area. Several submissions also contended that the proponent has long held intentions to develop the proposed Rose Street worksite. Others requested verification of the Project justification by an independent third party.

Conversely, submissions held that, if the proponent was indeed unaware of such conditions, initial research and information gathering was inadequate and no accountability has been evident for insufficient testing in the design phase.

It was stated that the fact the Airport Link Project has been the subject of changes already highlights questions related to the quality of planning and pre-construction work that was carried out. In light of this, several submissions contended that a bonus for the CEO of BrisConnections should not be available.

Response

Section 3.1.2 of the Woolloowin RPC assesses the anticipated ground conditions against the encountered and measured ground conditions in the Project area.

The tunnel alignment at Kedron incorporates caverns in the east and westbound tunnels to permit the intersection of the on and off ramps between the mainline tunnels and Gympie Road. Originally, these caverns were planned to be excavated by roadheaders operating from the existing compound at Kedron Brook. After having completed excavation of the ramps, the excavation access would then proceed into the caverns with the roadheaders working east.

As part of the tender process preliminary geotechnical surveys were conducted for the purpose of informing the tender process. This survey data (as shown in Figure 3-1 of the Woolloowin RPC) was appropriate for that purpose.

Following the award of the tender, comprehensive drilling and geotechnical investigations were carried out for the purpose of detailed design and construction planning. Based on the results of the testing and with the progression of detailed design development, it has become apparent that additional ground support is necessary for tunnel construction in the area of the Kedron ramps and caverns.

Without the additional ground support, excavation in the Kedron ramps and caverns will be much less certain and much slower, resulting in delays to the Airport Link project as a whole. Such delays will result in the extension of construction activities across a number of worksites, including the Kedron worksite and the Kalinga/Clayfield worksite.

The remuneration of the CEO of BrisConnections is not a relevant consideration for the evaluation of the proposed change.

Issue 2 – Alternative Construction Methodologies

Submissions

Several submissions raised questions around whether the assessment of Project alternatives, including what was termed the “no-go” option, had been thoroughly conducted. In particular, submissions questioned whether the construction programme could still be achieved without the inclusion of the Rose Street worksite, or whether more innovative solutions could be devised to overcome the previously undetermined ground conditions.

The alternative worksite locations outlined in the Woolloowin RPC (i.e. Melrose Park and the Department of Emergency Services – DES - Complex) are said to have been dismissed prematurely without proper assessment and consideration of the effects that would be experienced by Woolloowin residents. In particular, it is contended that the DES location should have been explored further and has the advantage of localising impacts to one large worksite (one already anticipated in the Reference Project). Schedule delays associated with alternative options should be properly considered and balanced against the impacts that communities will experience.

Response

Section 3.4 of the Woolloowin RPC report outlines the consequences of the ‘no-go’ Project option, explaining that the benefits of the broader Airport Link Project would be delayed. Residents and businesses in proximity of existing worksites would experience amenity impacts and other effects over a longer period of time.

Section 3.3.4 of the report describes alternative shaft locations, including the option to locate the shaft adjacent to the existing DES Complex. The Rose Street site sits above the location of the ramps and in close proximity to the caverns to be excavated.

The DES Complex and Melrose Park are at much greater distances from the ramps and caverns. These alternatives would require a longer access tunnel to be excavated, beneath residential and other properties to reach the ramps and caverns. In considering the best outcome for construction, alternatives that impacted directly on additional private properties were not preferred.

The timeframe required to excavate the shaft from either of these locations would not reduce the uncertainty of construction nor sufficiently remove the extended construction program.

These alternatives are not suitable to the use of the proposed Rose Street worksite because:

- the additional time required to construct the access tunnel from either alternative shaft location;
- additional required resumptions; and
- the anticipated uncertain ground conditions,

Issue 3 – Consequences and Benefits of Proceeding

Submissions

Some submissions stated that the Woolloowin RPC report does not clearly indicate the cost and time savings that will be facilitated by the altered construction process, and requested that a full cost comparison be highlighted for communities. One submission also suggested that Section 3.5 (Benefits of the Change) fails to acknowledge the financial benefit and cost savings that will be experienced by the Project's contractors, and therefore provides a biased assessment. Another submission contended that costs for compensation to businesses and residents should also be included in the calculation, so that mitigation measures can be implemented.

Several submissions challenged the RPC's indication that the modification would save 6 - 8 months on the construction of works for the Airport Link Project thereby reducing the time of diminished residential amenity and sharing the impacts of the proposal more fairly between communities. This argument was stated to be invalid, given that other worksite activities are taking place on the fringes of residential areas, rather than directly within a residential suburb with a high population density.

One submission also contended the RPC's statement that the community will benefit from the creation of 220 additional jobs. This was said to be an incorrect presentation of the situation in that, if delays to the completion of Airport Link are experienced, this may in fact create more jobs than the proposed Rose Street worksite. Another submission stated that maintaining Airport Link jobs over a longer period of time would be important given the current financial climate.

The nature and extent of the proposed 'community benefits programme' was also questioned, citing that mention of this in the RPC was too vague to be a meaningful community benefit. This terminology was also said to be 'PR' language used to sell the idea to the broader community. Additional commitments and guarantees in this regard were requested. It was also stated that this programme would be unlikely to benefit the residents most directly affected by the Project, and would likely be targeted towards broader community initiatives.

Response

It has been raised in some submissions that report does not clearly state the cost and time savings provided by the project. Sections 3.2.1 and 3.2.2 of the Woolloowin RPC report outlines the delay to the completion of the project if the proposed change does not proceed. Table 3-4 in Section 3.3.3 of the Woolloowin RPC demonstrates that project delay can be avoided through the approval of the proposed change.

The Woolloowin RPC provides for mitigation and management measures to be implemented in response to specific and predicted project impacts. Any queries regarding compensation will be addressed through applicable legislation.

The Woolloowin RPC has determined that the proposed worksite location is the most suitable for the purpose of addressing the construction issues associated with the Kedron ramps and caverns (refer to Section 5.2, Issue 2). The recommended additional conditions in combination with the existing Coordinator-General's conditions will address and mitigate the predicted impacts of worksite establishment, operation and decommissioning, having regard to the locality and its characteristics.

It has been raised in one submission that delays to the Airport Link project would create more jobs than the number of workers to be employed at the Rose Street worksite. The Woolloowin RPC is proposed in response to difficult and uncertain ground conditions, and corresponding impacts on project delivery and the broader community.

Some submissions have questioned the proposed community benefits program and its likely benefit to the local residents. As outlined in Section 3.5.1 of the Woolloowin RPC the community living near the proposed worksite would be consulted and encouraged to provide input on future use of the site (such as plans for redevelopment) and on wider community benefits, such as establishment of a community program or fund.

5.3 Description of Change

Issue 1 – Site Description and Design

Submissions

Submissions raised questions and comments on the Rose Street worksite design, including that:

- based on plans provided, the site area is not large enough for the level of construction activity expected;
- submissions concerned that a new access may be constructed from the existing Emergency Services site at Kedron Brook to the Woolloowin site; and
- the shaft will be approximately 2.5 m from the nearest residential premises, closer than in any other area of construction in Brisbane.

Response

The proposed worksite is suitable for the level of construction activity, as illustrated in Figure 4-1 of the Woolloowin RPC.

The proposed shaft would be situated approximately 9 metres from the boundary of the nearest residential property boundary. The proposed workshed would be situated approximately 1.5 metres from that same boundary and would enclose the shaft.

The proposed workshed would enclose the construction activities associated with the shaft, such as the removal handling and loading of tunnel spoil, and would mitigate the impacts of such activities.

Issue 2 – Construction Phases

Submissions

A number of submissions expressed concerns around why the proposed worksite should be allowed to remain functional beyond the construction required to address Project delays. Submissions emphasised that no justification for this was provided, given the disturbances that would be experienced by residents in Woolloowin. It was requested that

that the 11 month fitout phase not be allowed to proceed from the Rose Street worksite, and that the Stage 3 process should be continued from the original approved sites (Kedron and Toombul).

Responses

Following site establishment and tunnel excavation, the fitout phase will be low intensity, contained within the acoustic shed and underground. The fitout works will involve greatly reduced truck movements including no spoil haulage and will involve no activities with the potential to cause dust or vibration impacts to sensitive places. The use of the Rose Street worksite for tunnel fitout will assist in providing increased confidence in the project delivery timeframes.

Issue 3 – Hours of Work

Submissions

Several submissions expressed concern that, despite undertakings to the contrary, hours of work may be extended over the course of construction and operation. It was stated that this has already been noted at the Project's Kedron worksite.

One submission contended that, given the highly residential nature of the area, hours of operation should only extend from 07:30 – 18:30 Monday to Friday, and from 08:00 – 14:00 on Saturdays. Another stated that works should not be conducted on Saturdays.

Concern was also expressed over the hours of materials delivery, with one submission stating that further explanation is required around shotcrete deliveries. Specifically, the Woolloowin RPC states that *“several deliveries of shotcrete would likely be required outside of normal construction hours. The expectation is that a maximum of four concrete truck deliveries may be required...”*. More clarity is needed as to whether this refers to four times during the entire Project, or four times each night.

Response

Section 8.4 of the Woolloowin RPC recommends a condition be imposed for the Rose Street worksite that the hours of work be limited to 6:30 to 18:30 hrs Monday to Saturday, with no work on Sundays or public holidays with two exceptions:

- work below ground or within the acoustic shed can continue without limitation on hours, providing the environmental requirements of the Coordinator-General's conditions are being satisfied; and
- that up to four deliveries of shotcrete are permitted to the proposed worksite after 18:30hrs until the site reopens at 6:30hrs the next day.

5.4 Traffic and Transport

Issue 1 – Existing Traffic Conditions

Submissions

Submissions stated that there are a number of existing traffic problems near the proposed site. Specific issues include:

- Rose Street / Junction Road and its intersections with Dawson Street, Park Avenue and Norman Street (Eagle Junction shops precinct) and Sandgate Road are at or above capacity during extended peak hour periods and additional heavy vehicle load would worsen intersection performance;
- Park Road has had a major increase in heavy truck road usage since construction of Airport Link was initiated, with heavy vehicles using Park Road daily as a 'cut through' to Kent Road because of traffic lights at Junction Road;
- Junction Road is experiencing difficulty coping with current traffic levels, particularly during peak periods. It is not designed to cope with additional pressure of increased heavy vehicles using the road; and
- On Park Road, parking and pulling away from the kerb onto the road is already dangerous given the road configuration, bend and the speed at which the traffic travels.

Response

Existing traffic flows on Rose Street and Junction Road are described in the Request for Project Change (refer Section 2.3.1, Table 2-2). The RPC also notes (Section 5.2.1) that the intersection of Sandgate Road and Junction Road is oversaturated during the AM peak. The RPC proposes a construction vehicle management strategy in response to this existing situation, including routing vehicles on a one-way flow along a construction vehicle transport route.

The issues raised in the submissions will be addressed in the development of the Construction Traffic EMP Sub-Plan as required in Schedule 3 Condition 5(b) of the Coordinator-General's Change Report (July 2008).

As noted in Section 5.2.3 of the Wooloowin RPC, and Condition 5(b), Schedule 3 of the Coordinator-General's Conditions, the Construction Traffic EMP Sub-Plan must be prepared prior to the commencement of site establishment works, and implemented to control truck movements to avoid, or mitigate and manage the impacts of construction vehicle traffic on the road network.

Issue 2 – Traffic Volume Effects

Submissions

Submissions questioned the methodology used to determine traffic modelling figures. Specific submission issues included:

- the traffic report indicates only a small percentage increase in total traffic, however, when the total number of commercial vehicles is considered, an additional 10 haulage vehicles per hour is almost a 25% increase (10/43) for Rose Street, Park Road and Kedron Park Road, and a 35% increase (10/28) for Junction Road;
- estimated traffic increases of 1 – 3% were only modelled for Junction and Kent Roads. No modelling was done on Park Road north of Junction Road as it was a different road classification with less AADT. An additional 84 trucks per day (and other associated contractor vehicles) would be higher than for the Metroad 5 boundaries of the site;
- old and irrelevant AADT data has been used for the traffic analysis and did not consider the impact on traffic between the traffic lights from Rose Street and the Park Road corner, which is approximately 75 m long; and

- large vehicles should count for more than a single unit of analysis due to their size in comparison to normal traffic and their increased impact on general traffic.

Response

The roads of concern raised in the submissions are Kedron Park Road, Park Road, Rose Street, Junction Road and Sandgate Road. These roads are all State controlled roads.

The QTMR guidelines² (Section 6) anticipate that the limit of acceptable operation for State-controlled roads in urban areas is Level of Service (LOS) E when traffic flows are at or approaching capacity for the road. This is not the situation with the proposed haul route, where LOS C was recorded.³

The predicted increase in commercial vehicles associated with the proposed change is within the capacity and intended function of these roads.

Commercial vehicles on Rose Street and Junction Road comprise less than 3% of total daily flows (AADT). When expressed in percentage terms, the increase that would be caused by the proposed change in the commercial vehicle movements is significant, reflecting the current low proportion of commercial vehicles operating along this route. Regardless, the predicted increase in heavy vehicle movements along the haul route is well within its capacity.

With regard to the submission that old and irrelevant data was used for the traffic analysis, 2008 traffic data was used in the analysis and is considered to provide an acceptable basis for the purpose of impact assessment.

Modelling the impact on traffic between the traffic lights from Rose Street and the Park Road corner was not undertaken as construction vehicles from the proposed worksite will not be travelling further north than the worksite entrance.

The modelling presented in the RPC took into account the effects of large vehicles on traffic flows.

Issue 3 – Access and Rat Running

Submissions

Submissions expressed concern that an increase in traffic to the site would disrupt local residents and businesses from accessing their properties. Access for emergency services vehicles was raised as a particular concern.

It was also stated that rat running would increase as motorists would use side streets to bypass the site. One submission expressed concern that the lack of a designated pedestrian footpath on Roseleigh Street may result in increased safety risks where motorists that rat run down this street are not familiar with pedestrian behaviours.

Response

Development and operation of the proposed Rose Street worksite would be required to maintain safe access around the worksite. The Coordinator-General's Conditions require that a Construction Traffic EMP Sub-Plan be prepared for the establishment and operation of project worksites. A Construction Traffic Management Plan (CTMP) would

² Department of Main Roads, 2006, Guidelines for Assessment of Road Impacts of Development, DMR, Brisbane

³ Airport Link EIS, Chapter 5, Section 5.2.3

be required for the establishment and operation of the proposed Rose Street worksite and must include measures to maintain safe and functional access to community facilities and safe pedestrian movement around the worksite.

As indicated in the RPC (Figure 4-1, Figure in Section 5.2.2), the proposed construction haul route would not affect access to businesses, private residences or public facilities. Construction vehicles are able to enter and leave the proposed worksite without impacting on the access of any other property.

Considering the predicted increase in traffic flows associated with the proposed worksite being in the range of 1 – 3% daily traffic flows on Rose Street – Junction Road, the prospect of increased traffic congestion causing rat-running is considered to be very low, if it is to occur at all. The local road network currently experiences some rat-running on the local road network owing to traffic congestion on Gympie Road, Lutwyche Road and Sandgate Road⁴. In Woolloowin, rat-running pressure is experienced in Roseleigh Street, Dickson Street and Kedron Park Road according to the peak period. The introduction of between 40 to 84 construction vehicles (one-way trips) per day (refer Table 5-1 RPC), originating from the Rose Street worksite is not considered significant to the performance of the local network.

Effective construction traffic management at the proposed worksite will alleviate the potential pressure arising from the simultaneous arrival and departure of construction vehicles. The response to Issue 4 below provides additional comments regarding parking management.

The Coordinator-General's Conditions [Condition 5(d), Schedule 3 of the Conditions] require the preparation of a Construction Vehicle EMP Sub-Plan which should include measures for the real-time travel management of the spoil haulage vehicles to avoid or minimise and mitigate adverse effects on the traffic conditions. The contractor has GPS monitoring for all spoil haulage vehicles associated with the works. GPS monitoring reports are used to check individual vehicles' compliance with approved haulage routes. Spoil haulage routes are audited regularly to ensure compliance.

Issue 4 - Parking

Submissions

Submissions were concerned that worksite traffic would result in increasing parking demand, thereby constraining local parking capacity. In particular, it was noted that the proposed site plan indicates that there is no dedicated on-site parking available, and fails to show how parking for ancillary construction vehicles would be provided. Submissions were concerned that site workers would only be bussed to site during the underground drilling operations and that during the four month construction phase workers would park either on the site itself or in local streets.

Particular concerns noted that parking issues would:

- limit customer access, impacting on local businesses;
- create access difficulties around Kedron State High School;

⁴ Airport Link EIS, 2006, Chapter 5, Section 5.2.3 – Road Traffic Movement Patterns, and Technical Paper #1 – Traffic and Transport, Chapter 9, Section 9.3 – Effect on Local Area.

- impact on elderly residents' level of access to services (i.e. Respite Centre bus and Meals on Wheels);
- impact on local residents egress / ingress from driveways; and
- limit street parking for visitors in front of residential properties.

Submissions also questioned how the parking and shuttling arrangements would be monitored and enforced by BrisConnections / Contractor considering that these measures were not noted to be effective at the currently operational Kedron site.

Submission suggestions on parking arrangements included:

- signage limiting parking times, through consultation with local businesses;
- establishment of a larger park-and-ride facility at Woolloowin train station;
- parking should not be permitted at all between Rose Street and both entry and exit point of the worksite;
- imposing sanctions for individual workers who breach requirements; and
- initiating a clear process for identifying workers' vehicles and addressing breaches.

Response

The RPC (Section 5.2.2) addresses the issue of workforce car parking, and Section 8.2 of the RPC recommends additional conditions to be imposed for the proposed Change to avoid the potential of workforce parking in local streets.

The workforce for the Rose Street worksite will be transported via shuttle bus from the Kedron worksite. Car parking for the Rose Street workforce would be at the Kedron worksite. No workers' car parking would be permitted in local streets surrounding the Rose Street worksite. Traffic monitors would be engaged to monitor compliance.

The workforce numbers would fluctuate during the various phases of worksite development, operation and decommissioning (refer RPC, Section 4.1.2, Table 4-2). Parking demand at Kedron and the workers' transport task is expected to peak at 50-80 people for a period, expected to be approximately 3 months (refer RPC Section 4.1 Tables 4-1 and 4-2). Providing parking and transport for this period, is well within the scale of the Kedron worksite, facilities and services.

A number of measures will be implemented to manage construction car parking, in respect of the proposed Woolloowin worksite, including:

- briefing all Rose Street workers on the requirement not to park in local streets to access the proposed worksite;
- monitoring car parking in the local streets around the proposed worksite to detect the incidence of workforce car parking;
- managing the arrival and departure of workers from the proposed worksite to ensure they use the shuttle service provided, and also to ensure there is no incidence of casual drop-off / pick-up of workers in nearby local streets; and
- reporting on the workforce car parking and transportation strategy monthly on the project website, and half-yearly in the Construction Compliance Report.

In response to requests from local residents and businesses, consultation has commenced between the Departments of Infrastructure and Planning, Transport and Main Roads, and BCC with a view to investigating a possible local car parking management scheme adjacent to the commercial premises in Kent Road, south of Rose Street. Any such scheme would be implemented by the Brisbane City Council.

Issue 5 – Traffic Island Alterations on Rose Street and Park Road

Submissions

Submissions requested further information on the alterations that would be made to the traffic island at intersection of Rose Street and Park Road. It was stated that the island is:

- pivotal in restricting right-turn access to westbound vehicles;
- used by school children who access Kedron State High School from nearby public transport routes; and
- important in keeping each side of the road separated around a tight bend into Park Road.

Submissions asserted that potential changes to the traffic island would result in vehicles being able to make a right turn onto Park Road, thereby increasing traffic to the northern end of the street.

One submission suggested that consideration be given to turning the northern end of Park Road (past Rose Street) into a *cul-de-sac* upon completion of the Project.

Response

A spoil haulage vehicle, configured as a truck and dog arrangement with a length of approximately 16.5 metres, is able to negotiate a left-turning manoeuvre from Park Road into Rose Street without modification of the existing traffic island at the intersection of Rose Street and Park Road.

Similarly, investigations indicate that a left-turning manoeuvre from Rose Street into Kent Road can be undertaken without impacting on the existing traffic island in Kent Road.

Figure 5-1 demonstrates the left-turning manoeuvres entering and leaving the proposed worksite.

Issue 6 – Bus Services and Bus Stop Location

Submissions

Submissions expressed concern that the existing bus stop on Kent Road would be a pedestrian and traffic hazard. One submission also noted that traffic flows near the site would pose safety risk to children who play and mingle around the site.

Submissions suggested that the bus stop needed to be relocated to a safer distance from the site entry. Additional information was also requested on whether the 320 and 321 bus services would be re-routed.

Response

The location of the Kent Road bus stop was carefully considered in the Woolloowin RPC. The project change proposal (Figure 4-1 and Section 5.22) identifies the location and the traffic management approach to avoiding a potential hazard at the entry to the proposed worksite.

The bus stop on Kent Road will not be relocated as a consequence of the site operations.

During worksite operations, construction vehicles would enter the site by way of a left-turning manoeuvre from Kent Road, under the guidance of a traffic controller stationed at the worksite gate. The worksite entrance would be to the south of the bus stop (refer Figure 4-1). Construction vehicles leaving the proposed worksite will do so by way of a left-turning manoeuvre into Park Road, again under the guidance of a traffic controller stationed at the exit.

The traffic controller's main function is to control pedestrian and construction vehicle movements to avoid conflicts and to ensure pedestrian safety around the proposed worksite. Additionally, a physical barrier, such as a handrail (as shown in **Figure 5-1**), will be installed on the footpath of both Kent Road and Park Road, at the entrance and exit points to the site to prevent the uncontrolled movement of people into the site driveway area. These physical barriers will be designed and constructed in accordance with relevant BCC standards.

No changes to the 320 and 321 bus services or routes would be required.

5.5 Spoil Haulage, Handling and Placement

Issue 1 – Spoil Haulage Route

Submissions

Submissions raised concerns regarding the proposed spoil haulage route:

- the proposed route is not permitted as part of previous Coordinator-General conditions for the Reference Project;
- heavy vehicles may 'rat run' through local streets as a thoroughfare;
- concern about heavy truck flow in the northern end of Park Road beyond the worksite;
- the vehicle return route is not stated, and it is unclear how trucks will return to site and whether Judge Street/Lodge Street and Park Road or Kent Road would be used;
- the haulage route requires vehicles to follow proposed route and then enter the site from Kent Road and leave by Park Road. Heavy vehicles would then be required to again travel along part of Rose Street between Park Road and Kent Road when leaving on the designated route. Hence, double the amount of proposed heavy vehicle movements will be experienced as they take this loop. Alternative entry and exit arrangements to the site should be considered; and
- the new spoil haulage route outlined in Appendix A.2 is different from that described in Section 5.2.1. The appendix shows a left turn onto Dawson Street continuing onto Shaw Road, Rode Road and on to Gympie Road, this will have a significantly larger impact than if the Junction Road- Sandgate Road - Rode Road route is used.

In particular, the QTMR submission requests that the proponent:

- clarify if the statement "*Construction vehicles during the AM peak period would be directed to turn left onto Sandgate Road*" refers to all construction vehicles including spoil haulage vehicles;
- clarify if all spoil haulage is to turn left at Sandgate Road, Junction Road at all times;
- clarify if spoil haulage vehicles are covered under the title of 'construction vehicles' for the purpose of the spoil haulage route;
- clarify the proposed location of spoil dump site for the Rose Street worksite;
- clarify if any other roads not detailed in the construction haul route are to be used for spoil haulage;
- all necessary upgrades to intersections and pavement surfaces along the route be implemented to allow for safe movements of heavy vehicles through the Project area;
- consult with BCC regarding the navigability of the roundabout at the intersection of Rode Road and Bilsen Road; and
- undertake an analysis of peak-period impacts on intersections affected by the haulage route, and suggest improvements to maintain capacity.

Response

The use of Rose Street and Junction Road for the proposed change would result in a peak of approximately 65 spoil loads per day, travelling in one direction only. The peak haulage period would be for approximately 3 months duration (refer RPC, Chapter 4, Section 4.5.2, Figure 4-4).

For the EIS and Reference Project, the proposed spoil haul routes excluded the use of Park Road, Rose Street and Junction Road, as much of the construction spoil (approximately 1,462,500m³ loose) from the driven tunnel construction was to return to the Kedron worksite. The haulage task to remove this spoil anticipated approximately 81,000 loads or on average 115 loads leaving the Kedron worksite each 24 hour day during the 30 month period of tunnel construction. It was considered that this would have unacceptable impacts on the function of the Rose Street – Junction Road corridor (refer EIS, Chapter 4, Section 4.3.19, Table 4-2).

The Changed Project, evaluated in the Coordinator-General's Change Report dated July 2008 anticipated a shortened timeframe for the spoil haulage task such that the average number of daily loads increased from 115 loads to 131 loads.

The construction vehicle haulage route, which includes spoil haulage, was presented in the RPC (refer Chapter 5, Table 5-1 and accompanying figure "Construction Haul Route"). Appendix A.3 – Noise and Air Quality presented two scenarios for construction haulage routes, including the proposed route (App. A.3, Figure 23). The alternative route (App. A.3, Figure 24) involving the use of local streets, and canvassed in the appendix was not taken forward and is not proposed in the requested change to the Project.

The RPC (Chapter 8, Section 8.3) recommends that the Coordinator-General conditions approve the construction haulage route as illustrated in the figure "Construction Haul Route" in Chapter 5 RPC for use by the Rose Street worksite only.

Construction vehicles approved to use this route would not be allowed to access the northern section of Park Road or use Judge Street and Lodge Road. Construction vehicles include spoil haulage vehicles and other construction vehicles such as concrete trucks, trucks for delivering large items of machinery, parts and equipment and trucks delivering or removing large quantities of building equipment, materials and pre-fabricated components.

As required by the Coordinator-General's conditions for the Construction Vehicle EMP Sub-Plan, spoil vehicles are to be equipped with GPS monitoring and have identifiers in place. GPS monitoring reports must then be used to check individual vehicles' compliance with approved haulage routes. Spoil haulage routes are and would continue to be audited regularly to ensure compliance.

With regards to the QTMR submission it is stated in Section 8.3 (a)(i) that "*all construction traffic movement including haulage of spoil, materials, plant and equipment*" to and from the worksite would use the route.

Alternatives to the arrival and departure arrangements for spoil haulage vehicles has been investigated, including the use of right-turning manoeuvres in Park Road (entry) and Kent Road (exit). The swept path for spoil vehicles performing this manoeuvre is not considered safe and would involve greater disruption to the operation of traffic through the Kent Road – Rose Street intersection.

The existing approved haul route already passes through the intersection of Rode Road with Bilsen Road and Edinburgh Castle Road and is subject to the existing Coordinator-General's conditions.

The RPC specifically provides that construction vehicles would be directed north during the AM peak⁵ so that there would be no right turn from Junction Road to Sandgate Road to minimise impact on the intersection operation. It is recommended that this be incorporated in a specific condition.

The spoil placement locations are as per the EIS.

Issue 2 – Hours of Operation

Submissions

Submissions were concerned that proposed spoil haulage hours of operation would not be adhered to, and would be extended to 24 hours a day once construction begins. In particular, one submission requested clarification on haulage hours, noting that in the Woollooin RPC haulage operations would be restricted to 06:30 to 18:30 six days a week, while the community update newsletter (July 2009) stated that "*spoil haulage trucks will operate 24 hours, six days a week*".

Another submission commented that the wording "*spoil haulage is not planned to be undertaken outside of the normal construction hours and as such haulage trucks are not envisaged to be required out of hours*" was open ended and requested that exact times be included in this section so as to provide a level of commitment.

One submission also noted that without sufficient control, there is potential for heavy construction vehicle movement at night as oversized load restrictions prevent these vehicles from operating during peak times. The submission was concerned that these movements would have the potential to disturb sleep patterns of nearby residents.

Response

Owing to the particular circumstances of the locality and the proposed construction method, the proposed spoil haulage hours and recommended conditions for the Rose Street worksite are more restrictive than those for the remainder of the Airport Link construction phase. That is, spoil haulage from the Rose Street worksite would be permitted only between the hours of 06:30 hrs to 18:30 hrs, Monday to Saturday (refer RPC, Chapter 4, Section 4.4). Spoil haulage activities outside of these hours would not be allowed.

As with the existing conditions on the Airport Link construction phase, out-of-hours transport of oversized plant, equipment or construction components would be permitted only in special circumstances (refer to Coordinator-General's Conditions, Condition 7 and Condition 5(f), Schedule 3).

Issue 3 – Impact on Network Performance and Access

Submissions

Submissions raised concerns about the potential for further traffic congestion in the area resulting from an increase in site related construction vehicles, including spoil haulage

⁵ Section 5.2.1 Request for Project Change

trucks, shuttle buses and contractor's vehicles. It was also suggested that the description of traffic increases in the Woolloowin RPC as 'minimal' is misleading, given that the volume and frequency of these movements.

One submission noted that traffic already banks up past Kent Road during peak times. while another noted that it is was a challenge to access Junction Road from Dickson Street in peak hour, and that it would be almost impossible to turn right with fully laden trucks travelling down Rose Street / Junction Road.

Submissions also expressed concern that an increase in site traffic and general congestion would disrupt local residents and businesses from accessing their properties. This is of particular importance for those businesses that rely on passing trade and high network performance for their viability.

Submissions suggested the following mitigations:

- changing the traffic lights at the corner of Kent Road and Rose Street to include a green arrow for trucks, or employing a traffic controller at this intersection;
- considering the use of single trucks rather than trucks with trailers.

Response

The issue raised in the submission is a pre-existing condition, reported on in the EIS (2006). The Airport Link EIS⁶ identified existing traffic congestion, including queuing at the Dickson Street, Roseleigh Street and Kent Road intersections with Junction Road and Rose Street respectively. The addition of between 40 to 84 construction vehicles (one-way trips) per day (refer Table 5-1 RPC), originating from the Rose Street worksite, would not exacerbate that existing traffic situation.

Construction traffic accessing the Rose Street worksite will not impact on the access arrangements for any other property, including businesses (refer to response to Issue 3, Section 5.4 of this report). Construction vehicles will park only within the proposed worksite. The movement of construction vehicles would be managed to avoid queuing on the road network, and would rely upon the operation of a staging area in a commercial or industrial location as indicated in the RPC [Chapter 8, Section 8.4, recommended condition (b)].

The QTMR and BCC, as the relevant road authorities, will assess and manage all temporary and permanent traffic changes on their respective roads, including traffic signal maintenance. Under the existing Coordinator-General's Conditions, both the QTMR and BCC are entities with jurisdiction for the Construction Traffic EMP Sub-Plan required by Schedule 3, Condition 5 of the Coordinator-General's Conditions.

The use of single haul trucks, rather than the truck and dog combination proposed in the RPC, would lead to an increase in the numbers of trips to transport spoil from the worksite from approximately 9,000 trips (truck and dog) to approximately 13,200 trips (truck only). On a weekly basis, the numbers of trips would increase from approximately 325 to approximately 467 trips (96 spoil truck movements per day) (**Table 5-2**).

⁶ Airport Link EIS, 2006, Chapter 5, Section 5.2.3 – Road Traffic Movement Patterns, and Technical Paper #1 – Traffic and Transport, Chapter 9, Section 9.3 – Effect on Local Area.

Table 5-2: Comparison of Construction Haulage using Smaller Vehicles

Haulage Task	Request for Project Change (truck and dog)	Submission Alternative (truck only)	Change (%)
Total Spoil Trips	9,000	13,200	+46.7%
Spoil Haulage (week)	325	477	+46.8%
Spoil Haulage (day)	65	96	+47.7%
Other Haulage (day)	19	19	
Total Trips (day)	84	115	+36.9%

Issue 4 – Impact on Road Pavements

Submissions

Some submissions questioned what mitigation is proposed to repair damage caused by spoil haulage movement on local road infrastructure.

In particular, one submission raised concern about the impacts of haulage on Rode Road, which is a major haulage route and the estimated frequency of loading from the haulage trucks is in excess of the current pavement capacity. It was submitted that additional construction traffic would lead to road deterioration which will impact on other road users. The pavements will require strengthening beyond the standard normally required for an arterial road in order to cater for the anticipated loads from the Project.

It was also suggested that road surfaces near the Project site be upgraded to eliminate rough or undulating surfaces and minimise ‘bumping’ of trucks through the area. This would also increase road safety through the area.

Response

As noted in Section 5.2.2 of the Woolloowin RPC, there is an expected 1 - 3% increase in daily and peak hour traffic along the spoil haulage routes on State controlled roads. The use of roads for construction haulage is consistent with their designation and intended function. Any impact on the pavement will be managed in accordance with the approach adopted by the Coordinator-General in Section 4.1.4 of the Change Report dated July 2008.

Issue 5 – Local Pedestrian, Cyclist and Road Safety

Submissions

Submissions raised concern for the safety of road users, including motorists, pedestrians and cyclists in the vicinity of the proposed works resulting from increased construction traffic movement. In particular, submissions expressed concern for the safety of children, elderly residents and people accessing local services (schools, shops).

Concern was also expressed that the Rose Street worksite would be likely to increase the propensity for vehicular accidents beyond the design criteria of local roads. One submission raised that the corner of Rose Street and Roseleigh Street is an important drop-off point for families with young children accessing Melrose Park, and safety in this area may be compromised through increased traffic volumes.

Submissions were concerned that proposed safeguards are not sufficient to address the safety risks posed and would need to be mitigated through manual traffic control, which would impede access and connectivity for other road users.

One submission suggested that pedestrian safety issues could be addressed by providing safe crossing points or an overpass in identified danger areas. Another stated that a pedestrian crossing should be provided on Park Road in proximity to the school access and egress points, and between the nearest bus stops in an East and West direction.

One submission also noted that Queensland Police and Road Traffic Safety should be consulted about safety issues for road users. One submission emphasised that during the three week public submission process, three accidents had occurred in the area; two at the signalised intersection of Kent Road and Rose Street, and the other at the signalised intersection of Junction Road and Morrison Road.

Submissions from Brisbane City Council suggested that issues be mitigated by:

- establishing pedestrian and cyclist paths around and past the site during the worksite establishment phase;
- all verge works should be completed prior to the Shaft Development and Excavation phase;
- creating and maintaining a minimum verge width of 4.25 m along Rose Street frontage and reconstructing the footpath to a minimum width of 3.0 m to allow pedestrians and cyclists to safely share the path between Kent Road and Park Road. Kerb ramps to access this path are to be provided consistent with the width of the path;
- creating and maintaining a minimum verge width 3 m along the Park Road frontage and constructing a new footpath with a minimum width of 1.8 m;
- maintaining the existing 6 m verge along Kent Road frontage and constructing a new footpath with a minimum width of 1.8 m; and
- constructing all footpaths, crossovers and street landscaping to the standards described in Council's Subdivision and Development Guidelines.

Response

Pedestrian and cyclist safety around the proposed worksite is a key measure and will incorporate a range of traffic management strategies, including but not limited to:

- real-time tracking of construction (spoil) vehicles to avoid queuing at the worksite gates (as already required by the Coordinator-General's conditions);
- engagement of traffic controllers at the worksite gates to manage the movement of vehicles to avoid conflicts with pedestrians and cyclists;
- provision of physical measures, including pedestrian and cycle guide rails to slow and control traffic movements on the footpaths adjacent to the worksite gates; and
- other traffic management measures included in the Construction Traffic Management Sub-Plan to be prepared and submitted to the Coordinator-General prior to the commencement of works on the proposed worksite.

In addition, it is proposed to install a pedestrian crossing in Park Road to attend to the existing and predicted traffic / pedestrian conflicts associated with the Kedron State High School.

Submissions from the Queensland Ambulance Service as well as Queensland Fire and Rescue Service indicate that capacity is available for any safety responses that may be required.

The traffic assessment presented in the RPC (Chapter 5, Section 5.2) indicated that the predicted increases in traffic flows as a consequence of the proposed worksite would be well within the design and function of the Rose Street – Junction Road arterial. The proposal incorporates a comprehensive suite of measures to manage construction traffic and the interface with pedestrian, cyclist and traffic movements.

It should be noted that the predicted construction traffic associated with the proposed worksite would peak during the 10 month tunnelling phase (refer RPC Figure 4-1) and then within that, the peak spoil haulage period of approximately three months (refer RPC Figure 4-4). The predicted traffic impacts would be short-term in duration and, in these circumstances, there is no proposal to modify the existing cross-section of either Rose Street or Junction Road.

Footpaths would be provided to the frontage of the proposed worksite for pedestrian and cyclists' safety.

Issue 6 – Truck Specifications and Site Access

Submissions

Submissions requested detail on the size and type of trucks to be used for spoil haulage.

Submissions stated that no evidence was produced to show that a 10 t truck with dog trailer can readily access the site without needing to move on to the opposite side of Kent Road and again when exiting the site on to Park Road. The swept path of these types of vehicles would indicate a need to cross the centre line, causing a safety hazard to road users. In addition, further detail on the operation of the Park Road and Rose Street intersection was requested to clarify. Haulage vehicles will be required to turn right from Park Road to Rose Street. As they will be exiting from the site and full of debris, it must be assumed that these vehicles will be slow to accelerate and may find it difficult to find a break in traffic to proceed through the intersection.

Several community submissions suggested that issues could be addressed by:

- widening Rose Street along the length of the proposed site to facilitate dual (or triple) lanes in an easterly direction;
- implementing less acute corners at both the Kent Road and Park Road connections; and
- implementing traffic control measures during the worksite's operating hours.

Response

As indicated in the RPC, the spoil truck would be configured in a truck and dog combination capable of hauling approximately 22m³ of loose material, or approximately 33 tonnes. The spoil haul vehicle would be approximately 16.5 metres in length, as

indicated in **Figure 5-1**. The swept-path for spoil haul vehicles entering and leaving the proposed worksite is presented in this figure also.

As indicated in the response to Issue 4, Section 5.4, there is no warrant to modify any of the roads to accommodate the spoil haul vehicles.

Issue 7 – Construction Vehicle Numbers

Submissions

Some submissions stated that the Woolloowin RPC modification cites a likely spoil haulage rate of 84 additional heavy construction vehicles per day, while elsewhere it makes reference to vehicle movements in the order of 100 per day including deliveries and commercial vehicles.

Response

The potential construction traffic numbers are listed in Table 5-1 in the Woolloowin RPC (Daily Construction Traffic). There will be an estimated daily peak of 65 spoil haul trips (one way), 16 concrete deliveries (one way) and 3 general deliveries (one way).

Issue 8 – Staging of Construction Vehicles

Submissions

Submissions stated that the Woolloowin RPC does not adequately address how and where trucks will be staged when operational delays occur and prevent their entry into the proposed worksite. Although it is claimed that trucks would not start hauling until 06:30 hours, there has not been any information produced on what time they could start queuing at the site.

The possibility of a staging area at an undetermined location is considered insufficient detail.

Response

The Coordinator-General's Conditions for the Reference Project (Schedule 3, Condition 5(d)) state that the Construction Vehicle EMP Sub-Plan produced for the project should avoid haulage vehicles queuing in proximity to residential premises, schools or health care facilities. Condition 5 (d) (iii) also requires that trucks be subject to real-time scheduling to avoid queuing.

The RPC at Section 8.4(b) recommended specific conditions for queuing for the Rose Street worksite, providing that "where construction vehicle queuing is required for the Rose Street worksite, this must occur only in commercial or industrial areas identified in the Construction Traffic Management Sub-plan or within other Construction Sites."

Issue 9 – Spoil Storage and Loading

Submissions

Submissions stated that the Woolloowin RPC does not adequately address the practicalities of the storage, loading and transport of spoil given that underground operations are proposed on a 24/7 basis while no transport is to occur between 18:30 on Saturday and 06:30 on Monday.

The submission noted that the excess of spoil generated over weekends would result in large stockpiles of spoil, and may compel increased trucking requirements on a Monday, particularly during the morning peak.

Response

Spoil haulage would be allowed only between 06:30 hrs and 18:30hrs Monday to Saturday, with no spoil haulage permitted on Sundays or public holidays. Spoil generated during the '24/7' works underground will be stored underground in the construction area, or within the acoustic shed. The RPC (Figure 4-1) indicated in diagrammatic form the spoil storage area within the acoustic shed. This area is sufficient to store material excavated outside spoil haulage hours.

The movement of spoil haulage vehicles would depend on spoil production rates. There is sufficient capacity for spoil storage in the acoustic workshed to maintain an efficient work method underground while allowing for the staged removal of spoil from the enclosure. The RPC (Chapter 4, Section 4.5.2) indicates that the peak daily spoil production rate would be approximately 900m³ (bank). The estimated storage capacity of the acoustic workshed is in excess of the production for two tunnelling shifts.

Issue 10 – Impact on Eagle Junction Precinct

Submissions

Submissions stated that the Woolloowin RPC does not address possible impacts on the Eagle Junction shopping centre and railway station precinct, the pedestrian crossing over Junction Road, as well as the park-and-ride vehicles parked on and near Junction Road during week days. Specifically, it was submitted that large trucks and trailers stopped in the area of the shopping strip at Eagle Junction would block visibility in all directions and become a safety hazard.

One submission stated that the report's description of eastbound movement on Junction Road is not correct, as vehicles access the Eagle Junction shopping centre from both eastbound and westbound directions on Junction Road, as well as from Park Avenue and Keith Street.

Response

The RPC describes the development of the construction haulage strategy, including the adoption of a one-way flow of construction traffic on Rose Street and Junction Road to minimise impacts along the route. The strategy recognises the commercial premises on the southern side of Junction Road and their car parking arrangements and those of the Eagle Junction railway station car park. The construction haulage strategy is designed to minimise the potential conflict between construction vehicles and such manoeuvres.

Issue 11 – Construction Traffic Management

Submissions

Submissions requested further information on proposed construction traffic management measures; in particular, how infringements would be enforced, what resources would be committed to monitor conditions, and what penalties would be applied in the event of a breach.

Submissions were concerned that monitoring and enforcement mechanisms would not effectively mitigate impacts of construction site traffic, and that infringements were already noted at the Kedron worksite for the Project, especially with regard to parking of workers' vehicles, staging of haulage vehicles and deviation from the stipulated haulage routes. Specific concerns related to the proposed Rose Street worksite included:

- not adhering to haulage routes, or rat running through the northern ends of Kent Road and Park Road;
- not adhering to stated hours of spoil haulage; and
- staging and queuing of trucks in residential streets near the site.

The BCC submission requires that a Construction Management Plan (CMP) be developed for the worksite, including management measures for vehicle routes, staging, loading, unloading, parking, etc.

Community submissions stated that stricter conditions should be imposed to manage site traffic, including:

- that all projects vehicles must be visibly marked so that they are identifiable;
- that traffic calming systems be installed beyond the worksite;
- real-time monitoring of truck movements at all times, and rapid response to deviations;
- re-sequencing of traffic lights between Park Road and Sandgate Road, with a new set of lights at the intersection of Park Road and Rose Street;
- conditions must capture ancillary traffic, e.g. cement mixers. One way is to only allow access to site by left turn, i.e. ban entry by right-turn by extending Kent Road traffic island to ensure this;
- no haulage vehicles or commercial works related traffic should be allowed to use Shaw Road, Lodge Road, Kent Road to travel to and from the worksite;
- penalties should apply to vehicles that deviate from the proposed route;
- Kent Road and Park Road should be physically closed off to vehicular traffic in line with the northern boundary of the worksite;
- a right-turn arrow should be installed at the intersection lights of Rose Street and Dawson Parade to facilitate safe access;
- no vehicles attending and leaving the worksite should be allowed to approach or leave the site along the northern end of Park Road or Kent road;
- no heavy vehicle haulage should occur between peak hours of student movement to and from the school (i.e. 08:00 - 09:00 and 14:30 - 15:30); and
- CCTV should be used to ensure that daily traffic figures quoted within the RPC are complied with. These should be independently assessed.

Response

As with the Reference Project, the Woolloowin RPC would be delivered in accordance with the Coordinator-General's Conditions (Schedule 3, Condition 5) requiring a

Construction Traffic EMP Sub-Plan and a Construction Vehicle EMP Sub-Plan which must be submitted to relevant authorities, including QTMR and BCC.

The intersection of Dawson Road and Junction Road was identified in the Airport Link EIS (refer Chapter 5, Section 5.2.3) as experiencing elevated traffic flows in peak periods in 2005 and earlier. Having regard for the minimal predicted increases in traffic on Junction Road and the temporary nature of the proposed works, there is no warrant for enhancement of the traffic signals for impact mitigation purposes.

A real-time vehicle tracking system, including GPS monitoring and vehicle identification tags for all spoil haulage vehicles associated with the works, is proposed to be implemented through the Construction Vehicle EMP Sub-Plan, and in accordance with the existing Coordinator-General's conditions. GPS monitoring reports are used to check individual vehicles' compliance with approved haulage routes. Spoil haulage routes are audited weekly to ensure compliance.

As per Section 5.2.2 of the Woolloowin RPC, spoil haulage will not take place outside of normal construction hours (i.e. 06:30 – 18:30 Monday to Saturday). If a further reduction in haulage hours was proposed, the traffic flows in those reduced haulage hours would increase proportionately. The traffic management measures proposed are considered to be appropriate to the identified hazards and risks in operating construction vehicles on Brisbane's road network, including the local road network.

The daily traffic flows into and out of the worksite will be managed through the Construction Vehicle EMP Sub-Plan. There is no technical warrant for the installation and operation of closed circuit television for monitoring purposes.

Issue 12 – Cumulative Traffic Impacts

Submissions

Submissions were concerned that traffic movement associated with the proposed Rose Street worksite, combined with existing construction traffic for Airport Link and Northern Busway would exacerbate traffic congestion, safety issues and amenity impacts in the local area.

One submission requested that haulage restrictions be extended to any Northern Busway construction traffic which is proximate and interfaces with Airport Link. For affected residents, these projects separately have the potential to impose additional heavy vehicle traffic. The alleviation of other Airport Link traffic would be meaningless if replaced with equivalent traffic from the related project

Response

The Concept Design and Impact Management Plan (CDIMP) for the Northern Busway project (Windsor – Kedron) was undertaken in parallel with the Airport Link detailed feasibility studies. Consideration was given to the cumulative traffic impacts of constructing the two projects in the same corridor simultaneously.

Specific environmental management measures for each project would attend to construction environmental impacts.

5.6 Noise

Issue 1 - General Site Noise

Submissions

A number of submissions raised concern that noise associated with Project activities would impact on their quality of life and lifestyles. In particular, noise associated with generators, blower fans, reversing signals, whistles, horns, blasting, drilling and night works was a source of concern. Submissions stated that noise impacts would be particularly severe during construction of the noise barrier and the acoustic shed. Also, works would be undertaken within the acoustic shed at night, and therefore noise associated with the movement of workers to and from the site would be experienced.

Some submissions emphasised that households and businesses are already experiencing noise impacts from works at other Project sites, and that the impact of the proposed Woolloowin site would be more severe. The long-term nature of the impacts (i.e. 29 months) was also a source of concern, as was the potential effect of noise emissions on the viability and functionality of local businesses.

Some submissions expressed that noise impacts are likely to be far-reaching, considering the flat topography of the area and the fact that some natural protectors such as buildings and vegetation have already been removed. The possibility of Kent Road acting as a 'tunnel' and channelling the noise was also mentioned.

Response

As with the management of air quality, there is a framework for the management of the acoustic environment, relevant to the management of construction impacts arising from Airport Link, including:

- the Coordinator-General's Conditions imposed on Airport Link in the evaluation report dated May 2007 and the Change Report dated July 2008.
- *Environmental Protection Act 2004*; and
- *Environment Protection (Noise) Policy 2008*.

Section 5.3.9 of the Woolloowin RPC proposes a number of mitigation measures to maintain a 'reasonable noise environment' at noise sensitive places. A reasonable noise environment is one in which the environmental objectives (acoustic) are achieved. The environmental objectives stated in the Airport Link EIS⁷ derive from the values for community wellbeing such as sleep, recreation, education and work. The environmental objectives stated in Section 10.2.2 (p10-8) of the Airport Link EIS include:

- *Maintain a reasonable acoustic environment for living and use of properties along the corridor of construction influence during construction works;*
- *Mitigate and manage the vibration impacts along the corridor of construction influence;*
- *Establish early and effective consultation with concerned property owners and occupants in the corridor of the construction influence.*

⁷ Airport Link EIS, 2006, Queensland Government and Brisbane City Council, Brisbane

Schedule 1 to EPP (Noise) establishes the criteria to be achieved over the long term in satisfying the environmental objectives. Condition 9, Schedule 3 of the Coordinator-General's Conditions provides specific controls for construction noise in achieving the environmental objectives. A key element in managing and mitigating construction noise is the Construction Environmental Management Plan (Construction EMP).

A Construction Noise and Vibration EMP Sub-Plan is required to address specific sources of noise, such as the reversing alarms on trucks, engine noise and the other noise sources referred to in submissions. Both the Conditions and the EMP Sub-Plan require that where predictive modelling predicts daytime or night-time goals are likely to be exceeded; consultation with the occupants and owners of the potentially affected premises is required to develop effective noise mitigations measures. Such measures include property treatments (e.g. window and/or door upgrades and ventilation/air conditioning).

Night-time works would occur only within the acoustic shed, and then only with the roller doors closed (except for the arrival and departure of shotcrete delivery vehicles). The acoustic shed must be designed and constructed to achieve the environmental objectives. Construction activities must be carefully managed and monitored to ensure the Conditions and performance criteria are satisfied.

The Construction Noise and Vibration EMP Sub-Plan must also provide measures for mitigating the impacts of all construction plant, equipment and vehicles to be engaged on the worksite. Additional mitigation measures could include, where necessary, acoustic treatments to windows and facades of adjacent residences, or temporary relocation of people during any short duration of high noise activity which cannot be practicably shielded at the source.

The movement of the construction workforce to and from the site would coincide with shift changes (i.e. day shift, night shift). The workforce would be transported by a dedicated shuttle bus from the Kedron worksite to the proposed Rose Street worksite. Workers would be off-loaded within the worksite enclosure to reduce the potential for noise impact and to comply with the Conditions and satisfy environmental objectives.

The construction activities with the potential to exceed the noise goals relate to site establishment and construction of the workshed. Night works within the workshed would only proceed if monitoring indicates that the environmental objectives and performance criteria are satisfied and the Conditions met. The duration of these site establishment activities would be of the order of four months; with tunnelling activities continuing on afterwards for a period of approximately 12 months (refer Woolloowin RPC, Section 4.1, Table 4-1).

The assessment of potential noise impacts presented in the Woolloowin RPC took into account the topography, presence of sensitive places and buildings. The RPC report (Section 5.3, Figures 5-6 and 5-7) presents the predicted noise levels for night-time works from within the workshed. The diagrams indicate the effectiveness of existing buildings as barriers to noise impacts. The assessment also indicates the extent of noise 'break-out' along Rose Street, Park Road and Kent Road, showing it to be confined to the immediate locality of the proposed worksite.

The assessment predicts exceedances of the noise goals for night-time works, such that further, off-site mitigation measures are required, as indicated above.

The submission by DERM indicated that the potential noise impacts predicted for the proposed project change have been appropriately assessed. The submission notes further that the modelling has been properly carried out and the proposed mitigation measures are appropriate. It is recommended that the following conditions be added to those proposed in the Woolloowin RPC report:

- a) All mobile plant and equipment must be fitted with less tonal 'broadband', 'quacker' or similar type reversing alarms.
- b) All mobile plant and equipment must be fitted with suitable noise reducing devices, e.g. mufflers.
- c) All plant and equipment must be installed, maintained and operated in a proper and efficient manner.

Issue 2 – Traffic Noise

Submissions

A number of submissions expressed concern about the level of noise associated with the movement of vehicles through the area. In particular, movement of heavy machinery, contractor vehicles and spoil haulage trucks was a concern, especially given the frequency of movement. One submission noted that, although these noise emissions would be confined to daytime hours, this would have a negative effect on shift workers. Specific noise associated with the use of rumble bars was also noted, with suggestions stating that these should be positioned within the acoustic shed to minimise impacts.

Submissions stated that traffic noise would be particularly severe when trucks turn into the project site, brake or accelerate, as well as during gear changes. Noise associated with these activities was already said to be occurring due to traffic from other Project worksites.

Some submissions asserted that mitigation of impacts from truck noise would not be possible, and that residents would be required to live with the impact and adjust their lifestyles accordingly. It was also stated that investigations into the use of mechanised spoil haulage and handling should be undertaken to minimise impacts, and the use of single trucks rather than trucks with trailers should also be considered. Others suggested that an alternative route for trucks should be determined, or that compensation be provided to affected residences.

Response

The Woolloowin RPC proposes the use of State-controlled roads and arterial roads only for the transport of construction materials, plant and equipment, and construction spoil, and for the most part, only between the hours of 06:30 and 18:30 Monday to Saturday (i.e. day-time hours).

Generally, arterial roads are available for use by heavy vehicles at any time without the requirement for controls to manage and maintain amenity. Furthermore, the amenity of arterial roads is different to the amenity for lower-capacity local roads and is more likely to be subjected to the movement of heavy vehicles. In this context, the use of arterial roads for the transport of construction materials, plant and equipment, and construction spoil is appropriate.

As stated in Section 5.2.1 of the Woolloowin RPC, haulage routes would operate in an eastbound circuit, minimising the impact of haulage operations on Junction Road residents and businesses.

Where traffic noise due to the operations of the proposed worksite exceed the noise goals (internal) and consequently disturb the sleep of shift workers, consultation with the affected parties would be required to determine effective mitigation measures on a case-by-case basis. This is provided for in Condition 9, Schedule 3 of the Coordinator-General's Conditions. The Conditions also provide for the testing of spoil haul vehicles for engine noise emissions against the requirements of *Australian Design Rule 28/01*⁸.

Implementation of the Coordinator-General's Conditions (refer to Schedule 3, Condition 5) and additional conditions proposed in Section 8.3 of the Woolloowin RPC relating to spoil haulage management and construction vehicle management will maintain an appropriate level of amenity along the haulage route.

The use of mechanised spoil transport (conveyor system) is intended for the tunnel boring machines working out of Clayfield. A similar system is not intended for the proposed Rose Street worksite for the following reasons:

- the physical scale of a conveyor system, extending from the worksite to a vehicle loading point would be likely to have greater, adverse impacts on the locality than the proposed workshed;
- the operation of a spoil conveyor would require a dedicated corridor for conveyor maintenance and operation which would be likely to impact adversely on the locality in terms of land requirements and maintenance activities; and
- the operational impacts of a conveyor system would require a greater separation from residential dwellings than able to be achieved in Woolloowin, leading to potentially adverse impacts (e.g. noise, night lighting, security).

For example, the spoil conveyor system at Nundah will be situated in an open space corridor and will be separated from residential areas, enabling further mitigation effects to the mitigation measures proposed for its operation. The use of smaller haul vehicles, as suggested in one submission, would have greater impacts on the traffic flows on Rose Street and Junction Road (refer to response to Issue 3, Section 5.5 of this report). Consequently, increased potential for nuisance and disturbance for the community along that corridor. However, the likely increase in traffic noise as a consequence of using small haul vehicles, would still be below 2dBA, and consequently, would not be likely to impact on the LA10 noise levels presented in the RPC (refer to Section 5.3.8, Table 5-14).

Issue 3 – Acoustic Shed

Submissions

Several submissions requested clarity on the design specifications and functioning of the acoustic shed. In particular, the design of the shed was challenged, with one submission stating that it is likely that the shed would be steel frame and metal clad, and as such would provide an echo chamber for noise, having little effect as an acoustic barrier. Construction details indicating insulation values were requested, as were commitments

⁸ Vehicle Standard (Australian Design Rule 28/01 - External Noise of Motor Vehicles) 2006, made pursuant to the Motor Vehicle Standards Act 1989 (Clth)

around the times during which acoustic doors would be closed. In order to ensure the efficacy of the shed, it was requested that these doors be closed at all times except when vehicles are entering or leaving the site.

Submissions also asserted that during the construction of the acoustic shed, increased noise levels would remain unmitigated, and that the mitigatory effect of the shed would be reduced through loading and unloading of materials taking place outside of the shed.

Response

The Woolloowin RPC (refer to Section 4.3.1 and Section 5.3.9) describe the design specifications of the acoustic shed, noting that 50 mm thick fibre glass insulation will be installed within an internal steel cavity. Table 5-10 sets out the sound transmission loss and sound absorption performance, across a range of sound frequencies, for the construction materials in the acoustic shed.

Section 4.3.1 also states that the doors of the acoustic shed would be closed outside of general construction hours, i.e. 06:30 – 18:30 Monday to Saturday.

The RPC presented the findings of the impact assessment regarding construction of the acoustic shed in Section 5.3 (refer Table 5-7 and Figure 5-3). The effectiveness of the proposed 5.0 m noise barrier was demonstrated and led to the recommendation that the 5.0 m barrier be installed prior to any other construction works on the proposed worksite. The noise barrier would contain the noise impacts of shed construction to the immediate vicinity of the proposed worksite. Construction of the acoustic shed would occur only during daytime hours in order to achieve the environmental objectives.

Issue 4 – Health Impacts

Submissions

A number of submissions expressed concern around health impacts that may be caused or aggravated by increased local noise levels. Specifically, the impact on sleeping patterns was noted, especially for shift workers, the elderly and children. This may also affect work performance and concentration where sleeping patterns are significantly disrupted. Submissions also asserted that residents' health may be adversely affected through increased stress and anxiety levels caused by noise impacts.

Response

The issue of noise impacting on community health and wellbeing is addressed in the response to Noise - Issue 1 above.

Extensive noise mitigation measures (as per Section 5.3.9 of the Woolloowin RPC) will be implemented to minimise the impact of noise on sleeping patterns as well as stress and anxiety levels. Specifically, it is proposed that night-time works would only occur within the acoustic shed, and then only with the roller doors closed. Vehicles would also not be reversed within the worksite after 18:30. Where predictive modelling suggests that noise goals for daytime construction works or for sleep disturbance are likely to be exceeded, then consultation would be required to determine effective noise mitigation measures on a case-by-case basis to resolve specific concerns, such as those raised by shift workers.

Issue 5 – Noise Modelling and Exceedances

Submissions

Some submissions raised issues around the noise modelling and assessment methodology for the Woolloowin RPC. Particular submissions noted that:

- the assumption that current conditions are the norm for the area is flawed, as background noise in the area is already affected by the works being undertaken by BrisConnections at the DES site nearby;
- it is deficient that meteorological effects have not been considered;
- details of the noise spectra at affected residences have not been shown;
- there is no evidence that noise modelling has taken place beyond the boundaries of the proposed site, to include more distant residents;
- the scope of ‘residential receptors’ modelled should be more than the 98 identified in the report. This also does not reflect the true number of residents who will be adversely reflected;
- the noise created by the movement of trucks into and out of the site is not evaluated;
- the evaluation of noise relies on unreliable data and is considered individually and not as a whole;
- noise impacts have not been considered in the context of the total construction time;
- modelling does not identify which specific properties will have access to property mitigation measures (e.g. double-glazing, etc); and
- differential and seasonal impacts are not addressed.

Some submissions also expressed concern that that noise goals were too high to be realistic and should be reviewed downward. Also of concern was that exceedances beyond these criteria were to be expected for the Project. It was also contended that exceedances are regularly experienced at other worksites for the Airport Link Project, and that no corrective actions are seen to be taken.

One submission noted that, since exceedances are expected, an independent EIS should be conducted for the proposal. Submissions also requested that additional information be provided on the consequences of noise exceedances, as well as actions and timeframes to remedy such events.

Response

The Woolloowin RPC provided a comprehensive report on the noise and vibration impacts of the proposal in Section 5.3 and Section 5.4 respectively. The RPC also included, in Appendix A.3, a technical report prepared by suitably qualified and experienced people.

The DERM submission considers that the assessment of noise impacts presented in the RPC report has been appropriately prepared and the major noise aspects have been considered. It is considered that the modelling has been properly carried out and the proposed mitigation measures are appropriate.

The assessment presented in the RPC and in the technical report anticipated exceedances of noise goals for night-time works, for some residential properties adjacent to the proposed worksite. Such exceedances are predicted with the acoustic shed in place, indicating a need for further mitigation at the potentially affected properties. Such mitigation measures could include acoustic treatment to dwellings in consultation with the owners and occupants of those dwellings.

Issue 6 – Noise Management

Submissions

Some submissions expressed that the noise mitigations proposed would not be effective in minimising impacts to sensitive receptors. In particular, it was expressed that Queensland homes are not designed to shield occupants from exterior noise, and that proposed mitigations would not be sufficient to lower interior noise to an acceptable level. It was also stated that roller doors do not provide much attenuation at lower frequencies, and noise barriers would only muffle, and not remove, construction noise. Submissions also noted that, while the acoustic shed would shield noise from within the site, no mitigations were considered for noise arising from workers coming to and from the site.

A number of submissions also requested that additional detail on noise monitoring measures be provided. Specifically, a preordained monitoring regime for performance criteria should be established, including the means of action to be taken should criteria be exceeded. Penalties should apply for non-conformance for both criteria and response time.

Submissions raised a number of suggestions and requests with regard to effectively mitigating noise impacts, including:

- providing double-glazed windows and air conditioning to affected properties, including businesses;
- no compression braking should be used by project vehicles within 50 m of a private residence;
- 3-phase power should be used at the site instead of generator use;
- waiting and parked Project vehicles should not be allowed to idle their engines within 50 m of a private residence;
- all Project vehicles should be fitted with 'low pitched' quackers;
- noise levels should be monitored for maximum and sustained levels at a number of key points, with figures being published regularly;
- breach of restrictions should be enforced with fines;
- compensation for additional electricity costs (running air conditioners) should be provided; and
- no truck movements should commence at Rose Street before 07:30 on weekends.

Specific submissions from government agencies provided recommendations including:

- with reference to the proposed acoustic barrier design:
 - the height should be increased to gain greater noise reduction; and

- the mass density should be increased to 20kg/m² so that the noise reduction at the receiver is diffraction limited.
- amend Condition 9(d) to read: "*Where the predictive modelling predicts or it is reasonably foreseeable that noise goals for sleep disturbance are likely to be exceeded by construction works, then consultation and reasonable and practicable mitigation and management measures must be implemented prior to the commencement of works and a monitoring program, sufficient to assess the impacts of the works must be adopted. These measures must be developed in consultation with owners and occupants of potentially-affected premises*";
- amend the first part of Condition 9(e) to read: "*Where the predictive modelling predicts, or it is reasonably foreseeable that noise goals for daytime construction works are likely to be exceeded to construction works, then consultation and reasonable and practicable mitigation and management measures must be implemented prior to the commencement of works and a monitoring program, sufficient to assess the impacts of the works, must be adopted. These measures must be developed in consultation with owners and occupants of potentially-affected premises*"; and
- a definition of the term 'locality' should be added to the Glossary of Terms.

A submission from Kedron State High School stated that one school building will require upgrading to alleviate noise levels associated with construction traffic. This request aligns with noise mitigation works occurring at the school as a result of the existing Airport Link works.

Response

The Airport Link EIS recommended noise goals for project construction, taking into account the particular noise attenuation offered by the 'Queenslander' dwelling design and construction. The assessment included both 'windows open' and 'windows closed' scenarios for Queenslander-style dwellings. The EIS assessment and the noise goals allowed for a façade attenuation of 10dB. The goals are reflected in the Coordinator-General's Conditions (Schedule 3, Condition 9).

The Woolloowin RPC recommended that night-time works be conducted with the doors to the acoustic shed being closed. The transmission loss for the roller doors in the acoustic shed was taken into account and presented in Table 5-10 of the RPC.

The Coordinator-General's Conditions (Condition 4 and Condition 9 of Schedule 3) provide for the monitoring, reporting, and corrective actions requirements for all aspects of construction able to be monitored, including construction noise. Monitoring of noise and vibration is required under the Coordinator-General's Conditions, Schedule 3, Condition 9. This includes predictive modelling for daytime construction noise and vibration. Where goals established by the Coordinator-General's Conditions are likely to be exceeded, there must be consultation with occupants of potentially affected premises and mitigation and management.

The legislation provides measures for addressing non-compliances with the Coordinator-General's Conditions.

With regard to the suggested amendments to condition 9(d) and 9(e), the inclusion of the phrase "...or it is reasonably foreseeable..." does not strengthen the existing Condition. The existing Condition relies upon predictive modelling being conducted to inform the

preparation of the EMP and related Sub-Plans, prior to the commencement of works. Predictive modelling provides a more certain and sound basis for managing and mitigating the potential noise impacts of construction than would an *ad hoc* expectation derived by persons unknown. The proposed amendment would make the conditions uncertain and ineffective in their implementation, and is not supported.

With regard to the submitted request from Kedron State High School to upgrade a school building to mitigate construction traffic noise impacts, the request is not based upon modelling results for this assessment. There is no technical justification for the imposition of this requirement on the proposed change (refer to RPC, Section 5.3.7, Table 5-14). The assessment indicates an increase of 0.4 dB(A) to the $L_{A10\ 1hr}$ noise levels on Park Road. This increase is not expected to be perceptible either inside or outside the school building.

5.7 Vibration

Issue 1 – Impacts of Vibration

Submissions

Submissions expressed concern that vibrations from rock hammering and blasting activities, as well as from the movement of spoil trucks may cause damage to properties and assets. Questions were raised as to what protective measures residents and businesses could take to ensure the safety of their belongings, and requests to provide more information on the severity of impacts were noted.

Concern was expressed that vibration impacts on two heritage listed properties (1RP53241, 1RP41088) had not been identified in the Woolloowin RPC.

Impacts of vibration on sleep disturbance were also raised. Specifically, concern was expressed that a proportion of the local population are shift workers and would therefore be affected by sleep disturbance within the proposed hours of operation.

Some submissions also expressed concern that vibration impacts may effect the viability and/or functionality of local businesses.

The methods for evaluating vibration impacts were questioned, with one submission stating that unreliable data had been used in the report. Another questioned why modelling had not been conducted beyond the boundaries of the proposed site. Submissions also noted that the Woolloowin RPC report states that compliance with vibration guidelines can only be achieved in *most* instances, and that compliance with the Coordinator-General's Conditions is *predicted*, not guaranteed. Concern was also expressed that monitoring activities would only involve those properties closest to the site, and should be extended beyond this definition to be effective.

Several submissions stated that the performance criteria set for vibrations were too high, and that there is no mention of the compensation measures that would be applied for property damage. It was suggested that full building inspections be conducted prior to any Project activities, and that a system for compensations and repairs be devised. Penalties should be applied for non-conformance in terms of performance criteria and also response time. It was also suggested that speed limitations be imposed on all Project vehicles (including empty trucks) to minimise vibrations from these movements.

A submission from DERM recommended that blasting operations be minimised, and should conform as far as practicable with AS 2187.2-2006. The mitigation measures proposed in Section 5.4.4 should also be implemented.

Response

As with noise impacts, there is a framework for managing the effects of construction vibration, including:

- the *Environmental Protection Act 1994*;
- *Environmental Protection (Noise) Policy 2008*; and
- the Coordinator-General's Conditions for the Airport Link Project set out in the Coordinator-General's evaluation report dated May 2007 and the Change Report dated July 2008.

This framework reinforces the environmental objectives required, through the Conditions, for the construction works. With regard to vibration impacts, the environmental objectives for vibration stated in the EIS⁹ are:

- *maintenance of reasonable conditions for living, including sleeping, and the use of properties;*
- *minimisation of disturbance of building contents, and in particular, vibration-sensitive building contents such as precision balances, some optical microscopes, and some electronic equipment and computer hard drives; and*
- *minimisation or avoidance of cosmetic or structural building damage.*

The Request for Project Change addresses potential vibration effects from a range of construction activities including surface works, general construction works and tunnelling in relation to the environmental objectives.

The possible use of rock hammers at depths greater than 20 m in the proposed shaft was predicted to cause vibration levels in the range of 0.5 – 1.0 mm/sec, where 0.5 mm/sec is considered, in the Airport Link EIS, as being a conservative assessment for the threshold of human perception for vibration. Exceedance of this threshold is considered a potential risk for sleep disturbance.

The Coordinator-General's Conditions (Schedule 3, Condition 9) require the design and implementation of a monitoring programme for construction vibration. Where predictive modelling, and subsequently monitoring of construction vibration, found levels to exceed 0.5 mm/sec, then such works would need to be re-scheduled to occur only during day-time construction to achieve the environmental objective with regards sleep disturbance.

Similarly, where predictive modelling indicates the criteria for sensitive building contents or cosmetic damage to buildings would be exceeded, effective mitigation measures are to be implemented in consultation with the owners and occupants of the potentially affected premises. Such measures could extend to a building condition survey to be undertaken prior to the commencement of construction works in the locality.

The Coordinator-General's Conditions (Schedule 3, Condition 9) provide guide values for vibration with regard to heritage-listed buildings. The proposed change would not impact

⁹ Airport Link EIS, Chapter 10, Section 10.2.3

directly on land or a place included in the Queensland Heritage Register. The Condition also requires building condition surveys to be undertaken in locations identified in the predictive modelling as potentially being affected with cosmetic damage by vibration from construction and related activities. This also includes heritage places.

No vibration impacts were assessed to exceed the guide values for sensitive building contents in any of the businesses situated along Rose Street or Kent Road. In reaching this conclusion, the guide value for blasting of 10 mm/sec was applied as a limit.

With regard to blasting, the Coordinator-General's Conditions (Schedule 3, Condition 9) limit vibration from blasting to specified levels, having regard to the character and use of premises likely to be affected by vibration from construction works.

With regards the voracity of the vibration assessment, the DERM submission considered that Section 5.4 of the report on vibration impacts has been appropriately prepared and the major vibration aspects have been considered. It is considered that the modelling has been properly carried out and the proposed mitigation measures are appropriate.

DERM supported the recommendation in the RPC that adequate advance notification of blasting should be provided.

5.8 Air Quality

Issue 1 – Impacts on Residential Amenity

Submissions

Submissions stated that dust and emissions from site operations and spoil haulage would impact on residential amenity. Some submissions also noted that the Rose Street worksite would exacerbate existing dust fall and emissions from the Kedron site which is already impacting residents of Woolloowin.

The following specific issues were put forward:

- lifestyle impacts associated with the need to keep windows and doors closed;
- reduction of natural breezes;
- higher energy costs from having to use air-conditioner to filter dust;
- dust may cover residents' washing lines, resulting in higher energy costs for washing;
- dust and gases would be emitted from the vent at the top of the shed;
- dust, dirt and particles would lead to a build up of grime that would require residences to be cleaned on a regular basis; and
- the design of Queenslander homes (i.e. raised ceiling with roof windows) exacerbates exposure to dust and pollution.

Submissions requested the following mitigations be implemented for potential dust and pollution impacts:

- provision of air-conditioning (with humidifiers), upgrading of older systems and payment of additional energy costs;
- provision of double glazing to property windows;

- undertaking regular exterior house cleaning;
- compensation for additional interior cleaning required;
- regular mechanical sweeping of all roads in the area;
- allowing local residents to use town water (unmetered) to clean property and possessions throughout the life of the Project; and
- providing temporary home relocation costs where impacts cannot be mitigated.

Response

The potential effects on ambient air quality during construction are addressed by a framework including:

- *Environmental Protection Act 1994*;
- *Environmental Protection (Air) Policy 2008*;
- Coordinator-General's Conditions relating to Airport Link, and specifically Schedule 3, Condition 8; and
- the Construction EMP and relevant Sub-Plans.

The Request for Project Change identified the potential impacts on ambient air quality referred to in the submissions. A range of mitigation measures were proposed in addition to the framework outlined above. Such measures are described in the Request for Project Change in Section 5.5.10 – Mitigation Measures for Construction Impacts. The proposed measures address dust nuisance, engine emissions from vehicles and operating plant and equipment, and odour.

The Request for Project Change, in Section 8.8 – Air Quality, also proposes additional conditions to supplement the existing Coordinator-General's Conditions.

The proposed mitigation measures, such as workshed ventilation, capturing engine exhausts from fixed plant and equipment, and the proposed monitoring regime, when implemented in combination with the existing Conditions are considered to be an effective response to the nature of predicted impacts, and to the character of the locality in which the proposed worksite would be situated.

Having regard for the submissions, the Construction EMP for the proposed worksite must provide effective mitigation measures addressing the specific and reasonable concerns raised by nearby residents, such as house cleaning, air-conditioning, road sweeping and possibly relocation for families with existing respiratory conditions

Issue 2 – Impacts on Business Amenity

Submissions

Submissions stated that dust and pollution from the worksite would impact on business operations, and result in reduced patronage, and therefore reduced functionality and/or viability. Specific issues included:

- dust affecting the ambience and comfort of customers;
- impact on the credibility of one business owner who is a practitioner of natural medicine and an advocate of avoiding pollutants;

- impact on the hairdressing business which currently relies on free-flow of air to reduce chemical smells and associated health impacts in the shop; and
- additional time required to be spent cleaning shops will be time and effort away from the normal duties of business owners.

One business submission requested that all fixed and mobile diesel powered plants and road vehicles be correctly fitted and maintained, and that particular attention be given to all engine and truck exhaust systems. The submission also requested that door weather shielding, air conditioning and air purifying units to be fitted to ensure acceptable air quality within the premises.

Response

The issues raised in submissions by local businesses express similar concerns to those raised by nearby residents to the proposed worksite. The effective management of potential dust sources would provide the most effective mitigation for potential dust nuisance. Sources of potential dust nuisance would be from construction vehicles, including spoil haulage vehicles, the excavation activities conducted before the workshed is completed and operating, and site establishment construction activities.

Effective and diligent management of each of these dust sources is required to mitigate potential impacts on local businesses expressed in the submissions. Also, in addition to diligent management practices, the implementation of mitigation measures such as air conditioning and cleaning business premises would reduce the nuisance potential. Other specific measures, such as fitting door weather shields and seals, would need to be addressed on a case-by-case basis in consultation with each business.

Issue 3 – Health Impacts

Submissions

Submissions questioned what impact contractors' non-compliance with dust and air emissions goals would have on the health of local residents; particularly on children, the elderly and those suffering from respiratory difficulties, asthma and allergies. Submissions were also concerned that diesel fumes and particulate emissions from the site would impact on the health of business owners and clients in the vicinity of the site.

Key issues identified in the submissions included:

- dust and pollution would exacerbate existing health conditions or trigger illness among residents with asthma and allergies;
- site emissions may have health impacts for newborn children; and
- in accordance with World Health Organisation (WHO) guidelines, PM₁₀ levels over 30 have been shown to contribute to hospital admissions for respiratory distress. The WHO guidelines state that any level over 20 for annual mean will cause detrimental health to the community. One submission stated that a family suffered hospital admissions related to Airport Link PM₁₀ levels, and that the Airport Link Project website has recorded PM₁₀ levels over 50.

Submissions also noted that air quality mitigation strategies do not indicate what measures will be taken to avoid health impacts, and what compensation will be provided for related medical expenses.

Response

The implications of poor air quality upon human health are of concern generally, and for the assessment of impacts of specific projects in particular. The EIS for the Airport Link Project included a technical paper regarding the potential health effects of diminished air quality as a consequence of the project operations. The technical paper indicated that some people in the community were more likely to be affected adversely by diminished air quality than others. Those people included people with respiratory illness or cardiovascular diseases, aged people, and very young people including babies.

The *Environment Protection (Air) Policy 2008* commenced operation on 1 January 2009. The policy provides air quality objectives for a range of environmental values, including community health and wellbeing. The air quality objectives for particulates are relevant to the consideration of the implications for health and wellbeing of the Request for Project Change. **Table 5-3** illustrates the relevant air quality objectives for health and wellbeing for EPP (Air).

Table 5-3: Environmental Protection (Air) Policy 2008

Environmental Value	Air Quality Objective		Unit	Measuring Period
Health and Wellbeing	PM ₁₀	50	µg/m ³	24 hrs (1)
		PM _{2.5}	25	µg/m ³
			8	µg/m ³
	Total Suspended Particles	90	µg/m ³	1 year
	Nitrogen Dioxide (NO ₂)	250	µg/m ³	1 hr (2)
		62	µg/m ³	1 year
Notes	1	Permitted exceedance of the goal for 5 days each year		
	2	Permitted exceedance of the goal for 1 day each year		

The World Health Organisation has published Air Quality Guidelines which recommend targets for air quality to significantly reduce health risks. These Guidelines¹⁰ are advisory and are to be interpreted in their global implementation.

The WHO air quality guidelines (AQGs) are intended for worldwide use but have been developed to support actions to achieve air quality that protects public health in different contexts. Air quality standards, on the other hand, are set by each country to protect the public health of their citizens and as such are an important component of national risk management and environmental policies. National standards will vary according to the approach adopted for balancing health risks, technological feasibility, economic considerations and various other political and social factors, which in turn will depend on, among other things, the level of development and national capability in air quality management. The guideline values recommended by WHO acknowledge this heterogeneity and, in particular, recognize that when formulating policy targets, governments should consider their own local circumstances carefully before adopting the guidelines directly as legally based standards. WHO (2006:7)

¹⁰ World Health Organisation, 2006, Air quality guidelines for particulate matter, ozone, nitrogen dioxide and sulphur dioxide, Global update 2005, Summary of risk assessment, WHO, Geneva

The WHO recommends interim targets and air quality guidelines for both annual mean values and 24 hour values for a range of pollutants, including particulates referred to in the submission. Interim targets are recommended to encourage a gradual reduction of emissions towards the lower concentrations recommended in the air quality guidelines. A summary of the interim targets and guidelines for particulates is presented in **Table 5-4**.

Table 5-4: World Health Organisation Interim Targets and Air Quality Guidelines for Particulate Matter

Measure	Annual Mean Concentration		24 Hour Mean Concentration	
	PM ₁₀ (µg/m ³)	PM _{2.5} (µg/m ³)	PM ₁₀ (µg/m ³)	PM _{2.5} (µg/m ³)
Interim Target - 1	70	35	150	75
Interim Target - 2	50	25	100	50
Interim Target - 3	30	15	75	37.5
Air Quality Guidelines	20	10	50	25

In comparison, the EPP (Air) air quality objectives for particulate matter for community health and well-being are:

- PM₁₀ for 24hr mean value: 50 µg/m³;
- PM_{2.5} for 24hr mean value: 25 µg/m³; and
- PM_{2.5} for annual mean value: 8 µg/m³.

The EPP (Air) air quality objectives are the same or slightly more stringent than the WHO guidelines for the nominated measuring periods. A 'snap-shot' of Brisbane's existing air quality data is presented in **Table 5-5** and the air quality trend over 12 months for Brisbane is presented in **Table 5-6**. Comparison with both WHO and EPP (Air) objectives demonstrates that air quality across the city generally is good to very good.

Table 5-5: Hourly Air Quality Data, DERM Monitoring Stations (1)

Monitoring Location (DERM Stations)	Particles (PM ₁₀) (24hr av) (µg/m ³)	Particles (PM _{2.5}) (24hr av) (µg/m ³)
Wynnum	10.8	n/a
Brisbane CBD	17.3	n/a
Woolloongabba	28.5	12.6
South Brisbane	26.9	12.8
Rocklea	18.3	15.8

(1) Unvalidated data from DERM website for 06 August 2009 (11:00am – 12:00 noon)
http://www.epa.qld.gov.au/environmental_management/air/air_quality_monitoring/air_quality_index

Table 5-6 Ambient Air Quality (PM₁₀) - Representative locations in Brisbane (Source: EPA 2009)

Monitoring Location	Particles (PM ₁₀) Annual Average (µg/m ³)	Particles (PM ₁₀) monthly maximum 24-hour average concentrations May 2008 to April 2009 (µg/m ³)											
		M	J	J	A	S	O	N	D	J	F	M	A
Wynnum (industry operated site)	16.7	29.9	30.0	37.1	35.4	36.8	34.9	55.1	27.4	27.5	26.8	37.2	42.3
Brisbane CBD	16.5	29.87	22.8	41.7	26.5	39.7	35.5	42.5	26.3	22.5	29.3	41.3	35.9
Woolloongabba ¹	-	n.d	-	45.9	49.9	38.5	43.8	51.3	34.6	27.6	31.3	43.7	36.5
South Brisbane	19.6	36.3	30.1	46.0	31.7	42.7	37.1	47.5	28.5	24.4	28.5	26.5	39.8
Rocklea	16.9	32.9	24.7	44.1	28.3	38.9	33.4	46.4	28.4	22.1	26.7	42.0	33.8

1: PM₁₀ monitoring at Woolloongabba recommenced in June 2008 following temporary closure of the station due to on-site building construction.
 - indicates less than two-thirds of the data are available.
 Source: EPA, 2009, Air quality bulletin, south-east Queensland, April 2009, pg 13.

The air quality goals for the construction phase of Airport Link, combined with the effective mitigation measures proposed in the RPC, will maintain the air quality in the vicinity of the proposed worksite without triggering the health concerns referred to in the submission. However, consultation with people with respiratory health issues residing nearby the worksite would determine the requirement for additional mitigation measures, such as air conditioning and other health-management measures.

It is noted that Queensland Health, in its submission to the RPC, did not raise any concerns with regards to potential, adverse community health outcomes arising from the proposal.

Issue 4 – Air Quality Modelling, Exceedances and Management

Submissions

Submissions expressed concern at indications that the Coordinator-General’s air quality goals would be exceeded during the construction and operation of the Rose Street worksite. The following issues were specifically raised:

- lack of detail regarding dust containment strategies during the excavation phase of works;
- Lack of dust and odour management strategies;
- lack of detail regarding varying or seasonal dust levels and their effect on the community (e.g. August is the month of the westerly winds);
- no evidence is provided that modelling has been conducted outside of the boundaries of the site;

- increases in PM₁₀, TSP, NO₂ and benzene levels to the Woolloowin area are concerning as no existing air quality monitoring sites record levels of benzene and NO₂;
- 2006 data used in the Reference Project is being relied upon to form the basis for air quality performance criteria. More robust testing should be carried out specifically for the Rose Street worksite;
- a targeted baseline should be established prior to construction;
- data produced for the air quality in the report does not account for cumulative effects of dust fall, diesel power machinery and plant, fumes from haulage trucks, and underground works, but deals with them separately;
- the report indicates that with appropriate mitigation measures, pollutant concentrations are 'predicted to comply' with relevant air quality goals. This statement is not a sufficient commitment, and further assurance is requested;
- an independent air quality assessment should be undertaken by EPA authorities to confirm that quoted data and assumptions are valid; and
- the position of the contractor is that no dust will be created by the site or the truck movements are not substantiated.

One submission contended that the base air quality modelling data collected at Pinkenba and Kedron was flawed because:

- Pinkenba is an industrial area and air quality levels would be different to residential areas, especially a Residential A area such as Woolloowin; and
- Kedron data is not relevant given as it was collected in 2006 prior to Airport Link commencement in 2008/2009 and the statement in that report that "*site is well below the ambient air quality goals for all parameters*" is not correct.

The DERM submission stated that Condition 8 Air Quality (e) should be amended to include the establishment of a monitoring station/s of a type and in a location appropriate to capture the impacts of the proposed worksite. This monitoring station should be fully operational prior to the commencement of works at this site.

The submission also requested that the dust and odour management components outlined on Page 131 of the Woolloowin RPC be included as mandatory with real time monitoring to ensure compliance. Another submission recommended that all dust suppression methodologies be upgraded beyond current project practices for the Project.

Response

The overall approach taken to air quality impact assessment in the Reference Project EIS was addressed by the then EPA and found to be appropriate and reflecting contemporary practice. Similar practice has been applied in the Woolloowin RPC report.

The Request for Project Change (Section 5.5.4) identifies a range of activities and sources of potential air pollution arising from construction activities around the proposed worksite. The RPC then proposes a framework of mitigation measures for each activity and source, linked with the existing Coordinator-General's Conditions (Schedule 3, Condition 8).

The method for managing and mitigating impacts on ambient air quality during the operation of the proposed Rose Street worksite must be developed in the EMP Air Quality Sub-Plan and submitted to the Coordinator-General prior to the commencement of works. While the method is expected to be similar to that applied in other worksites for the Airport Link Project, extra care is required during site establishment and shed construction to ensure dustfall at nearby sensitive receptors is managed, minimised and complies with the Coordinator-General's Conditions.

The DERM submission in relation to air quality made recommendations regarding air quality monitoring stations and the commencement of monitoring prior to the commencement of construction works.

Air quality monitoring adjacent to the worksite, when compared with citywide background levels (DERM monitoring stations) would address the expressed concerns regarding seasonal variations. For example, elevated concentrations of particulates across the city during an event (e.g. dust storm, fires) would be detected at a number of monitoring stations. The dustfall criteria for construction works, however, remain stable and become more onerous during such events.

Background data for the air quality modelling was obtained from existing EPA monitoring stations. The selected monitoring stations and the reason for their selection are outlined below:

Table 5-6: Air Quality Monitoring Stations

Station	Reason for Selection
Pinkenba	Closest monitoring station Measures CO, NOx, Ozone, PM ₁₀ and SO ₂
Rocklea	Monitors PM ₁₀ using both high-volume air sampler and TEOM techniques One of only two PM ₁₀ monitoring sites Has recent available NO ₂ recordings Measures NOx, Ozone, PM ₁₀ , PM _{2.5}
Springwood	DOAS system for measuring benzene Measures Ozone, NOx, SO ₂ , PM ₁₀ , PM _{2.5} and organic pollutants

The predicted, cumulative, ground-level concentrations for Carbon Monoxide, Nitrogen Dioxide, particulate matter and Benzene, with the proposed worksite in operation, are all well below the goals for each parameter. An ongoing monitoring programme, supported by a reporting and corrective action regime, as provided for in the Conditions, would ensure air quality objectives are achieved during construction.

Schedule 4 of the Coordinator-General's Conditions nominates the DERM as the agency with jurisdiction for construction air quality.

The statement in the RPC that the air quality monitoring data collected at Kedron is well below the ambient air quality goals is correct, as demonstrated (refer RPC, Section 5.5.3, Table 5-19).

5.9 Surface Water and Hydrology

Issue 1 - Impacts on Surface Water and Hydrology

Submissions

Several submissions raised concern regarding impacts on groundwater, particularly with regard to dewatering of properties and surrounding environments. It was also contended that a sound baseline has not been established with adequate monitoring stations of groundwater conditions in the immediate area of excavation.

Submissions also assert that:

- the management of groundwater intercepted during tunnel construction has not been addressed in detail;
- a reduction in the baseflow of Kedron Brook may be experienced due to temporary or permanent groundwater extraction from the tunnel;
- the migration of contaminated groundwater to the tunnel excavation may occur;
- haulage trucks may impact on the management of storm water conditions;
- a reduction in available water to groundwater dependent plants may be experienced due to lowering of the groundwater table; and
- the level of groundwater monitoring proposed is inadequate, and additional monitoring stations are required outside of the zone of impact. Monitoring should be conducted by an independent third party.

The DERM submission recommended that a Water Management Plan be developed and submitted to the Department prior to releasing any water off-site. Some submissions also recommended that BC/TJH present viable solutions be presented as to how disturbed aquifers would be replenished, and that the contractor should be held accountable for cleaning out the drainage system around site when necessary to avoid storm water drainage problems.

Response

Surface water and groundwater impacts and management measures specific to the site are addressed in Section 5.6 and 5.7 of the Woolloowin RPC report. Mitigations and controls as per Schedule 3, Condition 10 of the Coordinator-General's Conditions will also be applied for the proposed Change, specifically through the compilation of a Construction Groundwater and Surface Water EMP Sub-Plan.

The method for managing and mitigating impacts on groundwater and surface water must be developed in the Construction Groundwater and Surface Water EMP Sub-Plan and submitted to the Coordinator-General prior to commencement of works. The matters raised in DERM's submission will be addressed through the Construction Groundwater and Surface Water EMP Sub-Plan

The assessment of impacts to groundwater from tunnel construction were addressed in detail in Section 7 of the EIS and the provisions made for management and mitigation were accepted by the Coordinator-General as appropriate. The existing Coordinator-General's conditions for groundwater management and mitigation will be applied to the proposed change.

Groundwater quality in the vicinity of the worksite has been sampled. No evidence of hydrocarbons has been detected in that sampling. Migration of contaminated groundwater into the shaft excavation is not expected.

A submission raised an issue concerning dewatering of groundwater in the vicinity of the site. The DERM groundwater database indicates that there are no groundwater bores located within 500m of the site and therefore no impact on groundwater users is anticipated.

There are no groundwater dependent ecosystems in the vicinity of the proposed worksite.

As described in Section 5.7.1 of the Woolloowin RPC a monitoring bore (DT17) has been installed on the site to enable further groundwater monitoring to be conducted in the immediate area of the excavation. This borehole will be included in the water quality sampling program for the remainder of the project. Groundwater monitoring conducted for the RPC report was carried out with the results analysed by a NATA accredited laboratory. Ongoing monitoring of groundwater quality and level (drawdown) will be conducted in accordance with Schedule 3 Condition 10 (c) of the Coordinator-General's conditions.

In addition, any groundwater drawdown due to shaft excavation would be short term due to the installation of cut-off/support walls early in the shaft development to prevent groundwater inflow into the excavation. Measures will be implemented to avoid, intercept and treat groundwater entering the construction site and excavation and this is described in detail in Section 5.7.4 of the Woolloowin RPC.

5.10 Geology and Topography

Issue 1 – Geology

Submissions

Some submissions noted that, given the unexpected geological conditions that have arisen in the area, the possibility for drilling and blasting should be avoided until the geology of the area has been fully investigated.

It was also stated that detailed engineering plans and methodology statements for the ground retention method, retaining walls, backfilling method and materials should be provided. Submissions contended that monitoring and inspection programs should be conducted by an engineer who regularly inspects and certifies that the works comply with the plans and methodology statement including monitoring ground movement.

Several submissions also expressed concern that ground subsidence may result from activities on the worksite. Specific concern was noted around the structural damage that may be caused by this. Damage may also be caused due to the 'clayey' nature of local soils, which may cause buildings to move when soil is disturbed and moisture is removed. Submissions requested that properties be inspected before the commencement of work to ensure that a baseline scenario is recorded, and that regular inspections be carried out thereafter.

Response

Geotechnical fieldwork has been carried out in the area to investigate the geological conditions relevant to the proposed works (refer Appendix A.4 Woolloowin RPC). As

further geotechnical investigations progress, should the proposed change be approved, detailed design will investigate and resolve the most appropriate means of ground support and other aspects of tunnel construction.

The risk of subsidence on nearby properties due to the excavation of the shaft or adit will be assessed and resolved during detailed design. As the excavation does not pass beneath any properties as shown in Figure 2-1 of the Woolloowin RPC, the risk of subsidence is considered to be small. The shaft and adit will be constructed with all necessary engineering supports to ensure safety and integrity of the construction and consequently, of nearby structures.

Engineering monitoring, inspection and certification programs must be conducted in accordance with the Construction EMP.

5.11 Contaminated Land and Acid Sulphate Soils

Issue 1 – Contaminated Land

Submissions

Some submissions raised issues related to the disturbance of toxic waste on the site of the former Dalkeith Hospital, and how these substances would be safely removed both on and below the surface. One submission suggested that the contractor, with relevant government agencies, should be responsible for ongoing monitoring of the site to ensure it is not contaminated.

Response

The Woolloowin RPC (refer Section 5.8.1) indicated there is a low probability that contamination exists on the proposed Rose Street worksite. However, any contamination identified at the site would be assessed and managed in accordance with the *Environmental Protection Act 1994*. If such material is detected, it will be removed and disposed of off-site in consultation with DERM and in accordance with the Construction EMP requirements prior to any site disturbance. The method of removal and handling would depend on the nature of the contaminant, if any is found.

Issue 2 – Acid Sulphate Soils

Submissions

One submission made reference to the State Planning Policy 2/02 - Planning and Managing Development involving Acid Sulphate Soils (ASS). In this regard, the Woolloowin RPC indicates an expanded Project area that now includes Lots 54 & 56 RP 19480, Lots 1 & 2 RP 95711 and Lot 85 RP 104544. It is noted that these allotments lie between 10 - 15 m AHD. The submission recommended that where earth works impact on areas below 5m AHD, all existing or required ASS management plans be altered to reflect the expanded Project area. DERM's ASS jurisdiction should also be reflected in the updated report.

Response

The Woolloowin RPC (refer Section 5.8.2) and the Airport Link EIS (refer Section 6.1.8) indicate the probability of ASS generating conditions at the site are considered low. Geotechnical testing at the shaft location has indicated that marine clays are not present and therefore no Potential ASS is expected.

However, should ASS be encountered at the site the principles of ASS management would be implemented, including:

- avoidance, if possible;
- minimisation of disturbance, if possible;
- neutralisation;
- hydraulic separation; and
- strategic re-burial at an approved location and with appropriate management measures implemented.

The key mitigation measures should ASS be encountered on the site are set out in the Acid Sulphate Soils EMP Sub-Plan which will be revised to incorporate the site and would be implemented during construction of the site to ensure the disturbance of ASS is minimised.

5.12 Fauna and Flora

Issue 1 – Impacts on Fauna and Flora

Submissions

Some submissions stated that a full environmental impact study should be conducted for the Project to determine the effects on wildlife and parkland in proximity to the site. Others noted a reduction in the number of birds in the local area since the commencement of the Airport Link Project, and were concerned that this effect may worsen with the Rose Street worksite, especially given the daylight glare that may emanate from the acoustic shed.

It was also expressed that Project planning should seek local knowledge to identify historical plant species that may occur in the area.

One submission noted that a DERM clearing permit would be required if vegetation clearing is required for construction.

Response

The establishment, operation and decommissioning of the proposed temporary worksite at Woolloowin represents a change to the delivery mode of the Airport Link project. In accordance with the *State Development and Public Works Organisation Act 1971*, the Coordinator-General's evaluation of the proposed change has been sought. No environmental impact statement is required for the proposed change.

It is considered that a full environmental impact study for the site is not warranted as the Woolloowin RPC (refer Section 5.9.1) presented the findings of a survey of all existing flora and fauna at the site and found that due to the urban nature and location of the site and the minimal habitat present, there are no flora or fauna communities of conservation significance present on the site. Further surveys as part of an environmental impact study at the site would not provide any additional information beyond that already contained in the RPC Report.

Some existing vegetation will be incorporated into the site design and landscaping during operation to mitigate visual impacts. The site will be rehabilitated during decommissioning (refer Woolloowin RPC, Section 5.9.2).

It was raised in a submission that a permit for clearing vegetation is required. Approval for clearing native vegetation under the *Vegetation Management Act 1999* is not required for this site.

The site activities will not have an impact on the flora and fauna communities located in areas beyond the site such as Melrose Park. Regarding the reduction in bird visitation rates to the area due the Airport Link project, there has been no substantial information presented in the submission to support this statement.

5.13 Land Use and Planning

Issue 1 – Compliance with Planning Regulations and Development Principles

Submissions

A number of submissions enquired as to how the proposal aligns with local and regional planning codes and standards. In particular, concern was expressed that, although the development has been exempt from the requirements of Brisbane's *City Plan 2000*, the intent and process of this Plan should still be upheld. The City Plan's requirement for a Community Impact Assessment Report and Community Impact Management Plan was also raised, as was the need to develop a Local Impact Management Plan.

One submission also stated that the proposed 'building' and 'structures' should be considered as "Class 8" given their nature and scale. A Class 8 building as proposed could be constructed as Type C construction. Under Table C2.2 Maximum Size of Fire Compartments or Atria, for Class 8 buildings of construction Type C, there is a limit of 2,000m² in floor area and 12,000m³ in volume. The work shed exceeds the volume limitation by about 50%.

The Project's ability to comply with the *Building Act 1975*, the *Standard Building Regulation 1993* and the *Building Code of Australia* was also questioned in submissions, especially with regard to the bulk and volume of the proposed acoustic shed. The site was also reported to fall within the constraints of a Demolition Control Precinct (DCP).

Response

Chapter 3 of the Brisbane City Plan 2000 defines development involving the construction, maintenance or operation of roads and busways, and things associated with roads and busways, by or on behalf of or under contract with Brisbane City Council or the Queensland Government as "exempt development". Exempt development is not required to comply with the codes or any other requirements of the Brisbane City Plan. Neither a Community Impact Assessment and Management Plan nor a Local Impact Management Plan are required for the proposed change.

While the proposed acoustic shed is large in scale, it is a temporary structure to be erected solely for the purpose of mitigating and managing construction impacts. It will remain on the proposed worksite for a period of approximately 22 months, and then be dismantled and removed as part of site rehabilitation.

All necessary approvals for the buildings and other structures proposed to be erected, temporarily, on the proposed worksite will be obtained prior to the commencement of construction of such buildings and other structures.

5.14 Social Environment

Issue 1 – Local Character and Amenity

Submissions

Concern was expressed over the development of a worksite in a suburb regarded as having a peaceful, quiet and safe residential character. The surrounding streetscape was reported to have a distinct and well-established pre-1946 character which would be compromised by the proposal. In particular, the shop strip in the study area is regarded as one of the last colonial-style shopping centres standing alone in a suburban environment. The loss of public open space was also a concern.

Submissions stated that the worksite would also compromise community cohesion, as well as the ability of residents and businesses to operate in accordance with their lifestyle choices. In particular, impacts associated with increased traffic as well as noise, dust and visual pollution would impact on the amenity of the general area, while also compromising residents' enjoyment of their property. One submission noted that residents who prefer to keep windows and doors open would have to make lifestyle adjustments if the proposal is approved.

The sentiment was expressed that residents have already been asked to accept disruptions from other nearby worksites (i.e. Kalinga Park), and would not be willing to accept additional impacts on amenity from another worksite. It was stated that there are many young children and elderly people in the neighbourhood, and amenity impacts on these demographic groups may result in changes to their quality of life. One submission requested that a social survey be undertaken to more accurately determine demographic groups that may be affected.

Response

Woolloowin is a predominantly residential suburb in character, serviced by transport infrastructure including arterial roads and railways. The proposed worksite is situated on an arterial road, which forms part of a transport route providing for cross-city movements between the western suburbs and the Australia TradeCoast including Brisbane Airport.

The character of the locality of the proposed worksite is one of low-scale, low intensity commercial activities and low density residential. The area is located within a demolition control area under Brisbane's City Plan.

It is important to note that the proposed worksite would be developed, operated and decommissioned in stages of 4 months, 23 months and 3 months respectively. During the 23 months operational stage, the tunnel excavation (10 months) would be the most active, after which, site activities become much less intense.

The variable character of the locality is recognised in the various measures proposed in the Woolloowin RPC to mitigate the predicted impacts of construction.

The Woolloowin RPC (refer Section 5.11.3) states that a suite of mitigation measures to deal with amenity impacts would be developed in close consultation with owners and occupants of potentially affected premises. The Coordinator-General's Conditions (Schedule 3, Condition 1) detail the community engagement process that will occur as part of the worksite construction, including:

- formation of a Community Consultative Committee (CCC) prior to commencement of works;
- implementation of complaints process which delivers prompt response to community concerns with relevant information, action where required, and reporting of incidents, integrated with EMPs;
- early establishment of community information services;
- availability of information through Project website relating to specific environmental enquires;
- early and ongoing engagement with property owners adjacent to proposed works;
- early notification of owners and occupants of premises adjacent to haulage routes on local roads in residential areas;
- early notification of schools likely affected by construction works; and
- procedures to respond to complaints, issues or incidents, such as face to face meetings and on going communications with affected parties and a documented process for issues resolution.

Detailed responses have been provided in this report with regards potential impacts on the traffic network and access (Section 5.4), the acoustic environment (noise – Section 5.6, vibration – Section 5.7) and air quality (Section 5.8).

A comprehensive Social Impact Assessment, including a demographic analysis, was undertaken as part of the Airport Link EIS. This assessment incorporated the suburb of Woolloowin in its analysis and the results were considered in the preparation of the Woolloowin RPC. An additional survey is not required for the purposes of a change in construction methodology to one section of the Airport Link Project.

Issue 2 – Property Values

Submissions

Community concern was expressed over the ability of residents in the vicinity of the proposed worksite to sell their properties at a fair market value. Specifically, some residents have reported difficulties in maintaining buyer interest since the announcement of the Woolloowin RPC. Decreased property values would then impact on residents' freedom of choice to move out of the area or relocate, as well as their long-term investment strategies. Similar impacts may also be experienced in terms of maintaining existing rental rates in the local area.

It was requested that an appropriate property valuation and compensation scheme be established to accommodate property price shortfalls and/or effects on ability to earn rental income (including for business properties).

Response

Property values are influenced by a broad range of factors, including external factors. No evidence has been provided in submissions that financial loss has been or will be incurred as a direct consequence of the proposed Rose Street worksite.

Any claim for compensation arising from direct property acquisition for the Woolloowin RPC would be addressed and processed in accordance with the *Acquisition of Land Act 1967*. Compensation is not payable arising from proximity to the worksite.

Issue 3 – Local Business and Income

Submission

A number of local businesses are located in proximity to the proposed Rose Street worksite. Some submissions expressed concern that the viability and/or functionality of these businesses may be compromised by amenity impacts and other disturbances caused by the proposal. Some submissions related that this has already occurred in other areas affected by the broader Airport Link Project, where people have lost their jobs and sources of income.

In particular, increasing dust and noise levels would affect the ambience of the area and therefore the comfort of customers, encouraging them to access alternative providers. Access difficulties may also reduce patronage where parking is unavailable, or where pedestrian, cycle or vehicle access is altered by the Project. This is a particular concern for businesses that rely on good traffic network performance and quick, easy access to their stores.

Outside of revenue losses, costs may also be incurred in terms of applying remedial measures to properties (e.g. air conditioning, insulation, double glazing) or through necessary relocation costs.

One submission suggested that an increased number of construction workers in proximity to the area would not necessarily improve income or growth opportunities for local businesses.

Submissions suggested that the mitigation and monitoring of amenity and access impacts would be critical to maintaining support for businesses, and that compensation should be considered. A more detailed assessment of the impact of the Project on specific businesses was also requested, while one submission suggested that affected parties should be offered reduced rates land tax to compensate for effects.

It was also requested that businesses be given at least seven days' notice if any local road closures are to occur.

Response

The measures for mitigating potential impacts of construction including noise, vibration and air quality impacts, access and parking effects in Sections 5.4, 5.6, 5.7 and 5.8 of this Report and in the Woolloowin RPC.

Monitoring of noise and vibration is required under the Coordinator-General's Conditions, Schedule 3, Condition 9. This includes predictive modelling for daytime construction noise and vibration. Where goals established by the Coordinator-General's Conditions are likely to be exceeded, there must be consultation with occupants of potentially affected premises and mitigation and management.

The Woolloowin RPC (refer Section 5.3.9) proposes a number of mitigation measures to maintain a reasonable noise environment at noise sensitive locations.

With regards to the construction workforce income opportunities for local business, it is reasonable to anticipate that workers will purchase consumables, particularly food and beverages, from businesses near the worksite.

The Woolloowin RPC (refer Section 8.3) recommends it be conditioned that the community, including potentially affected businesses, be notified in advance about proposed local traffic management measures.

Consultation with business owners affected by the proposed worksite has been initiated and will be ongoing, so that individual mitigation and compensation alternatives can be negotiated on a case-by-case basis.

Issue 4 - Access and Connectivity

Submissions

Maintaining safe and effective access for vehicles as well as pedestrians is an issue of importance for the affected community. In particular, concern was expressed in submissions that the proposed worksite may cause disruptions in accessing individual properties, as well as local businesses, schools and Melrose Park.

Maintenance of safe pedestrian access during construction and operation, as well as post-rehabilitation, was raised as an important issue in submissions. The management plan for the proposed worksite should ensure that inconvenience to local residents is mitigated.

Response

Concerns about constraints on access to properties and businesses is addressed in Section 5.4 of this Report. The Woolloowin RPC (refer Section 8.3) recommends that: *“Access to properties adjoining the Rose Street Worksite must be maintained at all times”*.

As with the approved Project, the proposed Rose Street worksite would be required to maintain safe access around the worksites, and the Coordinator-General’s Conditions require that the Construction Traffic EMP Sub-Plan should include measures to maintain safe and functional access to community facilities and properties (Schedule 3, Condition 5 (c)). Any changes in access to community facilities, including Kedron State High School, would be communicated in advance through the community consultation process for the Project, and in liaison with individual property owners and occupants. Access to the bus stop on Kent Road would also be maintained, as would existing pedestrian and cycle links.

Issue 5 – Community Health and Wellbeing

Submissions

Several submissions related to impacts on community health and wellbeing. In particular, submissions noted that residents and businesses may experience increased stress and anxiety, as well as more direct health impacts through increased noise, dust and vehicle emissions, as well as through increased potential for road accidents. Health impacts may be particularly significant for elderly or disabled residents who may find difficulty adapting to changed conditions.

One submission also suggested that workers from the site would take their breaks in Melrose Park, thus compromising the general safety of this area for local community members. It was also stated that logistics around maintaining security have not been described in the Woolloowin RPC, and should include measures to ensure personal safety for residents.

Response

Impacts on community health as a result of noise and air quality are discussed in Sections 5.6 and 5.7 of this Response Report respectively.

The community consultation systems and protocols that are established for the proposed change will assist to minimise stress and anxiety through maintaining open communication channels, and presenting mechanisms through which complaints and issues can be dealt with.

There is no basis to the concern expressed that construction workers taking breaks in Melrose Park represent a threat to community safety.

Issue 6 – Access to Services

Submissions

Several submissions raised concern that the acoustic shed and related site infrastructure may interfere with local aerial signals. Concern was also expressed that electricity or water services may be disrupted, and that garbage collection services may be affected.

Response

Table 6-2 in the Woolloowin RPC lists the following mitigation measures for maintaining utilities and service connections at the site:

- *excavation permits for all excavation to identify nearby services and identify method of excavation;*
- *connection to services be planned to keep excavation to a minimum;*
- *controlled excavations using qualified personnel and suitable excavation methods;* and
- *emergency response plan to consider incident with underground or overhead services.*

As noted in Section 5.2.2 of the Woolloowin RPC, site construction traffic would not disrupt local access and as such would not affect garbage collection.

With reference to aerial reception, in the unlikely event of disruption to reception the contractor will consult with affected residents and rectify the problem.

5.15 Impact on Schools and Students

Issue 1 – Amenity of Learning Environment

Submissions

A number of submissions expressed concern about the impact that increased noise, dust and pollution would have on teachers' and students' learning environment. In particular, it was expressed that these factors have already affected nearby schools due to the existing Airport Link Project, and these impacts would be further exacerbated through increased traffic.

Submissions anticipate that trucks passing within a distance of less than 10 m from Kedron State High School every five minutes, along with increased noise and dust levels,

would impair students' learning. Kedron State High School submissions also raised particular concerns about noise attenuation for the school's new Language Centre facility. This facility will be completed by July 2010 and has not been funded for noise mitigation. This building would need to be fitted with air conditioning and double glazing.

Response

Noise, air quality and vibration management measures will be applied as outlined in earlier sections of this report. It is noted that the proposed worksite is situated approximately 250 metres and approximately 700 metres from the main buildings of the Kedron State High School and the main buildings of the Woolloowin State School, respectively

Considering the potential impacts of the proposed worksite and its operations upon ambient air quality (refer to Woolloowin RPC, Section 5.5.6), there is no technical basis for the submitted request from Kedron State High School to upgrade a school building.

It should be noted that construction vehicles passing by the Kedron State High School will either be empty spoil haulage vehicles or vehicles carrying contained and stable goods and equipment. In either scenario, there is little prospect of dust being generated as a consequence of these vehicles passing by the school.

Consultation with Kedron State High School about a range of construction matters, including those relating to Airport Link, is on-going and will be focused on implementing the Coordinator-General's conditions to achieve reasonable and practicable mitigation measures for identified impacts.

Issue 2 – School Access and Safety

Submissions

A number of submissions expressed concern that site-related truck movement and increased traffic congestion pose a heightened safety risk to children walking and cycling to and from Kedron State High School. In particular, submissions focused on student movements from Eagle Junction and Woolloowin rail, from buses that set down passengers in Park Road and Gorman Street, and by students who ride bikes and walk to school.

One submission was also concerned about student safety when accessing other schools in the local area, including Eagle Junction State School, Clayfield College, Holy Cross Primary and Woolloowin State School.

Some submissions stated that the construction site itself would be a risk to children's safety, with one submission noting that teenagers who wear I-pods while walking on the street may not be aware of approaching trucks.

Access issues were also raised, with one submission noting that access for contractors constructing the new Language Centre at the school would need to be maintained. Several submissions also contended that access during school drop-off and pick-up times should be preserved by prohibiting the movement of haulage vehicles during this time. Conversely, one submission suggested that this action may increase truck traffic substantially during other times of the day.

Particular issues related to:

- potential pedestrian and cyclist visibility due to the location and height of acoustic wall;
- inherent student safety risk due to increasing traffic volume on Park Road;
- the lack of a safe means for students to cross Kent Road, Rose Street/Junction Road and Park Road at any time of the school day;
- proposed traffic control measures (two traffic controllers) on an overcrowded transport corridor seem insufficient and do not cover Kent Road (or the bus stop) or consider the significant number of children who use the footpath out of hours;
- cumulative safety impacts when considering existing safety hazards around schools related to construction activity at the Kedron worksite; and
- the practicality and logistics associated with notifying school staff and students about any access changes.

The Kedron State High School P&C Association submission requests that:

- flashing lights be installed on the 40km/h School Zone signs;
- electronically variable speed signs be introduced;
- fencing be installed at key points along the edge of the footpath;
- the location of existing safety islands and road markings be reviewed, particularly in relation to school entrances/exits, side streets and bus stop locations;
- the locations of bus stops be reviewed;
- enhanced markings be placed on the road itself to warn motorists that they are in a school zone;
- a school safety crossing be established directly in front of the school, to be manned by a crossing supervisor during peak periods;
- haulage trucks be banned from using Park Road during peak periods when students are arriving and leaving from the school; and
- an independent expert be contracted to determine effective mitigation strategies to ensure pedestrian safety.

One submission also expressed concern around access at pick-up and set-down locations. In particular, a shared laneway with DES was previously used by the school as a safe taxi collection point for students with disabilities. This can no longer occur due to the increased traffic movement in and out of the DES site. These taxis now have to collect students from the front of the school which compounds the traffic congestion since other traffic cannot be restricted.

Response

Based on the traffic analysis presented in the Woolloowin RPC (refer Section 5.2), the operation of the proposed worksite will not cause increased traffic congestion along the construction haulage route. The Woolloowin RPC presented a range of mitigation measures (refer Chapter 8) to address the continuation of safe movement of pedestrians, cyclists and motorists past the proposed worksite during its establishment, operation and decommissioning. Traffic flows generated by the operation of the proposed worksite will not impact on the safe operation of the signalised pedestrian crossings for school

children accessing Eagle Junction State School, Clayfield College, Holy Cross Primary School and the Woolloowin State School.

The Construction Traffic EMP Sub-Plan will provide measures to avoid, or manage and mitigate the potential conflict between pedestrians, including school children, and construction vehicle movements.

As with the approved Airport Link Project, the proposed Rose Street worksite will be required to maintain safe access around the worksites, and the Coordinator-General's Conditions require that the Construction Traffic EMP Sub-Plan should include measures to maintain safe and functional access to community facilities, including Kedron State High School.

The Proponent continues to work closely with Kedron State High School throughout construction of Airport Link and Northern Busway (Windsor to Kedron). Detailed discussions about potential traffic control measures have been ongoing throughout the Woolloowin RPC consultation period. Specifically, individual meetings with the school's Principal and the P&C President were held during June and July 2009. Specific traffic control options discussed included pedestrian fencing, bus stop relocation, signage installation, etc. A traffic control proposal was submitted, and discussed in detail at a P&C meeting.

A review of Kedron State High School's travel safety has also been conducted at Park Road, to identify opportunities to improve pedestrian safety for students accessing the school during peak drop-off and pick-up times. The review noted that during the period before and after school hours, a concentration of children cross Park Road in the vicinity of the school. Students are dropped off and picked up on both sides of the road, and thus cannot avoid crossing the road. Due to the relatively long distances from the school to the nearest marked crossings at Kedron Park Road (120 m) and Gorman Street (230 m), many students cross at any available point on the road, leading to behaviours such as stepping out onto the road behind parked cars, crossing in unsafe locations, and not crossing straight across the road.

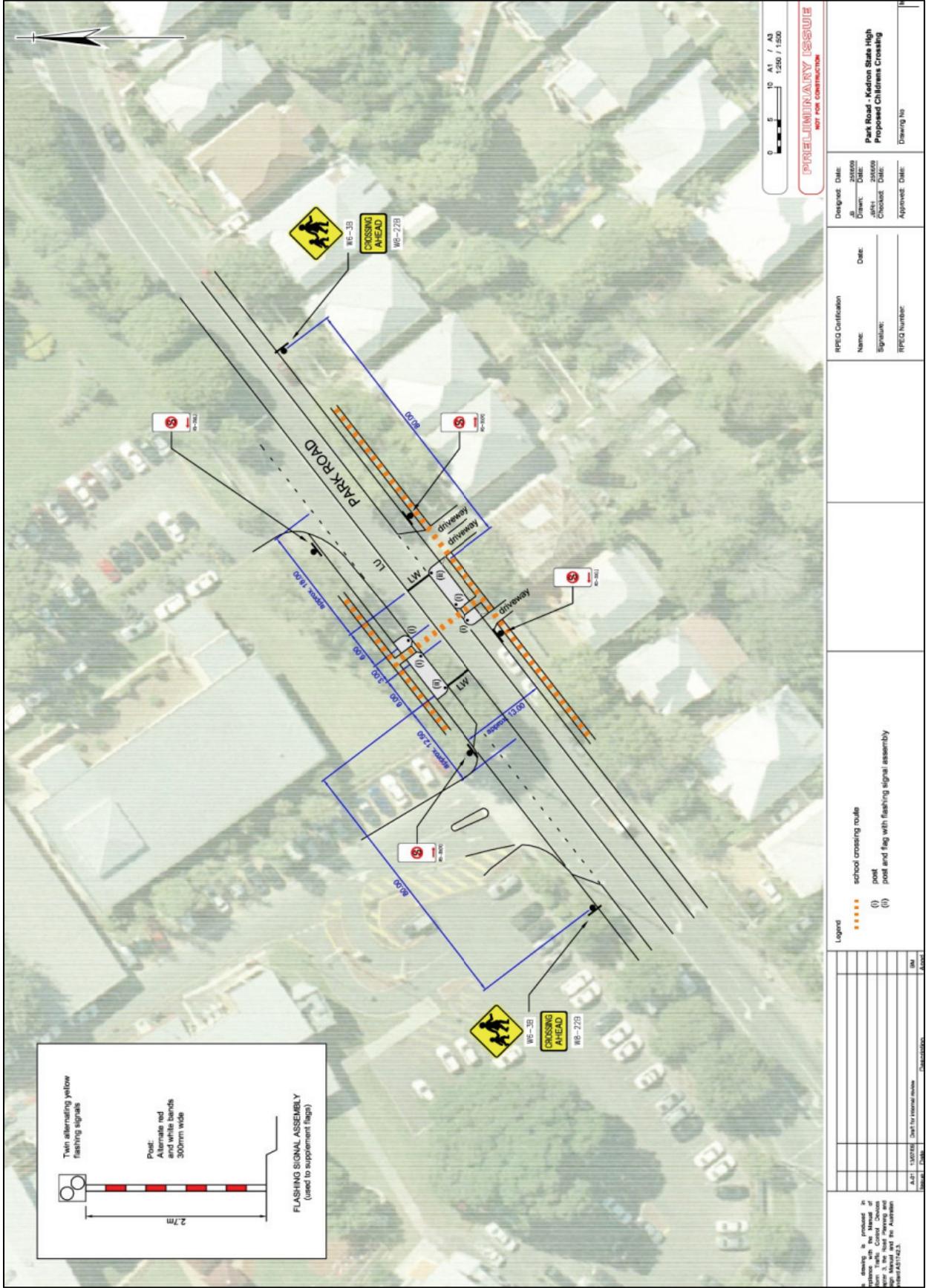
In order to mitigate these behaviours and improve student safety, it is proposed to install a children's crossing on Park Road between the DES driveway and the school driveway (**Figure 5-2**) A pedestrian (zebra) crossing is not warranted at this location as there is not substantial pedestrian use other than school children during and outside school hours. A children's crossing is warranted as:

- many school children cross the roadway;
- the proposed crossing can be located adjacent to the school and within 200 m of driveways;
- an undertaking has been obtained to operate and maintain a school crossing supervisor during normal crossing periods while displaying 'children crossing' flags and hand 'stop' banner;
- the speed environment is less than 70km/hr;
- there is adequate sight distance to the crossing for motorists from both approaches; and
- it will not involve excessive delays to traffic.

Given that on-street parking is permitted along both approaches, and overhanging shrubs exist on the school side of the road, a combination of footpath extensions and parking restrictions are proposed to maintain sight lines and crossing visibility.

Investigations revealed that the relocation of the Kent Road bus stop would not be required (refer to Section 5.4, Issue 6).

Figure 5-2: Proposed Children's Crossing at Kedron State High School



5.16 Visual Amenity

Issue 1 – Visual Impact of the Acoustic Shed and Site

Submissions

Submissions suggested that the acoustic shed would be an ‘eyesore’ for the local community given the height and bulk of the feature. In addition, it would not be in keeping with the character of the local area, and would affect the visual amenity of a heritage listed area. Doubts were also raised over the potential to mitigate visual effects given the flat topography of the area; and it was suggested that camouflaging of the structure is unlikely to be achieved through use of colour and design. The lack of proposed vegetation screening was also an issue of concern.

Issues around glare from the structure as well as the use of night lighting were also raised, including the impact of these effects on the viability of local businesses as well as on community safety and sleeping patterns, along with effects on local wildlife and birds.

Submissions also suggested that the shed may attract graffiti and other vandalism if mitigations are not effected. It was suggested that the community be engaged in a public art exercise to prevent these impacts, and to help increase community ownership of the site.

Several submissions commented that the 5 m acoustic wall around the site would obstruct passive surveillance between Rose Street, Kent Road and Park Road and would disrupt lines of sight, potentially causing safety hazards. The structures would also be visually overbearing and impact negatively on pedestrian amenity.

Submissions suggested that the following mitigations be undertaken:

- daily site inspections to remove graffiti;
- placement of mature trees to screen the site; and
- maintain all external interfaces regularly and to a high standard.

Response

Effects on visual amenity are described in Section 5.12 of the Wooloowin RPC. Design measures to mitigate the scale, bulk and visual impact of the shed will be developed and discussed with stakeholders (near neighbours and businesses, as well as the Queensland Government) prior to implementation. Stakeholders will also be consulted with regard to mitigation of glare and reflected heat.

It is proposed that the contractor will inspect the site boundary on a daily basis to assess the condition of the acoustic barrier and remove any graffiti as required.

An urban design response is planned, including:

- retain existing palms where possible. Palms located close to the property boundary have been identified for retention;
- street edges will be planted with *waterhousia* / *lilly pilly*. A preliminary assessment of Park Road, Kent Road and Rose Street indicates that approximately 40 plants would provide suitable screening. Trees would be planted outside the noise barrier,

in accordance with the QTMR Standard. The owners of 86 Kent Road will be consulted to negotiate planting of trees in existing garden beds;

- continue discussions with property owners and businesses to identify the most appropriate type of shade / awning to be installed at 85 Kent Road (strip shops); and
- facilitate a consultation process with residents and businesses directly adjacent to the worksite to assist with the visual design of the noise barrier and acoustic shed.

Prior to undertaking final urban design plans, the contractor identify the underground services in the area.

5.17 Hazard and Risk Management

Issue 1 – Assessment Methodology

Submissions

The hazard and risk assessment included in the Woolloowin RPC was said to be focused on risks to the completion of the Airport Link Project, rather than on the true impact for residents and businesses. Additionally, it was stated that the likelihood and consequence of stated risks do not have a measurable basis for assessment and that risk ratings are biased towards ensuring the approval of the RPC.

Submissions also noted that there appear to be risks to public health and safety which are not sufficiently dealt with in the assessment, e.g. risk of vehicle accidents. Also, while the use of explosives on site has not been ruled out in the report, this has not been detailed in the risk assessment.

Response

The Woolloowin RPC (Chapter 6) assesses the hazards and risks for the proposed worksite, while Table 6-1 in the RPC outlines a measurable basis for assessing risks against nominated criteria.

The assessment presented in Table 6-2 of the RPC covers hazards such as construction noise complaints, regenerative noise, dust, property damage, vehicle nuisance to residents and so on. This is considered an adequate assessment of the potential impacts and risks to the people, environment and materials from the proposed site activities.

With regards the risk of crashes involving motor vehicles, the information presented in Table 6-2 for traffic impacts adequately addresses the risks associated with vehicle movements. More detailed information is presented in Section 5.2 and Section 8.3 of the RPC.

Although blasting is not planned for the proposed worksite, the handling of explosive materials/substances would be in accordance with the requirements of the *Explosives Act, 1999*. The Act sets out the requirements for the handling, storage and transport of explosives.

In addition to this if blasting is required at the site the following will be complied with:

- explosive materials handled and used in compliance with current Australian Standards (AS2187);

- explosive materials will only be made by licensed contractor as and when required;
- explosives will only be handled and used by licensed contractor;
- sources of ignition will be strictly controlled;
- blasting procedures including separation from the blast zone; and
- Coordinator-General's conditions for blasting - Schedule 3 Condition 9(m).

Issue 2 – Hazardous Substances

Submissions

Submissions raised concern around the intention to store hazardous chemicals such as fuel, solvents, paints and oil on site. The potential for contamination or fire hazards from these substances was raised, as was the need for more substantial monitoring systems to be put in place.

One submission suggested that the proposal be conditioned to ensure that any flammable and combustible materials to be stored on the site are limited to the quantities and stored in a manner in accordance with any statutory requirements.

Response

The Coordinator-General's Conditions (Condition 12, Schedule 3) requires the preparation of a Construction Hazard and Risk EMP Sub-Plan and AS4360:2004 addressing the storage and handling of hazardous materials on the Project worksites. This condition will apply to the proposed worksite, should the application for a project change be approved.

Section 19.6 and 19.7 of the Airport Link Draft Outline EMP describe specific measures to address and monitor hazards and risks. In particular, hazard detection must form part of daily site management procedures, with regular testing to take place and reporting to be conducted on a monthly basis during construction.

In addition, the Woolloowin RPC (refer Section 5.8.2) outlines that all materials with the potential to cause contamination would be listed in a Hazardous Materials Register and would be stored and handled in accordance with AS1940 and AS3780.

5.18 Decommissioning / Rehabilitation

Issue 1 – Decommissioning Activities

Submissions

Several submissions raised concern about the level of rehabilitation that would be undertaken during the decommissioning process. Concern was expressed that the site may not be demobilised as proposed, and instead may become a permanent emergency exit or ventilation shaft for the Airport Link Project into the future. More certainty and commitment around this issue was requested.

It was suggested that affected land should be fully restored with mature trees and shrubs, and landscaped. Any damages caused during construction and operation works should also be repaired during decommissioning.

The BCC submission stated that site rehabilitation programme should include provision for the pedestrian/cycle link contemplated in the Local Plan.

Response

The Woolloowin RPC (refer Section 7.1.1) commits that *“At the completion of works taking place from the Rose Street worksite, the site would be demobilised. Demobilisation would involve the removal of all installations, filling the shaft and reinstatement of the site”*. Section 3.5.1 also states that *“The Woolloowin worksite would be fully remediated and restored to its current condition at the end of works by mid-2012”*.

The Woolloowin RPC (refer Section 7.2) proposes that extensive landscaping activities would be carried out in consultation with the community and relevant stakeholders and according to the nature of the final agreed land use of the site. This would include revegetation and planting of trees as required.

Issue 2 – Final Land Use post-rehabilitation

Submissions

Several submissions expressed concern about the nature of the site’s final land use after decommissioning. Submissions indicated the Woolloowin RPC was to be too open-ended to offer certainty about the final land use. Additionally, the condition that the final land use is subject to agreement by the owner of the site is said to be unacceptable to the community, and should be removed.

Instead, a written guarantee of the final land use should be provided, as well as a commitment to transfer the land to Brisbane City Council and the community upon completion. Specific budget and schedule commitments should also be outlined to the community. The post-rehabilitation restoration of amenity and property prices in the local area would rely on such a commitment being made.

Use of the site post-construction was also said to provide an important opportunity for the proponent to demonstrate a commitment to community benefits. It was emphasised that community consultation should underpin this process, in partnership with Brisbane City Council. Submissions assert that consultation should be undertaken at the start of the Project to ensure upfront commitment, with the aim of achieving genuine community consensus.

Response

The proposed worksite is owned by the State of Queensland, with the Department of Main Roads as trustee. The Woolloowin RPC (refer Section 7.1.1) proposed that the community living near the proposed worksite would be consulted and encouraged to provide input on future uses of the site. The RPC also indicated that the proposed worksite would be rehabilitated to a standard, or condition, suitable for use according to the provisions of *City Plan*.

5.19 Process Related Matters

Issue 1 – General Project Process

Submissions

Several submissions requested that an independent assessment of the need for and impacts of the proposed worksite be conducted. It was contended that the final decision on the proposal should be deferred until a technical assessment and review has been carried out by an independent body selected by the community.

A number of submissions asserted that the existence of impacts from current Project works should be considered in the assessment of impacts associated with the Rose Street worksite. In particular, submissions stated that they are already experiencing impacts from the Kedron worksite, including increased noise and traffic volumes, and the site is visible from some areas of Woolloowin. Several submissions also emphasised that their properties would be volumetrically resumed as part of the broader Airport Link process, and that these impacts had not been considered in the Woolloowin RPC.

One submission also identified that the Project area lies substantially within an area for which Aboriginal Cultural Heritage Plans have been signed by the relevant Aboriginal Parties, and as such the relevant Cultural Heritage Management Plan (CHMP) should be updated to reflect the expanded Project area.

One submission raised that geological drilling has already commenced on the site, and that this should not be done until Project approval has been gained, due to the noise associated with drilling activities.

Response

The Coordinator-General's Project Conditions (Schedule 2, Condition 1) state that the proponent must develop and have approved a CHMP prior to any excavation, construction or other activity that may cause harm to Aboriginal Cultural heritage. If the Coordinator-General's change report recommends that the change proposal proceed, the CHMP area will be varied in accordance with the terms of the CHMP.

Issue 2 – Nature of Modification

Submissions

A number of submissions asserted that the title of the Woolloowin RPC is misleading, in that the word 'modification' is suggestive of an existing site which is proposed to be altered. The proposed change was not contemplated in the Coordinator-General's approval of the original EIS and represents a major variation to the scope and methodology outlined in the contract bid. Accordingly, it should be dealt with in the same manner as a significant project under Division 3 of the SDPWO Act and a separate EIS should be prepared.

Submissions also contend that use of the word 'temporary' is misleading, and that the Project will impact the local social and natural environment for at least three years; this being at best 'short-term' rather than 'temporary'.

Response

The Woolloowin RPC proposes a modification to the construction methodology originally proposed as part of the Airport Link Project. The request represents a change to the approved Airport Link Project referred to in the Coordinator-General's Change Report dated July 2008, rather than the addition of a new project. A separate EIS is not required under the SDPWO Act.

The Rose Street worksite will not be a permanent feature. It will be in use for a period of 29 months from site establishment to decommissioning. The peak of the construction activities to be conducted at the site will be the tunnelling works associated with the approved underground ramps and caverns associated with the Kedron connections of Airport Link. The worksite and associated activities represent a temporary change to the socio-economic and natural environment, to be decommissioned and rehabilitated in 2012.

Issue 3 – Contractual Risk

Submissions

A number of submissions asserted that BC/TJH submitted and won a tender based on specific schedules and costs, and as such should bear the risks of this contract. The view is that the constructor accepted all the risks associated with Project delivery at the time the contract was awarded, and should therefore accept the consequences of this and honour the contract that was entered into. The Woolloowin RPC allows the contractor to widen the community impact of the Project in order to reduce the risks it freely accepted.

A submission also stated that an attempt by the Coordinator-General to bail BC/TJH out of its contractual obligations would be considered a probity issue, and BC/TJH should not be allowed to avoid penalties at the expense of Woolloowin residents.

Several submissions expressed that residents of Woolloowin should not have to pay the price of the contractors' poor planning and mismanagement. It was asserted that when the interests of the community and entities such as CNI/TJH/BC collide, it should not always be the case that the community comes second. Several submissions also raised that the CEO of BrisConnections should not be entitled to the recently-publicised bonus in light of the poor planning decisions that have been made; and that the community should not have to pay the price for ensuring that targets associated with this bonus are met.

Response

The Woolloowin RPC was compiled and submitted on the basis of technical considerations.

The investigations supporting the detailed design process have indicated the necessity to apply different construction methods in response to the uncertain ground conditions in and around the Kedron ramps and caverns. This application for project change was prepared and will be evaluated according to the process and the criteria established in the SDPWO Act.

The remuneration of the CEO of BrisConnections is not relevant to the evaluation of the application for project change.

Issue 4 – Access to Information

Submissions

Some submissions expressed that proposal-related information has not been made readily available through the RPC process. In particular, submissions questioned the availability and/or reliability of the following:

- the Construction EMP referred to in the Woolloowin RPC;
- finalised details of property resumption for the project. A resident received advice in February 2009 that information would be forthcoming in May 2009. To date, no information has been received;
- the documentation provided on the website with regard to the Woolloowin RPC is inadequate and does not fully explain the impact of construction on the lifestyle and amenity of residents;
- asbestos reports for the site. A resident was advised that while these are the private property of the company, that someone would be able to visit the residence with the reports. It is regarded as unacceptable that this type of information can be limited in this way;
- borehole log reports have been requested by some residents, with limited reports being issued and received as committed; and
- a request for copy of the map with the groundwater monitoring stations, together with current data of water levels found within the Airport Link corridor was refused.

Several submissions also raised that individual visits / consultations had been promised, but not yet conducted. Information regarding the appeals process that could be followed if the proposal is approved was also requested.

Response

Community consultation with the residents, businesses and interested members of the public is an ongoing process as outlined in Section 3 of this report. The PPP Co are working to address all queries and requests for information in a timely manner. Not all of the information requested is public information and will not be provided.

The Woolloowin RPC addressed the requirements of the SDPWO Act with regards the range of investigations reported in the document. This document, read in conjunction with the Airport Link EIS and the Request for Project Change dated May 2008, provide a comprehensive suite of information on which the community can form a understanding about the proposal and the context of the locality in which the worksite is proposed.

Issue 5 – Community Consultation for the Woolloowin Modification

Submissions

Some submissions expressed dissatisfaction over the consultation process that has been followed for the Woolloowin RPC, especially in relation to:

- the belief held by some that the proposal is a foregone conclusion and consultation is merely procedural and superficial;
- the manner in which the initial proposal announcement was made;

- general consultation protocols and mechanisms; and
- the timeframe allowed for submissions.

Some submissions contend that, while communities have been invited to comment, a decision on the proposal has already been unofficially made and submissions will not be properly considered. Examples of comments made by Stirling Hinchliffe and Premier Anna Bligh were cited in support of this.

The process of initial communication was suggested to be unsatisfactory, and some submissions expressed that they came to know about the RPC through media first, and then by a door-knock that was conducted while many people were at work. Others stated that they have never been officially informed of the proposal.

Submissions raised that, given the substantial nature of the Project, consultation by the proponent and the Queensland Government has been inadequate. It was suggested that the existing processes for dealing with the community for the Airport Link Project as a whole has been focused on mitigating the impact of community complaints to BC/TJH, rather than on addressing the complaints themselves. Concern was expressed that this process may be continued for the Woolloowin RPC, and that commitments to consult and engage would not be genuinely realised. Submissions also cited examples of reluctance to engage with the community, and tardiness in responding to existing queries. Project information was also said to be inadequate as provided forms were poorly designed and difficult to use, while details on how to make a 'properly made submission' were not provided. Additional detail on the proposed Community Issues Management system was also requested.

The timeframe allowed for responses to the Woolloowin RPC was also raised, with submissions contending that the period allowed was too short to enable proper review of a bulky and technical document. The notification was also issued in the last week before a two week school holiday break, with the submission deadline being four days after schools returned. This was considered inadequate, given the impact of the proposal on local schools. Additional response time was requested so that independent advice can be sought, and fully formed submissions can be delivered.

Suggestions within submissions also raised that a 1800 number should be dedicated to the Project on a full time basis, and that the nature of the change warrants the undertaking of a full community consultation process into the future. It was also suggested that a Consultation Plan be developed in conjunction with the community. The Department of Communities requested that the Holy Spirit Catholic Church be engaged by the Project, given the traffic impact that may be experienced by the bus service that runs from this church to the local prison.

Response

The proposed change is required to be publicly notified in the way decided by the Coordinator-General under s.35G of the *State Development and Public Works Organisation Act 1971*. The Coordinator-General decided the submission period for the proposed change to be from 24 June to 17 July 2009, and the manner in which it was to be publicly notified, and the proposed change was publicly notified in accordance with that decision, consistent with the statutory scheme.

As required by the existing Coordinator-General's Conditions, a community consultation and communication process for the construction of the Project has been established. This process includes strategies to ensure community members and key stakeholders

are provided with regular information about Project activities, including timing, duration and likely impacts. A process for receiving and responding to community complaints has also been established, which includes a 24-hour project information line and email. Project information, including the communication process, is also advertised via the Project website, construction notifications, signage, newsletters and through the visitor centre. This process is described in **Section 3.1** of this report.

Ongoing consultation with key stakeholders, including community facilities and sensitive land uses near the site, has been and will continue to be undertaken to identify stakeholder issues and appropriate mitigation measures. Monthly reports on community complaints are required to be prepared as part of an overall performance and compliance report posted on the Project's website, in accordance with the Coordinator-General's Conditions.

Traffic management issues relevant to bus services are addressed in Section 5.4 above.

Issue 6 – Mitigations and Controls

Submissions

Submissions raised concern that the mitigations and controls outlined in the Woolloowin RPC would not be implemented as committed. Examples of non-compliance with existing dust, noise and traffic controls for the Airport Link Project were cited, stating that this pointed to the likelihood that BC/TJH would breach its proposed mitigations for the Woolloowin site. Submissions contended that the mitigations outlined in the original EIS do not match current on-site practices, and that those outlined in the Woolloowin RPC are worded so as to be non-committal, e.g. the proponent will *attempt* to...

Several submissions emphasised that appropriate mitigations and compensation should be provided for the worksite, including the possibility of temporarily relocating residents who may be directly affected by impacts. One submission also stated that residents should be offered reduced council rates during construction and operation of the worksite. Compensation over the longer term was also questioned, with regard to impacts that may arise only in five or 10 years' time and who would be responsible for addressing these impacts. Concern was expressed that TJH have not devised a process for managing compensation requests in a fair and equitable manner. It was requested that more detail and certainty on the eligibility requirements and likely nature of compensation be provided.

Submissions also raised questions about compliance monitoring and who would be responsible for implementing sanctions and penalties if mitigations are not upheld. Requests for more detailed information on the nature and frequency of monitoring activities, as well as penalties imposed, were also noted.

It was requested that an independent committee be established to report on compliance and breaches to the Coordinator-General, including third party technical specialists and members of the community and local business.

Response

The Coordinator-General's existing conditions (refer Condition 4, Schedule 3 of the Conditions) requires the preparation of an Environmental Management Plan and a suite of EMP sub-Plans that identify the environmental objectives and performance criteria, consistent with the Draft Outline EMP presented in the Airport Link EIS (Chapter 19).

These criteria form the basis for detailed performance criteria and mitigation measures to be set in the Construction EMP during the detailed design phase when the Coordinator-General's environmental conditions are known for the Project.

The conditions require that the Construction EMP and associated EMP Sub-Plans must be prepared, based on background monitoring and predictive modelling, prior to the commencement of works on the proposed worksite.

If the Coordinator-General recommends that the Woolloowin RPC proceeds, the imposed conditions, including any additional conditions and changed conditions, are binding.

Monitoring, auditing and reporting strategies to ensure conformance or to identify non conformance with environmental standards, goals or conditions of approval are included in the Coordinator-General's conditions and will be made available to relevant agencies on request. Appropriate State Government agencies also have responsibility for aspects of the construction process in which that agency has particular responsibilities and expertise.

Additional conditions specific to the Woolloowin site are recommended in Chapter 8 of the Woolloowin RPC report.

6 RECOMMENDATIONS AND CONDITIONS

The delivery of Airport Link is progressing with construction worksites established at Toombul and Clayfield, Kedron, Lutwyche and Windsor. Detailed design and detailed site investigations progressing ahead of construction works have identified a geotechnical constraint to construction and to the construction program in the uncertain ground conditions in the vicinity of the Kedron ramps and caverns where they would connect with the mainline tunnels.

The Request for Project Change was made in response to these uncertain ground conditions as a means for addressing the constraint and maintaining the construction program. If the Coordinator-General's evaluation allows the Request for Project Change, implementation of the proposed change would avoid the additional impacts on the wider community arising from an extension of the construction program and would avoid the cost impacts of such construction delays. It may also allow for the benefits of the Airport Link project to be realised earlier for the travelling public.

If no mitigation measures were implemented, the proposed change to the delivery mode of Airport Link would impact adversely on the amenity and environmental quality in the locality of the Rose Street worksite.

This response report addressing submissions made on the Woolloowin Request for Project Change has taken into consideration the comments and recommendations made in the submissions received by the Coordinator-General. The recommendations presented in the Woolloowin RPC report have been reviewed in light of the submissions to incorporate reasonable suggestions provided by the community and government agencies.

6.1 Recommendations

Following detailed design, construction and geotechnical testing, this Request for Project Change provides a number of recommendations about the requested change to the Airport Link Project. The recommendations are that:

- (a) The change to the Airport Link Project should proceed, subject to the conditions of the Coordinator-General's Evaluation Report dated May 2007, the Coordinator-General's Change Report dated July 2008 and specific conditions which seek to avoid, or mitigate and manage the potential impacts of the proposed change to the delivery mode of the Project. The following condition is recommended to address this issue:

All conditions from the EIS and Change Report apply equally to the Rose Street worksite ("General conditions"). Where specific conditions are imposed in relation to Rose Street, where practicable they are in addition to and not in substitution of any existing conditions imposed on the Project. Where any inconsistency arises between the specific conditions imposed in relation to Rose Street worksite and the General conditions for the Project, the specific conditions are paramount.

- (b) The Coordinator-General's conditions in response to the requested change should address the issues and the measures set out below:

- (i) construction workforce car parking;
- (ii) construction traffic management;
- (iii) construction vehicle queuing;
- (iv) construction spoil handling and management;
- (v) noise;
- (vi) blasting
- (vii) construction air quality;
- (viii) lighting; and
- (ix) decommissioning.

6.2 Construction workforce car parking

The proposed Rose Street worksite would generate employment and the movement of a construction workforce in a locality not presently directly affected by such activity.

If not controlled and managed, workforce car parking could become a source of annoyance for residents and businesses in local streets due mostly to noise and a lack of parking capacity.

The scale of the workforce would vary according to the phase of the Rose Street worksite's operation. The workforce engaged in the site establishment phase would peak at approximately 20 people. The workforce for the tunnel construction phase would peak at approximately 50 people, whereas approximately 80 people would be engaged in the tunnel fit-out phase, following tunnel construction.

To avoid the potential impact of workforce parking in local streets, it is recommended that the following conditions be included in the Coordinator-General's Change Report.

All workforce car parking for the Rose Street worksite must occur at the Airport Link Kedron worksite. The workforce must be transported between the Kedron worksite and the Rose Street worksite by a dedicated shuttle bus service with workforce drop-off and pick-up occurring within the Rose Street worksite.

6.3 Construction Traffic Management

With additional construction traffic movements on the roads there will be increased traffic on the surrounding road network. Although there is likely to be a low volume of construction vehicles moving to the Rose Street worksite, such traffic movements must be managed to avoid, or minimise and mitigate, disruption to local traffic movements generally, and during peak traffic periods including school drop-off and pick-up times in particular.

The construction haul route for the proposed worksite forms a circuit involving a combination of State-controlled roads and arterial roads, and has the capacity to accommodate the low numbers of construction vehicles moving to and from the proposed worksite in a single direction of flow (i.e. anti-clockwise).

In order to manage the construction traffic impacts, it is recommended that the following conditions be included in the Coordinator-General's Change Report:

- (a) *All construction traffic movements including the haulage of spoil, materials, plant and equipment, to and from the Rose Street worksite must occur:*
 - (i) *only on the designated construction traffic route, being east-bound along Rose Street, Junction Road and Sandgate Road, with the return route being via Rode Road, Gympie Road, Kedron Park Road, Park Road, Rose Street and Kent Road as shown on **Figure 6-1**.*

Figure 6-1: Construction Haul Route for Rose Street Worksite



- (ii) *only between the hours of 06.30hrs to 18.30hrs Monday to Saturday, and at no time on Sundays or public holidays.*
 - (iii) *during school drop-off and pick-up times (being 7:30am to 9.00am and 2.30pm to 4:00pm, Monday to Friday on school days) only where traffic control measures, including without limitation appropriately qualified pedestrian controllers and traffic controllers, are in place to manage pedestrians and traffic flows in and around Kedron State High School.*
 - (iv) *despite clause (ii), shotcrete may be delivered to the Rose Street worksite at any time, with a maximum of 4 deliveries of shotcrete between 6:30pm to 6:30am.*
- (b) *Traffic controls including footpath treatments and barriers designed for the safe movement of pedestrians and cyclists in Kent Road and Park Road near the Rose Street worksite must be prepared and implemented prior to the commencement of any site works and maintained for the duration of activities at the Rose Street Worksite.*

*A pedestrian crossing must be provided in Park Road adjacent to the Kedron Park State High School, consistent in detail with the conceptual design presented in **Figure 5-2**, Section 5.15 of this response report. The pedestrian crossing must comply with QTMR standards and must incorporate an appropriate range of traffic controls including flashing lights in the 40km/h zone, coloured band marking on the roadway, and electronically variable speed signs in the school zone.*

During the establishment, operation and decommissioning of the Rose Street worksite, traffic controllers are to be provided by the project at no cost, to manage the safe movement of construction vehicles into and out of the worksite, and along Park Road in the vicinity of Kedron State High School.

- (c) *Real-time monitoring must be implemented to ensure the construction route for the Rose Street worksite is used only by construction vehicles directly engaged on that site. Such monitoring must monitor the flow of construction vehicles on Park Road, Rose Street and Junction Road for comparison with predicted traffic flows for the worksite, and must also manage truck position, speed, route and performance in relation of traffic conditions and schedule requirements. Exceedances of construction traffic forecasts on these roads must be reported to the Coordinator-General immediately together with a corrective action report.*
- (d) *The community, including potentially affected businesses, community facilities and emergency services, must be notified in advance about proposed local traffic management measures.*
- (e) *Clear signage of changed traffic conditions arising from construction activities must be provided and other measures implemented as necessary to ensure safe traffic movement (e.g. traffic controllers, traffic signal operational).*
- (f) *Measures must be implemented to avoid construction traffic of a gross mass greater than 2 t or a length greater than 6 m associated with the Rose Street Worksite using local streets in the vicinity of the worksite.*
- (g) *Access to properties adjoining the Rose Street Worksite must be maintained at all times.*

6.4 Construction Vehicle Queuing

There is potential for local residents in adjacent properties to the proposed Rose Street work site to be affected adversely if construction vehicles were to queue to enter the worksite, particularly in morning with the proposed gate opening time of 06.30hrs. The potential for such negative affect would arise from vehicle noise, engine emissions and potentially constrained traffic conditions including constrained access due to kerbside parking.

In order to maintain a reasonable level of amenity and environmental quality for the locality of the proposed Rose Street worksite, the hours of work must be limited to 06.30 – 18.30hrs Monday to Saturday, with no work on Sundays or public holidays, except for:

- *work below ground or within the acoustic shed can continue without limitation on hours, providing the environmental requirements of the Coordinator-General's conditions are being satisfied; and*

- *that up to four deliveries of shotcrete are permitted to the proposed worksite after 18.30hrs until the site reopens at 06:30hrs the next day.*

It is recommended that the following conditions be included in the Coordinator-General's Change Report:

- The construction vehicle fleet for the Rose Street worksite must be managed so that there is no queuing in proximity to Sensitive Places; and*
- Where construction vehicle queuing is required for the Rose Street worksite, this must occur only in commercial or industrial areas identified in the Construction Traffic Management Sub-plan or within other Construction Sites.*

6.5 Construction Spoil Handling and Management

The handling, storage and loading of spoil during the site establishment, shaft excavation, adit excavation and decommissioning phases of the proposed worksite require careful management to avoid nuisance to nearby properties and along the preferred construction haul route.

It is recommended that the following conditions be included in the Coordinator-General's Change Report with regards to construction spoil handling and management:

- No spoil, including surface material removed during site establishment, is to be stockpiled on site, handled or loaded within the Rose Street worksite prior to the installation of the acoustic screen around the perimeter in accordance with clause 1.6 below;*
- Spoil, including surface material disturbed during site establishment, to be handled, stockpiled or loaded into haulage trucks on site must be:*
 - prior to the installation of the acoustic-lined shed, managed to prevent dust nuisance¹¹ for nearby properties; otherwise*
 - fully contained within the acoustic-lined shed or the underground construction area prior to loading;*
- No spoil is to be removed from the Rose Street worksite outside the hours of 06.30hrs to 18.30hrs Monday to Saturday and must not be removed at any time on Sundays or public holidays;*
- No spoil is to be removed from the Rose Street worksite unless within a haulage vehicle equipped in accordance with the Coordinator-General's conditions, with a fully-covered load and travelling only in the approved direction on a designated haul route for the Rose Street worksite. The approved direction must be shown on an approved Construction Traffic Management Plan in accordance with clause 1.3 above.*

6.6 Noise and Vibration

As with other construction activities to be conducted during the establishment, operation and decommissioning of the proposed Rose Street worksite, there is potential for nearby properties to be negatively affected by noise and vibration.

¹¹ Dust nuisance would occur where the dustfall criteria are exceeded for any day.

The findings of predictive modelling conducted for this Request for Project Change indicate that, without effective mitigation, there would be exceedances of the environmental objectives and performance criteria and the goals for construction noise and vibration set by the Coordinator-General's Evaluation Reports of May 2007 and July 2008. For this reason, the installation of an acoustic screen, at least 5.0m in height and of sufficient density to achieve effective noise attenuation, must be undertaken prior to the commencement of any other construction activities.

There is also a need for early, effective and on-going consultation with the owners and occupants of nearby and potentially-affected properties. Mitigation measures proposed for some people may not be effective for others. An effective and committed approach to community engagement, consultation and impact mitigation would help achieve the environmental objectives, established in the Coordinator-General's evaluation reports, of:

- avoiding sleep disturbance;
- minimising if not avoiding the risk of cosmetic damage to buildings;
- minimising the risk of adversely affecting the operation of sensitive equipment in nearby commercial buildings; and
- avoiding the risk of structural damage to buildings.

Appendix 1, Schedule 3, Condition 9 of the Coordinator-General's evaluation report establishes noise and vibration goals that apply for the construction phase of the Project. These conditions will apply to the changes proposed to the Project.

In order to manage the risks outlined above, it is recommended that the following conditions be included in the Coordinator-General's Change Report in relation to the Rose Street worksite:

- (a) *An acoustic barrier must be designed to achieve the environmental objectives, and constructed around the perimeter of the Rose Street worksite prior to site establishment;*
- (b) *The acoustic barrier for the Rose Street worksite must:*
 - (i) *be at least 5 metres in height;*
 - (ii) *be constructed around the whole perimeter of the site with gate openings only for access points, with the gates to have the same acoustic performance as the acoustic barrier;*
 - (iii) *be constructed of materials with a minimum mass density of 10 kg/m² and be continuous with no gaps.*
- (c) *To manage construction noise, vibration and air quality at the Rose Street worksite effectively, an acoustic shed must be completed prior to the commencement of roadheader excavation for the adit and tunnels.*
- (d) *The acoustic shed must:*
 - (i) *be designed to achieve the environmental objectives and performance criteria, and constructed (including by use of appropriate materials) to achieve compliance with the Coordinator-General's conditions, including in particular Appendix 1, Schedule 3, Conditions 8 and 9;*

- (ii) *remain entirely enclosed between the hours of 18:30hrs to 06:30hrs and on Sundays and Public Holidays, other than to allow access and egress to the shed.*
- (e) *All generators, filtration equipment and non-mobile plant within the Rose Street worksite must be contained within enclosures that are acoustically lined, to achieve the environmental objectives for noise and stated goals continuous noise sources*
- (f) *Consultation must be undertaken with owners and occupants of potentially-affected premises where predictive modelling predicts that the construction noise goals as set out in Appendix 1, Schedule 3, Condition 9 of the Coordinator-General's evaluation report are likely to be exceeded by the construction or operation of the Rose Street worksite.*
- (g) *Consultation must inform the development and implementation of effective mitigation measures to address the predicted exceedance of the noise goals.. Possible mitigation measures include treatments to residential dwellings and sensitive commercial buildings (e.g. window treatments, door treatments, air conditioning) in order to mitigate predicted noise impacts.*

6.7 Blasting

Owing to the proximity of occupied premises to the proposed worksite, and the program intention to commence excavation prior to completion of the acoustic shed, the risk of fly-rock and other potential impacts from blasting in the shaft, must be comprehensively investigated and addressed, prior to the commencement of any blasting.

The Coordinator-General's evaluation report for both the EIS (report dated May 2007) and for the Request for Project Change (report dated July 2008) provided conditions for blasting in terms of vibration goals and airblast over-pressure goals. These goals are provided in the Coordinator-General's evaluation report at Appendix 1, Schedule 3, Condition 9(m) and Table 5. Exceedances of these goals are contemplated but are not anticipated as the norm and generally are to be avoided. Where predictive modelling conducted prior to blasting indicates a risk of an exceedance of the goals, such modelling would trigger the requirement for more detailed consultation with potentially affected property owners and occupants, to determine the most effective mitigation and management measures to respond to the potential risk.

The existing conditions imposed by the Coordinator-General appear to be adequate for the management of blasting and related vibration and airblast over-pressure impacts and do not require any change.

It is recommended that the following condition be included in relation to the Rose Street worksite:

- (a) *All construction blasting at the Rose Street worksite must be undertaken in accordance with the Construction Hazard and Risk EMP Sub-Plan, which must include procedures for the use of blasting mats to prevent any fly rock external to the construction areas.*

6.8 Construction air quality

The establishment, operation and decommissioning of a construction worksite in Rose Street has the potential to impact on ambient air quality through the release of dust and emissions from motor vehicles and stationary, diesel-powered plant and equipment.

The Coordinator-General's conditions for construction air quality address the risk of excessive dustfall by providing dustfall criteria and a goal for the release of particulate matter with an equivalent aerodynamic diameter less than 10µm (i.e. PM₁₀). The relevant conditions are set out in Appendix 1, Schedule 3, Condition 8 and would apply to the proposed worksite at Rose Street.

The proposed worksite is intended to be equipped with a high-level ventilation outlet for the removal of dust and engine emissions from stationary plant and equipment. While not finally determined by detailed design, the empirical evidence derived from the EIS investigations indicates the ventilation outlet must be at least 5 metres above the highest point of the acoustic shed, and must have an airflow velocity no less than 10m/sec to achieve adequate dispersion of the released air.

For the Rose Street worksite, it is recommended that the following condition be included:

- (a) *Dust suppression measures to achieve the Coordinator-General's conditions must be devised and implemented to ensure dust nuisance does not occur during site establishment, operation or decommissioning of the Rose Street worksite;*
- (b) *The shaft at the Rose Street worksite must be ventilated during tunnel excavation works, and ventilated air must be treated for the removal of dust prior to the release from the acoustic shed. Ventilating air must be released to the ambient environment via a high-level ventilation outlet attached to the acoustic shed.*
- (c) *Particle filters must be maintained at the acoustic shed at the Rose Street worksite regularly to ensure the performance of the particulate removal technology meets the goals for ambient air quality in Appendix 1, Schedule 3, Condition 8, Table 2 of the Coordinator-General's evaluation report.*
- (d) *The ventilation outlet for the Rose Street worksite acoustic shed must:*
 - (i) *be designed and operated to achieve the goals for ambient air quality provided in **Table 6-1**; and*

Table 6-1: Ambient Air Quality Goals for Rose Street Worksite – Ventilation Outlet

Pollutant	Goal	Unit	Measuring Period
Carbon monoxide (CO)	10	mg/m ³	8 hour maximum
Nitrogen dioxide (NO ₂)	246	µg/m ³	1 hour maximum
	62	µg/m ³	Annual mean
Particulate matter less than 10µm in diameter (PM ₁₀)	50	µg/m ³	24 hour maximum
	50	µg/m ³	Annual mean
Particulate matter less than 2.5µm in diameter (PM _{2.5})	25	µg/m ³	24 hour maximum
	8	µg/m ³	Annual mean
Total suspended particulate matter (TSP)	90	µg/m ³	Annual mean

- (ii) *be at least 22.5m above ground level in height; or*

- (iii) *at least 5m higher than the highest point of the acoustic shed.*
- (e) *The ventilation outlet for the Rose Street worksite must be designed and operated so that vitiated air is dispersed at a minimum velocity of 10 metres per second.*
- (f) *The exhaust emissions from stationary, diesel-powered plant and equipment must be captured and released to the ambient environment via the high-level ventilation outlet attached to the acoustic shed.*
- (g) *Construction vehicles required to queue or stand stationary on entering the worksite must not have their engines at idle for periods exceeding 3 minutes, unless standing within the acoustic shed.*
- (h) *In addition to any requirement of a Construction Traffic Management Sub-Plan or Construction Vehicle Management Sub-Plan, for management of air quality impacts, construction vehicles leaving the Rose Street worksite must:*
 - (i) *pass over devices within the worksite designed to remove loose material from the vehicle;*
 - (ii) *have secured and covered loads, if carrying loose material to avoid spillage on leaving the worksite.*

6.9 Lighting

If not controlled through detailed design and siting controls, there would be a risk of light spill from the operational and security lighting for the proposed worksite impacting adversely on nearby properties, including residential properties. Investigations for this Request for Project Change indicate that adequate light spill for operational (safety) requirements and security requirements would be achieved from light standards at a height of 4.0metres. Such lighting installations would be directional in design, which when combined with the location of the 5.0 m acoustic screen on the boundary of the proposed worksite, would avoid the risk for light spill affecting nearby properties.

Similarly, lighting within the acoustic shed would be screened from nearby properties through strict implementation of the 'doors closed' procedure between the hours of 18.30hrs and 06.30hrs.

- (a) *Night lighting, including security lighting, for the Rose Street worksite must be designed, positioned and installed to avoid light spill onto adjoining land that is a Sensitive Place (as defined in Schedule 5 of the Coordinator-General's evaluation report) at intensities exceeding 8 lux measured at the common boundary.*

6.10 Decommissioning

Decommissioning of the proposed Rose Street worksite would entail a number of activities which, if not controlled and managed in accordance with the Coordinator-General's conditions, have the potential to impact adversely on the amenity and environmental quality of the locality. Such activities would include the breaking up and removal of the reinforced concrete hardstand areas, the removal of the acoustic shed, the back-filling and compaction of material in the shaft, and the transportation of materials from and back-filling soil to the proposed worksite.

In order to mitigate and manage potential noise, vibration and air quality impacts during the decommissioning phase, it is recommended that the following condition be included in relation to the Rose Street worksite:

Decommissioning of the Rose Street worksite must be staged such that:

- (a) *backfilling and reinstatement of the shaft area occurs within the acoustic shed; and*
- (b) *the acoustic barrier required in 1.6(a) remains in place for the duration of decommissioning.*

7 CONCLUSIONS

The submissions received to the Woolloowin RPC raised a range of issues, generally within the following two categories:

- raised issues related to local impacts and changes from the Woolloowin RPC; and
- raised issues in relation to the overall Airport Link project construction.

This response to submissions seeks to address all the submissions and issues raised.

Many of the conditions established by the Coordinator-General for Airport Link are relevant to and are required to minimise, mitigate and manage the effects of the Woolloowin RPC. Where additional conditions, or changes conditions are considered necessary to address the impacts of the Rose Street worksite they have been brought forward in Section 6 of this report.

8 APPENDICES

Appendix A – Summary of Submissions and Cross-Reference

Government Submissions

Submission Number: 19 (Department of Public Works)		
No.	Issue	Report Reference
1	Are not providing a formal response to the request for project change.	-

Submission Number: 33 (Department of Employment, Economic Development and Innovation)		
No.	Issue	Report Reference
1	No comment from DEEDI. Primary Industry and Fisheries and Mines and Energy may have individual responses.	-

Submission Number: 49 (Brisbane City Council – Strategic Policy Division)		
No.	Issue	Report Reference
1	Queensland Fire and Rescue service has reviewed the Request for Project Change Report - dated June 2009 and we are satisfied with the temporary buildings approval process as specified in Section 4.7 of the Project Change Report.	-
2	The Queensland Ambulance Service (QAS) has reviewed the presentation on the programme and satisfied we will be able to respond to operational emergencies within the tunnel project.	-

Submission Number: 51 (Queensland Teachers' Union – Kedron SHS Sub-Branch)		
No.	Issue	Report Reference
1	<p>Students will be confronting increased vehicular traffic as they move to school; from Eagle Junction and Woolloowin rail, from buses that set down passengers in Park Road and Gorman Street, as well as by students who ride bikes and walk to school. The vast majority of students will have to cross a road at least twice a day - on arrival and departure from school. This is dangerous as there is only one pedestrian crossing to service the needs of over 1,200 people. We understand that previous requests to Main Roads and the police concerning the severity of this problem have met with no positive response.</p> <p>Students need a safe method of crossing Kent Road, Rose Street/Junction Road and Park Road at any time of the school day. An alternative route for trucks needs to be found so that the concerned outlined are alleviated or, money be committed for mitigation measures to reduce noise form the trucks.</p>	5.6 / Issue 2 5.15 / Issue 2
2	Serious concerns currently exist amongst QTU members with regards to noise, dust and pollution levels on teachers' and students' learning environment. QTU members are extremely worried that these levels are already impacting upon the	5.6 / Issue 2 5.8 / Issue 1 5.15 / Issue 1

	<p>quality learning environment of our school and will be further exacerbated with the increased traffic.</p> <p>It has been anticipated that a heavily laden truck will be passing within a distance less than 10 m from students' classrooms every five minutes (assuming some periods that there will be periods at beginning and end of school day when trucks will not be using the roads). The impact of noise and dust will dramatically impair students' learning. Already noise levels generated by existing road traffic have been described as "<i>terribly disruptive to lessons</i>".</p>	
3	Access for contractors to build new sports centre and language centre also needs to be found.	5.15 / Issue 2

Submission Number: 66 (Brisbane City Council – Hamilton Ward)		
No.	Issue	Report Reference
1	<p>My starting point is the title of the document presented by you "<i>Wooloowin Worksite Modification</i>" implies the Change Request is to modify an existing component of the project. This is not the case. Whether intentional or through carelessness, the portrayal of a significant new development on a 'greenfields' site as a 'modification' has certainly provoked residents and local business operators to regard the request with suspicion and hostility.</p>	5.19 / Issue 2
2	<p>In regard to the premise for the Change Request, residents are finding it hard to believe that a project of this scope and expense could have advanced as far as it has, through the approvals and contract awarding stages, only to 'discover' difficult ground conditions AFTER the commencement of works. The view that has been put to me is that, with the geotechnical work that was undertaken, plus a 'Geology 101' understanding that the tunnel work would be through essentially a filled in alluvial river valley, it could hardly come as a surprise that the constructors would encounter 'difficult ground conditions'.</p>	5.2 / Issue 1
3	<p>The view is that the constructor accepted all the risks associated with the project delivery at the time the contract was awarded. This included, or should have included, the potential (if not the probability of) difficult terrain for tunnelling purposes. The constructor should accept the consequences of this and honour the contract into which it has entered. It should not be seeking to significantly widen the community impact of the project in order to reduce the risks it freely accepted.</p>	5.19 / Issue 3
4	<p>The proposed development does not comply with Council's expectations for developments in the area as expressed via City Plan. I'm sure this point will be adequately covered by Council's City Planning submission. However, from the perspective of residents, they are perplexed by the prospect of having to share their neighbourhood with a six storey building in an area where approval for any structure over 8.5 m would be difficult to obtain. The proposed structure will have a significant visual impact and will redefine the character of the surrounding area, marking this precinct as an industrial precinct rather than a quiet residential precinct. This character, once taken away, will be very difficult to restore.</p>	5.13 / Issue 1 5.14 / Issue 1

5	If approved in accordance with the Change Request, the operations associated with the worksite and building will further erode the character and amenity of the local community as the road network in the immediate vicinity of the worksite will be forced to accommodate more and heavier vehicles.	5.14 / Issue 1
6	Truck and trailer spoil haulage vehicles will be entering the site from Kent Road following a left turn from Rose Street. Will they be able to do so without taking a wide turn onto the 'wrong' side of Kent Road? On the assumption this will be the case, traffic control measures will need to be in place during the worksite's operating hours.	5.5 / Issue 6
7	While the spoil removal vehicles will follow a route that has them turning left into Kent Road from Rose Street, smaller vehicles involved with the project will not be so constrained and may want to access the site via a 'westbound' right hand turn from Rose Street into Kent Road. Given this likelihood and the potential for this intersection to become a pinch point, a westbound kerbside through lane between Roseleigh Street and Kent Road should be created with a dedicated right hand turn lane provided for the right hand turn into Kent Road, between Roseleigh Street and Kent Road.	5.5 / Issue 6
8	East bound traffic on Park Road and Rose Street, a major arterial route, is constant throughout the day. There will be very few breaks in traffic that will permit the manoeuvre described in the Change Request, for fully laden spoil haulage vehicles to exit the site turning right into Park Road and then turning right again into Rose Street (entering the traffic stream at this point). This intersection may require traffic lights to be installed to allow for this manoeuvre to be undertaken safely and lawfully.	5.5 / Issue 3
9	Traffic lights at the Rose Street/Park Road intersection would also make this intersection safer for pedestrians, particularly students en route to Kedron High and should be considered for this reason alone.	5.5 / Issue 5 5.15 / Issue 2
10	Measures have to be put in place that would prevent vehicles approaching this site from the west to 'go around the block' to enter the site - that is by proceeding down Park Road to Judge Street, turning right, turning right again into Kent Road and then proceeding to the entrance of the worksite.	5.5 / Issue 1
11	Kent Road is narrow. Trucks will destroy the road surface and swing widely to enter the narrow driveway to site, causing a hazard to pedestrians, cyclists and road users.	5.5 / Issue 6
12	Parking should not be permitted at all between Rose Street and both entry and exit point of the worksite.	5.4 / Issue 4
13	As the proponent is proposing to operate within the structure without any limitation on work hours, worker parking and associated noise is a significant issue of concern. While the acoustic shed may essentially contain within it much of the noise, there will be nothing in place to contain the noise of shift workers walking back to their vehicles at all hours of the day and night, particularly at night, other than self discipline.	5.6 / Issue 6
14	The proponents have created the expectation of a legacy project to be provided, subject to community consultation and consensus. The 'fine print' in the Change Request document	5.18 / Issue 1 5.18 / Issue 2

	<p>is that this is subject to agreement of the site's owner - i.e. the Department of Main Roads. This is unacceptable - the long-term use should be the subject of community consultation, full-stop, not subject to agreement with the current owner. This could be achieved by the owner agreeing to transfer the lots to the Council and for the Council to work through its community consultative processes to achieve the aim of genuine community consensus on what best constitutes public use.</p>	
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Submission Number: 68 (Clayfield Electorate Office)		
No.	Issue	Report Reference
1	<p>I am concerned at the short amount of time that has been allowed for submissions. Notification of the change proposal was only made public on Monday 22 June, with the first information session being held on Tuesday 23 June at the Kalinga Bowls Club. The deadline for submissions is Friday 17 July. This allowed less than four working weeks for residents to review and seek advice on a complex document of more than 200 pages. The document itself has technical appendices that could not reasonably be expected to be understood by people who do not have the relevant qualifications in the disciplines covered by those appendices. The notification was also issued in the last week before a two week school holiday break, with the submission deadline being four days after schools have returned.</p> <p>Clearly the change has an impact on schools in the local area. Kedron State High School is located 500 m from the site, and many students pass daily in front of the site. Eagle Junction State School and Wooloowin State School are also located within close proximity. Opportunities for parents to discuss these issues and to consider the impacts have been extremely limited as a result.</p> <p>In summary, the timing of the change request has antagonised many and arouses suspicions in the community that this change is not a genuine request, but part of a long planned scheme to utilise the Rose Street site.</p> <p>Requests a further period of time for submissions to be allowed, or for submissions that are received to be updated and amended by further technical evidence should the submitters wish to do so.</p>	5.19 / Issue 5
2	<p>The whole concept of a Public Private Partnership (such as Airport Link) is to transfer risk to the private sector. In the circumstances where the private sector participants are able to complete a project ahead of time and budget, they obviously reap the reward. Conversely, if the project runs over time, or costs more than budget, the private contract wears that burden. That is the principle that should be followed on the Airport Link Project.</p> <p>It is difficult to see why members of the community in a cohesive and unspoiled residential community should have to carry the burden for three years of these additional changes. In effect, this change submission seeks to transfer the risk on to the local community. It does so by requiring the local community to have to put up with a significant eyesore (by any measure a 17 m high work shed is an eyesore), additional traffic through truck movements, additional visual</p>	5.5 / Issue 3 5.16 / Issue 1 5.19 / Issue 3

	pollution through light and light spillage and additional noise pollution.	
3	<p>I note that the change report identifies these and other detriments to the local community and also indicates that in a substantial number of instances, the effects cannot be mitigated at source and additional work and consultation with residents will be necessary.</p> <p>I would point out that to date consultation with affected neighbours has been less than adequate. The MP Office receives constant complaints from a variety of parts of the Clayfield electorate affected by the Airport Link Project. These have indicated that works are being conducted at times outside of the original conditions of approval (reference Kalinga Park concrete pours, service relocation on Truro Street, road closures on Lutwyche Road and Kedron Park Road, and works in various streets off Gympie Road in the neighbourhood of Kedron and Leckie Road).</p> <p>Whilst residents are prepared and indeed willing to accept inconvenience while these works are being carried out, the fact is that the inconvenience is being magnified by inadequacies in consultation and in notification of works. Residents are being forced to take rooms in motels in order to get a quiet night's sleep.</p> <p>Despite all assertions and assurances to the contrary set out in the request for project change, it is reasonable to expect that inconvenience over and above the normal inconvenience that could be expected, will attend these works should the change request be supported.</p>	5.19 / Issue 5
4	<p>The report makes much of the ground conditions being experienced by the Airport Link construction team as they move eastward from the Kedron worksite. In short, the essence of the argument is that ground conditions being experienced are less suitable for the construction methods selected than had first been hoped.</p> <p>The approved project is quite different from the reference design project because of the modifications included by BrisConnections in its winning design. In effect, the route travels further south than the original route and this is designed to improve the 'slipperiness' of the design. This in turn allows a greater carrying capacity, allowing greater revenue to be collected via tolls. This is all to the private consortium's benefit.</p> <p>While the ground conditions may not be as hoped, that, again, was a matter entirely for the consortium submitting the winning bid. In effect, they took a punt on the conditions. It was up to the consortium at the time that it made its bid to make its assessment and to take the risk on that assessment. It did so and won the bid on the basis of those assumptions. That those assumptions have not proved accurate ought not to be a reason in and of itself to approve the change request. Again, that is the commercial risk the winning consortium took.</p>	5.2 / Issue 1
5	It is open to conjecture (and this point has been made by many of the local community) that the consortium always had in the back of its collective mind, the option to use the Rose Street site in the event of the ground conditions did not meet	5.2 / Issue 1 5.3 / Issue 2

	<p>its expectations. It would be interesting to know whether the winning consortium and the relevant departments had any discussions about this at the time.</p> <p>The comment is also made on Page 9 of the change request that "<i>the proposed work site could also remain functional for the duration of the delivery (construction) phase to allow more efficient fitout of the tunnels once they have been constructed</i>".</p> <p>It seems clear that having sought to open a shaft at Rose Street, the contractor seeks to use it for an additional period of time beyond that absolutely necessary for the cavern and ramp works to obtain a financial advantage from being able to carry out the works from this site rather than as originally proposed from other locations.</p>	
6	<p>Much is made of the fact that the proposed work station would be situated on a State controlled arterial route. While Rose Street may be designated as a State controlled arterial route, the reality is it is a two lane road in a residential suburb. By no stretch of the imagination can Rose Street be considered in the same league as say nearby Sandgate Road or Lutwyche/Gympie Road. In fact, Rose Street is bordered by houses many of which have been restored and renovated together with local shopping precincts.</p> <p>Both Park Road and Kent Road surrounding the site are local neighbourhood roads and entirely residential. Additional vehicles on this already well used road network would be substantially noticeable and significant for the local community. Additional heavy vehicles would also pose safety risks for the many people who walk along these roads including students at nearby schools. Kedron State High School would be most affected by these changes.</p>	5.5 / Issue 3 5.15 / Issue 2
7	<p>The proposal to access the work site via a left-in left-out counter-clockwise movement also presents difficulties. No evidence has been produced to show that a 10 t truck with dog trailer can readily access the site without needing to move on to the opposite side of Kent Road and again when exiting the site on to Park Road. The swept path of these types of vehicles would indicate a need to cross the centre line. Having observed the site, I find it impossible to believe that the vehicles will be able to enter and exit without crossing the centre line of each of Kent Road and Park Road. In addition, vehicles will find it difficult to enter Rose Street from Park Road due to the constant flow of traffic along that route already.</p>	5.5 / Issue 6
8	<p>I note that the traffic report indicates only a small percentage increase in total traffic. But when one considers the total number of commercial vehicles as indicated on Page 43 of the 'Rose Street Noise and Air Quality Assessment' (Table 5.1), one can see that in fact the additional 10 haulage vehicles per hour for Rose Street is actually almost a 25% increase (10/43). The same is true for Park Road and Kedron Park Road, and is a 35% increase (10/28) for Junction Road. Additionally, when you look at 'Scenario 2' which deals with Saturdays one can see the very much higher number of vehicles on Kent Road. These are obviously going to have a significant impact on the local amenity of the area.</p>	5.4 / Issue 2
9	<p>The impacts of noise are quite clearly set out in the various</p>	5.6 / Issue 6

	<p>reports. It is clear from these reports that noise cannot be satisfactorily mitigated at a number of sensitive receptors. Given my past experience, I find it doubtful that those that have been identified as unlikely to be affected but are still in close proximity will not suffer some degree of disturbance as well. Given the quite residential nature of this location (unlike for example the Truro Street work site or Bowen Hills work site) any noise can be expected to be significantly more detrimental to the community and significantly more noticeable.</p> <p>I have attended the site late in the evenings (post 10pm) when traffic has declined to very negligible volumes. The area is quiet and undisturbed. The work site (no matter how well the acoustic shed is built) will continue to generate noise and that will be particularly noticeable after 6pm as it operates 24 hours a day. For example, 'squawkers' will continue to operate when vehicles are manoeuvring on the site in reverse gear. Generators will be on the site for period of time until mains power can be supplied and they will generate noise. Workers will be leaving and entering the work shed and supplies will also be delivered. The constant hum of machinery will be a constant theme for all those in the near vicinity.</p> <p>I would perceive that noise will not be able to be sufficiently mitigated.</p>	
10	<p>The request for change proposes that workers will access the site via a shuttle bus that will run from the Kedron work site. Again, past experience has been that worker parking has caused significant disruption to local communities. This occurred at the eastern end around Kalinga Park and more particularly has occurred around the western end of the tunnel at Kedron. Parking is at a premium around the Kedron State High School and workers vehicles are consistently seen to be part of the problem by local residents.</p> <p>Additionally, diagonally opposite the site is a small business centre with some businesses (predominantly the coffee shop) requiring rapid turn over of parking spaces and availability of parking spaces. The use and congestion of parking in the area would be a significant blow to the businesses and would need to be adequately addressed should the proposal be approved. Signage limiting parking times after consultation with local businesses may be required and enforcement activities will need to be carried out to ensure compliance with those time limits.</p>	5.4 / Issue 4
11	<p>In the change report, much is made of the future use of the site. The comment that has been received from the community is: "<i>Big Deal!</i>"</p> <p>In addition, the proposal is so highly conditional as to indicate almost no guarantee of any benefit. The words "<i>subject to the plans of the current owner (the Dept of Transport and Main Roads)</i>" fill no one with any sense of certainty that anything positive will come out of the use of this site. In fact, the prevailing view is it is far better to leave it as it is rather than to risk any other change.</p> <p>The proposal should not under any circumstances be allowed to go ahead unless a firm commitment (in the form of a signed stamped Transfer registrable in the Titles Office) is</p>	5.18 / Issue 2

	provided to the Brisbane City Council to transfer the land for open space and parkland purposes. Anything less would be unacceptable and would not guarantee this supposed 'benefit' to the local community.	
12	To be clear, if approved this project will have a significant effect on the local social environment for at least three years. Much is made of the fact that the shed will only be temporary and that the works will be completed within a certain time. Experience has taught that the effects will last much longer. Once an area develops a certain 'reputation' or becomes infamous for certain things, it takes a very long time for its reputation to be restored. This will almost certainly be the case with the disruption of the cohesion and harmony of the residential area around the worksite.	5.19 / Issue 2
13	<p>For residents in the near vicinity, the capacity to sell their homes in the normal course will be substantially affected for the three year duration of the works. They will probably be unable to sell their properties for the full market value and will have to accept substantial discounts if they need to sell. Investments by many people in renovating their properties (in accordance with Council requirements to maintain character) will have been wasted.</p> <p>Many in the community will have to put up with three years of interruption to their lives through noise, trucks, dust and other issues.</p> <p>All this, and there is no guarantee that further changes will not be sought or that further impacts will be suffered. While other activities on Airport Link have been able to be contained in public areas (e.g. Kedron and Kalinga Park) this site is smack dab in the middle of a cohesive harmonious residential community.</p> <p>It is the view of many in the community that notwithstanding the delay of the project by up to eight months; the benefits to be expected are far outweighed by the three year disturbance in the area.</p>	5.8 / Issue 1 5.14 / Issue 1

Submission Number: 79 (Kedron State High School)		
No.	Issue	Report Reference
1	The school has an enrolment of 1,130 students growing annually by 50 - 60 students. The school includes the only deaf unit and only ESL unit in the Brisbane North District. Concerns related to student (pedestrian and cyclist) safety have been ongoing in the school community. This is of particular concern in the areas of Park, Kedron Park and Gympie Roads, Gorman and Rose Streets and the related intersections. These concerns have been highlighted by the implications of the Airport Link Northern Busway projects.	5.15 / Issue 2
2	The Original EIS indicated increased surface traffic flows into the future whether the tunnel is to be constructed or not. Recent Main Roads correspondence indicates to the school and community that traffic flow rates had actually decreased in the last 12 months, which is contrary to daily observations.	Does not relate to Woolloowin worksite
3	Previous efforts, approaches and requests from the school and PCA to CNI, TJH, Department of Emergency Services, Queensland Transport, Department of Main Roads, BCC and	5.15 / Issue 2

	<p>Queensland Police Services have been met with the following responses:</p> <ol style="list-style-type: none"> 1. Request for Park Road to be a one way easterly directly - rejected by CNI outright when first raised, and not advanced beyond preliminary meeting (2007) 2. Request for greater safety measures to entry/exit from Emergency Services - temporary support, but no permanent safe resolution 3. Request to TJH for contract haulage trucks not to use Park Road - successful with a reduction in noise levels across the school site 4. Request to Queensland Transport to refresh signage (reduced speed etc) along Park Road – successful 5. Request to Main Roads for a pedestrian crossing - rejected and Queensland Transport refused to train a 'lolly pop' person as the site was considered too dangerous 6. Request to Main Roads for flashing lights on speed signs at peak times – rejected 7. Request to Main Roads for illuminated speed signs at peak times – rejected 8. Request to Main Roads for more road marking of speed/school zone indication signage – rejected 9. Request for bigger safety island for pedestrians in Park Road at Gorman Street intersection – rejected 10. Request to BCC to reduce the number of bus stops or review the relocation of stops to locations for pedestrians – rejected 11. Request to Queensland Police Services for increased patrols and possible speed camera operator - rejected 	
4	<p>The main school gate was locked to stop vehicle access at peak times in the afternoon. A shared laneway with DES was used by the school as a safe taxi collection point for students with disabilities (deaf and intellectually impaired) but this can not longer occur due to the increased traffic movement in and out of the DES site. These taxis now have to collect students from the front of the school which compounds the traffic congestion since other traffic cannot be restricted. This 'modification' to the project indicates that the haul route for trucks will impact on and increase the safety risks for students in relation to the above.</p>	5.15 / Issue 2
5	<p>An additional safety risk for any persons or drivers on Park Road is the unpredictable behaviour of DES emergency response vehicles that use Park Road to respond to emergencies. These vehicles do have lights and sirens, but they do have the effect of alarming drivers who then often react unpredictably which can have a flow on effect impacting on pedestrians.</p>	5.4 / Issue 3
6	<p>The addition of trucks into the regular traffic flow will also have a direct impact on the learning environment for students who have instruction in the building (K Block), the soon to be constructed Language Centre and the School Hall, all of which are adjacent to Park Road. Note: the hall has already been included in previous mitigation measures provided.</p>	5.15 / Issue 1

7	I strongly request that further consideration be given to the suggestions and approaches that have already been made. I am concerned that a request for moratorium on truck haulage at the start and end of the school day will result in greater frequency of trucks in the 'other' half of the day.	5.15 / Issue 2
8	Mitigation granted to the school previously has been committed to work as outlined in the response to the original EIS for the project. This work included the construction of a sports facility, air-conditioning and noise mitigation where necessary. This proposal to change the brief has additional implications that require mitigation beyond the original scope. It is estimated that the costs for this work (air conditioning and double glazing) would be in the vicinity of \$250,000 for K Block and \$200,000 for the Language Centre.	5.6 / Issue 6 5.15 / Issue 1
9	The school has successfully applied to the Commonwealth Government for funding for the Language Centre (\$1.97 million). If the cost of mitigating the impacts of this changed proposal have to be met from this funding, then the size and practical use of the building will be greatly compromised as neither the State or the Commonwealth Governments will contribute further.	5.15 / Issue 1
10	Our school has a proud tradition of outstanding academic achievement by its students, with graduates being well received by the community as well rounded and highly capable members of society. We are keen for this tradition to be maintained by continuing to accommodate young people of the calibre we currently do.	-

Submission Number: 91 (Brisbane City Council – Planning and Sustainability Division)

No.	Issue	Report Reference
1	The height and bulk of the proposed acoustic shed is clearly beyond the reasonable expectations of built form in the LR Area as is the ultimate, albeit temporary, use. The proposed structure is comparable to the bulk and scale generally expected of a medium density residential building and would be completely out of place in the local context. The proposed structure, land use and associated vehicle movements are not in accordance with the reasonable expectations of the locality as expressed in City Plan policy.	5.13 / Issue 1 5.16 / Issue 1
2	The development principles listed in the local plan reinforce the expectation of detached residential dwellings and adds the local importance of traditional character streetscape. The notation in the local plan of a proposed pedestrian and bike path along Rose Street would be a relevant consideration of any development on this site other than for a house. It is understood this is a route well used by pedestrians, particularly local school children. Maintenance of a safe and pleasant pedestrian thoroughfare past this site is essential. This includes not only during construction and operation of the site, but also ensuring the desired pedestrian/bicycle link noted in the Local Plan is delivered as part of the site rehabilitation programme.	5.18 / Issue 1
3	The site is affected by one constraint overlay - the Demolition Control Precinct (DCP). The site does not contain any pre-1946 structures. However, the surrounding streetscape has a	5.13 / Issue 1 5.14 / Issue 1

	distinct and well-established pre-1946 character including a strip of commercial character shops on the opposite corner of Rose Street and Kent Road, intact groupings of pre-1946 houses along Park Road and several individual examples of pre 1946 housing along Kent Road as well as opposite the site of Rose Street. The visual impact of the proposed structure in this setting will be significant.	5.16 / Issue 1
4	The proposed change is not in accordance with the community's original expectations of the Airport Link Project. The local Woolloowin community had an understanding that their area would not be subject to significant impact from the project. Community consultation must therefore be carried out at least to the same extent as the original project for the affected community. It is critical that the community are meaningfully engaged and consulted and that their concerns are sufficiently reflected in the detail planning and relevant approval conditions.	5.19 / Issue 5
5	Any development proposal assessable against the City Plan that is not clearly envisaged for the area must prepare a Community Impact Assessment Report and Community Impact Management Plan in accordance with the City Plan's Community Impact Assessment Planning Scheme Policy. Some of the issues required to be addressed by the Community Impact Assessment process have been investigated as part of the original EIS, as well as in the Request for Project Change documentation - Section 2 Existing Environment. However, a Community Impact Management Plan is not evident in the document. Similarly, a community consultation plan is referred to as a dot point under Section 4.6.2 Community Issues Management, but no detail is provided.	5.13 / Issue 1 5.19 / Issue 5
6	The following measures are considered minimum requirements for community consultation and management of local impacts resulting from such a structure and operation in a residential area: Consultation Plan to be developed and undertaken with all affected residents, commercial business, community organisations and local schools in accordance with the City Plan Consultation Planning Scheme Policy to outline the potential impacts with the community and determine local concerns and to ascertain specific local needs. These could be related to the development of the work site and the subsequent remediation of the site to their satisfaction. Several initiatives could be explored as part of the consultation such as working with local schools in community arts initiatives around the construction site and any opportunities for training or employment with schools or local employment groups.	5.18 / Issue 2 5.19 / Issue 5
7	Local Impact Management Plan to be developed in consultation with the community to determine mitigation strategies to address: <ul style="list-style-type: none"> • loss of visual amenity caused by impact of the shed (its size, dimensions and high daylight glare) and removal of all existing vegetation on the site itself • changes and disruption to the character and quiet neighbourhood itself, particularly local streets and the sense of place including any impacts on Melrose Park 	5.13 / Issue 1

	<ul style="list-style-type: none"> • disruption of access and connectivity throughout the neighbourhood but particularly to Kedron Brook, the park network, bike paths, and access to public transport and social infrastructure, for example the Woolloowin Vet surgery, Kent Road and the Queensland Aerospace Training Centre, Rose Street • stress experienced by some residents as result of proximity to construction and other factors in terms of loss of amenity • community safety in order to ensure safe pedestrian access for school children to the Woolloowin State School southwest of the worksite (difficult to access by vehicles) and the Kedron State High (students using Rose Street to walk between Eagle Junction Train Station and Kedron State High) • sever restrictions on vehicle access to residential business and community uses in the local area • impacts on Eagle Junction Shopping Centre • increase in noise, dust, vibration and vehicle emission, for example, exceeding noise and air goals and unacceptable night time goals 	
8	<p>Visual Impact of proposed structure:</p> <p>The visual impact of the proposed structure in this locality will be immense. It has a similar bulk and scale to a six storey building in an area of predominantly of only one and two storey detached dwellings, many with traditional character, and is completely out of scale in the locality. Despite the project being exempt from assessment against the planning scheme, every effort should be taken to minimise the visual impact of the structure.</p> <p>While it is proposed to paint the shed different colours to camouflage the visual mass, there have been no examples cited where this has successfully been achieved. Camouflaging such an immense structure at this sensitive location is unlikely to be achieved and this should be acknowledged in the supporting documents.</p> <p>As detailed in the previous section, effective community consultation will be critical in determining the best solution as will be a genuine desire to go beyond merely an engineering solution on the site. It may be possible to engage the local community groups and schools in a public art exercise that could also help facilitate community ownership of the site. As a result of the iterative nature of such a design exercise, there are no specific conditions recommended for this issue as the solution will be strongly driven by the community.</p>	5.16 / Issue 1
9	<p>Pedestrian safety and amenity:</p> <p>The local street network is well used by pedestrians and cyclists, in particular students from the local schools. The impacts from the proposal on pedestrian and cyclist amenity and safety are potentially significant. Specifically:</p> <ul style="list-style-type: none"> • the 5 m acoustic wall proposed to surround the site will obstruct passive surveillance between Rose Street, Kent Road and Park Road • unless properly treated and located, the acoustic wall will be visual overbearing and have negative impact on pedestrian amenity • the high volume of heavy construction vehicles entering 	5.5 / Issue 5 5.16 / Issue 1

	and exiting the site, peaking during the tunnelling phase at about seven trucks and hour increases opportunities for conflict with pedestrians or cyclists and increases the likelihood of accidents	
10	To aid in mitigating these issues the pedestrian and cyclist paths around and past the site should be clearly established as part of the Worksite Establishment phase. Where existing infrastructure is below recommended standards or non-existence, it should be constructed during this phase. All verge works should be completed prior to the Shaft Development and Excavation phase. There is no specification in the supporting documentation that guarantees this to occur.	5.5 / Issue 5
11	<p>Sufficient setbacks to the acoustic fence are to be achieved as follows:</p> <ul style="list-style-type: none"> • create and maintain a minimum verge width of 4.25 m along Rose Street frontage and reconstruct the footpath to a minimum width of 3.0 m to allow pedestrians and cyclists to safely share the path between Kent Road and Park Road. Kerb ramps to access this path are to be provided consistent with the width of the path • create and maintain a minimum verge width 3m along the Park Road frontage and construct a new footpath with a minimum width of 1.8 m • maintain the existing 6 m verge along Kent Road frontage and construct a new footpath with a minimum width of 1.8 m • all verges adjoining the site should be appropriately landscaped to improve amenity during operation of the site • ensure adequate visibility between vehicles entering and leaving the site and pedestrians on the footpath by providing sufficient sight splays at the fence line. Minimum sight splay recommended is that shown for 'other areas' in City Plan's Transport, Access, Parking and Servicing Planning Scheme Policy, Section 3.4 Sight Distance, Figure C • all footpaths, crossovers and street landscaping should be constructed to the standards described in Council's Subdivision and Development Guidelines - Part B, Chapter 1 and Chapter 4. <p>Note that these verge widths will require the building layout to be modified to maintain building setbacks internal to the site</p>	5.5 / Issue 4
12	<p>Traffic Impacts:</p> <p>Traffic impacts along Rose Street will increase traffic congestion during peak hour and for school related travel. Traffic safety due to increased heavy vehicle traffic is not adequately addresses in the associated reports. Given the proximity of the school, Council believes that failure to prohibit haulage operations during school drop-off and pick-up times is a significant deficiency.</p>	5.15 / Issue 2
13	There are also discrepancies and omissions in the proposal documentation. The new spoil haulage route outlined in Appendix A.2 is different from the original and as described in Section 5.2.1 of the Request for Project Change document. The WMS (Page 22) shows a left turn onto Dawson Street continuing onto Shaw Road, Rode Road and on to Gympie	5.5 / Issue 1 5.18 / Issue 2

	Road. This will have a significantly larger impact that if the Junction Road- Sandgate Road - Rode Road route is used. Council's preference is for spoil vehicles to use arterial roads and to minimise haulage on minor roads.	
14	Although some measures have been identified to manage queuing of haulage vehicles, given the potential impact to local residents and the operation of the road works, more detail should be provided by the proponent on how this issue be dealt with. The possibility of a staging area at an undetermined location is considered insufficient detail.	5.5 / Issue 8
15	The operation of the Park Road and Rose Street intersection has not been adequately addressed. Haulage vehicles will be required to turn right from Park Road to Rose Street. As they will be exiting from the site and full of debris, it must be assumed that these vehicles will be slow to accelerate and may find it difficult to find a break in traffic to proceed through the intersection.	5.5 / Issue 6
16	Impacts on parking provisions of surrounding area: There is community concern in areas surrounding the Kedron worksite as increasing parking demand, and reduction of parking capacity due to construction activities, has seen local streets heavily used for workforce parking. Council is keen to ensure that this is not repeated at Woolloowin.	5.4 / Issue 4
17	We are also keen to ensure that the proposed change does not worsen the parking problems at the Kedron worksite given the suggestion to accommodate parking for the Woolloowin workforce at this site.	5.4 / Issue 4
18	The proposed site plan indicates that there is no dedicated on site parking available. The proposal fails to show how parking for ancillary construction vehicles required for such a construction would be provided. As well as haulage trucks, such a site can expect a number of vehicles such as subcontracting mechanics and electricians to access the site throughout the day and night to accommodate the 24 hour operation of the site.	5.3 / Issue 1 5.4 / Issue 4
19	There is also no indication how the proponent would prevent construction employees from parking in the local streets instead of using the proposed shuttle bus from Kedron.	5.4 / Issue 4 5.5 / Issue 5
20	Road surface impacts: There is a general lack of responsibility for mitigation demonstrated by this proposal, For example, " <i>keeping road sections well maintained to reduce noise impacts will be achieved by notifying relevant authorities to ensure proper maintenance</i> ". Council has previously raised concern about the impacts of haulage on Council maintained assets such as Rode Road. Rode Road is a major haulage route (refer to Figure 8-1) and the estimated frequency of loading from the haulage trucks is well in excess of the current pavement capacity. This is expected to quickly lead to significant road deterioration which will impact on other road users. The pavements will require strengthening beyond the standard normally required for an arterial road in order to cater for the anticipated loads from the project. Efforts to secure a financial contribution from the proponents	5.5 / Issue 4

	<p>or the State Government, or to have the work undertaken by either of these parties, have not been successful to date. Council is seeking that such a contribution be stipulated as part of the conditions set down by the Coordinator General to protect the interests of Council rate payers.</p>	
21	<p>Noise Impacts: The proposal has focused on the noise sources from the site, many of which will be mitigated by the use of the acoustic shed. However other potential sources of noise, particularly from night time operations have not been addressed. Without sufficient control, there is potential for construction heavy vehicle movement at night as oversize load restrictions prevent these vehicles from operating during peak times. These have the potential to significantly disturb sleep patterns of the many nearby residents.</p>	5.16 / Issue 1
22	<p>Noise mitigation measures for local properties are proposed to be implemented prior to significant construction commencing. While Council encourages the proponent to implement 'best practice' measures as undertaken by the Clem7 project, the topography of the area may cause noise to carry for long distances. Mitigation measures should not be limited to adjacent properties but available for any resident in the area experiencing significant impacts from night time operation.</p>	5.6 / Issue 1 5.16 / Issue 1
23	<p>Vibration Impacts: Given that this proposal has come about because of unexpected geological conditions, it is concerning to read in Section 5.4.1 that the use of drilling and blasting could not be ruled out as it "<i>would depend on rock type encountered</i>". This suggests that the proponent has not yet done all the necessary geological investigations and local residents may be subjected to further changes in the project in the future. Approval should only be given once the construction methodology has been finalised and adequate mitigation techniques put in place.</p>	5.7 / Issue 1 5.2 / Issue 1
24	<p>Air quality impacts: The greatest potential for local community impact from the site such as this is from dust. A number of measures have been outlined in the proposal. Due to the pervasive nature of the problem, additional measures should be offered to local residents who have the potential to be greatly affected such as regular house washing and provision of internal clothes drying facilities with all costs met by the proponent.</p>	5.8 / Issue 1
25	<p>Further the combined impact of existing and haulage component for air quality impacts is not shown. The report states that monitoring is to be undertaken for compliance with Coordinator General's air quality goals but these are not stated. A targeted baseline must be established prior to construction.</p>	5.8 / Issue 4
26	<p>Hazardous materials impacts: The report does not rule out use of explosives on site. Failure to list explosives as a potential hazard in Section 6 is a significant oversight. While there is no implication that explosives cannot be used safely on site, the very close proximity of residents and potential for local concern requires</p>	5.17 / Issue 2

	this to be addressed thoroughly in the supporting documentation so that the affected community is fully informed.	
27	<p>Construction Management Plan (CMP):</p> <p>Given Council's lack of confidence in the contractor to comply with conditions of approval, we insist that all construction traffic and site issues should be managed through a discrete CMP to be kept on site for reference and enforcement at all times.</p>	5.5 / Issue 11
28	<p>The CMP should address at least the following issues:</p> <ul style="list-style-type: none"> • anticipated staging, programming and the specific mitigation strategies for each stage • provision for fire exit routes on the subject or adjoining sites • provision for pedestrian and cyclist management including alternative pedestrian and cyclist routes, past or around the site • location of Council assets on and external to the site and any likely impact to these assets. Council assets include water, sewer, stormwater, street trees and kerb side allocation signs and line marking. Details of street trees to include location, species, trunk and canopy size • temporary vehicular access points and frequency of use • location of materials, structures, plant and equipment to be stored or placed on the construction site • how materials are to be loaded/unloaded and potential impacts on existing street trees • location of materials, structures, plant and equipment to be stored or placed on the construction site • location of any proposed external hoardings and gantries • maintenance of the surrounding pavement and resurfacing after activity at the worksite is complete • ensure night time vehicle movements and deliveries are restricted to only those approved in the EIS • control of overspill lighting and night time traffic headlights • limits on the use of reversing beepers • management and scheduling controls to limit potential queuing of construction vehicles waiting to enter the site • identification and management of a discrete parking area for the site workforce • details of relevant approvals required to carry out any works within the road reserve such as temporary lane closures, restricted work zones (subject to relaxation of clearway hours and resolution of alternate kerb side allocation including bus zones); overcoming clearway restrictions; and gantry erection 	5.5 / Issue 11
29	<p>The CMP must ensure the following specific outcomes:</p> <ul style="list-style-type: none"> • use of the new haulage route is limited to those vehicles required to visit the Woollowin worksite and not used by all project construction traffic • no construction traffic is to use residential streets north of the worksite • spoil trucks are not to operate in the school area between school pick-up and drop-off times • strict adherence to the limits identified in the EIS and project change documentation on the vehicle and 	5.5 / Issue 11

	<p>associated noise generated from the site including any associated ventilation equipment in the acoustic shed</p> <ul style="list-style-type: none"> • no parking for workers in local streets • sufficient safety measures are in place to reduce pedestrian and cyclist conflict with construction traffic as vehicles entering the site • the regulatory bike lane in Kent Street in vicinity of site entry is to be treated with green bike line treatment to improve awareness for cyclists for vehicles entering the site • installation of splitter traffic islands with pedestrian/cyclist refuge facilities to improve crossing safety at the intersection of Rose Street and Park Road at the following locations: Northern leg of Park Road and Western leg 	
30	<p>Site rehabilitation: should include the following external works:</p> <ul style="list-style-type: none"> • street tree planting and landscaping along all frontages in accordance with Chapter 4 of Council's Subdivision and Development Guidelines • repair any damage to footpath or road surface adjoining the site • inspection and rehabilitation of Rode Road due to likely impact of increased heavy construction vehicles using the route • provision of any works required to establish a bicycle path along Rose Street, comprising on and off carriage way sections, between Kent Road and Gorman Street. 	5.18 / Issue 1
31	<p>Post-construction disposal and use of the site: The site is well location on a suburban route, has good access to several schools and local shopping opportunities. This proposal is asking a lot for the local community. Use of the site post construction provides an opportunity for the proponent to demonstrate that the community will be left in a better state than when it arrived. While a number of suggestions could be made for future use, Council believes that the local community should make the decision. Council has demonstrated capabilities in the area of community consultation. Our Community Facilities Branch would be pleased to assist in the identification of a suitable solution in line with the local community's expectations.</p>	5.18 / Issue 2

Submission Number: 93 (Department of Education and Training)

No.	Issue	Report Reference
1	Our review of the Project Change was concerned primarily with the impact of these works on the Kedron State High School which is located in near proximity to the proposed new worksite. The main impact arising from the works will come from construction works on the new worksite and main cavern excavations.	5.15 / Issue 2
2	The Department considers that a range of risks will emerge as a result of the Project Change. These risks are related to physical safety, noise and vibrations. The recommended strategies to manage these risks are:	5.7 / Issue 1
3	Physical Safety:	5.5 / Issue 11

	No movement of heavy haulage vehicles should take place between peak hours of student movement to and from the school - 8:00am - 9:00am and 2:30pm-3:30pm. The take up of these movements (4-6 vehicles at AM and PM) in hours outside peak times is considered to pose lesser risk that haulage continuing during critical times noted.	5.15 / Issue 2
4	Specific traffic control measures must include the use of traffic controllers around these times at the worksite and outside the school in proximity to points of school access and egress.	5.15 / Issue 2
5	A pedestrian crossing needs to be provided on Park Road in proximity to the school access and egress points, and between the nearest bus stops in an East and West direction.	5.15 / Issue 2
6	The length of Park Road in the existing 'school zone' where traffic speed is regulated should be appropriately marked with a coloured 'band marking' to easily identify and register with vehicle drivers as an area with changed road conditions. This is to be additional to current 'school zone' signage.	5.15 / Issue 2
7	Student consultations and safety programs are to be implemented with the school and other relevant stakeholders.	5.15 / Issue 2
8	Noise: One school building (K Block - 2 x staff rooms, 5 x classrooms) will require upgrading to alleviate noise levels associated with construction traffic travelling on the designated construction vehicle route. This recommendation aligns with noise mitigation works occurring at the school as a result of the existing Airport Link works.	5.6 / Issue 6 5.15 / Issue 1
9	Under the Building the Education Revolution a language centre has been approved for construction at the school. This facility will be completed by July 2010, and is to be located at the front of K Block. This facility is not funded for noise mitigation, and it will be necessary to fit the facility with air conditioning and double glazing of windows in order to alleviate noise levels.	5.6 / Issue 6 5.15 / Issue 1
10	Vibrations: Imposing speed control limits (reduced speeds) for all empty haulage vehicles travelling on Park Road past the school.	5.7 / Issue 1
11	Upgrading and improving the section of Park Road adjoining the school to eliminate any rough, undulating or uneven road surfaces and thus reduce the potential for empty trucks to bounce or bump in travel.	5.5 / Issue 4

Submission Number: 94 (Department of Transport and Main Roads)

No.	Issue	Report Reference
1	DTMR has concerns that Park Road, Rose Street and Junction Road which was identified in the Coordinator General conditions (May 2007 - Section 6, Point 7) as being restricted for spoil haulage use (refer also CGCR July 2008 Section 4.9.2) is now proposed as a spoil haulage route. This is particularly relevant during school pick-up and drop-off times.	5.5 / Issue 1
2	CCTV coverage is also requested to be provided at the Woollooin site to monitor and manage any associated	5.5 / Issue 11

	impacts with the construction site. This would include monitoring the network for spoil haulage and site construction vehicles. This is to be installed and operational prior to any site works commencing. DTMR requires that all existing project deed requirements for spoil haulage approvals stand as per Exhibit A Annexure 2, Park 1.4.8 Haul Routes and Operations for modification.	
3	DTMR has concerns regarding sensitive receptors (noise, dust, vibration) on local businesses occurring in close proximity to the proposed worksite. DTMR consider it appropriate a low noise pavement surface (with appropriate preparation and ongoing maintenance) for the proposed spoil haulage route on the East-West Arterial. Further, two heritage listed properties (1RP53241, 1RP41088) that occur close to the project area have not been identified in the Woolloowin Modification Report.	5.6 / Issue 2 5.7 / Issue 1 5.8 / Issue 2
4	Construction for workshop establishment (Section 4.3.1) - Clearing of vegetation. Please note if it is native, TJH will need a DERM clearing permit.	5.12 / Issue 1
5	<p>Construction vehicle routes (Section 5.2.1) - TJH to provide to the satisfaction of BCC and DTMR any required upgrades to intersections and pavement affected by the new proposed spoil haulage route to allow for safe movements of heavy vehicles (including over dimensioned) at these locations. This includes but is not limited to the following locations:</p> <ul style="list-style-type: none"> • access to the site on Kent Road • egress from the site onto Park Road • Park Road and Rose Street • Kent Road and Rose Street • Junction Road and Sandgate Road • Kedron Park Road and Park Road • Sandgate - East-West Arterial <p>Please note there is a small roundabout at the intersection of Rode Road and Edinburgh Castle / Bilsen Road. TJH to coordinate with BCC the navigability of the roundabout with respect to spoil haulage vehicles.</p> <p>Analysis of peak period impacts on intersections directly affected by this spoil haulage route is to be assessed by TJH and any improvements to maintain capacity are to be made to the satisfaction of BCC or DTMR. This includes but is not limited to the locations specified above.</p>	5.5 / Issue 1
6	<p>Construction vehicle routes (Section 5.2.1) - Reference is made regarding "<i>Construction vehicles during the AM peak period would be directed to turn left onto Sandgate Road</i>". TJH to clarify if this refers to all construction vehicles including spoil haulage vehicles.</p> <p>TJH to clarify if all spoil haulage is to turn left at Sandgate Road, Junction Road at all times.</p> <p>As referenced in the submission, the proposed construction haulage route is: Woolloowin site - Park Road - Rose Street - Junction Road - Sandgate Road - Rode Road - Gympie Road - Kedron Park Rod - Park Road - Kent Road - Woolloowin site. THJ to clarify if spoil haulage vehicles are covered under the title of construction vehicles for the purpose of the spoil haulage route.</p> <p>TJH to clarify the proposed location of spoil dump site for the</p>	5.5 / Issue 1

	Wooloowin worksite. The proposed construction haul route (Page 71) does not show any spoil dump location. TJH to clarify if any other roads not detailed in the above mentioned construction haul route are to be used for spoil haulage.	
7	Potential construction traffic impacts (Section 5.2.2) - TJH to clarify if any modelling (<i>sidra</i>) was performed to assess the impacts on particular intersections that are currently stressed on the network and are now part of the proposed spoil haulage route. This would include but not limited to the locations already specified.	5.5 / Issue 3
8	Potential construction traffic impacts (Section 5.2.2) - TJH to clarify the number of expected truck/construction/vehicle movements to and from the worksite for the duration of the project.	5.5 / Issue 3
9	Potential construction traffic impacts (Section 5.2.2) - TJH to submit amended plans for the DTMR agreement relating to the Kedron South worksite that involve a restriction to vehicles over 6 m in length from turning left at the Kedron egress.	

Submission Number: 98 (Department of Environment and Resources Management)

No.	Issue	Report Reference
1	<p>DERM considers that the conditions proposed in the RPC with the following amendments and additions are generally suitable for this aspect of the Airport Link Project.</p> <p>Noise and Vibration: The noise and vibration parts (sections 5.3 and 5.4) of the report have been appropriately prepared and the major noise and vibration aspects have been considered. It is considered that the modelling has been properly carried out and the proposed mitigation measures are appropriate.</p> <p>The success of the project rests on the reduction of noise and vibration levels to values which will not cause elevated levels of annoyance or interference with sleep, relaxation and activities. Residents will tolerate small increases in levels, particularly during the daytime. However, sleep is sacrosanct so that any loud or impulsive noises at night will likely result in complaints. It should be noted that DERM has undertaken the assessment of the noise and vibration section without access to details of the ambient noise survey.</p>	5.6 / Issue 1 5.7 / Issue 1
2	<p>Issue - The day internal values shown in Table 5.3 exceed the WHO recommended levels and the EPP Noise 2008 acoustic quality objectives for dwellings, leading to expected annoyance for local residents. Roller doors do not provide much attenuation at low frequencies. It is unclear whether the operational noise spectrum inside the shed is such that the resultant external noise could be tonal or could be classified as low-frequency noise. It is noted that flexible curtains will be installed near the roller doors to provide some noise reduction when the doors are open.</p> <p>Details of the noise spectra at affected residences have not been shown. It is assumed that adjustments have been made to the predicted noise levels for tonality and impulsiveness.</p>	5.6 / Issue 5 5.6 / Issue 6

	<p>It is well known that the traditional Queensland wooden house was not designed to shield the occupants from exterior noise. Any openings (eaves, windows, louvres and doors) allow easy ingress of noise so that the facade reduction could be as low as 5dB(A), depending on the relative areas of the openings. The usual noise reduction measures will improve the situation inside but may not be sufficient to lower the interior noise level to an acceptable level.</p> <p>Recommendation - The additional noise reduction measures described on Page 88 of Chapter 5 should be introduced. With reference to the proposed barrier design (Section 8.6), it is recommended that:</p> <ul style="list-style-type: none"> • the height be increased to gain a greater noise reduction • the mass density be increased to approximately 20 kg/m² so that the noise reduction at the receiver is diffraction limited <p>It is essential that the proposed mitigation measures in Section 5.3.9 and Section 8.6 be implemented. In Section 5.3.8, the recommendation is made that haul route Option 1 be adopted. This recommendation is supported because the predicted increases in traffic noise level will be negligible.</p>	
3	<p>Issue - Blasting operations should be minimised because of the startling effect they can produce. It is unlikely that building damage would occur if the recommended vibration limits for human comfort are not exceeded. It is noted (Page 100) that comprehensive condition surveys will be carried out at all properties at which predicted vibration levels exceed 100 mm/s.</p> <p>Recommendations - Blasting operations should conform as far as practicable with AS 2187.2-2006, Appendix J. The mitigation measures proposed in Section 5.4.4 should be implemented. Adequate advance notification of blasting should be made to persons who could be adversely affected, as recommended on Page 102.</p>	5.7 / Issue 1
4	<p>Issue - DERM considers that pedantic reliance on predictive modelling should not be used to avoid the consequences of responding to reasonably foreseeable events.</p> <p>Recommendation - (f) should be amended to read..... where predictive modelling predicts <i>or it is reasonably foreseeable</i>.... (g) should be amended to read..... to address the predicted <i>or reasonably foreseeable</i> exceedance...</p>	5.6 / Issue 6 5.7 / Issue 1
5	<p>Issue - Mitigation for predicted impacts should be implemented prior to the commencement of works causing the impacts.</p> <p>Recommendation - (g) should also include the following sentence: Mitigation measures must be implemented prior to the commencement of works which are predicted to <i>or which will reasonably foreseeably result in an exceedance of the noise goals</i>.</p>	5.6 / Issue 1
6	<p>Issue - The noise from the operation of plant and equipment, including reversing warning sounds, is a common annoyance to nearby residents.</p>	5.6 / Issue 1

	<p>Recommendation - Add the following conditions to those proposed:</p> <p>(h) All mobile plant and equipment must be fitted with less tonal 'broadband', 'quacker' or similar type reversing alarms.</p> <p>(i) All mobile plant and equipment must be fitted with suitable noise reducing devices, e.g. mufflers</p> <p>(j) All plant and equipment must be installed, maintained and operated in a proper and efficient manner.</p>	
7	<p>Water Management:</p> <p>Issue - The management of ground water intercepted during tunnel construction has not been addressed in detail and has not been referred to in Section 8, Recommendations and Conditions.</p> <p>Recommendation - Add the following condition: The proponent must develop, submit to DERM and implement, prior to releasing any water off-site, a Water Management Plan which includes but is not limited to the following:</p> <ul style="list-style-type: none"> • quality of groundwater being intercepted • options to reduce the volume of groundwater to be treated and released • volume of groundwater to be treated and released • groundwater treatment process • a management process which prioritises options for re-use over releases to the environment • assessment of the receiving water quality and environmental values. Where it is proposed to discharge to the stormwater system, this assessment relates to the discharge point of the stormwater system • assessment of the impacts of the volume and the quality of the discharge on the receiving environment • measures to mitigate the impacts of the discharge and protect the environmental values of the receiving environment • proposed receiving environment and discharge quality monitoring programme 	5.9 / Issue 1
8	<p>Existing Conditions:</p> <p>Issue - Some of the proposed conditions for the Woolloowin worksite rely on or refer to existing conditions in the Coordinator General's change report on the Airport Link Project dated July 2008. DERM considers that some of these conditions have proven to be inadequate to effectively regulate the environmental impacts of the project to date.</p> <p>Recommendation - The following are the conditions in the Coordinator General's change report (July 2008) where DERM has identified that amendments/additions should be made to clarify the intent of the condition, to ensure a consistent standard of environmental management across the project in its entirety or to make the conditions consistent with the EIS for the project.</p> <p><u>Condition 4 Environmental Management (d) (iv)</u> To ensure that the EMP sub-plans are sufficiently usable, enforceable and adequately address the Coordinator</p>	5.19 / Issue 6

	General's imposed conditions, DERM requests that sub-section (d) (iv) review, response and modify is amended to read: " <i>there must be a regular review of the Construction EMP and EMP sub-plans. A process for review of mitigation measures must be outlined in the Construction EMP and EMP sub-plans. The process should provide for further mitigation measures or review of mitigation measures to be implemented as soon as practical in response to monitoring results (where non-compliance is identified), the outcomes of community consultation or in response to issues identified by relevant agencies</i> ".	
9	<p><u>Condition 4 Environmental Management (d) (vii)</u></p> <p>To enable DERM to gather necessary information and conduct timely and thorough investigations into incidents, exceedances or non-compliances with conditions, goals or requirements, it is requested that the reporting requirements be amended to reflect that DERM be notified as soon as practical via our hotline (1300 130 372) where the non-compliance/incident relates to a discharge to waters (including stormwater).</p> <p>To clarify the interpretation of the reporting requirements, DERM requests that a definition of the term 'incident' be added to the Glossary of Terms to ensure a common understanding of the types of events that would need to be reported.</p> <p>DERM would appreciate the opportunity to review the condition amendments and definition proposed to implement these recommendations.</p>	5.19 / Issue 6
10	<p><u>Condition 7 General Construction</u></p> <p>To ensure a common understanding of the requirements of this condition, we recommend that a definition of the term 'excessive noise' be added to the Glossary of Terms.</p> <p>It is our view that the contractor should be required to submit to the Coordinator General, at least 24 hours in advance of conducting any 'special circumstances' works, the following information:</p> <ul style="list-style-type: none"> • the nature of the work to be conducted • the location, timing and duration of the work to be conducted • supporting documentation demonstrating why the work must be conducted 'out of hours' • measures to be implemented to mitigate the impacts of the works • details of consultation with the affected community <p>The contractor should also be obliged to have an officer available to monitor the effectiveness of the mitigation measures, recommend and implement additional mitigation measures where necessary. This officer should have the authorisation to stop works where unacceptable impacts occur. Clear triggers should be developed to support the decision making process to stop works.</p> <p>DERM would appreciate the opportunity to review the condition amendments and definition proposed to implement these recommendations.</p>	5.19 / Issue 6
11	<p><u>Condition 8 Air Quality (e)</u></p> <p>This condition should be amended to include the</p>	5.8 / Issue 4

	<p>establishment of a monitoring station/s of a type and in a location appropriate to capture the impacts of the proposed Woolloowin worksite. This monitoring station should be fully operational prior to the commencement of works at this site. DERM would appreciate the opportunity to review the condition amendment proposed to implement this recommendation.</p>	
12	<p><u>Condition 9 Noise and Vibration</u></p> <p>The existing noise condition is based around 'predictive modelling', which is required to be undertaken when works in one location will exceed a two week period. To ensure that short term works during the day or night, where it is reasonably foreseeable that nuisance will result (e.g. concrete cutting during the night time, sheet piling directly adjacent to residential receivers during the day time) are adequately regulated, DERM requests that the first part of Condition 9 (d) be amended to read:</p> <p><i>"Where the predictive modelling predicts or it is reasonably foreseeable that noise goals for sleep disturbance are likely to be exceeded by construction works, then consultation and reasonable and practicable mitigation and management measures must be implemented prior to the commencement of works and a monitoring programme, sufficient to assess the impacts of the works must be adopted. These measures must be developed in consultation with owners and occupants of potentially-affected premises".</i></p> <p>and the first part of Condition 9 (e) be amended to read:</p> <p><i>"Where the predictive modelling predicts or it is reasonably foreseeable that noise goals for day-time construction works are likely to be exceeded by construction works, then consultation and reasonable and practicable mitigation and management measures must be implemented prior to the commencement of works and a monitoring programme, sufficient to assess the impacts of the works, must be adopted. These measures must be developed in consultation with owners and occupants of potentially-affected premises".</i></p> <p>To ensure a common understanding of the requirements of this condition, we request that a definition of the term 'locality' be added to the Glossary of Terms. DERM would appreciate the opportunity to review the proposed definition.</p>	<p>5.6 / Issue 6</p> <p>5.7 / Issue 1</p>
13	<p>Ancillary works:</p> <p>It is not clear that this project change process will encompass the regulation of ancillary works associated with the proposed Woolloowin worksite. The issue of poorly programmed and management works by, for example, public utility providers, has resulted in significant unacceptable impacts on the community surrounding the existing Airport Link construction sites. A mechanism should be included to ensure that such works are appropriately programmed and undertaken in a manner which minimises the impact on the potentially affected community.</p> <p>DERM would appreciate the opportunity to review the condition amendment proposed to implement this recommendation.</p>	<p>5.19 / Issue 6</p>
14	<p>Community Engagement:</p>	<p>5.19 / Issue 5</p>

	<p>Effective and ongoing dialogue with the community is critical to managing its expectations and concerns about this project. Adequate opportunities and forums should be made available for the Woolloowin community to engage with the project's contractors, along the lines of the existing Local Community Liaison Groups.</p> <p>DERM would appreciate the opportunity to review the condition proposed to implement this recommendation.</p>	
15	<p>State Planning Policy 2/02 - Planning and Managing Development involving ASS</p> <p>Issue - The request for change report indicates an expanded project area that now includes Lots 54 & 56 RP 19480, Lots 1 & 2 RP 95711 and Lot 85 RP 104544. It is noted that these allotments lie between 10 - 15 m AHD.</p> <p>Recommendation - Should earth works impact on areas below 5m AHD, all existing or required ASS management plans should be altered to reflect the expanded project area. DERM's ASS jurisdiction should be reflected in the updated EIS assessment report.</p>	5.11 / Issue 2
16	<p>Aboriginal Cultural Heritage Act 2003:</p> <p>Issue - It has previously been identified that the project area lies substantially within the area for which Aboriginal Cultural Heritage Plans have been signed by the relevant Aboriginal parties.</p> <p>Recommendation - The relevant CHMP is to be updated if it does not reflect the expanded project area.</p>	5.19 / Issue 1

Submission Number: 136 (Queensland Health - Population Health Queensland)

No.	Issue	Report Reference
1	<p>Notes that the acoustic and vibration goals are likely to be exceeded under certain conditions. However, management strategies and mitigation measures (acoustic noise barriers, acoustic shed and vehicle noise controls) proposed in the project change report and existing project conditions will ensure that the potential adverse health impacts are minimised. Further, the environmental monitoring (acoustic, air quality and vibration) and public consultation programs will ensure that the mitigation measures are effective.</p>	<p>5.6 / Issue 5</p> <p>5.7 / Issue 1</p> <p>5.8 / Issue 2</p> <p>5.8 / Issue 4</p>

Submission Number: 142 (Department of Communities)

No.	Issue	Report Reference
1	<p>Potential damage to Department of Communities' dwellings resulting from the proposed works. This includes excavation for the shaft and tunnelling that will occur within close proximity to dwellings at 78 Park Road (Lot 157 RP 19480), 72 and 74 Kent Road (Lot 70 and Lot 71 RP 19480). The works require long term ground stability and support and without proper stability and support the buildings, foundations and underground services may suffer damage and require repair.</p>	<p>5.7 / Issue 1</p> <p>5.18 / Issue 1</p>
2	<p>The application does not contain detailed engineering plans and methodology statements for the ground retention</p>	5.7 / Issue 1

	method, retaining walls, backfilling method and materials. Monitoring and inspection programs should be conducted by an engineer who regularly inspects and certifies that the works comply with the plans and methodology statement including monitoring ground movement and property damage. Dilapidation reports should be conducted prior to commencement of construction, upon completion of construction and, if damage occurs, during construction.	5.10 / Issue 1 5.18 / Issue 1 5.19 / Issue 5
3	The proposal may exacerbate existing health problems (e.g. respiratory) and delay recovery, or pose hazards for tenants who are children, elderly or have a disability requiring relocation of tenants in order to minimise harm. The proposal should include the requirement for relocation in these circumstances. The proposal needs to include provisions for relocation in circumstances where the nature of the works inadvertently results in an increased risk of injury or health to tenants.	5.8 / Issue 3
4	The Department funds an organisation that provides a bus service for families to travel to prison to meet with family members who are incarcerated. The service operates six days a week out of the Holy Spirit Catholic Church and is busiest on Saturdays. While this location is away from the proposed worksite, the Department recommends that the proponent keep the church and the organisation information due to the use of pedestrian access routes and public transport utilised by clients of both organisations.	5.19 / Issue 5
5	The proponent will need to maintain open dialogue with residents and businesses in the area to keep them informed and consulted where appropriate.	5.19 / Issue 5

Submission Number: 143 (Queensland Treasury)

No.	Issue	Report Reference
1	I noted that the document is technical in nature and that the subject matter is largely outside Treasury's field of expertise. As such, Treasury has no comments in relation to this document.	-

Late Submissions

Submission Number: 91(2) (Brisbane City Council – Planning and Sustainability Division)

No.	Issue	Report Reference
1	The local Woolloowin community would undoubtedly suffer significant disruption resulting from traffic changes, noise, dust, vibration, and visual amenity for the period of proposed works if the change is approved. As a minimum gesture to the community to acknowledge this disruption, Council would like to see the Airport Link Woolloowin Worksite gifted back to Brisbane City Council for a pocket park at the conclusion of the project.	5.18 / Issue 2

Community Submissions

Submission Number: 1		
No.	Issue	Report Reference
1	Anything I say about the shed to be built virtually opposite my unit will not have any impact on the powers that make the decisions.	5.19 / Issue 6
2	I'm sure you'll build your giant shed and your huge noise wall to allegedly limit noise.	5.6 / Issue 1

Submission Number: 2		
No.	Issue	Report Reference
1	Don't believe residents of Woolloowin should have to pay the price for Airport Link contractor's lack of thoroughness in initial project investigation.	5.2 / Issue 1 5.19 / Issue 3
2	Construction of site would negatively impact quality of life of residents in Woolloowin as a result of increased heavy vehicle traffic, noise pollution, dust and aesthetic impact of project (eyesore in beautiful, peaceful Woolloowin).	5.6 / Issue 1 5.8 / Issue 1 5.14 / Issue 1 5.16 / Issue 1
3	It will severely lower property prices in already struggling market.	5.14 / Issue 2

Submission Number: 3		
No.	Issue	Report Reference
1	Appreciate the need for the project.	-
2	Concerned about possible heavy truck flow in the northern end of Park Road beyond worksite.	5.5 / Issue 3
3	Ease concern if traffic calming systems installed beyond worksite to clearly delineated where trucks could go and reduced potential for abuse of any permission granted for this variation proposal.	5.5 / Issue 11

Submission Number: 4		
No.	Issue	Report Reference
1	Over years subject to so many bulletins that it's hard to subject ourselves to more.	5.19 / Issue 5
2	Concern about the ugliness of the shed.	5.16 / Issue 1
3	Health danger from the fumes.	5.8 / Issue 3
4	Main concern is for the safety of the many students who use Kedron and other schools.	5.15 / Issue 2

Submission Number: 5		
No.	Issue	Report Reference
1	Concerned about dust and environmental degradation of the project.	5.8 / Issue 1 5.12 / Issue 1

2	Concerned about increase in noise levels and the effect on personal health.	5.6 / Issue 4
3	Concern that frequency of truck movements outside front door will affect standard of living. There are also many young children and elderly citizens in the surrounding streets.	5.14 / Issue 1
4	Justification that tunnel will be completed 4 - 6 months earlier is not sufficient, as the 2.5 - 3 year life of the site will affect local businesses and a quiet residential area.	5.2 / Issue 1
5	Concern that site will operate 12 hours a day right in the middle of a residential neighbourhood.	5.3 / Issue 3 5.14 / Issue 1
6	Concern about immediate effects on our property valuations.	5.14 / Issue 2

Submission Number: 6

No.	Issue	Report Reference
1	24 hour noise from drilling and trucks will be unimaginable.	5.6 / Issue 1
2	Constant dust.	5.8 / Issue 1
3	Concern about health of whole family including two asthmatics.	5.8 / Issue 3
4	Constant vibration which could damage house and pool.	5.7 / Issue 1
5	Constant noise from trucks and drilling impacting on sleep.	5.6 / Issue 1 5.6 / Issue 4
6	Traffic impacts.	5.5 / Issue 3
7	Eyesore of a 17 m high building.	5.16 / Issue 1
8	Impact on property value (will there be compensation?)	5.14 / Issue 2

Submission Number: 7

No.	Issue	Report Reference
1	Concerns about traffic impact, particularly at the drop off/pick up at Kedron School. In particular, concern that large trucks returning to Woolloowin project site will not be able to pass left of traffic in Park Road waiting to turn right into Everleigh Street. Situation will potentially house traffic hold-ups, dangerous congestion, potential for rear-end collisions if large trucks not aware of this common traffic situation (diagram attached in submission).	5.15 / Issue 2

Submission Number: 8

No.	Issue	Report Reference
1	Concerned that project will impact on a great number of residents in Woolloowin area as well as those who commute via Rose Street and Park Road.	5.14 / Issue 1
2	Process of initial communication through cards delivered to houses in the area has left the community stunned, angry and bewildered.	5.19 / Issue 5
3	Site should never have been considered as this is a quiet residential area, close to a State Secondary School and busy	5.15 / Issue 2

	intersection.	
4	Major concern is noise from round the clock work that will disrupt lives of people in the community.	5.6 / Issue 1 5.14 / Issue 1

Submission Number: 9

No.	Issue	Report Reference
1	Concerns that my daughter's flat will feel the full effects of the project as there is no buildings between the site and the unit and therefore no protection from noise/dust etc. from site activities and truck movement.	5.6 / Issue 1 5.8 / Issue 1

Submission Number: 10

No.	Issue	Report Reference
1	Very concerned about the noise pollution generated by the site 24/7 and impact on the ability of residents close to the site to sleep with the noise.	5.6 / Issue 1 5.6 / Issue 4
2	Request that for worksite to proceed that: <ul style="list-style-type: none"> no noise escape the shed no dust escape the shed reverse beepers on all trucks be disabled at all times soundproof doors on he shed are to be closed quietly and 99% of the time 	5.6 / Issue 1 5.8 / Issue 4

Submission Number: 11

No.	Issue	Report Reference
1	Concern about safety risks posed by traffic flows to children who play and mingle around bus stops.	5.4 / Issue 6
2	Concern about potential impact on residents from excessive noise levels above normal limits.	5.6 / Issue 1

Submission Number: 12

No.	Issue	Report Reference
1	Concern that the generator is not inside the acoustic shed and as tunnelling operations will run 24 hours a day noise from the generators will be a significant problem for the community.	5.6 / Issue 1
2	Vehicle return route is not stated. How will trucks return to site? Will they use Judge Street and Park Road or Kent Road?	5.5 / Issue 1
3	Impact of noise, dust and traffic will be a major inconvenience to the local community.	5.6 / Issue 1

Submission Number: 13

No.	Issue	Report Reference
1	Very concerned with the dust and noise affecting the ambience and comfort of customers in my shop.	5.6 / Issue 1 5.14 / Issue 3

2	Greater concern is the effect on parking if the parking is taken up by contractors our customers will be unable to shop and our business will suffer.	5.4 / Issue 4 5.14 / Issue 3
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Submission Number: 14

No.	Issue	Report Reference
1	To compensate residents can the construction company plant mature trees around Melrose Park and along Kedron Brook between Shaw Road and Gympie Road.	5.18 / Issue 1
2	Please ensure land at corner of Rose Street and Kent Road fully restored at the end of construction works. As a condition of use, request that construction company fully restore the land with mature trees and shrubs and turf and fence it or place barriers so cars cannot drive on it.	5.18 / Issue 1

Submission Number: 15

No.	Issue	Report Reference
1	I have no objection to the building of the site because of the volume of traffic now and in the future.	-

Submission Number: 16

No.	Issue	Report Reference
1	Objects to the construction for the site due to the past contempt shown by contractor to neighbourhood of Woolloowin, Clayfield (Kalinga). Shown through contractual obligations being ignored and pathetic quality of completed works (e.g. completed pathway and surrounds and balustrade that link Kalinga Park and Toombul Shopping Centre). Demonstrates lack of competence and commitment to project outcomes.	5.19 / Issue 6

Submission Number: 17

No.	Issue	Report Reference
1	Section 5.2.2 - Danger to school students at Kedron State High School. Suggest that many more than two extra traffic controllers needed.	5.15 / Issue 2
2	Section 5.2.2 - The claim that access would not be impacted. It is obvious that school access would be impacted by the Shed.	5.14 / Issue 4 5.15 / Issue 2
3	Section 5.2.3 - The practicality of notifying Kedron High School about the access changes. Massive staff allocation would be needed to give information and to supervise school movements.	5.15 / Issue 2
4	Concerns regarding the amount of time given for the request for project change, as the process falls in the school holidays.	5.19 / Issue 5

Submission Number: 18

No.	Issue	Report Reference
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1	Concern about impact on quiet neighbourhood resulting from daytime and night time site activities.	5.6 / Issue 1 5.14 / Issue 1
2	Concern about trucks frightening children as they try to cross the road.	5.5 / Issue 5
3	Concern about truck fumes.	5.8 / Issue 1

Submission Number: 20		
No.	Issue	Report Reference
1	I request that there be an extension granted to the residents to properly debate the proposal of the Woolloowin worksite.	5.19 / Issue 5
2	This action has put the entire community in shock, the cohesiveness and connectedness which, by the report's own observation, is about to be destroyed The project should not be allowed to compromise the integrity of a successfully cohesive environment. Who would have thought this project has so little regard for the very evident residential environment.	5.14 / Issue 1
3	Project leaders need to get on with getting the outcome on time and within budget some other way.	5.2 / Issue 3 5.19 / Issue 3
4	The shaft is to be built prior to the acoustic shed.	5.6 / Issue 6
5	The Acoustic Shed (according to your report) is to be a danger as a traffic hazard that will cause glare to vehicles and pedestrians.	5.16 / Issue 1
6	The noise level will exceed the acoustic shed's capabilities.	5.6 / Issue 1 5.14 / Issue 1
7	The 65 to 85 trucks (the report contradicts itself) will endanger the lives of students and general traffic flow, which has become heavier since the Kedron site was created.	5.15 / Issue 2
8	The current sites should be used to full advantage now their level of disruption has occurred and not put another community at risk.	5.2 / Issue 2
9	I cannot express enough the anxiety that you have caused our family and others by this proposal.	5.14 / Issue 5
10	A community disrupted for three years would take a long time to recover its connectedness and I am appalled at the project's management and State Government taking such a sidestep when the need can be met at the Kedron site. You need to rethink what this project is doing to our families and our community not just for the short term but form the long term. The worksite will stop the growth of the area for the next three years.	5.14 / Issue 1
11	It is incomprehensive that the lives of students walking to and from the Kedron State High School will have their lives put at risk.	5.15 / Issue 2
12	The bus stop is directly alongside the site and this of course will be a traffic hazard.	5.4 / Issue 6
13	Surely the Coordinator-General can see that this is a false economy and a particularly damning report which admits to community upheaval and disconnectedness.	5.14 / Issue 1

Submission Number: 21		
No.	Issue	Report Reference
1	Aware that change in plan will be hard on people who live near the site however understand that the project must continue.	5.14 / Issue 1
2	Is it possible that people living near the site be moved to other properties? I realise that it would cost a lot to relocate.	5.19 / Issue 6
3	Aware that frequency of trucks would be noisy.	5.6 / Issue 2

Submission Number: 22		
No.	Issue	Report Reference
1	Why was the 'extensive analysis of ground conditions' not conducted in design stages?	5.2 / Issue 1
2	Why can't 'more extensive activities' be planned/designed to overcome the previously undetermined ground conditions?	5.2 / Issue 1
3	Would the cost of establishing the new shaft exceed the cost of 'additional construction activities' to cope with the now known conditions on time?	5.2 / Issue 1
4	Can the construction programme be achieved without the Woolloowin site?	5.2 / Issue 2
5	Will the spoil trucks running east every ten minutes have dog trailers?	5.5 / Issue 6
6	Will the 'long term benefit' to residents justify the years of discomfort?	5.14 / Issue 1
7	Not convinced it is not possible to overcome the ground problems efficiently without constructing the Woolloowin site.	5.2 / Issue 1

Submission Number: 23		
No.	Issue	Report Reference
1	Too dangerous for school children.	5.15 / Issue 2
2	Will create more traffic chaos on Junction Road and surrounds.	5.5 / Issue 3
3	Noise pollution and dust will be a huge issue.	5.6 / Issue 1 5.8 / Issue 1
4	The area has enough disruptions - no more.	5.14 / Issue 1

Submission Number: 24		
No.	Issue	Report Reference
1	Will increase more traffic flow.	5.4 / Issue 2
2	Will increase rat running as motorists will use quiet streets as alternative.	5.4 / Issue 3

3	Dangerous for school kids walking to school.	5.15 / Issue 2
4	24 hour noise.	5.6 / Issue 1
5	Dust.	5.8 / Issue 1
6	Junction Road and Kent Road intersection is already very busy.	5.4 / Issue 1

Submission Number: 25

No.	Issue	Report Reference
1	No one in the area has been impressed by the sneaky ways these changes were suddenly announced.	5.19 / Issue 5
2	Should it become necessary to sell our home during the disruptive period we are not likely to receive fair market value. There needs to be some compensation scheme in place to make up any price short falls.	5.14 / Issue 2
3	Nothing has appeared relating to re-routing of 320 and 321 bus services. What is to happen to them?	5.4 / Issue 6

Submission Number: 26

No.	Issue	Report Reference
1	As I am an asthmatic, I am very concerned about the dust and noise not only from the trucks but also the generators that will be going all night.	5.6 / Issue 3 5.8 / Issue 3
2	If they are moving soil to the surface during the night I am sure we are going to hear that as well.	5.5 / Issue 11
3	Trucks will probably line up well before 6:30am.	5.8 / Issue 1
4	Then there are the fumes from the trucks to cope with as well.	5.6 / Issue 6 5.8 / Issue 1 5.19 / Issue 6
5	I think houses near the site should all be given double glaze windows, air-conditioning and houses washed down every three months to compensate.	5.14 / Issue 2

Submission Number: 27

No.	Issue	Report Reference
1	I have two chronic asthmatics and an allergy suffer living in premises; we do not have curtains in the house and very small amount of carpeting due to them triggering illnesses associated with dust.	5.8 / Issue 3
2	Three children all studying and completing major phases of education, proposed site will be starting exactly the time my son is doing his QCS exams and final exams for Grade 12. My children are high achievers and any disruption to their normal life will affect them emotionally.	5.15 / Issue 1
3	My 80 year old mother lives with us she is not in the best of health. Undue noise and stress could send her over the edge as she has low tolerance to noise, any changes to her surrounds distresses her.	5.6 / Issue 3

4	Family of six generates large amount of washing, do not use a dryer often due to high cost of electricity. Large amount of dust will fall into the backyard and cover the washing.	5.8 / Issue 1
5	We like to live in an open house with windows open during the day and night. Do not see this as a possibility with the proposed works. Also, do not run air-conditioning often due to high cost of electricity.	5.6 / Issue 1 5.8 / Issue 1
6	The project will ruin ability for local families to enjoy the quiet neighbourhood by relaxing on weekends. Will only want to escape the house on weekend due to disruption, noise and dust and being lit up like Christmas tree.	5.6 / Issue 1 5.8 / Issue 1 5.14 / Issue 1
7	Will make us very angry that there will be an increase from 2% to 17% in heavy vehicle movement on Kent Road, including Saturdays. Will I have to sit outside the house and police truck movements?	5.5 / Issue 11
8	Concern that shadows and glare from such a large shed will impact on children using pool at the back of the property.	5.16 / Issue 1
9	Such a large structure does not belong in the neighbourhood. As it is of such nature it would be more suited to an industrial site not a neighbourhood where families live.	5.14 / Issue 1 5.16 / Issue 1
10	Concern that gases and dust will be emitted from a large vent at the top of the shed will end up in backyard.	5.8 / Issue 1
11	Bus stops take a large number of students who get dropped in the City. Often buses are late, can only imagine delays that will occur due to congestion around the worksite.	5.4 / Issue 6
12	Concern that site will be a risk to children's safety, particularly as teenagers have tendency to wear I-pods while walking on street and are not aware of beeping trucks approaching. We have lost trust in the government to deliver and promote safe neighbourhoods, what is proposed is not safe or cohesive in this neighbourhood	5.15 / Issue 2
13	Bus stops in our section of the street (Kent Road) cannot be moved as there is no parking either side of the street. Flats next door have real shortage of parking, must utilise street parking. Aerospace building also has parking shortage impacting on local residents. As a family of three, soon to be four cars we should have first option to park in front of the house.	5.4 / Issue 4
14	Risk management downgrading from A, B, C to D falls to community and site management, more about schedules and criteria than about people that live here.	5.17 / Issue 1
15	Project management cannot guarantee us a safe, trouble free environment for the duration of the works, what are the possible outcomes and effect that we may suffer down the track from the disturbance.	5.14 / Issue 1 5.19 / Issue 6
16	The project is to go on for three years not three weeks. That is a long time to live under stress of such a large volume of traffic, noise, dust and disruption.	5.6 / Issue 1 5.8 / Issue 1 5.14 / Issue 1 5.19 / Issue 2
17	If the project is to go ahead we will be seeking to be relocated for the duration of the works.	5.19 / Issue 6

Submission Number: 28		
No.	Issue	Report Reference
1	Will have to put up with extreme traffic conditions - do not experience any traffic at present in the area.	5.5 / Issue 3
2	Trucks entering the site constantly, heavy trucks in a residential area means noise, dust and danger to the people who live here.	5.5 / Issue 6 5.6 / Issue 2 5.8 / Issue 1 5.15 / Issue 2
3	At present works on Gympie Road/Lutwyche Road are causing major noise and driving us insane. We have experienced jack-hammering noise at 11pm over the last week alone. Imagine the noise with the work site just meters from our house?	5.6 / Issue 1
4	The dust from the major road works is incredible; we constantly have to hose the outside decks and exterior of the home. What about our time and money spent doing this. With the work site near our house we will have more dust. Do we get compensated for the water we use to keep our homes dust free? What about our allergies? Our family will suffer.	5.8 / Issue 1 5.8 / Issue 3 5.8 / Issue 4
5	The value of our homes will drop considerably due to the monstrous shed at the end of our street.	5.14 / Issue 2
6	Site will pose danger for our children who use the school nearby and the bus stop on site.	5.4 / Issue 6 5.15 / Issue 2
7	This proposed site will cause stress and harm to our health, why should we suffer over the next three years?	5.8 / Issue 3

Submission Number: 29		
No.	Issue	Report Reference
1	Do not think large-scale industrial complex operating 24 hours a day should be a residential area close to schools, small businesses, playgrounds and parkland. All owners purchased their properties under the reasonable assumption that Woolloowin was a residential not industrial suburb.	5.14 / Issue 2
2	Woolloowin residents will be subjected to unreasonable levels of air and noise pollution.	5.6 / Issue 1 5.8 / Issue 1
3	Increased heavy machinery traffic with the possibility of transport and industrial accidents.	5.5 / Issue 5
4	Property values in the area will be unfairly and drastically reduced, particular concern for elderly residents who need to sell their homes in order to provide for retirement in next 2-3 years.	5.14 / Issue 2
5	Find the proposed 'parking' arrangement laughable as the amount of workers vehicles parked within the radius of the current worksites are already chocking up the streets and not enabling residents to park outside their own properties. Obviously existing parking provided by TJH is already inadequate.	5.4 / Issue 4
6	Sceptical that site will be reinstated to its current state upon	5.18 / Issue 1

	completion. Temptation to retain access to tunnels via site is concern for residents and community deserves guarantee from the State Government that this will not be the case.	
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Submission Number: 30

No.	Issue	Report Reference
1	Concern about the noise, smell and visual impact of the worksite, already impacted by road works on Lutwyche and Gympie Road.	5.6 / Issue 1 5.16 / Issue 1 5.8 / Issue 1
2	Poisoned soil from the site (previously a private hospital) should be left untouched.	5.11 / Issue 1

Submission Number: 31

No.	Issue	Report Reference
1	Very concerned about the property values in this area because of your proposed work shop shed and major traffic hazards and congestion.	5.5 / Issue 3 5.14 / Issue 2

Submission Number: 32

No.	Issue	Report Reference
1	Do not accept the reasons given justifying the need for the new worksite nor the realignment of tunnel closer to Junction Road.	5.2 / Issue 1
2	Concerned about local streets being used for parking. I am aware that ferry service from Kedron Brook site, however this may not be always used particularly by subcontractors, this should be contract requirement.	5.4 / Issue 4
3	Concerned about heavy vehicle movements, routes via school and other pedestrian and congested areas will require more stringent controls such as specific restrictions on hours of operation.	5.5 / Issue 1
4	Concern about noise and vibration from drilling, piling of tunnelling. Propose cease operations when license levels exceeded (e.g. night-time).	5.6 / Issue 1 5.7 / Issue 1
5	Concern about final land use, should add to property value in the local area as a form of consultation for impact from construction activities of impost.	5.18 / Issue 2

Submission Number: 34

No.	Issue	Report Reference
1	Pollution from the current site is bad enough and poses health risks. The amount of dust that settles in and around our home is disgraceful.	5.8 / Issue 3
2	No consideration has been given to the residents in this area.	5.14 / Issue 1 5.19 / Issue 5

3	Anna Bligh why don't you care for the health and safety of people in this area. All I see is another broken promise.	5.19 / Issue 5
4	Junction Road is too busy already, at times it is a parking lot.	5.4 / Issue 1

Submission Number: 35

No.	Issue	Report Reference
1	BrisConnections / TJH have had contract for over 12 months based on no spoil to be removed in 'local streets', i.e. Kalinga/Eagle Junction Railway Station precinct.	5.5 / Issue 11 5.5 / Issue 12
2	BrisConnections / TJH have had 12 months to finalise designs, now say investigations will result in significant increases to costs if proposed change does not occur.	5.2 / Issue 1
3	BrisConnections / TJH John Holland have not offered any compensation to Queensland Government, CNI or local community if this change is approved (e.g. reduced concession period, lower toll costs, and cash payments to community).	5.2 / Issue 3
4	There will be significant impacts on the local community due to magnitude and scope of the proposed works including traffic at Eagle Junction shop precinct, Junction Road/Sandgate Road intersection and Kedron Park Road.	5.5 / Issue 10 5.14 / Issue 1
5	The referenced Construction EMP has not been made public.	5.19 / Issue 4

Submission Number: 36

No.	Issue	Report Reference
1	The impact on our suburban street would be significant resulting from soil and dust escaping from trucks causing increased road dirt within our house and property.	5.8 / Issue 1
2	We have been advised to request, if the project proceeds, all loads should be covered as a minimum to attempt to mitigate the adverse effects that soil and dust will cause us and the community.	5.5 / Issue 11 5.8 / Issue 4
3	It is a challenge to access Junction Road from Dickson Street in peak hour, it will be nearly impossible to turn right with fully laden trucks travelling down Rose Street/Junction Road.	5.5 / Issue 3
4	As part of controls to be implemented, turning arrows should be installed at the Rose Street, Dawson Parade intersection. A right hand arrow would facilitate a safe access from Dawson Parade into Rose Street.	5.5 / Issue 11
5	Due to inconvenience and additional costs in maintaining our property while this operation is in progress, we believe a reduction in Brisbane City Council rates would be justified for those disadvantaged.	5.19 / Issue 6

Submission Number: 37

No.	Issue	Report Reference
1	Submission refers to the Airport Link and Northern Busway broader projects. Expressed great concern that Farmer Joes will be closing down and the job losses associated with this.	Does not relate to Woolloowin worksite

	Issues around safety for school children, and the impact of road closures were also raised. Concerns around property resale values, as well as impacts on quality of life and amenity were also raised. Maintaining access for emergency services vehicles is important, as is maintaining safe and effective access for pedestrians, cyclists and motorists in the area.	
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Submission Number: 38 (Kedron State High School P&C Association)

No.	Issue	Report Reference
1	The impact on the safety of students, Kedron SHS raising concern with both Department of Main Roads and BCC over inherent risk to safety due to the design of Park Road, and due to increasing volume of traffic on Park Road. Our view that only a matter of time before child is seriously injured. The proposed haulage route and volume of large trucks will significantly increase the risks to the safety of students, and to proceed with the proposal in its current form would be nothing short of negligent.	5.15 / Issue 2
2	Proposed following possible mitigation actions that could alleviate the situation: <ul style="list-style-type: none"> • introduction of flashing lights on the 40km/h School Zone signs (to be activate during times the 40km/h limit applies). When approaching from the southern direction to the school it is very easy to miss the current signs due to their proximity to the corner with Kedron Park Road and entrance of Emergency Services complex. • the introduction of electronically variable speed signs like those recently introduced in Fortitude Valley • enhanced markings on the road itself to warn motorists that they are in a school zone • installing fencing along edge of footpath at key point that are particularly dangerous • review of location of existing safety islands and road markings, particularly in relation to school entrances/exits, side streets and bus stop locations • review of bus stop locations • establishing a school safety crossing directly in from of the school, to be manned by a crossing supervisor during peak periods • banning haulage trucks using Park Road during peak periods when students are arriving at school and leaving school 	5.15 / Issue 2
3	Concern about impact of learning environment at the school. It had not been envisioned that any mitigation was required for buildings along Park Road as all construction activity was on the other side of the school. If the proposed change is approved then this will have significant impact to the learning environment of buildings closer to Park Road. As such, school requests compensation to address issues of noise and dust generated by this new construction activity and large volume of haulage trucks that would be using Park Road.	5.15 / Issue 1

Submission Number: 39

No.	Issue	Report Reference
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1	<p>Proposal adds significant increase to traffic in a suburban, heritage listed area. Proposed mitigations include:</p> <ul style="list-style-type: none"> • all roads within 400 m of site be given hourly and daily limits for project vehicle movements and parking • zero limits to be applied to area and streets where project traffic should not be to prevent contractors travelling on residential streets in order to save time • movement of vehicles of vehicles into site from Kent Road or out of Park Road must not be allowed to interfere with traffic flowing either direction along Kent Road or Park Road • Roads must be kept maintained in a safe condition during site use, well know that truck causes as much damage as 1,000 cars • all parking and vehicle movement restrictions be applicable to contractors and subcontractors of the project alike • breaches of restrictions be enforceable by fines as outlined below 	5.5 / Issue 11
2	<p>Proposal adds significant increase to noise, including vehicle noise in a suburban, heritage listed area, proposed mitigations include:</p> <ul style="list-style-type: none"> • no compression braking to be used by project vehicles within 50 m of private residences • all project vehicles with 'high pitched' reversing warning sounds be converted to 'low pitched' quackers • waiting and parked project vehicles must not allowed to idle their engines within 50 m of a private residence • noise from site be subjected to similar restrictions as suburban house, e.g. noise from generators be restricted as per domestic pool • noise levels be monitored for maximum and sustained levels at a number of key points, and figures be published regularly • breached restrictions be enforceable by fines. 	5.6 / Issue 6
3	<p>Issue that roads to be used by the project traffic will be same roads as existing, non-project traffic, proposed mitigations include:</p> <p>All projects vehicles have a clearly visible symbol on front/end of vehicle, this symbol must be clearly visible to whatever enforcement measures are required. A vehicle entering a project site without a symbol be a breach of conditions, this is to prevent circumventing the traffic and parking and movement restrictions.</p>	5.5 / Issue 11
4	<p>Issue that residents are unsure of the current levels of noise, ambient light and vehicle movements, proposed that baseline figures for noise, ambient light and vehicle movements be published.</p>	5.16 / Issue 1 5.8 / Issue 4
5	<p>Issue that there is no easy way to prove/disprove site usage complies to residents requirements or rules laid down by Coordinator-General. Proposed that time lapse video be produced by the project and made available on the internet. Daily video must be available 24h and be available for at least two weeks, video frames to show time, date, current</p>	5.19 / Issue 6

	sound level and light levels.	
6	Residents are uncertain about what remedies they are entitled to for disruptions caused by site usage. Also a fear that the project will use delaying tactics to reduce their costs of remedial work for effected residents. Proposed that access to noise and light controlling modifications should be the right of residents in the area. Entitlement may vary with distance to site, but all entitlements should be published beforehand. Any variation (requested either by resident or contractor) to published entitlement should be decided by Queensland ombudsman if no agreement is reached within 14 days.	5.6 / Issue 5 5.18 / Issue 1 5.19 / Issue 6
7	Restrictions and conditions are meaningless without detection, propose that: <ul style="list-style-type: none"> a 1800 number, website/email account, or some other mechanism be established for reporting a breach of a project restrictions or conditions. It must be available 24/7 the first person to report an instance of a subsequently verified condition breach be entitled to a payment of \$100 from the major contractor, making it worthwhile for residents to report breached. 	5.19 / Issue 5
8	Restrictions and conditions are meaningless without enforcement, proposed that penalties should apply for breaches of conditions: <ul style="list-style-type: none"> single offence - a warning subsequent offence within 14 days - a fine of \$50,000 or double previous penalty, whichever is greater This exponential growth will prevent project from considering fines just a 'cost of doing business'.	5.19 / Issue 6
9	It is a fear that at the end of construction, the site will be used for a purpose not in keeping with the area. Proposed that land should be handed over to council for public amenity when no longer needed for the project and the shaft filled in.	5.18 / Issue 2
10	Traffic safety will be diminished by the increased traffic on roads with direct residential access, e.g. large sections of Park and Junction Roads.	5.5 / Issue 5
11	Visual pollution of 17.5 m shed in a heritage listed area.	5.16 / Issue 1
12	Light pollution of an industrial site in a heritage listed area.	5.16 / Issue 1
13	Site area is flat, where sound travels long distances, especially with the demolition of houses and trees that has already occurred. Perceived levels of noise in the area have already sharply increased since the start of construction of the airport tunnel.	5.6 / Issue 1
14	That a possible six month delay in project completion requires a three year inconvenience to residents not significantly affected until now.	5.2 / Issue 1
15	Concerns that new access may be constructed from the existing Emergency Services site at Kedron Brook to the Woolloowin site.	5.3 / Issue 1

Submission Number: 40

No.	Issue	Report Reference
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1	We support the principle of the tunnel project diverting from going through the residential area of Wooloowin once completed.	-
2	We would be keen to learn how the State Government and BrisConnections plan to divert traffic from the rat run and into the tunnel.	Does not relate to Wooloowin worksite
3	We do not support the 'modification' to the Wooloowin worksite as the site was not mentioned in the original project plan and cannot be considered a modification, but a 'new' worksite and should be presented as such.	5.19 / Issue 2
4	We would ask the Coordinator General to consider extending the contract timeframe to BrisConnections for the completion of the tunnel. This would avoid the need to establish a new worksite in a Demolition Control Precinct in residential Wooloowin. People living around the existing worksites at Toombul and Kedron could be compensated for the additional inconvenience.	5.2 / Issue 2 5.19 / Issue 6
5	State Government and BrisConnections have largely disregarded the opinion of the Wooloowin community and we believe the new worksite will go ahead regardless of local opinion.	5.19 / Issue 5
6	Proposed point to minimise impact on the Wooloowin community include: <ul style="list-style-type: none"> under no circumstances shall haulage vehicles or commercial works related traffic (including contractors) use Shaw Road, Lodge Road, Kent Road (and vice versa) to travel to and from the worksite, these roads are not arterial roads penalties should apply to each vehicle that deviates from the proposed route (including contractors). We are happy to report any deviations and would like a contact point established so that the community can notify such instances 	5.5 / Issue 11
7	All works related traffic (including contractors) should not park at the new worksite on surrounding residential roads, but travel in from Kedron worksite on foot or shuttle bus as proposed.	5.4 / Issue 4
8	Under no circumstances should the new work site become a ventilation unit down the line, it should become a park as promised.	5.18 / Issue 2

Submission Number: 41

No.	Issue	Report Reference
1	We are concerned about noise, dust and disruption during construction, we strongly oppose.	5.6 / Issue 1 5.8 / Issue 1

Submission Number: 42

No.	Issue	Report Reference
1	Not happy. Noise, trucks, dust, an eyesore to look at.	5.6 / Issue 1 5.16 / Issue 1 5.8 / Issue 1

2	Most importantly, monetary conditions set by the Coordinator General before construction is ludicrous. This should be an ongoing thing as we don't know what problems are going to occur once operational. Try speaking to the protest group at Stafford and house owners nearby affected by the building of roads and busways, they have no joy.	5.19 / Issue 3
3	Take the start back to emergency services where it affects no one.	5.2 / Issue 2
4	We can't even look at selling our house while this is going on.	5.14 / Issue 2

Submission Number: 43

No.	Issue	Report Reference
1	Current Emergency Services worksite is audible from my premises 24 hours a day, despite being told it should not be audible. The site is over 600 m away from my residence. With similar work to occur at the Woolloowin worksite only 100 m away, I find it difficult to believe the projections forecast in the Request for Change Report. The noise will interrupt sleep and cause stress. I am a shift worker and it is often the case that I must sleep during the day. Whilst I accept that this is not the norm, I do not accept that my right to sleep should be interfered with.	5.6 / Issue 4
2	Dust and Emissions - the proposed site will emit a number of pollutants and dust, as admitted by the contractors, which will settle on the surrounding residential area. At Kedron, Toombul sites there are buffer zones created by Kedron Brook and Kalinga Park. There is absolutely no buffer zone at the proposed Woolloowin site. It is directly in the path of suburban homes. All emissions from this site will affect surrounding residents and businesses. This is an unacceptable situation; despite measures that contract states it will take to mitigate level of pollutants. My partner is allergic to dust and suffers from asthma; I am concerned that the additional dust and emissions will affect her health.	5.8 / Issue 3
3	Vibrations from explosive blasting are expected to have some affect on nearby homes. On Page 174 of the Request for Project Change, it admits that they may exceed conditions set by Coordinator General in previous reports, but when this is expected to occur they will consult affected property owners to determine most effective mitigation and management measures. Even with proposed mitigation measures blast vibrations will still be outside levels permitted. I do not understand why it is simply accepted that the guidelines can be breached if the contractor comes over and 'has a chat with residents'. Why have the guidelines? I don't see why residents should have to come up with a technical reason to argue against the contractor's submission. They have admitted they will not comply. The onus should be on them to ensure guidelines are not breached.	5.7 / Issue 1
4	The contractor intends to store massive amounts of dangerous and hazardous chemicals on site, i.e. 10,000l fuel, 500l cleaning agents, 200l solvents, 5,000l oil and grease and 100l paints. This is proposed to be placed in suburban street, mostly containing old Queenslander styled timber homes. The potential for massive catastrophe is	5.17 / Issue 2

	resoundingly clear should a fire break out on site. Whilst the contractor endeavours to store and control hazardous materials in accordance with legislation, this worksite is a risk that does not need to be taken, nor should it be.	
5	With the storage of such chemicals and materials on site, real issue that land could become contaminated and become unusable 'wasteland' for substantial period of time. There is no mention in contractor's report as to whether the storage of hazardous materials triggers the notifiable activity sections of the Environmental Protection Act 1994.	5.11 / Issue 1 5.17 / Issue 2
6	Depreciation of Land Value - The building of a 17.5 m high shed with 5 m ply fence in any suburban area is not only an eyesore, but would also depreciate surrounding land values. Property expert Tim Lawless from RP data in article published in City North News on 25/06/2009 Page 5 quotes " <i>property values have certainly been affected</i> ". For those currently trying to sell, or will be forced to sell during tunnelling the worksite would cause considerable depreciation in land values, up to \$100,000 per block. Considering around 100 blocks would be affected in the immediate area, this equates to \$10 million in lost property value, for which I have no doubt the contractor will not compensate. Also certain our rates notices will not reflect the drop in valuation.	5.14 / Issue 2
7	Stated in Request for Project Change that alterations to traffic island will be made at intersection of Rose Street and Park Road. To date, nobody from the contractor to their representatives have actually been able to advise me exactly what alterations they intend to carry out on the island. The traffic island plays a pivotal role in keeping considerable number of vehicles from the Northern end of Park Road. When heading west along Rose Street, vehicles cannot turn right into Park Road due to location of the island. Also serves as pedestrian island used morning and afternoon by a very large numbers of school children who access Kedron High School from nearby public transport routes. The other purpose of this island it to keep each side of the road separated around tight bend into Park Road.	5.4 / Issue 5
8	I am concerned if the project is approved to the traffic island will result in vehicles being able to make a right turn onto Park Road, which will in turn increase traffic to the northern end of the street, which is not a main road and gazetted with a suburban street speed limit of 50 km/hr.	5.4 / Issue 5
9	The other concern is the safety of children who regularly walk in the area, especially with trucks exiting the worksite. This will create undue risk to pedestrians and cannot be mitigated without manual traffic control, which will constantly impede other traffic and pedestrians.	5.15 / Issue 2
10	Any modification to the Park Road/Rose Street island should ensure that traffic cannot turn right from Rose Street into Park Road (to head north on Park Road) and that appropriate signage displays this.	5.4 / Issue 5 5.5 / Issue 5
11	Due to expected increase in heavy vehicle usage, the contractor should reseal Park Road in its entirety from Kedron Park Road to Judge Street upon completion of the Project.	5.5 / Issue 4

12	Consideration should be given by Main Roads, the Coordinator General and other stakeholders to turning Northern end of Park Road (past Rose Street) into a cul-de-sac upon completion of the project. This would involve constructing a simple barrier at the Rose Street/Park Road intersection. This would have the support of local residents.	5.5 / Issue 11 5.5 / Issue 12
13	Conditions imposed to ensure that absolutely no vehicles attending and leaving the worksite are to approach or leave the site along the Northern end of Park Road or Kent road and strict compliance with haulage routes.	5.5 / Issue 11
14	Increased number of trucks in the area is also a concern. Contractor intends to impose haulage routes for drivers - these promises were also made in the contractor's previous plans for the current Kedron and Kalinga Park worksites. I can assure you that a fair number of trucks are straying from the specified haulage routes and use short cuts through Park road already. On 29 June 2009, I spoke to representatives of the contractor about increased truck movement in our street. I was advised that there were a number of complaints of 'wayward' trucks and as a result, the contractor was in the process of marking all haulage trucks with Airport Link logos and installing GPS tracking devices in each truck, to try and enforce haulage routes with drivers. This is clear indication that current haulage routes are not followed and truck drivers have clear intent to get the job done as quickly as possible without regard for local residents. Once again, guidelines that are set are ignored.	5.5 / Issue 11
15	Contractor indicates that up to six trucks and hour will be removing spoil, this is one truck every 10 minutes, 12 hours a day for 12 months. Ridiculous to suggest this is acceptable in a residential street. Traffic counts used in report suggest increased volume would be 'minimal'. This is perhaps a literally true assumption, as only 72 extra vehicles will be added to the Rose Street/Junction Road a day. However, if the literal meaning taken away, it is not just the nearby residents affected but also every house along Junction Road. I question how could 72 trucks going past your house Monday to Saturday for 12 months have a 'minimal' impact?	5.5 / Issue 3
16	This is essentially a commercial contract and should be treated as such. Assume that before contracting a \$3 billion project the contractor would undertake proper research to determine soil types along tunnel route. Clear that lack of research was undertaken when direction of tunnel was changed in May 2008 and I cannot locate any documentation showing further soil testing carried out in relation to the Request for Project Change submitted at the time. Residents of Wooloowin should not have to suffer as a result of failure on the part of the contractor to undertake proper soil test.	5.2 / Issue 1 5.19 / Issue 3
17	The previous Change Report dated July 2008 on Page 26 stated in Section 4.2 Topography, Geology, Geomorphology and Soil that " <i>The request for Change indicates that no additional or substantially changed effects are expected to occur in relation to topographical, geological, geomorphologic or soil matters.</i> " In the same report under Section 3.2.1 Submissions from Residents, Page 15: " <i>Residents submissions were often sceptical of the findings of the environmental impact assessment process and/or mistrusted</i>	5.2 / Issue 1

	<p><i>the proponent's commitments to adequately mitigate impacts".</i></p> <p>Is there any wonder the residents were sceptical? Given that they were previously told that no substantially changed effects in relation to soil matters from the change in tunnel direction, and we are now faced with exactly that.</p>	
18	<p>Contractor has put forward two alternative worksites but quickly dismissed them based almost purely on time constraints. The alternative worksite at Melrose Park would only take an addition 15 weeks on top of Rose Street site, but would also affect residents of Woolloowin (albeit fewer residents due to size of Melrose Park which would absorb most of noise and pollutants). The second alternative, continuing work at the current Emergency Services site at Kedron would on take an additional 17 weeks on top of the Woolloowin worksite. I would strongly submit that a delay of 17 weeks is totally acceptable alternative method of construction and would not affect any additional stakeholders whatsoever. Current proposal should be rejected.</p>	<p>5.2 / Issue 2 5.16 / Issue 1</p>
19	<p>A lot of the sound barriers erected at Kedron site are covered in graffiti. This is a major concern, as it depreciates land values and is a complete eyesore. I propose that a site manager inspect the site boundary each morning and a condition should be imposed upon the contractor that new graffiti on the site is to be immediately removed.</p>	
20	<p>If the worksite is approved, the contractor should not be allowed to benefit in the contract to the detriment of residents. The contractor has submitted that the reason for the project change is because of adverse soil condition which will slow down tunnelling. Once the tunnelling component is complete (12 months), the site should be shut down and reinstated to its former condition. The contractor at the time can continue Stage 3 of their process (civil, mechanical and electrical fit out) from the original sites (Kedron and Toombul) as per the original plans submitted and approved by the Coordinator-General. The 11 month fitout phase should not be allowed to proceed from the new shaft at Woolloowin, as this is an additional burden on residents and is completely unnecessary and the contractor is unconscionably taking advantage of the new shaft. Proceeding from the original sites would take no extra time, as this was planned for in the original documentation.</p>	<p>5.3 / Issue 2 5.19 / Issue 3</p>
21	<p>It should be a condition that any approved project change that the site is to be returned to its current condition and that the contractor should be responsible in conjunction with the EPA for ongoing monitoring of the site to ensure it cannot be contaminated. An additional condition should be imposed that the shaft cannot at any stage during or after construction be turned into a ventilation shaft.</p>	<p>5.11 / Issue 1 5.18 / Issue 2</p>
22	<p>What I find unusual about this entire consultation process, is that despite the contractor admitting time and time again that in many instances they will exceed the guidelines set by the Coordinator General, the projects are still approved, simply because the contractor claims they will mitigate where possible. If this is acceptable to the Coordinator General, can I pose the question - what is the point of having guidelines at all? I would submit that there are a very large number of</p>	<p>5.19 / Issue 1</p>

	serious issues that should prevent this project change from being approved and I would strongly urge that the proposed worksite not go ahead.	
23	Farmer Joe's closure is a direct result of the Airport Link Project, that now means 80 unemployed people - quite frankly it makes a mockery of the Government's boasting the proposed Woolloowin worksite will employ and addition 220 people - what about the people who lose their jobs, their homes, their livelihoods, their land value, their sleep, their sanity. Put yourself in my shoes - at what point do we say that enough is enough? All this to save 17 weeks on a construction project.	5.14 / Issue 3

Submission Number: 44

No.	Issue	Report Reference
1	My main objection is that this will lead to greatly increased risks to children attending school in that area.	5.15 / Issue 2

Submission Number: 45

No.	Issue	Report Reference
1	The worksite will be massively disruptive to the lives of the local residents who have already had to put up with the resumption of land, noise, dust and visual intrusion caused by the Airport Link works.	5.6 / Issue 1 5.8 / Issue 1 5.14 / Issue 1 5.15 / Issue 2 5.16 / Issue 1
2	My preference is that the completion date be extended for the project, and the site at Rose Street not be established.	5.2 / Issue 2
3	Since the Coordinator General has to make a decision about the proposal, he should also prepare a master plan for the area, that means that the many blocks of land in the area owned by Main Roads are sold to the public by the Government.	5.18 / Issue 2
4	A larger park-and-ride facility should be established at Woolloowin Railway Station, if necessary using some of the land the government owns.	5.4 / Issue 4

Submission Number: 46

No.	Issue	Report Reference
1	About three years ago drilling rigs mounted on trucks took core samples throughout Woolloowin area, including several in my street, presumably to give engineers an idea of the sub strata they would encounter. What then, has happened to this information that we are now told unexpected conditions have been discovered? Have the samples been lost? Have the people privy to these samples all left the Project?	5.2 / Issue 1
2	The proposal to build a 17 m high work shed behind a 5 m high fence horrifies me.	5.14 / Issue 1 5.16 / Issue 1
3	Extra vehicles that would be utilising Rose Street and Junction Road, both of which do not need any more traffic of	5.5 / Issue 3

	any kind.	
4	How on earth does the construction of this monstrosity fit into the council's town planning code for this area? Residential A last time I looked, which doesn't include this type of construction. My son has had to jump through hoops to get approval to raise his house 700 mm, and BrisConnections want a relaxation of rules which govern the residents of this suburb in order to build this monstrosity! Give me a break!	5.13 / Issue 1

Submission Number: 47

No.	Issue	Report Reference
1	Against the worksite because of :	-
2	Dirt and dust in the air.	5.8 / Issue 1
3	Traffic problems.	5.5 / Issue 1
4	Noise.	5.6 / Issue 1
5	Aerial reception.	5.14 / Issue 6
6	Water, power supply interruptions.	5.14 / Issue 6
7	Pollution.	5.8 / Issue 1

Submission Number: 48

No.	Issue	Report Reference
1	When your proposals were initially published, I failed to comprehend why temporary working shafts were not envisaged. Relative to the tunnel length and amount of spoil to be excavated, your decision to tunnel from both portals was in some ways questionable. Experts that I took advice from at the same time made the same point. The alignment has changed on more than one occasion, leading to the conclusion that early ground condition surveys were inadequately carried out.	5.2 / Issue 1
2	Equally questionably is to propose such a drastic change at this stage of the design process. Your representatives have said that this proposal only came to light some three to four months ago. I challenge this, as I do the robustness of the whole design process. A design variation of this magnitude takes about six months to work through the necessary stages, with the associated risk and environmental studies that have to be undertaken. Why local residents were not informed at an earlier stage has not been adequately explained.	5.2 / Issue 1 5.19 / Issue 2
3	I work on Kent Road during normal business hours and I am concerned about the impact of the works on my ability to continue to do so. When I attended the briefing session at Kedron Bowls Club, your representative said I would receive a visit so my concerns could be discussed. As of this date I am still waiting for this to be arranged.	5.14 / Issue 3 5.19 / Issue 5
4	Will the obvious fall in property values be compensated for?	5.14 / Issue 2
5	Will residents be reimbursed for the extra cleaning costs to their properties due to the dust etc. that will be generated?	5.8 / Issue 1

6	To date, the finalised details of the resumption relative to the above property is outstanding. I received a letter dated 18 February 2009 and was told that further correspondence would be forwarded in late May 2009.	5.19 / Issue 4
7	General environmental impacts due to 24/7 Construction.	5.12 / Issue 1 5.8 / Issue 1
8	Specific concerns about routing of trucks to pick up the spoil and where these will be located whilst they wait to enter the site.	5.5 / Issue 8
9	Public safety at the site and surrounding area and what safeguards will be deployed?	5.5 / Issue 5
10	How will the extra traffic generated be managed at the locality? This has not been adequately explained; neither have the changes to the road layout in Kent Road.	5.5 / Issue 11
11	I strongly object to any Saturday working.	5.3 / Issue 3
12	Scant details of the complaints procedure during construction have been forthcoming. How will this be managed?	5.19 / Issue 5
13	What mitigation is being proposed to any damage to the local road infrastructure during the works?	5.5 / Issue 4

Submission Number: 50

No.	Issue	Report Reference
1	The documentation provided on the website to inform of the proposal is inadequate and does not fully explain the impact of the construction on the lifestyle and amenity of the surrounding residents. The proposal cannot be fully assessed or understood by the local community without further information. Any acceptance prior to the release of this information would be premature.	5.14 / Issue 1 5.19 / Issue 4
2	The documents do not indicate the level of noise activity created by operations or the vehicles entering or exiting the site.	5.6 / Issue 1
3	The documents do not indicate the acceptable level of noise from the acoustic protection methods proposed.	5.6 / Issue 1
4	The documents do not indicate the acceptable level of noise emissions from this worksite.	5.6 / Issue 1
5	The documents do not show the neighbouring houses on the plan to indicate the proximity of adjoining bedrooms and living areas to the noise source.	5.6 / Issue 1
6	The documents fail to indicate the construction details of the 'acoustic shed' indicating insulation value.	5.6 / Issue 3
7	The documents do not indicate how dust emissions will be controlled.	5.8 / Issue 4
8	The documents do not show the visual appearance of the shed, which at over 17 m is twice the maximum allowable height of development in the area.	5.16 / Issue 1
9	The documents make reference to revegetation of the site but make no commitment about the quality of the work or the future benefit to the community.	5.18 / Issue 2

10	A plan of the site post construction is not included in the documents, including a committed budget for the works.	5.18 / Issue 2
11	The documents do not clearly indicate the cost saving and the time saving to be made by this altered construction process. The Queensland Government needs to produce a cost comparison of the original construction cost to the revised proposal to inform the community of the actual cost saving to the taxpayer which is a result of this modification.	5.2 / Issue 3

Submission Number: 52

No.	Issue	Report Reference
1	My first concern is the possible structural damage that may impact on our residence. I believe this has the possibility of being significant with the drilling and rock hammering along with the vibrations from the blasting.	5.7 / Issue 1
2	I believe it is feasible that there could also be some form of land subsidence which will make our property at risk of structural damage. I would expect our property be inspected and the cost met by the proprietor of this project before and after any intended work commences and to continue to have inspections for a number of years after the project is completed.	5.6 / Issue 1 5.7 / Issue 1 5.10 / Issue 1
3	As it stands five days a week Tuesday to Saturday inclusive it is difficult to park outside my own residence. This impacts me as I have a disability and simple tasks such as bringing back the groceries in from the car can be a mighty chore. Particularly in the first four months of project set up it is my understanding the project workers will not be bussed into the site and will use their own vehicles to travel to work, this will cause added parking congestion to the local area adjacent to the site and make it extremely difficult for local to park. Plus the businesses across the road will have direct effect from visitors not being able to have easy access.	5.4 / Issue 4
4	With regards to garbage collection days, the fact that there are extra cars on the street makes us believe our bins will not be emptied.	5.14 / Issue 6
5	It also has the potential to be not much better when the construction works begin being bussed to site, as they only have to miss the bus and then they will use their own transport.	5.4 / Issue 4
6	I do not understand how haulage trucks are going to ingress left into the site from Kent Road without blocking the traffic flow in Rose Street and generally causing public driver delays and general frustrations.	5.5 / Issue 6
7	The dust, dirt and particles will lead to a build up of grime that will require not only our residence but the whole complex to be cleaned on a regular basis until the project is complete.	5.8 / Issue 1
8	I have a long term illness/disability that prevents me from working full time. My general well being is easily affected by such things as stress, poor sleep, noise and heat. Needless to say am particularly concerned with the planned project work. I there are any available resources that could assist me should the work go ahead I would be most grateful. I would	5.6 / Issue 4

	be willing to provide a medical certificate to substantiate the above should the need arise.	
9	There are other issues such as air quality and the possibility of water pollution, but due to the lack of time I will not be pursuing these matters.	5.9 / Issue 1 5.8 / Issue 1

Submission Number: 53

No.	Issue	Report Reference
1	Impact to local residents and families based on increased pollution.	5.8 / Issue 1
2	Impact to local residents and families based on increased traffic pollution.	5.8 / Issue 1
3	Impact to local residents and families based on increased air pollution associated with the worksite.	5.8 / Issue 1
4	Reduction in quality of life based on noise and frequency of proposed spoil vehicles utilising Rose Street and Junction Road.	5.6 / Issue 4 5.14 / Issue 1
5	Impact to quality of life for residents and families of immediate area by the visual presence of a 15 m tower.	5.16 / Issue 1
6	Impact to residential property values based on the above points.	5.14 / Issue 2
7	Impact to local residents and families amenity based on the increased noise, air quality and presence of construction crews.	5.6 / Issue 4 5.8 / Issue 1
8	Impact on local residents and families based on increased demand for parking and access to local facilities.	5.4 / Issue 4 5.14 / Issue 1
9	Has the data relating to the root cause of the proposed change been independently verified for accuracy?	5.2 / Issue 1
10	Has the impact to residential areas been assessed and reviewed by independent bodies for validity?	5.19 / Issue 1
11	Has a realistic cost/benefit been preformed relating to the proposed works and associated time benefit for the project? Have all financial factors been considered.	5.2 / Issue 3
12	As property developers the ability for us to realise the pre-construction of our investment is significantly impaired. These costs will need to be assumed as part of the resumption process.	5.14 / Issue 2 5.14 / Issue 3
13	Is there a guarantee than any proposed worksite and associated structures will: <ul style="list-style-type: none"> • be removed and not remain <i>in situ</i> post construction? • be regenerated to parkland as per the community brief? • not be transformed into a vent or outlet? 	5.18 / Issue 2
14	Has consideration been given to the logistic needs of the teams how will operate the proposed Woolloowin worksite? Where will workers park, eat, arrival times. What about the threat to local security by increased presence of unknown or unfamiliar persons?	5.4 / Issue 4 5.14 / Issue 5

Submission Number: 54

No.	Issue	Report Reference
1	A large industrial project in a quiet neighbourhood should not be approved and will severely affect the lives of those in the surrounding area for a period of up to three years.	5.14 / Issue 1
2	Soil tests were carried out on the sites of the tunnel at and prior to August 2008, at this time, prior to signing the contract to buy our property I phoned and was advised by BrisConnections that my property would not be affected at all from the building of the tunnel. The only outlets/works would be at Kalinga Park and Kedron park. We find it difficult to believe that following such significant soil tests last year that this issue has only just been discovered and if this is revealed as the case we would rightly be able to claim damages for being provided with false information.	5.2 / Issue 1
3	The government elections by 2012 appear to be a major reason why, by any method, the project must be finished by this time. If the project must be finished by election time then the project construction company must take responsibility for lack of contingency and ensuring delays. If the project must be finished on time and alternative site needs to be investigated.	5.2 / Issue 1 5.19 / Issue 3
4	A longer community consultation timeframe should be given for our community organisers to investigate and submit a more detailed report.	5.19 / Issue 5
5	Issue of sound and noise pollution (24 hours, 7 days per week). An acceptable solution would be double glazing and sound proofing installed on all affected homes (diagram referenced).	5.6 / Issue 4
6	Issue of dust, sound and noise pollution (residents will need to keep all windows and doors closed year round). An acceptable solution would be air conditioners provided and installed in living and sleeping areas of affected homes and to assist in the heat of summer. A rebate for electricity use would also be recommended as the cost of running 24-7 will be very expensive.	5.6 / Issue 6 5.8 / Issue 1
7	Issue of vibrations and possible damage to existing dwellings. An acceptable solution would be a full building inspection with photography completed on all affected homes (see diagram) and compensations/repairs provided for any damages caused throughout compensation. Any irreparable structural damage would need to be compensated accordingly.	5.7 / Issue 1
8	Issue of loss of value in properties. Acceptable solution would be full independent property valuation completed on affected properties and compensation for those who due to their circumstances already have their home on the market or need to sell their property at a loss for whatever reason during the period of the worksite existing on the proposed site. The loss would be compared to the current market value of the property prior to the announcement of the site at the end of June 2009.	5.14 / Issue 2
9	Issue of traffic in side streets. Acceptable solution: there needs to be considerations made to the buses that currently run down Kent Road with trucks turning into the worksites to ensure that accidents and delays do not occur. There also needs to be enforcement that all trucks and heavy vehicles	5.4 / Issue 3

	travel along the main transport routes in proposal document and that Kent and Park Roads are not used as a thoroughfare.	
10	Children and pedestrian issues must also be carefully planned for and an overhead pedestrian pass on Park Road should be developed as part of the project.	5.5 / Issue 5
11	Issue of dust and dirt in streets and on houses. Acceptable solution: a majority of trucks currently moving along Park Road and Rose Street coming from Kedron Park are not covered vehicles and as such regular external cleaning (at least once a year) and regular street cleaning (weekly or fortnightly as required) to affected properties will be required.	5.5 / Issue 11 5.8 / Issue 1
12	Issue: After use of the property once the worksite is removed. Acceptable solution: A guarantee in writing that cannot be broken, refuted or changed that the future use of the property will actually be decided by the community and not by Main Roads or any other government department or authority.	5.18 / Issue 1
13	For the issues and solutions above " <i>affected homes/properties</i> " include all those highlighted in the Figure 5-2 Sensitive Receptor Locations in the Request for Project Change.	-

Submission Number: 55		
No.	Issue	Report Reference
1	Closure of right hand turn access from Clarence, Figgis and Somerset Streets will cause residents to rat run through four schools located in Kedron, Padua precinct. Major concern for student safety and resident safety.	Does not relate to Woolloowin worksite
2	Loss of Farmer Joe's, why can't some land be given back to the owner to rebuild the iconic business when the project is finished.	Does not relate to Woolloowin worksite
3	Access for emergency services will be a major issue for the suburb if they can't get in and out in the quickest time possible, lives will be at stake within our community.	5.4 / Issue 3
4	Loss of resale value to our homes is a known fact which happened to residents within 1km of a tunnel in Sydney.	5.14 / Issue 2
5	Loss of further homes with the widening of Stafford Road. We will be battling to ensure this doesn't happen. Brookfield Road is a mess and having the rest of the street with a 4.2 m wall due to further widening is not on.	Does not relate to Woolloowin worksite
6	Loss of retail shops. Leave bowling alley, bakery and medical centre alone.	Does not relate to Woolloowin worksite
7	Loss of our way of life.	Does not relate to Woolloowin worksite
8	Causing wear and tear on our cars, causing us to pollute our county due to extra driving distance to get out and into our street.	Does not relate to Woolloowin worksite
9	Loss of family business due to customers not being able to access our street. Add my wife to the unemployment list if Clarence and Somerset Streets lose their right hand turns.	Does not relate to Woolloowin worksite

Submission Number: 56		
No.	Issue	Report Reference
1	Closure of right hand turn access from Clarence Street to go west down Stafford Road towards Stafford City Shopping Centre. Will cause residents to rat run through local streets and head to Broughton Road then Wayland Street through four schools to go west. Wayland Street isn't built to hold traffic; it is a very narrow dangerous street.	Does not relate to Woolloowin worksite
2	If Clarence Street cannot be used then lights can be placed at Figgis Street, there is plenty of distance from Figgis Street to the tunnel exit/entry on Stafford Road to allow residents to access the area without harm.	Does not relate to Woolloowin worksite
3	The project is supposed to save us travel time, will actually take us longer to get to our destinations heading west, which will add wear and tear and increased emissions, and increased safety risk to students at the four schools.	Does not relate to Woolloowin worksite
4	Major problems for emergency services to get out of our area to save a life.	Does not relate to Woolloowin worksite
5	Community doesn't seem to count for anything and ringing and complaining gets you nowhere. While BrisConnections can jackhammer at all hours of the night, not over their loads and not count the loss of retails shops in our area.	Does not relate to Woolloowin worksite

Submission Number: 57		
No.	Issue	Report Reference
1	The noise is my first concern, even with a 5 m fence and sound enclosure the noise would be extremely disturbing. My bedroom windows face toward the site and we have a raised ceiling with windows in the roof which would allow this noise and dust from the project in.	5.6 / Issue 2 5.8 / Issue 1
2	The noise from the trucks turning into the project area is also a concern.	5.6 / Issue 2

Submission Number: 58		
No.	Issue	Report Reference
1	I particularly object to the short notice (22 June) regarding this change in project. Business owners in the vicinity had been previously assured that the area in question would never be used in such a manner.	5.19 / Issue 5
2	While some general impact studies may have been carried out, it is clear that there has been no investigation into the impact of the project on specific businesses.	5.14 / Issue 3
3	I have major concerns regarding the significant impact of the project upon my business and my ability to earn an income.	5.14 / Issue 3
4	Consultations within my clinic are not short. They will vary from half an hour appointments up to two and a half hour sessions for couples with fertility issues. Therefore patients are in this environment for some time. My concern is that the environment within and around my business will be such as to discourage new and existing patients to choose my clinic	5.8 / Issue 2 5.8 / Issue 3 5.14 / Issue 3

	for their treatment and may be detrimental to their health to come to the area. I also have concerns for my own long term health.	
5	I understand that measures are proposed to minimise dust and dirt, however, exposure (my patients and myself) to pollution from diesel fumes from the project's many vehicles, dust from spoil residue on vehicle tyres and the road, the extraction system and possibility of other toxins secondary to the drilling process are of major concern.	5.8 / Issue 3
6	This can impact on my credibility as a practitioner of natural medicine (and my ability to earn income). I am advocating avoidance of these pollutants and yet patients will be exposed to these when visiting my clinic. I request that all fixed and mobile diesel powered plants and road vehicles are correctly fitted and maintained and that particular attention is given to all engine and truck exhaust systems and the rigid care and maintenance to all mufflers. I will require door weather shielding, air conditioning and air purifying units to be fitted to ensure acceptable air quality within my clinic, for the health of my patients and to enable my business to continue.	5.8 / Issue 2 5.8 / Issue 3
7	I have significant concerns re the potential noise impacts associated with the site construction works, the effects of blasting, the general site operations, and project-related traffic on the roads surrounding the site, the sounding of horns, sirens and whistles as well as the cumulative impacts from this specific work site and other sites and projects in the area.	5.6 / Issue 1
8	I understand that a very large acoustic shed is to minimise noise from the blasting, drilling operation and spoil loading, and that monitoring of 'air quality and fixed noise and vibration monitoring' will be conducted. However, I am still concerned that this is not sufficient and that noise and vibration will still impact on my business. Door weather shielding and double glazing of the clinic front window will be required to reduce the extra traffic noise and operations noise from the project. If the blasting and vibration become disruptive to my business, compensation for loss of income will be sought.	5.6 / Issue 6 5.7 / Issue 1
9	Having numerous heavy spoil haulage vehicles continually travelling through the intersection, using air breaks to stop at traffic lights and then revving heavy engines to accelerate out of the intersection around the corner to the site entrance or to continue along Rose Street will be most disruptive to my consultation and counselling process with my patients.	5.6 / Issue 2 5.14 / Issue 3
10	I also have concerns regarding the disruptive effects of vibration from the fully loaded heavy spoil vehicles as well as the blasting and drilling by the project's road header tunnelling machine.	5.7 / Issue 1
11	The increased heavy vehicle traffic of construction vehicles, concrete delivery, plant and equipment deliveries and then haulage trucks pose safety risks to those attending my business whether negotiating the traffic in their cars, travelling by bus or as a pedestrian.	5.5 / Issue 5
12	To quote your traffic management information " <i>Changes to</i>	5.14 / Issue 3

	<i>local traffic conditions during operation of the Wooloowin Worksite may include short term pedestrian diversions and land closures for service relocation works and large deliveries". This has the potential to limit access to my place of business and consequently impact on my earning capacity right from the beginning of construction until the completion of the project more than three years hence.</i>	
13	Also, " <i>Bus stop 30 - Kent Road and on-road cycle facilities will remain in place and operational.</i> " Bus passengers will have to negotiate their way to and from the bus stops with delivery, plant or haulage vehicles in dangerously close proximity. At the very least, the bus stops need to be relocated to a safer distance from the site entry.	5.4 / Issue 6
14	It is stated that personnel would be required to use parking provided at Kedron worksite and would travel to and from Rose Street in a dedicated shuttle bus. Will all personnel adhere to this? I have concern that some workers may add to parking congestion in the vicinity of the worksite. Workers from the Kedron site are already parking there vehicles in Park Road causing some congestion. My patients need to be able to park in close proximity to the clinic, particularly those who are unwell, heavily pregnant and/or have new babies and young children. I request that measures be undertaken to ensure parking in the vicinity of 85 - 89 Kent Road is strictly limited to business customers and local residents and that dedicated easy access customer parking be made available for the businesses at this location.	5.14 / Issue 3
15	Lighting and glare spill from the site will impact on my business operation as I consult often until 7pm or 8pm. Awning shades will be required to minimise light and glare spillage into my clinic.	5.16 / Issue 1

Submission Number: 59

No.	Issue	Report Reference
1	As a resident of Rose Street I have reservations in regards to traffic control as it is traffic congestion from 7am - 10am is at a standstill and the noise and getting in and out of my driveway has its drawbacks.	5.5 / Issue 11
2	If this proposal is successful and the 5 m noise barrier is established; I would like to ask will there be underground movement, vibration from the shaft?	5.7 / Issue 1
3	I am all for progress and see the long-term benefits, however residential/property value will depreciate and the local business will be affected. Rhubarb Rhubarb restaurant is a high class business also the coffee shop...(Illegible text).	5.14 / Issue 2 5.14 / Issue 3

Submission Number: 60

No.	Issue	Report Reference
1	Increased dangers to pedestrians, especially school children.	5.15 / Issue 2
2	Noise, surely no one expects us to accept that sound proofing will stop the noise.	5.6 / Issue 1
3	Dirt and dust in the air settling on our homes and being left in	5.8 / Issue 1

	the streets.	
4	Increased traffic, particularly heavy vehicles.	5.5 / Issue 3
5	Extra vehicles, contractors, workers in the area, using our streets as unauthorised heavy vehicle stopping bays, short cuts, car parks, storage sites, etc.	5.4 / Issue 4 5.5 / Issue 3
6	Constant disruption in getting to and from our homes and restricted access to local business (restaurants, coffee shops) etc.	5.4 / Issue 3 5.14 / Issue 4
7	Further devaluation of local real estate. Why would anyone seriously consider buying in our area unless they use the worksite and tunnel construction as a reason to drive down the purchase price?	5.14 / Issue 2
8	If this 'Request for Project Change' is allowed to proceed, what other changes are already on the drawing board?	5.2 / Issue 1
9	Our suggestion is to stick with the original construction plan and remove penalties on the contractor in they do not reach completion on time. Spend money intended for the Woolloowin worksite on other time saving ideas and just get on with it. The only problem would be if the Woolloowin worksite has always been part of the original plan and we are only just being told about it.	5.2 / Issue 2

Submission Number: 61		
No.	Issue	Report Reference
1	We believe the contractor has been aware all along about the nature of the soil and rock to be encountered along the route through Kedron. Over the past few years this area has been subject to extensive geotechnical drilling, so that the information would have been available when they were preparing their tender documents. Even if they had not been aware due to lack of thorough preparation on their part, it would seem to have been prudent to have built in a contingency for this eventuality.	5.2 / Issue 1
2	We believe BrisConnections and the contractors have not been sincere in their pursuit of public consultation relating to the project change. Despite their contention that residents adversely impacted by the proposed project were door knocked and letter dropped, no one in the immediate area with whom we have spoken were. Additionally they were advised the information morning on the site scheduled for Saturday 27 June was advertised in the local news; however this was not the case, with most residents being aware of the meeting due to a flyer being delivered by a concerned resident.	5.19 / Issue 5
3	We are told by contractors that truck movement associated with the project will not use local roads, however Kent Road is currently being used by concrete trucks servicing the BCC Busway project along Lutwyche Road and Gympie Road, and there is no reason to believe that those carting to the	5.5 / Issue 11 5.5 / Issue 12

	Woolloowin worksite will use any other route.	
4	We are also assured that B doubles removing spoil from the tunnelling operations will not use local roads; instead primarily using Rose Street outbound and Gympie Road inbound. However, despite the fact that the contractor states truck movement will be monitored by way of GPS tracking, it is folly to believe that drivers will not use the most direct route to return to the site purely from an economic point of view.	5.5 / Issue 1
5	Those trucks using Gympie Road and Park Avenue will also pose a traffic hazard, requiring two lanes to turn into Kent Road from Rose Street, while trucks waiting to enter the site will cause congestion. Additionally, the proposed Kent Road entrance to the worksite is adjacent to a bus stop used extensively by students from the nearby Kedron Park High School.	5.5 / Issue 6
6	The contractors have stated that workers will be bussed in, and will not park locally. However, we believe this will only be during the underground drilling operations - during the construction phase workers will park either on the site itself or in local streets.	5.4 / Issue 4
7	We also do not believe that the situation with the noise has been adequately addressed. The proposed acoustic shed will only be in place during the tunnelling operations, so that for the initial four months of the project it appears there will be no attempt at noise mitigation. It is not a prospect to be relished in this area.	5.6 / Issue 3
8	Spoil may be removed from the site 24 hours a day Monday to Saturday (July 2009 Community Update), despite the Traffic Management information sheet relating to this worksite having us believe this will only be 12 hours a day.	5.5 / Issue 2
9	The movement of at least six trucks an hour along Rose Street will generate a significant amount of noise along Rose Street at all hours.	5.6 / Issue 2
10	We are unaware if the contractor is liable for financial penalties should the project not be completed by schedule mid 2012, however it is noted the tunnel timeline in the July 2009 community update shows the Airport Link will be completed by that date without any tunnelling taking place at Woolloowin and question its need.	5.19 / Issue 3
11	Despite promises to return the worksite to a public park, it is difficult to believe that should the project proceed, on its completion the Government will not take the opportunity to retain the Woolloowin shaft and connection to the tunnels as a safety measure or such like (noting the project submission mentions the ultimate fate of the area rests with its owner, the Government.	5.18 / Issue 1
12	While we are aware the extension of the project will continue to affect people at either end of the tunnelling operations, the population densities at these sites are nowhere as significant as those affected by this proposed change. The people living in this area adjacent to the worksite and its spoil removal operations are being asked to endure nearly 30 months of disruption to their lives so that the contractor can save 4 - 6 months in completion time, an unacceptable trade off.	5.2 / Issue 3 5.14 / Issue 1

13	We make this submission believing we are participating in a genuine consultation process, which would not seem to be the case given the premier is quoted, on Channel 7 news on the evening of 11 July, as saying the project will go ahead. This makes a mockery of the consultation process and would appear to place undue pressure on the Coordinator General to approve the project.	5.19 / Issue 5
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Submission Number: 62

No.	Issue	Report Reference
1	Will compensation be given for noise from the worksite and multiple trucks passing every 5 - 7 minutes being this is a residential area?	5.6 / Issue 2
2	Policing of speed limits and load covering should be very visible.	5.5 / Issue 11
3	Child safety should be addressed as Park Road is flooded at school start and finish times. Safety adverts on the TV always state " <i>Children do not pay attention to traffic so drivers have to save a life</i> ". Stop the trucks. Take the construction back to Emergency Services before a child is killed just to save money.	5.15 / Issue 2

Submission Number: 63

No.	Issue	Report Reference
1	Additional dust/dirt in the air resulting in mess and allergy issues.	5.8 / Issue 3
2	Higher levels of noise affecting sleep, etc.	5.6 / Issue 4
3	Pollution/odours from the extra vehicles on road and machinery on site.	5.8 / Issue 1
4	Traffic congestion.	5.5 / Issue 3
5	Personal safety (increase of people in the neighbourhood).	5.14 / Issue 5
6	Night time lighting.	5.16 / Issue 1
7	Interference to aerials – TV.	5.14 / Issue 6
8	Any effect or interference to power and water supply.	5.14 / Issue 6
9	So far your representatives have not been able to suitably address concerns so I am opposing this worksite. Please find some alternative and don't destroy our neighbourhood.	5.2 / Issue 1

Submission Number: 64

No.	Issue	Report Reference
1	Increase in noise levels (live next block on Park Road) especially during construction of wall and shed.	5.6 / Issue 1
2	Increase in trucks on Park Road, Rose Street, I am a shift worker and this will significantly increase daytime noise from Rose Street direction. There is no double glazing this side of the house.	5.6 / Issue 2
3	Increase in dust resulting in increased use of air-conditioning	5.8 / Issue 1

	in summer and increased electricity bills.	
4	Very different communications from Coordinator Generals/TJH representatives at group meetings and those who visited my house. At the group meetings they want to work with community and wish to reduce impact. At my home they say " <i>you won't be affected so therefore you won't be affected</i> ". Not very cooperative and very reluctant to discuss or acknowledge issues.	5.19 / Issue 5

Submission Number: 65

No.	Issue	Report Reference
1	The pre-development research and planning should have anticipated this problem, and citizens should not pay the price of poor planning.	5.2 / Issue 1 5.19 / Issue 3
2	Noise barriers will only muffle, not remove completely, the construction noise, disturbing the peace for two years.	5.6 / Issue 6
3	Kent Road is narrow. Trucks will destroy the road surface and swing widely to enter the narrow driveway to site, causing a hazard to pedestrians, cyclists and road users.	5.5 / Issue 4 5.5 / Issue 6
4	No mention is given of the route of trucks to the site, only from the site, i.e. toward Sandgate Road. The uncertainty of the route to the site is unacceptable. Is it via Lodge and Kent Road? What other 'surprises' are hidden in the proposal?	5.5 / Issue 1
5	" <i>Only six trucks an hour</i> " does not explain the size of the trucks (B doubles? What size?).	5.5 / Issue 6
6	Park Road, Rose Street and Kent Road are very busy. How many accidents will the trucks cause when exiting Park Road? Or when entering Kent Road? The traffic hazard and accidents of such a major construction site in suburbia, at a major intersection/location is completely unacceptable.	5.5 / Issue 5
7	Have Queensland Police and Road Traffic Safety been asked for their opinion about safety for the local community and road users? There will be bad accidents at the site.	5.5 / Issue 5

Submission Number: 67

No.	Issue	Report Reference
1	Park Road has had a major increase in heavy truck road usage since the proposed Airport Link Project has gone ahead and heavy vehicles are using Park Road daily as a 'cut through'. I have regularly woken up with trucks starting from 5am and speeding down our (50 km/hr) street, avoiding Kent Road because of traffic lights at Junction Road. I have concerns that traffic flow will increase from heavy vehicles and workers for the Airport Link Project	5.4 / Issue 1 5.6 / Issue 2
2	The Junction Road end of Park Road gets extremely busy in peak hour with children crossing to get to school, and I have concerns for pedestrian safety. Children are regularly using Park Road for access to schools and ride push bikes and walk along pathways. Visibility issues will be a concern due to increased risk of accidents or fatalities in a highly residential family area.	5.15 / Issue 2

3	<p>There is already evidence of increased traffic flow related to the Airport Link Project site at the Emergency Services Complex. There are increased cars using and parking around Park Road, Gorman Street and Brook Street to park and access the worksite and workers walk to the Project site through the park.</p> <p>The proposed amended site is going to impact residents because of car parking - where are all the workers going to park their cars? If they are late for work, workers are not going to park around on construction site car parks. This is already proven with cars parking in streets as mentioned above. Residents visibility and accessibility leaving and returning to their residences will be impacted, and what about visitor parking?</p>	5.4 / Issue 1
4	<p>To summarise, my major concerns are:</p> <ul style="list-style-type: none"> • car parking • vehicle visibility • access to Junction Road from Park Road • trucks leaving the proposed site • traffic flow - speeding and increased usage within residential and school areas • noise from increased traffic and also pollution from trucks, cars and environmental health concerns (e.g. dust levels) • pedestrian safety / school children safety and resident safety <p>I strongly oppose the proposed project amendment in the Woolloowin residential area as a concerned homeowner and ratepayer.</p>	<p>5.4 / Issue 4 5.5 / Issue 3 5.6 / Issue 2 5.8 / Issue 3 5.14 / Issue 5 5.15 / Issue 2</p>

Submission Number: 69

No.	Issue	Report Reference
1	<p>I reside three properties, on the left-hand side outbound, near the business area, where the worksite is proposed to be established. I have grave concerns, not only for myself, but for all affected community members who are in close proximity to the worksite development.</p> <p>I appreciate that BrisConnections and its contractor have outlined solutions to minimise day and night noise disturbance, air pollutants, on site chemical storage/use and truck hauling and/or delivery traffic. The solutions seem simple and may help.</p> <p>However, it doesn't matter what is put into place, the environment, inside our homes and out, are going to be truly compromised.</p>	<p>5.6 / Issue 6 5.8 / Issue 1 5.14 / Issue 1</p>
2	<p>Furthermore, because of the nature of how close I live to the proposed site and my personal circumstances, I anticipate that a number of challenging moments will be encountered. I spend a lot of time at home, due to my physical limitations and financial situation. Therefore, respite from the impact of this proposal will be very difficult.</p>	5.14 / Issue 5
3	<p>I am aware that BrisConnections are requesting this change for the greater benefit of Brisbane communities. However, I am also aware that BrisConnections needs to finish this job on time, because they will not receive further funds from</p>	5.2 / Issue 2

	<p>Queensland Government if they do not.</p> <p>While undertaking internet investigations, I found a file which highlighted that there were three possible sites where the necessary additional shaft could be established. One was the Rose Street land, the second in Melrose Park and the third is to situate it on the already established worksite near the Emergency Services Complex at Kedron.</p> <p>I understand that a much longer tunnel has to be dug to meet the area they need to be at, but request that consideration be given to utilising already established land at Kedron. This would avoid additional impact on a community who have already been affected by the Airport Link Project.</p>	
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Submission Number: 70		
No.	Issue	Report Reference
1	<p>Lives some distance from the proposed location of the extra shaft and tunnelling site, so is therefore not directly affected. However, does live nearby the now-doomed Farmer Joe markets and has experienced first-hand the campaign of misinformation, bullying and lack of public input to these projects. Therefore expects that the people of Woolloowin would be subjected to the same level of mistreatment so wishes to send the strongest level of objection to the proposed changes.</p>	5.14 / Issue 1
2	<p>It is important to note that the installation of this extra drilling site is not compulsory for the successful completion of the project. The subterranean conditions that are being encountered by the tunnelling operations do not match those that were expected and therefore the progress made has been slower than planned. As such, the proposed Woolloowin site is a change that will potentially allow for an extra tunnelling operation and the faster completion of the project (by some eight months). As the Airport Link will be a toll road, this extra eight months of delay represents a very large loss of potential income to the project sponsors and financial backers, hence the need to see to change the rules.</p> <p>And therein lies the most significant issue of concern. If the CNI/TJH/BrisConnections entities wish to impose a change on the community, they have the arrogance to expect community compromise and to have their way. However, all attempts by the same community to gain a similar level of compromise, or even some honest engagement, have been denied. Should this Woolloowin site be approved, it will represent an appalling double standard where people come last and corporations come first.</p> <p>There will always be some winners and losers in a project of this magnitude - those are undeniable facts of life. But when the interests of the community and entities such as CNI/TJH/BrisConnections collide, then it should not always be the case that the community comes second.</p>	5.2 / Issue 3 5.19 / Issue 3
3	<p>Public companies such as TJH cannot ever guarantee that projects will go to plan. They are therefore entitled to project variations as is normal in any construction project. Normally, the extra costs of those variations are borne by the project sponsors. Why is that not the case for this project? Why do local communities have to bear this cost?</p>	5.19 / Issue 3

	<p>The cost of heavy vehicles accessing the site 24 hours a day? The cost of increased noise, dust and vibration 24 hours a day?</p> <p>Surely the State government is not only elected by the people and represents the people but stands up for their rights? Concern as we may be about the planning and execution of projects, many local residents do not want to stop them. We merely wish that our concerns be treated seriously and addressed in an open and transparent manner.</p>	
4	<p>Wishes to bring to attention some alarming issues around the planning and execution of the project in the Kedron area. While not related directly to the Woolloowin project site, these issues will paint a picture of a State government controlled project that has trampled all over local Queenslanders.</p>	Does not relate to Woolloowin worksite
5	<p>A major concern is plans to change the intersection of Somerset Road and Gympie Road to eliminate right hand turns into and out of Somerset Road. Despite asking many, many times the community still has not been given a valid reason for this closure. Even more astonishing is the fact that no traffic counts or traffic modelling has been done to measure the impact of such a closure.</p> <p>The DMR and CNI are making very vague statements about upgrading the Strathmore Street / Gympie Road intersection as compensation but there are no firm plans and no commitment to the timeframe. If this ever goes ahead, at least two businesses located at this intersection will be severely affected and most likely forced to close. So, we have the loss of yet more businesses and jobs.</p> <p>Worse is that the closure of access to Somerset Road will force hundreds of extra cars to travel along Strathmore, Goodall and Cremorne Road just to get home. These cars will be directed past a school, and could have implications for safety, etc.</p> <p>Questions why CNI/DMR can spend a fortune building a new dual-lane right turn facility at the Brook Road intersection, which only serves a hundred public servants in the Emergency Services building. Yet an existing intersection serving far more people is being closed off.</p>	Does not relate to Woolloowin worksite
6	<p>Almost 50 local businesses have already been lost to the Airport Link Project. Real estate agents, bakeries, restaurants and pathology laboratories. It has now been announced that the local grocer / butcher, Farmer Joes, has finally succumbed to the combined efforts of the DMR to land-lock a viable business that employs around 80 people. This has generated enormous community concern.</p> <p>There will be a real and profound effect for local people, particularly the elderly, who have no other reasonable alternative place to shop. This business owner exhausted every possible avenue to keep the business open.</p>	Does not relate to Woolloowin worksite
7	<p>For over nine months I have been personally trying to engage CNI and my locally elected representatives over the lack of transparency shown in the planning and execution of this project. Engineering is a discipline that is based on the application of known principles to solve problems. It is also a</p>	5.19 / Issue 4 5.19 / Issue 5

	<p>discipline that is based on reason and justification for every aspect of the proposed solution.</p> <p>However, valid justifications for some decisions simply do not exist or have never been made public. Of particular concern is the justification of road closures described above. Rather than genuine reason, the only information given to the public is a succession of vague replies, all equating to a refusal to change the current plan. The community demands more than that from public servants paid with our taxes.</p>	
8	<p>Perhaps the most telling comment on these issues is contained in an email from our local member, Stirling Hinchliffe. It is ironic that Stirling is also the Minister for Infrastructure and Planning because, in an email dated 13 July he states:</p> <p><i>"I acknowledge that there are things about this project that could have been done better, including the opportunity for community consultation prior to and during design and construction. I hope you can take a small degree of comfort in knowing that this has been a significant learning experience for our Government, and I'm sure for the proponents, BrisConnections."</i></p> <p>While it is admirable that Stirling has admitted to the shortcomings in the projects so far, that is surely not the end of the matter. As Minister of Infrastructure and Planning, he can and should dictate that changes be made to some aspects of the project to minimise impacts and hardships to local residents. And he should, at the very least, ensure that each project decision is made only after genuine liaison with and consultation of the community. Those decisions should also be justified to the community based on solid, engineering facts and not to simply buck pass problems or drive down construction costs for TJH.</p>	5.19 / Issue 5
9	<p>Our local member, Stirling Hinchliffe, has been unable or unwilling to fulfil his duty to defend our communities against bullying, intimidation and destruction at the hands of CNI/TJH/BrisConnections. The fact that he is Minister for Infrastructure and Planning has compromised his ability to represent his constituents.</p> <p>How can the local member, a member of the ruling Labor party and the person responsible for the delivery of these projects have no control or influence? That is, the most directly responsible person in the State government, other than the Premier herself, has no influence or control over a State government project?</p>	5.19 / Issue 5
10	<p>Has this project somehow become disconnected from the government that created it? CNI/TJH/BrisConnections have demonstrated no respect for the local authority, the BCC. There is no respect for the safety of road users when dirt and silt covers public roads which represents a threat to cyclists, motorcyclists and even car drivers. No respect for the environment with an absence of dust controls, noise pollution controls or silt management. If any other private contractor polluted Kedron Brook in the same manner, the EPA would be prosecuting the offenders. But it would seem that these are not just any contractors - they appear to be above the law.</p> <p>The community needs you to take control of the situation</p>	5.6 / Issue 6 5.8 / Issue 4

	before it is too late. We do not want the project scrapped; we simply want to be given a fair go.	
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Submission Number: 71		
No.	Issue	Report Reference
1	The impact of the prepossessed construction site on the value of our home, albeit relatively short-term limits out capacity to either sell or renovate to accommodate our recently expanded family for the next three years and therefore relies heavily on the government meeting its promise to return land to the community upon completion and not use the site for an emergency access or repair shaft.	5.14 / Issue 2 5.18 / Issue 2
2	Utility of our home during the project construction and operation is likely to suffer. The open veranda of our home is used extensively for a play area for our children and without an appropriate enclosure the noise and dust would render this area unsafe and therefore unusable.	5.6 / Issue 4 5.8 / Issue 1 5.14 / Issue 1
3	The safety of the children walking or riding to and from the nearby parkland area will be in jeopardy with the increased traffic and heavy machinery suggested for the proposed site.	5.5 / Issue 5
4	The impact of the proposed site on our newborn son who is cared for at home full-time by Susan will be as significant during the day as at night. Similarly, the broken sleep of our six year old who is in Year 1 at a local school will have a significant impact on her capacity to learn and cope at school.	5.6 / Issue 1 5.15 / Issue 1
5	As an asthma sufferer, we obviously also have serious concerns about the impact of the proposed activity on my partner's health, particularly relating to dust deposits and vehicle emissions.	5.8 / Issue 3
6	Access and egress to our own property is of great concern both in terms of increased traffic flow and parking violations - notably there are no mitigation strategies proposed for violations relating to subcontractors to the project, only for employees. As we are well aware, subcontractors form a significant, if not disproportionate percentage of any workforce in the building and construction industry.	5.4 / Issue 3
7	As the submission itself states, the residential character and local sense of place of the proposed location for this construction site would be altered for the duration of the construction an operation of the worksite.	5.14 / Issue 1
8	How can you mitigate the impact of a 17 m high shed on such a small parcel of flat land in a residential area through the use of colours and materials even in the way suggested in the submission seems nonsensical at best .	5.16 / Issue 1
9	The question of who will monitor and what sanctions and penalties will be imposed should non compliance arise is key. A recent Courier Mail article (16/7/2009, Page 5) cites the Minister of Infrastructure as saying that consultation has not been good enough and some incidents have not been good enough in respect to this project. The company's response is that residents " <i>have not understood the scale and magnitude of the project</i> ". This is an over-simplification, residents have fully understood the potential impact on their homes and lifestyle but have been assured that noise, dust levels, traffic,	5.19 / Issue 6

	etc. will be managed in accordance with goals set by the Coordinator General and mitigation measures are sufficient to maintain ambient levels. It is difficult to feel assured that BrisConnections will live up to their promises to manage compliances and put in place effective mitigation strategies and for the government to impose penalties of any true weight on the company and its subcontractors for non-compliance.	
10	It is our contention that the impact on local residents should not be based solely on predetermined acceptable levels, but on the impact that the proposed worksite would have on the normal lifestyle experienced by Woolloowin residents.	5.6 / Issue 1
11	Other local residents already impacted by the project at other sites will readily tell how the noise and dust is unbearable - that they cannot keep homes clean inside let alone outside and that noise levels are well above that promised by BrisConnections. It is difficult to see what is being done to sanction the company.	5.6 / Issue 6 5.8 / Issue 4 5.19 / Issue 6
12	Whilst all issues are covered in some form or another within the submission at the broader level, the concern is the language and therefore the intent. All compliances and mitigations are couched in terms of the contractor will attempt to..., levels are not expected to exceed..., mitigation should...	5.19 / Issue 6
13	Exec Summary states that " <i>the benefits...of the establishment and operation of a construction worksite at Rose Street would cost out-weigh the potential impacts on the amenity and environmental quality of the locality</i> ". There is no evidence that a specific cost/benefit analysis has been done regarding the impact of the Rose Street workshop. Preferred Solution: That the modification be denied.	5.2 / Issue 3
14	Section 1.3.1 Adverse Ground Conditions - States that " <i>these ground conditions have the potential to slow the rate of progress</i> ". Preferred Solution: The modification should be denied. Possible Solution: a) provide evidence that the 'adverse ground conditions' will slow the rate of progress b) if proven that the rate of progress of the project will be slowed, the government should consider relaxing any contractual conditions on the contractor with regard to incentives for early completion and/or penalties for delayed completion c) if relaxation of contractual conditions approved, contractor to provide additional monetary or other mitigation compensation to the residents in surrounding communities (i.e. Kedron, Lutwyche, Kalinga Park and Toombul) already impacted by tunnel construction	5.2 / Issue 1
15	2.2.3 Visual Character - States: " <i>Woolloowin is defined by good quality residential built form and a recognisable street form. The residential street pattern provides an efficient framework for pedestrian and cyclist movement...</i> " Preferred Solution: That the modification be denied. Possible solution: ensure solutions identified in 1.3.1 are fully considered before progressing with a worksite that will destroy the characteristics of Woolloowin for three years.	5.16 / Issue 1

16	<p>5.2.1 Construction vehicle route - Requires vehicles to follow proposed route and then enter the site from Kent Road and leave by Park road. Heavy vehicles would then be required to again travel along part of Rose Street between Park Road and Kent Road when leaving on the designated route. Hence, local residents will experience double the amount of proposed heavy vehicle movements as they take this loop.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: Consider alternative entry and exit arrangements to the site.</p>	5.5 / Issue 1
17	<p>5.2.2 Potential Construction Traffic Impacts - Assessment has identified that additional vehicles will represent 1-3% increase to daily traffic volumes. Traffic within this region is already increased significantly in recent months due to other tunnel construction and road works.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: Detailed analysis of current traffic flows and the real impact of this proposal on traffic, including after hours vehicle impacts, be undertaken and appropriate mitigation strategies be developed.</p>	5.5 / Issue 3
18	<p>5.2.3 Mitigation Measures: Identifies that workers will be transported to site to avoid parking congestion. However, the impact of subcontractors will be significant and there are no mitigation strategies in place to ensure that all workers on the project comply with parking rules.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: Develop effective mitigation strategies and penalties for all project workers, both employees and subcontractors, with regard to parking arrangement to ensure that local residents and businesses are not adversely impacted.</p>	5.4 / Issue 4
19	<p>5.3 Noise - This section identifies that only a few properties will experience noise above accepted levels. However, residents are used to conditions that align with the description outlined in Section 2.2.3. Residents should be able to continue with their current lifestyle (particularly those with small children like ourselves) without unnecessary disruption from worksite noise including use of machinery such as piling rigs, even during the 6.30am to 6.30pm, 6 day a week operation or when may be within 'acceptable levels'.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: That the contractor be required to regularly assess the impact on local residents not only to assess an 'acceptable level of noise' but to ascertain the impact on the ability of local residents to enjoy a normal 'Woollooin lifestyle'.</p> <p>Mitigation strategies should include:</p> <ul style="list-style-type: none"> • provision of air conditioning • provision of double glazing on windows or other enclosure modifications • provision of compensation for additional electricity costs 	5.6 / Issue 5 5.6 / Issue 6
20	<p>5.4 Vibration - Section 5.4.1 states that "<i>compliance with the vibration guidelines can be achieved in most instances</i>", not all instances and 5.4.2. that "<i>compliance with the Coordinator General's conditions is predicted</i>", not guaranteed. Given the</p>	5.7 / Issue 1

	<p>age and therefore sensitivity and historical importance of many homes in the immediate area (our house is a 100 year old Queenslander home, the lack of surety in compliance is of concern.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: The contractors should ensure that compliance with vibration guidelines be achieved in all instances. The submission should address any rectification strategies that will be followed should building damage or disturbance occur.</p>	
21	<p>Section 5.4.3 States that only the nearest property in each direction from the shaft will be monitored in the event of blasting and not others in the near vicinity.</p> <p>Possible Solution: Should blasting be required, monitoring of properties for compliance with vibration guidelines should be expanded beyond the nearest property in each direction.</p>	5.7 / Issue 1
22	<p>Section 5.4.4 lists mitigation strategies that include measures to minimise building damage or disturbance. There is no mention of rectification strategies should buildings be damaged. One of the strategies also includes the offer of temporary alternative accommodation. This suggests that vibration levels are expected to be significantly exceeded in certain circumstances. The impact of temporary relocation of young families, like our own, and older residents would be negative. How would local businesses be able to be offered temporary relocation should levels reach this extent?</p> <p>Possible Solution: The contractors should detail what options would be available to local businesses should the offer of temporary relocation be necessary for residents.</p>	5.7 / Issue 1
23	<p>5.5 Air Quality - The air quality goals for CO and TM are based upon 2006 levels at Pinkenba. Pinkenba is a largely industrial area so it can reasonably be expected that the air quality levels at such a location would be very different to that experienced in residential areas, especially a Residential A defined area such as Woolloowin. Similarly, the air quality data collected at Kedron does not seem a suitable base for the Woolloowin site. As stated in the submission, "<i>the traffic flows on Gympie Road were significantly higher</i>" than those on Rose Street. Also, it states that data collected at Kedron "<i>is well below the ambient air quality goals for all parameters</i>". This data does not seem relevant given it was collected in 2006 prior to Airport Link commencement in 2008/2009. It is therefore contended that the base data for air quality monitoring is flawed.</p> <p>Preferred Solution: Contractor be required to regularly assess the impact on local residents not only assess an 'acceptable level of air quality' but to ascertain the impact on the ability of local resident to enjoy a normal 'Woolloowin lifestyle'.</p> <p>Mitigation strategies should include:</p> <ul style="list-style-type: none"> • provision of air conditioning • building modifications • regular exterior house cleaning • compensation for additional interior cleaning required 	5.8 / Issue 4
24	<p>In terms of dustfall, the submission contents that "<i>the extent of dust nuisance should be within the dust deposition goals provided in the Coordinator General's conditions</i>". Once</p>	5.8 / Issue 3 5.8 / Issue 4

	<p>again, there is no assurance that goals will be met. Non-compliance with levels of dust will have serious implications for local residents that suffer respiratory difficulties, such as asthma and on young children in particular.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: Should residents with respiratory issues suffer increased health problems as a result of the project's operations, medical expenses should be compensated.</p>	
25	<p>Monitoring and Penalties - Who will do this, how often and what penalties will be imposed? Performance to date in respect to these aspects for this project has been poor and compliance seems to be largely self-monitored by BrisConnections. Third party inspections, both complaint driven and spot checks, together with regular monitoring should be instigated.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: Government to enforce and effective regime for non compliances. This penalty regime should be widely communicated.</p>	5.19 / Issue 6
26	<p>Property values will be affected during the three year project.</p> <p>Preferred Solution: That the modification be denied. Possible solution:</p> <ul style="list-style-type: none"> a) compensation paid to any resident forced to sell as a result of lifestyle changes b) compensation paid to all affected residences through free council rates for life of the project. 	5.14 / Issue 2
27	<p>Pedestrian Safety (particularly school children) Proposed traffic control measures on an already overcrowded transport corridor seem insufficient.</p> <p>Preferred Solution: That the modification be denied.</p> <p>Possible solution: The proponent be required to commission and independent expert to determine effective mitigation strategies to completely ensure pedestrian safety.</p>	5.15 / Issue 2

Submission Number: 72

No.	Issue	Report Reference
1	<p>Objects to the proposed change at the Wooloowin site for the following reasons:</p> <p>Dust due to the works. As we live in a Queenslander style house, we rely on ventilation to cool our house, especially at night. I believe that this would be compromised with increased dust levels as windows and doors would have to be shut. The lights at the site will also add to this difficult situation.</p>	5.8 / Issue 1
2	<p>My son is asthmatic and I fear for his health with increased dust levels.</p>	5.8 / Issue 3
3	<p>Noise due to the works will impact severely on my wife who suffers from bipolar syndrome. Noise aggravates her condition, especially if it continues at night. Literature given to residents claims that we will be notified prior to 24 hour spoil haulage, but does not specify how long this would continue for.</p>	5.6 / Issue 4

4	Increased traffic would impact on the safety of our children who often play in the vicinity of the works. Although it is claimed that trucks wouldn't start hauling until 6:30am, there has not been any information produced on what time they could start queuing at the site. This would also affect the access to our street and general road safety.	5.5 / Issue 2
5	<p>I have grave concerns about the complaint procedures in case guidelines are not followed, as recently the company has been reported to have acted without Council permission. I believe that the company will give little thought to residents' complaints once the construction begins.</p> <p>I believe that this site has been poorly chosen with little thought given to the residents of the area. It is the cheapest option for the company but construction like this in a residential area with little thought given to the impact on residents for such a long time is poor planning. Serious consideration should be given to an alternative site which does not have the enormous impact on the community that this site will have.</p>	5.2 / Issue 1 5.19 / Issue 5 5.19 / Issue 6

Submission Number: 73		
No.	Issue	Report Reference
1	In general, I support the current projects and accept changes to me and my family's way of living will always be a part of modern life. However, I do not believe such projects need to be all or nothing in their design, construction and operation. I am hoping you will realise that what seems to be insignificant changes will have detrimental effects on the Kedron and surrounding communities. I have put forward solutions that I believe are achievable and would benefit the community and not have any negative effects on the projects.	5.14 / Issue 1
2	<p>Wooloowin Site Change Report - Section 3.5.1, Page 47: What will happen to the site after work is completed? <i>"The Wooloowin worksite would be fully remediated and restored to its current condition at the end of works by mid-2012. Any consultation on possible future uses of the site would begin 12 months prior to the end of works but would be subject to the plans of the current owner who has the right to have the land returned to them"</i>.</p> <p>If this worksite goes ahead, consultation with the local community should carry on from this current process to come to a resolution in the next 12 months. Two years is a long time to wait to start talking again. The site should be permanently rezoned as a park and control handed over to BCC.</p>	5.18 / Issue 2
3	Comment on Northern Busway Change Report: Concern about the closure of Farmer Joes and other neighbourhood businesses.	Does not relate to Wooloowin worksite
4	Comment on first Airport Link Change Report: Concerned about noise abatement measures being implemented without prior consent and community consultation. All noise abatement measures should be discussed with the community upfront to determine acceptability. A two-way and open consultation process is essential between residents and affected property owners.	Does not relate to Wooloowin worksite

5	Comment on first Airport Link Change Report: Concerned about increased traffic flows through the local area, and access arrangements for local businesses.	Does not relate to Woolloowin worksite
6	Comment on first Airport Link Change Report: Concerned that increased traffic through the area will have impacts on safety for school children and other pedestrians accessing the area.	Does not relate to Woolloowin worksite

Submission Number: 74 and 75

No.	Issue	Report Reference
1	Our family has lived in Woolloowin for nearly four years, and visits Melrose Park on almost a daily basis. Implore you not to go ahead with the proposed development of the worksite. The development of this site will: Impact negatively on small businesses in the surrounding area.	5.14 / Issue 3
2	Increase traffic on an already overloaded road (this is not a main road, yet it already suffers with heavy trucks.	5.4 / Issue 1
3	Increase the risk of a road fatality, given that the increase in traffic will go past schools, parks and businesses.	5.5 / Issue 5
4	Increase the noise and pollution over the construction period impacting on the health and welfare of children and families in the locality.	5.6 / Issue 1 5.8 / Issue 1
5	I feel that this project was either only half heartedly planned, or perhaps building this worksite at the Woolloowin location was part of your plan all along. How is it that soil testing was not done before the project started? Personally I feel that the public has been duped and perhaps this was part of the Airport Link plan all along. How can we now believe that you will build a park in a few years' time?	5.2 / Issue 1
6	I would like to ask you whether this is a development that you would like within your suburb. Would you like your kids to walk past it on the way to the park? Woolloowin is a quiet suburb unsuitable for such developments. It is not the public's responsibility that these projects need to trim costs. We do not want it!	5.14 / Issue 1

Submission Number: 76

No.	Issue	Report Reference
1	I would like to lodge my objection to the proposed works in Woolloowin. Information is provided on the haul routes for the trucks, however no information is provided on all the additional traffic movements that will occur due to the proposed works. All the staff, labourers, contractors, subcontractors, delivery trucks etc will need to get to and from work. These are potentially hundreds of additional traffic movements along Kent Road. This will severely impact on the quiet enjoyment of our property. Until more information is provided on how BrisConnections will manage the construction traffic (excluding haul trucks)	5.5 / Issue 7

	along Kent Road, I object to these proposed works.	
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Submission Number: 77		
No.	Issue	Report Reference
1	We are very concerned about the impact of the proposed project and strongly object to it going ahead. We feel it is completely inappropriate for a residential area, and an area that is already too busy with traffic. This will lead to increased noise for residents, school students from Kedron State High School, as well as the significant impact on local businesses.	5.6 / Issue 1 5.14 / Issue 1 5.15 / Issue 1
2	We are concerned about safety issues for residents, as well as students from the Kedron State High School. We recently had a car windows smashed by a truck going past and do not feel at all confident that the increase in trucks in the area will not impact on safety for homes and people; the potential risk of damage to cars and homes is likely to increase.	5.14 / Issue 5 5.15 / Issue 2
3	Park and Junction Roads are already too busy with trucks, adding another six or seven heavy trucks will make it unbearable, not to mention the significant additional vibration on homes already emanating from the project itself. The proposed 'acoustic' shed will not at all be in keeping with the local area, and will be an absolute eyesore.	5.7 / Issue 1 5.16 / Issue 1
4	Further, we are very concerned about what will happen to the site after the project is completed, should it go ahead. There are no guarantees that the site will be returned to its original / current state. What's to say it won't be used for future tunnel maintenance or even an exhaust outlet? We strongly object to the site being used as part of the Airport Link Project. This was never part of the original plan as it was proposed over the past year.	5.18 / Issue 1

Submission Number: 78		
No.	Issue	Report Reference
1	Our residence is a traditional Queenslander, which was subject to major renovations in 1999. The renovations were specifically designed to achieve a cool, open but secure living space and to ensure that the living space was not impacted upon by road noise from Rose Street. The architect designed the renovations specifically not to include air conditioning. This was achieved by large banks of glass louvers and vents to achieve flow through air movement. This residence is located approximately 55 m from the proposed worksite.	5.6 / Issue 1 5.8 / Issue 1 5.14 / Issue 1
2	The occupants believe the modification will impact upon them and their residence by: <ul style="list-style-type: none"> detrimentally changing the suburban environment by the construction of the worksite shed and surrounding noise barrier, and by the constant flow of trucks to and from the site producing unreasonable noise levels in and around the residence producing unreasonable amounts of dust in and around the residence 	5.5 / Issue 3 5.6 / Issue 1 5.16 / Issue 1 5.8 / Issue 1

3	Mitigation - two representatives of TJH consulted with the family on 1 July 2009 at the residence. The occupants sought to address the issues of noise and dust with the representatives on the basis that reasonable mitigation of these concerns would be acceptable should the change request be approved.	5.6 / Issue 1 5.8 / Issue 1 5.19 / Issue 5
4	Noise - TJH representatives point to provisions in the change report that indicate that the Coordinator General's goal for noise is met at all stages, based upon their modelling, at the boundary fence between the neighbouring properties of 43 and 39 Rose Street. 39 Rose Street is a block of flats that might be described as a 'six-pack' style building. This contrasts to the residence at 43 Rose Street, which is an open plan Queenslander. The boundary proposed by TJH for noise mitigation is not reasonable.	5.6 / Issue 5
5	Dust levels are acknowledged to increase in the change report. For the same reasons as outlined above in relation to noise mitigation, in an open plan Queenslander it will be necessary to mitigate the impact of the increased dust on the residence. The position put forward by TJH was that no dust will be created by the site or the truck movements. The position of TJH regarding increased dust levels is not reasonable and could not be substantiated.	5.8 / Issue 1
6	The view of the occupants is that TJH was unwilling to address any mitigation for the residence, despite acknowledging the specific design features of the renovations undertaken to the residence. Accordingly, the occupants seek: <ol style="list-style-type: none"> 1. The request for project change should not be approved until the question of mitigation is satisfactorily addressed as it relates to the residence 2. <ol style="list-style-type: none"> a. The noise impact in and around the residence is mitigated by TJH providing noise reduction conducive to the design of the residence b. No truck movements commence on Rose Street before 7:30am on a Saturday and Sunday (if Sunday work commences) c. The dust impact in and around the residence is mitigated by TJH providing compensation for the impact of such dust on the residence 	5.5 / Issue 11 5.6 / Issue 6

Submission Number: 80

No.	Issue	Report Reference
1	Since submitting original comments on request for Project Change dated 30/06/08, feels that many disturbing events have taken place in Kedron and surrounds as a direct result of the Airport Link Project. Feels that the project has significant noise and dust impacts on the area, with regard to the number of trucks traversing the road network. Changes in project activities (e.g. the addition of a 4.2 m noise barrier) have been poorly communicated, and the community have not been involved in the decision making process. Attempts	5.6 / Issue 6 5.8 / Issue 4 5.19 / Issue 5

	to gain further project related information, or consultation with project parties, have generally been unsuccessful or unsatisfactory. Feels that CNI has been uncooperative in project dealings.	
2	Important issues being experienced by the community include a lack of transparency and responsibility on the behalf of project parties, loss of local businesses, access difficulties, increased traffic, and a lack of community consultation.	Does not relate to Woolloowin worksite
3	I sympathise with the residents of Woolloowin who are now at risk of being subjected to this latest Request for Project Change, and the effects this will have on their homes and lives in the way that we have been affected over the past 18 months and will continue to be directly impacted for the duration of this project.	5.14 / Issue 1

Submission Number: 81

No.	Issue	Report Reference
1	The location of the proposed Woolloowin worksite is in the middle of a thriving residential and small business area, exposing it to unreasonable noise, air pollution and traffic congestion during the four month establishment of the site.	5.5 / Issue 3 5.6 / Issue 1 5.8 / Issue 1 5.14 / Issue 1
2	The two year operation period will see up to an additional 72 trucks per day travelling eastward on Junction Road (on which streets the trucks will travel westward I do not know). As a resident of the area, this is completely unacceptable to me. Junction Road is already at capacity at peak times, at school drop-off time, it already takes 10 minutes just to get across Junction Road. Your brochure states that you will "avoid peak traffic times, including school drop-off". How can we believe this when trucks coming from the Kedron worksite are already travelling along Junction Road at these peak times?	5.2 / Issue 1 5.5 / Issue 11 5.5 / Issue 12
3	This community has already accepted the establishment of two major worksites in the area at Kedron and Kalinga Park/Toombul, the daily noise and air pollution coming from these sites and the resulting increased traffic congestion. The proposed Woolloowin Worksite is just too much in such close proximity for this community to live with - it's simply too much! What I would like to see is the continued use of the existing Kalinga and Kedron worksites and the delay of the opening of the tunnel. The establishment of the Woolloowin Worksite is not necessary and not acceptable to this community.	5.2 / Issue 1 5.14 / Issue 1

Submission Number: 82

No.	Issue	Report Reference
1	At the time of purchase of our property 12 months ago, we undertook significant investigation into the Airport Link Project, reading all relevant documentation regarding the proposal and worksites. Based on this information, and our desire to start a family in a quiet neighbourhood, we purchased our property in Park Road. Three weeks ago we were informed of the request to establish an additional worksite in Woolloowin, situated four	5.14 / Issue 2

	<p>residences from our property.</p> <p>It is our strongest urging that this request for project change not be approved and the proposed land continues to exist in its present state.</p>	
2	<p>We have been informed that unexpected ground conditions are the primary reason for the request for change, after initial modelling based on only four test holes drilled before May 2008. After the project's approval, only 22 additional holes have been drilled, establishing that there are other-than-expected ground conditions. Thus it appears that initial research and information gathering and projected timelines for completion were woefully inadequate, and there appears to be little or no accountability for what is seemingly insufficient testing; other than the imposition of an additional worksite on unsuspecting local residents.</p>	5.2 / Issue 1
3	<p>It also feels particularly unlikely, in such a short space of time, that a 177 page proposal with 153 pages of appendices, claiming to have considered and rejected ALL other alternatives, could have been prepared in a month. Which begs the question, how long have Airport Link known they would be proposing the worksite? Is it possible it was considered as early as the original submission but knowingly omitted? Or could they have known that drilling only four test holes wouldn't be sufficient to properly understand the geology of the area but submitted proposals and timelines based on this data anyway? This would be a grave breach of their disclosure obligations.</p>	5.2 / Issue 1
4	<p>We believe it is unjustifiable that an additional 300 or so residents will be inconvenienced during the construction of the Airport Link tunnel and believe a short project delay is a small price to pay for existing inconvenienced residents (of which the worst affected are more than likely already compensated) near the Kedron and Kalinga Park worksites, to ensure project completion.</p>	5.14 / Issue 1
5	<p>In addition, no firm target completion date is available (other than mid-2012) from Airport Link and the Request for Project Change dismisses other forms of maintaining the current schedule. It is difficult to see how a schedule is in jeopardy if there's no firm completion date to miss.</p>	5.2 / Issue 1 5.19 / Issue 6
6	<p>We are expecting our first child at the end of September 2009, with one parent staying at home for the final stages of pregnancy, and the other working from home two or three days per week. Thus, the implications of this worksite to our quality of life on a daily basis will be severe. With the majority of our time spent at the property with a newborn baby, the potential for disruption from noise, dust, vibration and light is significant, and will be present throughout both 'working' and 'non-working' hours. This will be all the worse during the construction and blasting phases, where it appears noise projections are at their highest (and exceedances actually expected) during the first three months of our baby's life. However, it will undoubtedly be an ongoing issue for at least the first two and half years of our child's life.</p>	5.6 / Issue 1 5.7 / Issue 1 5.8 / Issue 1 5.14 / Issue 1 5.16 / Issue 1
7	<p>There is also the very real likelihood of a significant decrease in the value of our property, due to it being in very close proximity to the proposed worksite, and the impact on the</p>	5.14 / Issue 2

	<p>associated daily lifestyle. This will be the case for the duration of the worksite. Should we wish to sell our property, we would almost certainly expect the value to be less than would be expected were the proposed land maintained in its current state. Worse still, should the valuation of our property stagnate or fall, our investment strategy based on leveraging the equity in our own residence will be impaired (if not impossible), thus further impacting our longer term wealth creation goals and quality of life.</p>	
8	<p>Lifestyle and peacefulness of the suburb will also be compromised on a daily basis, and is one of the primary reasons for the suburb's appeal. The construction of a 5 m high noise barrier, as well as the 17.5 m high acoustic shed will certainly detract from the 'beautiful suburb aesthetic' and we don't believe painting the shed various colours will do anything to camouflage the structure. The subsequent noise, vibrations and reflected daylight will also deter native birds from frequenting the area surrounding the proposed worksite.</p>	<p>5.6 / Issue 1 5.12 / Issue 1 5.14 / Issue 1 5.16 / Issue 1</p>
9	<p>In addition, the Request for Project Change document suggests there is a real possibility of changed traffic and pedestrian conditions, which will result in delays and limited movement around the proposed site.</p> <p>The report estimates traffic increases of between 1 - 3%, modelled on Junction Road and Kent Road only, based on AADT. This has not been done for Park Road north of Junction Road, which is classified as a different road class, and has significantly less AADT. This means that the imposition of an additional 84 trucks per day (and other associated contractor vehicles) will be many times higher than for the Metroad 5 boundaries of the site.</p>	<p>5.4 / Issue 2</p>
10	<p>As we will both spend the majority of time at home, we will certainly feel the impact of increased construction and tunnelling noise in the area. We are already impacted by noise generated by piling activity from the Kedron worksite and this will only be compounded by consistent and steady noise levels from the proposed Wooloowin worksite.</p> <p>In addition to construction and tunnelling noise, no amount of shielding will prevent significant truck noise as they exit 40m from our property up to 84 times per day. With the planned exit route being left onto Park Road north and then left into Junction Road we will also need to tolerate two lots of truck braking; and two lots of low range truck gears (the loudest) within 10 or so seconds of each other, effectively doubling the noise impact every seven minutes.</p>	<p>5.6 / Issue 1</p>
11	<p>We believe our residence, due to its location in Park Road north, would be considered within a R2 (rather than a R3) category for noise goals and as such, if the proposed worksite is approved, these noise goals must not be exceeded. It is unacceptable that in every Monthly Environmental Monitoring Report for existing worksites, that noise level exceedances have been identified at a number of monitored locations. It is also concerning that the Request for Change document suggests the noise goals will be exceeded during the construction phase, as well as when blasting occurs on the site. Every effort must be made before exceedances occur, rather than after the fact, to mitigate against these incursions.</p>	<p>5.6 / Issue 5</p>

12	<p>It also appears that the noise goals and hours of site operation suggested in the proposal are in contravention of BCC's guidelines. These guidelines state that no building work noise is allowed after 6:30pm. Thus, any concrete or supplies deliveries or construction noise should not occur after this time (and before 6:30am) as proposed in the Change Request report.</p> <p>The report also suggests that blasting will occur before completion of the acoustic shed. We believe it is unacceptable to contemplate such activity without the protection afforded by the shed and wall barrier.</p>	5.6 / Issue 5
13	<p>Air quality is also a significant concern, particularly dust fall out. Our experience with the Kalinga Park worksite is that the surrounding roads (in particular Park Avenue and Lodge Road) have had significant mud and dust transferred from the spoil haulage trucks frequenting that worksite. We believe this will be an issue with the proposed Woolloowin worksite as well.</p>	5.8 / Issue 1
14	<p>We have been informed by conversations with local residents, closer to the Kedron worksite, that the process of using water trucks to keep dust out of the air has not been operating as frequently as promised. In addition, you only need to stand outside the Kedron Park Hotel on any afternoon to witness the clouds of dust whipped up by passing traffic and worksite vehicles.</p>	5.8 / Issue 1
15	<p>It is also a concern that in the proposal that data collected in 2006 and included in the original proposal is being relied upon to form the basis for their performance criteria for air quality. We believe, again, that more robust testing must be carried out specifically for the Woolloowin worksite before any approval can be considered. History has shown we would not be in this position if Airport Link had performed the appropriate amount of geological testing before submitting their original proposal.</p>	5.8 / Issue 4
16	<p>As the proposed worksite is bounded on almost all four sides by residential properties, there would be a significant impact to hundreds of residents on a daily basis for a not inconsiderable time, and for us as a new family these impacts would be extreme. We hope that this, coupled with the general impact on the local community and schools, and the negative influence on property valuations in the immediate vicinity, are reasons enough that the proposal be rejected.</p>	5.14 / Issue 1

Submission Number: 83

No.	Issue	Report Reference
1	The project is fantastic. Please go on.	-

Submission Number: 84

No.	Issue	Report Reference
1	All studies / reports and other information provided by the Queensland Government, its agents and contractors have been that all tunnel spoil would be removed from either the Kedron Park or Kalinga Park portals and that no heavy traffic	5.2 / Issue 1

	(trucks) would use the Kalinga / Woolloowin area (generally the area north of Junction Road / Rose Street).	
2	This request is the result of adverse contractual risk and if the modification is approved, there should be a hard dollar payment to the community or government, or concessions by BrisConnections, e.g. reduced tolls, reduced period of concession, etc.	5.19 / Issue 3
3	The submitted documentation has been hastily prepared (by the proponents own admission) and does not (amongst other issues) adequately address the practicalities of the storage, loading and transport of spoil given that underground operations are proposed on a 24/7 basis while no transport is at this point in time to occur between 6:30pm on Saturday and 6:30am on Monday.	5.5 / Issue 9
4	The excess of spoil generated over weekends will result in large stockpiles of spoil and is also likely to force increased trucking requirements during Monday and in particular the Monday morning peak.	5.5 / Issue 9
5	BrisConnections/TJH have demonstrated they did not adequately plan nor manage heavy haulage activities during the establishment of Kalinga Park site (and are likely to do the same here)	5.5 / Issue 11 5.5 / Issue 12
6	The submission does not adequately address how and where trucks will be staged when operational delays occur and prevent their entry into the proposed worksite.	5.5 / Issue 8
7	The submission ignores possible impacts on the Eagle Junction shopping centre and railway station precinct and the large numbers of park and ride vehicles parked on and near Junction Road during week days. At worst, heavy haulage should not be allowed during the extended peak hour periods for any reason.	5.5 / Issue 10
8	There has been inadequate treatment of response by BrisConnections / TJH to unacceptable impacts resulting from the project to date, and the current EMPs have not been made available to the public.	5.19 / Issue 4 5.19 / Issue 6
9	Proposed community benefits programme (Page 9) - The quantum of this should be confirmed prior to approval (if absolutely necessary) e.g. \$20 million to this and other community works.	5.2 / Issue 3
10	Additional construction vehicles (Page 10) - No consideration has been given to the practicalities of generating spoil on a 24 hour 7 day basis, but only carting out on a 6 x 12 hour day (or preferably less) basis.	5.5 / Issue 9
11	Traffic management around Kedron State High School (Page 15) - The intensity of school children and other pedestrians and the impacts of extensive park and ride vehicles in the vicinity of the Eagle Junction railway station / shopping precinct have been largely ignored.	5.5 / Issue 10 5.15 / Issue 2
12	EMP and Coordinator General conditions (Page 15) - The current EMP is not available for public view. On numerous occasions, there has been delayed acknowledgement of unreasonable impacts from construction activities (in particular heavy haulage) and subsequent tardy response to mitigate these impacts.	5.19 / Issue 4

13	Properly made submissions (Page 22) - No instruction has been provided on other literature to indicate all submissions must be signed. This appears misleading and deceptive. Similarly, the consultation / advertising period has been undertaken during the mid year school vacation period; there has been no prepaid provisions for responders/submitters and the provided forms have been poorly designed and are difficult to use.	5.19 / Issue 5
14	Community benefits programme (Page 47) - There is no mention of the benefit of cost savings to the Contractor (BrisConnections/TJH) of this proposal. Again, there is no mention of a hard dollar payment commitment.	5.2 / Issue 3
15	Stockpile area (Figure 4.1) - Based on an average stockpile height of 3 m and a loose density of 1.5 t/m ³ , this will provide a storage capacity of approximately 1,700 t or 750 BCM (based on 2.3 t/BCM).	5.5 / Issue 9
16	Hours of work (Page 59) - The Kalinga site is commencing 24 hours per day operations from 21 July. It has been stated that this is within the original allowable project conditions, despite previous public statements that only underground works would be undertaken outside the hours of 6:30am to 6:30pm. What assurances will be given that stated hours won't be extended on this site?	5.3 / Issue 3
17	Materials deliveries (Page 60) "... several deliveries of shotcrete would likely be required outside of normal construction hours. The expectation is that a maximum of four concrete truck deliveries may be required between the hours of 18:30 and 06:30" - Does this mean four times during the project, or each night? What measures are there to limit these night time activities?	5.3 / Issue 3
18	Loading and haulage of spoil (Page 6) - There will be limited storage capacity on site. Where and how will trucks be staged on the route? What about spillage when loading the trucks? Why isn't a wheel-wash (best practice) planned for? Where would this be located?	5.5 / Issue 9
19	Spoil production (Page 62) - Based on a 24/7 tunnelling operation of 27 BCM per hour (4,500 divided by 7 days divided by 24 hours), there will be 36 hours of production or 970 BCM or 2,200 t in stockpile on a Monday morning. This is likely to be in excess of the onsite storage capacity and would encourage much higher than average traffic flows during Mondays, and on Monday morning in particular.	5.5 / Issue 9
20	Community consultation (Page 65) - The current system has not been effective for significant impacts in relation to the Kalinga Park site. On numerous occasions, there has been delayed acknowledgement of unreasonable impacts from construction activities (in particularly heavy haulage) and subsequent tardy responses to mitigate these impacts.	5.19 / Issue 5
21	Eastbound movement on Junction Road (Page 69) - This is not correct. Vehicles access the Eagle Junction shopping centre from both eastbound and westbound traffic on Junction Road, and from Park Avenue and Keith Street. Rose Street / Junction Road and its intersections with	5.5 / Issue 1 5.5 / Issue 10

	Dawson St, Park Avenue and Norman Street (Eagle Junction shops precinct) and Sandgate Road are at or above capacity during the extended peak hour periods. The additional heavy vehicle load will worsen the performance of these intersections. Heavy haulage should not be allowed during peak hour operations.	
22	Impact on pavement conditions (Page 73) - How will this be managed? Who will be responsible for this and what actions will be taken to rectify such and in what time frame?	5.5 / Issue 4
23	Traffic management and monitoring (Page 73) - How will this be managed? Who will be responsible for this and what actions will be taken to rectify such and in what time frame? The current EMP is not available for public view.	5.5 / Issue 11
24	Management of construction vehicles (Page 73, 94 and 171) - What is the system which is proposed and who will be responsible for this, and what actions will be taken to rectify such and in what time frame? Where is the 'staging area' that is referred to? Whereas this sounds ok, there are no readily available areas which do not involve travel on residential streets. Why isn't a wheel-wash planned?	5.5 / Issue 11
25	Spoil haulage routes (Page 75) - Does this mean that the nominated haulage route will be varied when it suits for other reasons? There are numerous precedents on the Kalinga Park site to raise doubts as to what this means. Request clarification from the Coordinator General.	5.5 / Issue 11 5.5 / Issue 12
26	Noise level exceedances (Page 88) - What are the consequences of such exceedances? Who will be responsible for this, what actions will be taken to rectify such and in what timeframe?	5.6 / Issue 5
27	Predictive noise modelling (Page 95) - What will happen if real time occurrences result in worse than modelled results?	5.6 / Issue 5
28	Acoustic shed (Page 95) - We request these components, including the acoustic curtains, be included as mandatory with real time monitoring to ensure compliance, and exceedances to trigger the cessation of operations.	5.6 / Issue 3
29	Dust and odour management (Page 131) - We request these components be included as mandatory with real time monitoring to ensure compliance, and exceedances to trigger the cessation of operations.	5.8 / Issue 4
30	Suggested conditions for construction vehicle fleet (Page 172) - Will this be the case, or will it be changed once the approval has been given? E.g. in Kalinga Park.	5.5 / Issue 11 5.5 / Issue 12
31	Spoil removal conditions (Page 172) - Will this be the case, or will it be changed once the approval has been given? This is particularly relevant given the proposed imbalances of spoil production during the weekends.	5.5 / Issue 9

Submission Number: 85

No.	Issue	Report Reference
1	The process for community consultation is flawed. The existing CLG groups are administered by TJH, who are	5.19 / Issue 5

	paying lip service to community complaints. CLG members are unable to send proxies to meetings, and have been forced to sign confidentiality agreements. Suggestions for change to design, for example, are met with the stated position that " <i>everything has been costed and you might be able to pick the colour that the concrete wall is painted</i> ". This sort of response is at best unhelpful.	
2	CNI have advised that TJH is responsible for compensating individuals affected by the Project. TJH have no developed process for managing requests for compensation in a fair and reasonable way. The stated attitude is that " <i>if we do it for one, we have to do it for all</i> ". What they should be doing is what is reasonable and if that means doing it for everyone then that's what should be happening.	5.19 / Issue 6
3	What is happening is that individuals who become angry/hysterical/tearful/ pay lawyers to write letters / go to the media are making progress with TJH as far as mitigation goes, and those who are raising their concerns in a rational way are getting nowhere. Situations are now arising in streets where one household is having double-glazing installed, and the neighbouring household isn't.	5.19 / Issue 5
4	The environmental reports on the website regarding noise and dust are gathered from data which is not representative of what people co-located with the project are experiencing. Data is collected on days that work isn't being carried out, and averaged across 24 hour periods. I have been told by CNI that an asbestos report held by TJH would be made available to me, and when it wasn't, I was advised by an employee of TJH that the report was the private property of the company and that someone could come to my house and show it to me. It is unacceptable that access to this type of information can be limited in this way as a result of the current wording of the contract.	5.19 / Issue 4

Submission Number: 86		
No.	Issue	Report Reference
1	The Coordinator General has insufficient information from the Request for Project Change document in order to make the evaluation required of him pursuant to Section 35H of the SDPWO Act and in particular insufficient information pursuant to Section 35H (c) (the environmental effects of the proposed change).	5.19 / Issue 2
2	That the proposed project change is not truly a 'change' within the contemplation of the SDPWO and even if it is should be dealt with in the same manner as consideration for a significant project under Division 3 Part 4 of the SDPWO, and the Coordinator General should call for a fully formed and independent EIS before evaluating the request. If the Coordinator General notwithstanding those submissions does turn to evaluate the project he should not approve the change.	5.19 / Issue 2
3	If the Coordinator General does not accept the previous submissions he should approve the project change but to then permit the proposed shaft operate only until the 'Kedron caverns and ramp tunnels' are completed and not to allow the	5.18 / Issue 1

	'proposed worksite' to remain functional through the " <i>duration of the delivery (construction) phase</i> " the request at Pages 8 and 9).	
4	<p>Change and EIS:</p> <p>The proposed change was in no way contemplated by the Coordinator General's approval of the original EIS. The Change - the driving of a shaft and the operation of the worksite 24 hours a day in a residential neighbourhood with the attendant environmental impacts detailed in the request are well outside any reasonable definition or contemplation of change.</p> <p>Accordingly the Coordinator General should either determine or consider the request not in accordance with Division 3A of Part 4 of the SDPWO but rather Division 3 - and require the proponent to prepare an EIS as contemplated by that Division 3.</p> <p>This ought be the Coordinator General's approach notwithstanding any determination that the request truly reflects a change</p>	5.19 / Issue 2
5	The request is deficient in detailing the environmental impacts of the proposed change in respect of noise, effects on the transport system and air quality in particular. There is in particular a marked lack of detail in respect of the effects of the change on traffic and issue is taken with the potential traffic impacts (5.2.2) the assertion that there would only be 1 - 3% increase in traffic volumes is incorrect and takes no account for the type of the vehicles that would be employed and other traffic hazards resulting.	5.4 / Issue 2
6	Apart from recording the 'exceedances' there is admission that there will be exceedances both in terms of noise and air quality which should compel the Coordinator General to reject the request, or at least call for an independent EIS with greater detail and information as the Coordinator General is entitled to do pursuant to Section 35F (1)(b) of the SDPWO.	5.6 / Issue 5 5.8 / Issue 4
7	<p>Approvals subject to:</p> <p>If the Coordinator General chooses to evaluate the request for change and considers approving it in the alternate, I invite the Coordinator-General to closely consider the proponent's request at Page 9. The request details that the reason for the request was because the Kedron caverns and ramp tunnels will not be constructed on time owing to geological conditions (Page 8). Whilst it is not clear in the report no doubt those caverns and tunnels will be completed, although later than scheduled.</p> <p>The proponent proposes that the shaft/worksite continue to remain functional (that is run 24 hours a day) notwithstanding the completion of those caverns and ramps simply so that it will allow "<i>more efficient fit-out of the tunnel</i>".</p> <p>The Coordinator General ought, if he rejects the previous submission in Part 2, provide a conditional approval that the proposed worksite only remain functional until the caverns and tunnels are constructed as originally planned and that strict conditions be placed to ensure that the proponent uses all endeavours to complete those caverns and tunnels in a</p>	5.3 / Issue 2 5.18 / Issue 1

	timely way.	
8	<p>There is no detail in the substantive request why, apart from 'efficiency' the proposed worksite should remain functional past the construction of those caverns and tunnels (apart from the one sentence on Page 9 of the request). In the absence of effectively any submission in the request as to that point the Coordinator General cannot conclude in his evaluation that the proposed worksite should remain functional past the point occasioning the delay in the project - that is the construction of the ramps and tunnels. No detail is provided as to the 'effects' on the project (35H (a)) in respect of keeping the worksite open and there is simply no good reason given the attendant disturbance of the residential neighbourhood for the worksite to remain open past the 'delayed' completion of the caverns and tunnels.</p>	5.2 / Issue 1 5.3 / Issue 2
9	<p>Alternative Site:</p> <p>The Coordinator General ought to be moved to call for greater detail in respect of the 'alternative sites' detailed in the request. As I understand the very technical document at Part 3.3 an alternative was a 'DES Access Shaft Option'. It is said in Part 3.3.3 that driving a similar shaft at the DES site (which already is attended with significant construction works and is not located centrally in a residential area) would occasion a five month delay in completion of the project (completion on 8 March 2012). The submission holds that:</p> <ul style="list-style-type: none"> • the Coordinator General ought call for all reports and papers from the proponent in respect of the DES access shaft option pursuant to Section 35 of the SDPWO • the Coordinator General ought not evaluate the request until receiving the material <p>In any event if the material shows as the request provides that there will be a delay of five months in the completion of the project the Coordinator General must in evaluating the proposed change reject it and provide an indication that the DEC access shaft option will be favourably entertained.</p>	5.2 / Issue 2
10	<p>Conditions:</p> <p>The project generally has been marked by the contractor, TJH deliberately breaching the undertakings, indications and conditions of the project to date.</p> <p>Of recent times (indeed during this consultation period), at the Toombul end of construction - in respect of which work was to proceed only between the hours of 6:30am and 6:30pm - the contractor has announced that it intends to proceed with the construction 24 hours a day for a period of seven months. Even before that announcement construction at that Toombul end on occasions has proceeded past 11:00pm.</p> <p>Outside the serious impacts the proposed change will have as detailed in the request, there is no doubt TJH will exceed or breach any conditions imposed upon them in respect of the construction, for this is the actual experience of the residents affected by the project to date.</p> <p>If the Coordinator General is minded to approve the proposed change in any respect, strict conditions must be placed so</p>	5.19 / Issue 6

	<p>that all of the measures, mitigations and indications as to work proceed strictly in accordance with the approved request. The Coordinator General ought determine as part of his evaluation that a condition of any approval is that if the mitigation measures and undertakings as to minimisation of impacts on the environment including noise are breached in any respect then the approval is automatically revoked (a guillotine order as part of the Coordinator General's Change Report).</p> <p>This will at least have the effect of BrisConnections / TJH not being lawfully able to continue work without reverting to the Coordinator General.</p>	
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Submission Number: 87

No.	Issue	Report Reference
1	Impact of increased noise.	5.6 / Issue 1
2	Increased traffic volume.	5.5 / Issue 3
3	Increased dust/pollution.	5.8 / Issue 1
4	Decrease in house re-sale value during construction.	5.14 / Issue 2
5	As a shift worker sleep is important for me during the day and/or night. I want Airport Link not to go ahead with the proposed change but if they do I want to them to pay for: double glazing on all windows, house cleaning on exterior and interior of home and loss of value of home if I decide to sell during this period of time.	5.6 / Issue 4

Submission Number: 88

No.	Issue	Report Reference
1	From the start, residents were not properly informed of or adequately consulted about the effect of the proposal on their lives, their health or their future wellbeing. Information was withheld from them, the consultation process was manipulated, and the approval process wholly deficient. Several stakeholders were shut out of and continue to be shut out o the consultation process.	5.19 / Issue 5
2	Even before construction work commenced, many peoples' lives were ruined. Their homes and businesses were resumed at prices much lower than their real value, and many were unable to contest the valuations due to prohibitive cost of hiring the requisite legal assistance. One resident lost almost \$120,000 in value but had no practical recourse.	5.14 / Issue 2
3	This request for project change must have been initiated several months ago by the construction contractor. The proponent must also have been aware of the fact of this proposal many months ago, before the last State election campaign, yet there was no indication at the time this request was being prepared. We therefore allege that the local residents were again misled in that material facts were withheld from them during the election campaign. Residents know that extensive drilling tests were carried out throughout the Wooloowin, Kedron and Clayfield areas during 2006 and 2007 to ascertain the ground and substrate conditions. This	5.2 / Issue 1

	drilling even extended to areas that were not part of the proposed tunnel route. To suggest that ground conditions were not known defies credibility.	
4	The proposal for a new worksite in Rose Street, if approved, would lead to further dramatic reduction in the physical, mental, financial and psychological health of all residents who live, work or travel in or through Woolloowin area. The proposed mitigation measures would simply not work to effectively eliminate or even relieve the negative effects on their lives and lifestyles for up to 30 months. There haven't even been any offers of compensation.	5.14 / Issue 5 5.19 / Issue 6
5	The fact that there is a large public school within 700 m of the proposed worksite, which would generate a large increase in heavy vehicular traffic in the area where many hundreds of children cross the roads, should rule out approval without considering any other factor.	5.15 / Issue 2
6	The fact that this request for change has occurred so early in the construction period must raise the prospect in the minds of all residents that there are more extensive proposals to change the Airport Link Project being considered by the proponent and by the contractor, which are yet to be announced.	5.2 / Issue 1

Submission Number: 89		
No.	Issue	Report Reference
1	The Coordinator General's Change Report of July 2008 (in response to a request for project change notes the following: 4.2 Topography, Geology, Geomorphology and Soil The Request for Change indicates that no additional or substantially changed effects are expected to occur in relation to topographical, geological, geomorphologic or soil matters. Clearly the current request for project change means that an " <i>additional and substantially changed effects</i> " have indeed occurred. The capacity of BrisConnections to assure the community that there will be no more 'surprises' must be called into question. On this basis the request for change should be denied.	5.2 / Issue 1
2	The Coordinator Generals Change Report of July 2008 (in response to a request for project change also notes the following: 2.1.1 Tunnel Alignment: The proponent identifies that changes have been incorporated into the alignment of the mainline tunnels to accommodate more efficient traffic connections in the north-west at Kedron. These changes will allow more efficient and more certain construction conditions in more suitable ground through Lutwyche and Woolloowin. The changes would result in the mainline tunnel alignments moving east and south in a sweeping arc between Lowerson Street, Lutwyche and Park Avenue, Woolloowin. The total length of the tunnel for the Changed Project will be approximately 5.25 km. The key element of the early request for change was that " <i>These changes will allow more efficient and more certain construction conditions in more suitable ground through Lutwyche and Woolloowin</i> ". Permission for this change was	5.2 / Issue 1

	duly given and now BrisConnections with to recant their earlier reasons as the reasons no longer suit their plans. On this basis the request for change should be denied.	
3	<p>The Coordinator Generals Change Report of July 2008 (in response to a request for project change also reaffirmed certain conditions that had been put in place from a very early stage in this project. In particular, the condition that "<i>no spoil being hauled along Junction Road, Clayfield or Albion Road, Lutwyche or Albion Road, Albion</i>" is noted. The reasons for imposing this condition have not changed.</p> <p>The request for project change by BrisConnections is a fundamental shift in design that was at no time present or mentioned during evaluation, assessment or approval phases of the project. The motivation offered by BrisConnections for this change is to avoid a delay in project completion (and subsequent cost implication) which was substantially a result of erroneous (or ambitious) assumptions by BrisConnections in early design. This cannot be sufficient reason to make what is fundamental change to the conditions imposed on the project, conditions that were imposed for a good reason. On this basis the request for change should be denied.</p>	5.2 / Issue 1 5.19 / Issue 2
4	<p>4.1.1 Construction Phases</p> <p>Issue: Duration of use for proposed Woolloowin worksite.</p> <p>Suggested Solution: BrisConnections wants to operate the proposed Woolloowin site not only for tunnelling but also for tunnel fitout access. In order to minimise the impact on the community BrisConnections should be required to make use of Rose Street only as long as absolutely necessary i.e. tunnelling work only not tunnel fitout. Table 4.1 Construction Phases -Tunnel Works - Tunnel Excavation and Support shows the complete date of September 2010. This should be the limit for use of this site.</p>	5.3 / Issue 2
5	<p>4.2 Site Description and Design</p> <p>Issue: Noise, Light and Dust will have significant impact on local community.</p> <p>Suggested Solution: Minimise noise and light spill by:</p> <ul style="list-style-type: none"> • locating all equipment (e.g. gensets, water treatment plant, compressor, etc.) within the acoustic shed or underground • locating lay down and storage areas within acoustic shed • locating offices, stores, ablution blocks etc. within the acoustic shed • acoustic shed doors should be closed at all times except when vehicles are entering or leaving site 	5.6 / Issue 1 5.16 / Issue 1 5.8 / Issue 1
6	BrisConnections documents indicate environmental disturbances beyond targets and predictions due to sound, dust etc. are likely. Consider upgrading all sound proofing targets by 100%. Consider upgrading all dust suppression methodologies beyond current project practices. Consider reducing noise by dealing with the source rather than masking via sound proofing e.g. rubber lining of spoil storage vessels and trucks to reduce impact noise.	5.8 / Issue 4
7	All measures mentioned throughout the request for project change document are good in theory but experience to date is that BrisConnections often do not embrace what the community would see as the intent of their promises. Roads,	5.8 / Issue 1 5.8 / Issue 4 5.19 / Issue 6

	gutters and construction perimeters in the areas of work are not maintained. Dust in particular is a significant problem.	
8	<p>4.4 Hours of Work</p> <p>Issue: Community impacts of hours of operation of site. Studies carried out for the impact of noise in the area assume acoustic door closed conditions. Section 4.2.1 indicates that a lay down area is located in the north-eastern area of the site yet Section 4.4 indicates that loading or unloading of materials will occur inside the acoustic shed. Further, no mention is made of the location for maintenance works that will no doubt be planned for night time.</p> <p>Suggested Solution: Assuming that with doors open the impact is significantly increased no work should occur at this site after 18:30 on any night unless inside the acoustic shed and with the doors closed at all times.</p> <p>No vehicle movements of any kind should be permitted outside the hours of 6:30 to 18:30 Monday to Saturday.</p>	<p>5.3 / Issue 3</p> <p>5.6 / Issue 3</p> <p>5.6 / Issue 5</p>
9	A particularly sensitive period and, certainly more dangerous, is around school drop off (8:00 to 9:00) and pick up (14:30 to 15:30). The area affected extends from the Kedron Park Road intersection with Gympie Road to the Rail bridge on Junction Road at Eagle Junction. A large truck and trailer stopped in the area of the shopping strip at Eagle Junction blocks visibility in all directions and with cars and pedestrians moving in all directions through this area the hazards are extreme. Modelling should be performed to investigate the possibility of restricting vehicle movements to periods outside these times but maintaining the 6:30 - 18:30 limitation.	<p>5.5 / Issue 10</p> <p>5.15 / Issue 2</p>
10	<p>4.5.2 Spoil Handling, Haulage and Placement</p> <p>Issue: Noise generated by these activities.</p> <p>Suggested Solution: Investigation of implementing mechanised spoil storage and handling with a view to minimising noise and dust issue (i.e. does such a system achieve a better outcome for the community that using a loader?).</p> <p>Consider using single trucks rather than trucks with trailers to achieve better outcome for the community. RFPC states that "<i>trucks would be required to pass over devices within the worksite designed to remove loose material from the vehicle, to prevent transfer off site.</i>" These devices (rumble bars?) are inherently noise and should be positioned such that the vehicle has completed traversing before the acoustic door is opened.</p>	5.6 / Issue 2
11	<p>5.2.1 Construction Vehicle Route</p> <p>Issue: Proposed route not permitted, deficiencies with BrisConnections management of existing vehicle fleet, problems with road alignment and responsibility of maintenance.</p>	5.5 / Issue 1
12	Appendix of RPC discusses a route including Dawson Street and Shaw Road. This should be specifically excluded.	5.5 / Issue 1
13	BrisConnections states that they will manage construction vehicle movements so that they stay on predefined and approved routes. This has not been the experience of the community thus far. BrisConnections must proactively manage this my monitoring movements in real time (at all	5.5 / Issue 11

	times) and respond to deviations immediately, i.e. do not wait for community complaint to initiate investigation and redress.	
14	Due to the nature of the existing alignment of Rose Street, Kent Road corner trucks turning left into Kent Road will need to swing toward the centre of Rose Street to negotiate the turn. Rose Street heading east until they can negotiate the turn. Rose Street should be widened along the length of the proposed site to facilitate dual (or triple) lanes in an easterly direction and less acute corners should be implemented at both the Kent Road and Park Road connections.	5.5 / Issue 6
15	BrisConnections (rather than the relevant road authority) should be responsible for maintaining all roads in the vicinity of the proposed site to a very high standard. Any road damage should be repaired by BrisConnections within 24 hours of occurrence regardless of the cause of damage. Further all pavements should be made as smooth as possible to minimise noise caused by trucks 'bumping' over uneven surfaces.	5.5 / Issue 4
16	<p>5.3.2 Existing Environment (noise)</p> <p>Issue: Incorrect basis for design calculations. The report states the data from which the existing noise environment is determined have been obtained from:</p> <ul style="list-style-type: none"> • site inspections during peak traffic periods and proposed haul hours - Monday to Saturday 06:30 to 18:30 • unattended continuous measurement of sound pressure levels over a seven day period (May 2009) <p>Based on the noise monitoring completed at the proposed Rose Street worksite, the area is defined as an R3 Noise Category.</p> <p>This conclusion is flawed as it assumes that the conditions in existence now are normal for the area. In fact, the background noise in the area is greatly affected by the works currently being undertaken by BrisConnections at the DES site.</p> <p>Further, the existing modelling would appear to be inadequate in that it is apparent noise from the DES sites tends to travel along the park adjacent to the creek and up each side street. It is worth noting that in Section 4.1 General Assumptions of the report by Air Noise Environment Pty Ltd the author states "<i>Meteorological effects have not been considered due to the close proximity of the worst affected receptor to the noise source</i>". Clearly the experience of the local community would indicate that this is deficient and that the impact of more distant residents has not been adequately assessed.</p> <p>For these reasons it would seem reasonable to define the area as R2 and hence mitigation measure must be reassessed.</p>	5.6 / Issue 5
17	<p>5.3.3 Construction Noise Criteria</p> <p>Issue: Criteria are inadequate.</p> <p>Suggested Solution: For the reasons discussed above these should be reviewed downward.</p>	5.6 / Issue 5
18	<p>5.3.5 Predicted Noise Modelling</p> <p>Issue: Deficiency in Modelling</p> <p>Suggested Solution: The noise created by the movement of</p>	5.6 / Issue 5

	trucks into and out of the site is not mentioned in this section at all. It is assumed that this has not been modelled as Figures 5.3 to 5.7 would surely indicate a much broader impact particularly in relation to accelerating/decelerating large trucks.	
19	<p>5.5 Air Quality</p> <p>Issue: Impact on local residents. Dust in the area now, presumably due to BrisConnections works is already quite significant.</p> <p>Suggested Solution: Consider requiring BrisConnections to regularly mechanically sweep all roads in the area, consider requiring BrisConnections to clean all houses in area on completion of the works, consider allowing local residents use town water (unmetered) to clean down property and possessions throughout the life of the project).</p>	5.8 / Issue 1
20	<p>5.11 Social Environment</p> <p>Issue: Impact on local community</p> <p>Suggested Solution: Photo 5.5 clearly shows that the site is currently visually appealing. Other BrisConnections sites in the area indicate BrisConnections has little regard for maintenance of the perimeter of their worksites. BrisConnections should be required to maintain all external interfaces to a high standard and on a regular basis. Consider placement of advanced trees etc to screen site and minimise visual impact.</p>	5.16 / Issue 1
21	<p>7 Decommissioning/Rehabilitation</p> <p>Issue: Return on investment</p> <p>Suggested Solution: A cast-iron guarantee must be provided to the community that the site will not remain as a permanent maintenance access tunnel nor be used for any other tunnel related purposes.</p> <p>It has been suggested that the site be developed as parkland on completion of the project. As Melrose Park is but 140 m east of this site this would seem rather pointless. As part of payment to the community for this inconvenience it is suggested that BrisConnections be required to redevelop the intersections of Park Road, Rose Street and Kent Road to whatever design is determined appropriate by the relevant authorities in consultation with the community.</p>	5.18 / Issue 2
22	<p>8.2 Construction Workforce Parking</p> <p>Issue: Impact on local community</p> <p>Suggested Solution: Experience to date in the local area is that construction worker car parking in residential streets is a significant problem. Clearly if measures detailed in the document to manage this problem are what is already implemented elsewhere for the project then they will not work - just as they do not work now.</p>	5.4 / Issue 4

Submission Number: 90		
No.	Issue	Report Reference
1	<p>Section 5.2, 5.3, 5.5</p> <p>Issue: 12 months tunnel excavation will affect our sleep, the local traffic, the neighbourhood streets, local community</p>	<p>5.5 / Issue 3</p> <p>5.6 / Issue 4</p> <p>5.15 / Issue 2</p>

	conveniences, schools, safety to use, our home, pedestrians. Suggested Solution: Decline request.	
2	Section 5.2, 5.3, 5.5 Issue: This will affect noise, dust regardless of shed being built. Suggested Solution: Decline request.	5.6 / Issue 1 5.8 / Issue 1
3	Section 5.1 and 5.2 Issue: This project will affect residential character, quiet neighbourhood. Our house valuation - what if we wanted to sell now? Suggested Solution: Decline request, compensation.	5.14 / Issue 1 5.14 / Issue 2
4	Section 5.5, 5.12 Issue: Potential for disasters (fire, house issues like vibrations effecting our property footings) dangerous chemicals, spills, air pollution, blasting. Suggested Solution: Decline project request.	5.17 / Issue 2
5	Section 5.2 Issue: this will affect our daily access and connectivity to schools, etc. Suggested Solution: Decline project request.	5.14 / Issue 4
6	Section 7 Issue: revegetation/re-instatement is NOT guaranteed. What happens then with value to our property or if we want to sell. Suggested Solution: Decline request for project.	5.18 / Issue 2

Submission Number: 92		
No.	Issue	Report Reference
1	Reasons for objecting to the proposal include: The request for change represents a major variation to the scope and methodology outlined in the contract bid that the government agreed to after extensive investigations, community consultations and presumably with highly qualified and experienced contractors formulating the bid. Problems encountered at this stage of the process should be taken on board by the contractor at their risk and within the limitations imposed by the original agreement between the government and the contractor. There has been no consideration for impacts on the safety or residential environment of Woolloowin in proposing this change and it would appear to be driven by a time and cost consideration for a reduced construction time.	5.19 / Issue 2
2	The site selected for the workshop and associated infrastructure is inadequate to properly contain the work activity and would incur substantial adverse impacts to the day to day lives of residents in Woolloowin. These impacts will vary from direct site source impacts of dust, noise, smell, overshadowing, reduction of natural breezes to local traffic impacts including disruption to the operation of traffic movements at the Rose Street and Kent Street signalised intersection to noise and increased danger on the surrounding streets that already provide numerous alternatives for trucks and other work related trips to this	5.3 / Issue 1 5.5 / Issue 3 5.8 / Issue 1 5.14 / Issue 1

	infrastructure project.	
3	<p>The material conveyed to me is contradictory. I questioned the designated route that would be used by trucks and assumed that these trucks would be 19 m long 40 t tandem bogey trucks. At the public community information session held on 27 June 2009, I was given advice that the trucks would be restricted to a route in and out of the site off Rose Street and circulate via Rose Street, Junction Road, Sandgate Road, Rode Road, Gympie Road and Park Road. In a more recent circular it states that empty trucks would approach the site via Park Road. There is nothing in the project planning, traffic management or site design to confirm how trucks will be prevented from using any of a number of ways to return with an empty truck including Shaw Road, Lodge Road, Kent Road and Park Road north. No representatives of the Constructing Contractor at public meetings could offer a solution to the problem of controlling driver behaviour. My wife recently experienced weeks if not months of trucks using Kent Road as a route to the construction at the east end of Kalinga Park. On inquiry I was informed that this activity would be completed and that would be all that residents in Wooloowin would have to tolerate. Trucks are regularly going down Kent Road from 4:30am onwards. I doubt that the proponents of this proposed project change have done more than superficial traffic modelling and projected traffic impacts. To make simplistic remarks that there will be an increase of 1 - 3% of vehicle movements in Rose Street is naive when one considers that these movements will be by 19 m long 40 t dup trucks accelerating from a stopped position will disrupt the operation of the Kent Road and Rose Street signals in particular the operation of public bus transport systems.</p>	<p>5.5 / Issue 11 5.6 / Issue 1</p>
4	<p>Any suggestion that the way in which the site will be designed with a sound barrier boundary walls and a shed will reduce any impacts of noise, dust and blight in a residential precinct is misleading. The noise, dust and fumes will pass through the opening that trucks will be using as if there was no wall. It is likely that the shed will be steel frame and metal clad and provide an ideal echo chamber for noise and have little or no control as an acoustic barrier. With all due respect to the construction experts, it is common knowledge that a dense, heavy wall barrier with no openings is the perfect solution. Therefore why not leave it all underground and make the noise at the two ends of the tunnel?</p>	5.6 / Issue 3
5	<p>To suggest that the workforce will park vehicles elsewhere and catch a bus to this worksite is once again naïve when the streets around this site are available to public parking by anyone at anytime.</p>	5.4 / Issue 4
6	<p>What the contractor is trying to achieve and the proposal as presented in material made available is inadequate and provides no benefit or guaranteed compensatory action by the contractor for the residents of Wooloowin, and the request for project change should be rejected. There is no doubt that the proposal could have been prepared with further mitigating conditions and it will be negligent of the government to not have this proposal independently assessed, given the many and varied local issues for consideration. There are, for example, several further traffic</p>	5.19 / Issue 6

	control and management techniques that could be employed to guarantee the activities are restricted to a singular and contractually rigid set of conditions.	
7	I would offer a solution to this problem by simply going back to the construction method as originally agreed to that required haulage from the ends of the tunnel project and not halfway along its route. Anybody with any experience of building tunnels knows it is quicker and cheaper to have multiple entry points. However, that is not the condition that was conveyed to the public when the tunnel was proposed.	5.2 / Issue 2

Submission Number: 95 and 109		
No.	Issue	Report Reference
1	While we have taken the time to make a submission and express our concerns, it has to be said that given the Queensland Government has made up its mind on this issue, as evidenced by Minister Hinchliffe's comments report in The Australian on 23 June when he said of this proposal " <i>I certainly regret that this has to happen</i> ", clearly the people in this community will have little impact on the final outcome of your deliberations given the Minister's apparent predisposition expressed as the RPC June 2009 was going public.	5.19 / Issue 5
2	<p>According to the proponent, our residence is classified as a sensitive receptor location. Our opposition to this proposal is based on the following:</p> <p>The need has not been demonstrated. It has not been adequately justified that there is a requirement for this proposed worksite, and that it is essential for the Airport Link Project's successful implementation. We understand the reason for the proposed worksite is due to 'adverse ground conditions' and extra work is required to construct more complex tunnel supports, and this will result in overall project delays. We are concerned that the extent of surveying and pre-construction investigation did not establish the exact nature of the ground conditions in the first place. Moreover, we understand this project has been the subject of changes already, and it highlights questions that should be answered in related to the quality of planning and pre-construction work that was carried out. How many more changes will this project undergo before its completion?</p> <p>In a classic time, cost, quality trade-off, it would appear the proponent and by extension the Queensland Government is unwilling to accept time overruns (and therefore we assume substantial additional costs), leaving the residences of Woolloowin to wear the quality trade-off (quality of life that is). If the proponent had adequately considered ground conditions and accordingly scoped an appropriate time-scaled project, then the current proposal would not even need to be considered.</p> <p>Why should the community of Woolloowin, already inconvenienced by the project, once again wear the brunt of negative effects because the proponent and Queensland Government failed to do their homework and is unwilling to accept delays and resultant costs?</p>	5.2 / Issue 1 5.19 / Issue 3

3	Not only has the need for the proposal been inadequately demonstrated, but it's unclear if the proponent or the Queensland Government looked at other sites that may have a lower environmental impact.	5.2 / Issue 2
4	Given the substantial impacts on residents of the proposal, and in the context of the community already feeling negative effects of the Airport Link Project, the consultation by the proponent and the Queensland Government has been inadequate. We note the consultation process has been the subject of some negative press in recent weeks and considerable angst by our neighbours, and we fully endorse their concerns and criticism in this regard. I note that the proponent claims there has been 'consultation with property owners who would be directly affected' and 'visits to directly-affected property owners and residents' has occurred. However, we have not been party to any such visits or discussions. Moreover, any consultation by the proponent and Queensland Government is more akin to a neighbour planning a party and not notifying neighbours of potential inconvenience on the night of that party, than it is of a major infrastructure endeavour seeking understanding of a community it is about to impact every day for several years.	5.19 / Issue 5
5	The impact of the proposal on amenity/safety in the community will be considerable. We put little stock in the claims made within the original EIS and the RCF June 2009 that these issues can be mitigated sufficiently. Reports compiled by technocrats for public and in particular political consumption, have little resemblance to the reality of the full inconvenience this proposal will cause the community. Moreover the same technocrats assessing effects outlined in such documents are the very same people that could not accurately ascertain ground conditions prior to the commencement of the project, so you will forgive our lack of faith. We would prefer to base our concerns on what we, our neighbours and our friends have experienced first hand.	5.14 / Issue 1 5.19 / Issue 6
6	Currently, we can hear the construction noise from the worksite at Lutwyche and Kedron Park Road. So any attempt to reassure us the noise from a worksite less than 200 m away, that will be operational 24 hours a day, will have minimal noise amenity impact is fanciful. We simply do not believe such a project so embedded within the proximity to a major residential community can be mitigated. This is an even greater issue for many houses within this community because like ours, many are timber, high set homes.	5.6 / Issue 1
7	We have friends within close proximity to the Clem Jones tunnel worksite, and they have expressed considerable issues with dust and air quality from those works. Indeed we have personally experienced dust and air quality effects from the worksite on Lutwyche and Kedron Park Roads. Again, this proposed site is essentially a site that will extract and move spoil, and we do not believe that such a project should be considered so close to a high density residential area. After all, the Queensland Government would not approve a quarry in this location for all the reasons we have laid out in this response, and that's what we're essentially talking about here. The health effects on those suffering respiratory problems and the impact on property will be considerable.	5.8 / Issue 3 5.14 / Issue 2

8	We understand explosives will be required to be used, how do we know that vibration and ground movement from these activities and boring machines will not damage our home?	5.7 / Issue 1
9	The extra volume of heavy vehicles on local roads as a result of this proposal is considerable. The noise from greater heavy vehicle usage on Rose Street will dramatically affect our quality of life, especially considering the hours of operation being proposed.	5.5 / Issue 3 5.6 / Issue 2
10	Not only is noise from trucks an issue, but safety is a major concern for us. We already experience the occasional close shave as we turn into our driveway off Rose Street, as other drivers impatient to move around us do so in a dangerous and intimidating fashion. To place large numbers of trucks on this road will only increase the chances of an accident we have been so careful to avoid. Indeed our residence is opposite a park and playground that is heavily used by families (especially afternoon and all day Saturday/Sunday), and the proximity to Rose Street requires many park users to cross it. It's only a matter of time before somebody is seriously injured or killed, and the increased heavy vehicle usage resulting from this proposal is irresponsible.	5.5 / Issue 5
11	With all of these issues impacting our property, what chance would we have to sell our home or refinance on favourable terms (that is upon terms valuing our house pre-proposal). The loss in our home's value as a result of this proposal will be considerable, and whilst the Queensland Government can sit back and claim its not required to pay compensation under these circumstances, clearly this is an inadequate response. We put it that a good way to avoid compensation is simply not approve the proposal; however, if it proceeds as the Minister has indicated it will, then compensation for loss of home values will need to be considered by the proponent and Queensland Government.	5.14 / Issue 2
12	At the end of the day, somebody got this project wrong, and is attempting to rectify a mistake and remain on schedule by telling a suburb already under siege from this project is nothing short of taking us all for a ride. The proponent and Queensland Government should get on with the project, and if it is delayed, lay the responsibility for the delay at the feet of those responsible - don't pass the buck.	5.19 / Issue 3

Submission Number: 96		
No.	Issue	Report Reference
1	I have previously made a complaint with the Airport Link Project in relation to the volume of trucks that were passing my home, creating noise and dust. I do not disapprove of progress and I realise a small sacrifice by a few for the gain of the majority is not unreasonable. However, if I am expected to be burdened with the extra cost in cleaning and maintaining by home because of this, I would expect to be compensated by the relevant persons seeking this change.	5.6 / Issue 2 5.8 / Issue 1
2	I have no proof but I believe that the project management, bureaucracy and elements of the government did not inform residents of this change when it was known and planned prior to Airport Link being approved. I am opposed to this	5.19 / Issue 3

	'modification' as it will only benefit the owners in that 'the project will be finished sooner'. There will be an increase in trucks passing my home with noise and dust a constant scourge. The added cost in maintaining my home should not be at a cost to me.	
3	Riding rough shod over the residents in a grab for better monetary return as opposed to a fair profit borders on greed. I have no objection to progress, but I doubt anyone in the decision making process on this project lives in the affected area.	5.2 / Issue 3

Submission Number: 97		
No.	Issue	Report Reference
1	Mother has suffered from cancer and has osteoporosis, although main health problem is dementia. She knows her way around the house and where everything is. When she has to stay in another place she becomes upset. Her house is priceless in relation to her health because she is so comfortable there. Price is mentioned because it is common knowledge that one form of compensation in these situation is that the government, through one of its departments, offers to buy the house so that the owners can find a home in an area not affected by the development. This will not help my mother.	5.14 / Issue 5
2	Over forty years ago, the Main Roads Department resumed many houses between our neighbour's house and the proposed 'Woolloowin Modification' in order to build a road through to Leckie Road and, thus Gympie Road. That destroyed our neighbourhood. Many families had to go, and with them our community. Since then, short term renters and houses which the Main Roads Department have allowed to deteriorate have meant a huge decline in the look, feel and warmth of the street. Although the road has never been built, and although one or two houses have been resold to private owners, we have lived with the threat of it for those forty plus years. It has been a very emotional and unsettling time, especially as successive governments of all political hues have threatened to build the road at various junctures.	5.14 / Issue 1
3	To propose this three-year nightmare and the gash and final destruction forever of the remnant planting of trees by Sir MR Hornibrook in the grounds of Dalkeith hospital where my brothers and our neighbours were born is a final slap in the face by governments which show they care so little for us, the people they represent. At the end of the three years, we will have given of the safety and health of our lives and have lost much of the value of our homes in that time compared to other parts of our suburb, Woolloowin, and our location of Kalinga. And what for? To quote Minister Hinchliffe, " <i>to save time and money</i> ". Not once did he mention the human factor.	5.2 / Issue 3 5.12 / Issue 1
4	Why do we have to give of ourselves to a company the size and capacity of TJH which won the tender? Surely the time and money should be theirs, not ours to pay?	5.19 / Issue 3
5	What compensation can my mother receive to make up for the fear she will have every time she hears the loud noises and vibrations which will be inevitable at so close a range?	5.6 / Issue 1 5.7 / Issue 1 5.8 / Issue 4

	Who will be there from BrisConnections or the Coordinator's office to answer her repeated questions about the origin of the noise? What acoustic shed can extend across Park Road and Kent Road to stop noise affecting the lives of us who live around the site? Who will stop the huge volume of diesel particulates which will fall over us as the trucks enter, idle their engines and leave the site on a 12 or 24 hour basis?	
6	Workers on the SES are already filling Park Road with their cars. Their orange vests give away their identities. Why are they not being bussed to that site as stated will happen for the proposed modification? If they are, why are they parking in our street? Today was the first time one reached our neighbours house. Soon they will be halfway down Park Road. How will the Respite Centre's bus park safely outside my mother's home each day? Who will be there to make sure there is room?	5.4 / Issue 4
7	I think the idea of using such a small parcel of land for such a huge undertaking right next door to people's homes is a travesty of justice. I ask that it not go ahead despite the saving of 'time and money' which might occur as a result of the proposed project going ahead.	5.2 / Issue 1

Submission Number: 99		
No.	Issue	Report Reference
1	I attended the Community Consultation at Kalinga Park Bowls Club on 23 June, and quite frankly my questions could not be answered, and others that were also asking questions were given very little information. For example the question " <i>was BrisConnections / TJH aware of poor ground at Kedron when the project was originally tendered?</i> " No response. In fact, BrisConnections / TJH did know or ought to have known that the soil formation was troublesome as the information was contained in a number of reports pertaining to Airport Link. Provides examples (AGE 2006 Report, Geotechnical Borehole Testing results).	5.2 / Issue 1 5.19 / Issue 5
2	(Attached map) indicates the various natural streams which were originally fed by subterranean springs within the area, collectively referred to as the Kedron Park Tributary. Unfortunately, these natural water features have been engineered into piped culverts and artificial drainage systems. It should be noted that the location of Kedron Park Emergency Services offices was originally a swampy Melaleuca woodland, most probably the paperbark <i>Melaleuca quinquenervia</i> and was eventually cleared and filled to make a race track (photographs attached). Paperbark woodlands were perhaps one of the most widespread ecosystems on the Kedron Brook flood plain prior to development. The understorey would have contained grasses, sedges, <i>Iomandra sp</i> , ferns and herbs. Paperbark trees are scattered along the length of Kedron Brook but the oldest stands of paperbark can be seen at Keperra Golf Course and along the tributary adjacent to the Australian Catholic University. Here old trees persist, but the associated understorey has been modified, severely weed infested or managed as mown parkland.	5.12 / Issue 1

	<p>Kedron Brook was at the time a 'fairy-like stream' lined with wattle, ti-tree and flowers and was a favourite fishing spot. A number of studies have discussed the local history of the Kedron Park - Kalinga District but all have failed to seek local knowledge of the area. If any company-government was investing billions of dollars into infrastructure, the previous history of the area would be an extremely important component in the decision making process.</p>	
3	<p>Describes in detail the existing landforms and geology of the area, and extracts the following excerpt from the SKM-CW Chapter 6 Topography, Geology, Geomorphology and Soils (Oct 2006):</p> <p><i>"There is also potential for impacts on landform stability, particularly settlement related impacts associated with tunnelling, which would potentially result in (a) settlement arising from excavation of tunnel works, (b) settlement resulting from groundwater drawdown, (c) localised ground relaxation effects around trough structures and at tunnel declines; and (d) increased localised subsurface vibration during tunnelling"</i>.</p>	5.2 / Issue 1
4	<p>Describes soil erosion impacts from 2006 report, and cites <i>"Mitigation measures to reduce the risk of geological and landform instability would be adopted during the design phase of the project to ensure that potential impacts are adequately managed throughout the design life of the project"</i>.</p> <p>Cites other mitigation approaches for groundwater management, geotechnical investigations, etc.</p>	5.2 / Issue 1 5.9 / Issue 1
5	<p>I have requested access to a number of borehole log reports within a 5 km radius of my property to alleviate my concerns regarding dewatering of the property and surrounding environments. To date, I have received only the borehole log report DT18.</p>	5.9 / Issue 1 5.19 / Issue 4
6	<p>Quotes extracts from the 2006 SKM-CW Report. It must be obvious by the previous factual extracts from earlier reports for the Airport Link Project that at the time of tender all consortiums would have been aware of the soil formation and groundwater within the Reference Corridor.</p>	5.2 / Issue 1
7	<p>BrisConnections and TJH submitted a tender which deviated substantially from the reference corridor, with its proposed innovative ramp system. BrisConnections/TJH won the tender because they truncated the tunnel route reducing the tender price considerably. With a reduced tender price comes the risk of construction of the tunnels to price, on time and to a safety standard and quality of construction - the best possible delivery.</p> <p>Any attempt by the Coordinator General acting on behalf of Government, to bail BrisConnections/TJH out of what can only be referred to as a case of negligence would be considered a grave probity issue - an act unheard of in Public Sector contractual agreements, especially with such a high profile project.</p>	5.19 / Issue 3
8	<p>Figure 3.1 (2006 Report) clearly indicates the risk that BrisConnections/TJH decided to take with regard to their 'risk analysis' and inadequate log borehole testing.</p> <p>In any type of construction there is always many ways of</p>	5.19 / Issue 3

	<p>approaching a design-construction problem. The options provided are all based on BrisConnections/TJH meeting previously set timelines based on unachievable design - construction methods. What BrisConnections/TJH are asking the good people of Woolloowin is to give up their quiet peaceful lifestyles so that they can make a profit by meeting the timelines set by the Queensland Government.</p>	
9	<p>Tunnelling has been undertaken throughout the world for centuries (quotes relevant examples), and an internet search on the matter has revealed no reference to government bailing out contractors. I am not convinced that the construction of the longitudinal tunnels from Toombul to Kedron and Kedron to Toombul would not allow the entry ramp at a latter stage through one of these tunnels. The argument that the tunnel wall cannot be breached after construction does not stack up; as it is done as a normal course of action to access or divert an existing tunnel route or during new construction.</p> <p>There was a statement at the Community Consultation (23 June) that the machinery could not fit, but this is simply not convincing as alternative construction methods, machinery and design solutions are part of this field of work. Innovative solutions can be found if easy options are quarantined.</p>	<p>5.2 / Issue 1 5.19 / Issue 3</p>
10	<p>I refer to Section 3.3.4 (Alternative Shaft Locations) where the alternative shaft locations to the Rose Street option are discussed, i.e. DES site and Melrose Park site. It goes without saying that the community would only accept Figure 3-3 (DES location) as it localises all of the issues to one large worksite as what was expected even with the reference design.</p> <p>I do not accept that the people of Woolloowin should suffer dramatic impacts on their health and lifestyles when the analysis is clear, that BrisConnections/TJH can profit by meeting the timelines at a cost to the community.</p> <p>The other alternative is to simply adopt the reference route at not cost to the government provided the Coordinator General is in agreement.</p>	<p>5.2 / Issue 2</p>
11	<p>Whatever way one looks at the embarrassing blunder, it would appear that the 'innovative ramp system' was poorly conceived and insufficient groundwater and soil formation testing was undertaken. It simply cannot be accepted that this situation suddenly happened. Under normal tunnel construction throughout the world, it is common practice to have a number of working shafts constructed around the tunnel route for construction and safety purposes.</p> <p>It should be noted BrisConnections has a tunnel design advisor from leading international engineering company Hyder Consulting assisting them in design and construction methods.</p> <p>With this in mind it appears extremely suspicious that all of a sudden, a working shaft is required exactly where the alternate tender route was located it just so happens to be located on Main Roads property.</p> <p>What would have happened if a residential unit complex was on the site of the proposed working shaft? The answer is that the DES site would be the only alternative.</p>	<p>5.2 / Issue 1</p>
12	<p>On 19 May 2008, CNI was given charge to oversee the</p>	<p>5.2 / Issue 1</p>

	<p>contract management of Airport Link, Northern Busway and Airport Roundabout projects on behalf of State government. The board of CNI has 12 scheduled meetings each year. With this in mind, it raises a number of questions regarding CNI's capability to contract manage this project. At what point was CNI advised of the problematic issues of 'soft earth' at Kedron Park? It would appear from the extent of the change project report that specialist consultants were employed by CNI before March 2009.</p> <p>At what stage was Minister Hinchliffe advised about these problematic issues?</p> <p>With this issue being such an integral critical component to the development of the Airport Link Project, one can only assume that the Minister would have been briefed in March 2009. If this is in fact true, why wasn't the public advised of the concerns? It would appear that a lot of information was available between March and June, so I and a majority of the community believe this is a 'whitewash' - a conditioning process. The belief held by a number within the community was that the land was never sold because it was always to be part of the Airport Link Project and most likely always a working shaft at least in the minds of BrisConnections/TJH.</p>	
13	<p>It was stated at the Community Consultation that BrisConnections/TJH had only just discovered the problem when they approached the Coordinator General with the proposed change on 19 June 2009. I knew that there was a problem at Kedron Park when a friend (who once worked for TJH) told me in conversation in February 2009 that the designers were concerned as all that was coming out of the ground at Kedron Park was a granulated black gravel like coffee granules and water.</p> <p>During the period from February to July, a considerable amount of tunnelling could have occurred from Kedron Park; in other words, work would have been commenced on the working shaft of Figure 3-3 (adjacent to DES).</p>	5.2 / Issue 1
14	<p>Hydrogeology - Confined groundwater is usually under pressure because of the weight of the overburden and the hydrostatic head. If this area is disturbed by penetrating the confined layer, water will rise to this level, the piezometric level, the artesian equivalent of the water table. If the piezometric level is about ground level, the water will discharge as a flowing spring. As water is withdrawn from the aquifer, the water level in the aquifer begins to decline as water is removed from the storage area. The water level will continue to decline and the flow rate of water will increase until the inflow rate is equal to the withdrawal rate. Water leaving the aquifer converges in all directions and the hydraulic gradient will be steeper near the outlet. For this reason the resultant 3D shape of water withdrawal is called a cone of depression.</p> <p>The aquifer parameters of transmissivity (T) and storage coefficient (S) are variables that can dictate the shape of the cone of depression. Land subsidence is confined to tolerable levels of groundwater in the soil formation. Relative to a confined aquifer, the expansion of water in response to depressurising (dewatering) can be very small. However, where there is a high T area the very opposite can occur. It is for these reasons that more information on hydrological</p>	5.9 / Issue 1

	and environmental impacts of the proposal is sought.	
15	<p>Quotes extracts from various literature sources regarding potential settlement problems. In terms of the Airport Link tunnel construction and potential impacts, these deep sections of water-bearing alluvium have a number of potential implications:</p> <ul style="list-style-type: none"> • geotechnical issues related to the stability of any excavation • the potential for settlement of unconsolidated sediments as a result of dewatering of the alluvial gravels/sands • reduction in baseflow in Kedron Brook due to temporary or permanent groundwater extraction from the tunnel • migration of contaminated groundwater to the tunnel excavation • reduction in available water to groundwater dependent plants as a result of temporary / permanent lowering of the groundwater table. 	5.9 / Issue 1 5.10 / Issue 1
16	The Airport Link Project has continuously identified the potential dewatering issues, as seen in 5.7.3 of the change report. I recognise that 5.7.4 identifies the mitigation measures to minimise potential groundwater impacts, but I am concerned that without firstly establishing a sound baseline with adequate monitoring stations of groundwater conditions in the immediate area of excavation, the readings at DT 17 are incidental and are not a true indicator of what is happening to the surrounding properties over time.	5.9 / Issue 1
17	I did request via email 14 July 2009 copies of the borehole log reports indicating the 'poor ground soil' as indicated in the change report. A teleconference was held with Charles MacDonald, David Rankin and Mario Buterin from BrisConnections/TJH on 17 July 2009. Charles MacDonald refused to supply that information as it was not normal practice. A similar request for a copy of the map with all the groundwater monitoring stations together with the current data of water levels found within the Airport Link corridor from Kedron to Melrose Park was made. This was also refused.	5.19 / Issue 4
18	<p>In summary, the following are an obvious concern to my family's and the general community's health and well being that will be dramatically impacted should the change be approved. I have attempted to provide a number of brief solutions should the decision be granted. I also reserve the right to provide additional information to the solutions provided, and I request the right for continuous consultation at all phases of any future development of the site.</p> <p>Issue - Extending the functional use of the shaft beyond what is necessary.</p> <p>Solution - If approval is granted to proceed with the purpose of creating a shaft to gain access to create a cavern, then after that goal has been achieved, remediation must occur; which includes complete landscape treatments such as pathways, total area to be turfed including footpaths, repair to kerb and channelling, roadways as well as tree and shrub plantings to an agreed community park landscape design.</p>	5.18 / Issue 1
19	Public safety (risks to pedestrians, cyclists and community): Solution is to physically close Kent Road at Rose Street, and Kent Road at Judge Street to local traffic, and if needs be to	5.5 / Issue 5

	<p>Bus services 320 and 321 which could be directed down Roseleigh Street adjacent to Melrose Park. A 24/7 stop-go person will need to be positioned at either end of Kent Road. I also believe that the traffic lights at Kent Road and Rose Street be removed so that a truck and dog can adequately turn into the worksite without causing traffic to bank in Rose Street.</p>	
20	<p>Dewatering of properties:</p> <p>I currently believe there is inadequate groundwater monitoring. The only groundwater monitoring point I am aware of is at DT18 outside 107 Kent Road. Technically, this is insufficient to accurately gauge the drawdown effect of the excavation of the 42.0 m working shaft which regardless of the claim of from BrisConnections/TJH is inadequate.</p> <p>A number of monitoring stations outside the immediate zone of impact - the tunnel corridor - need to be urgently established in order to provide reliable data of the rate of aquifer drawdown due to the excavation.</p> <p>BrisConnections/TJH needs to urgently present viable solutions on how they intend to replenish the disturbed aquifers. An independent field survey is required to establish these new groundwater monitoring stations, and equally these stations should be monitored by an independent third party not associated with BrisConnections/TJH. The data results need to be hosted on a dedicated website for public access.</p>	5.9 / Issue 1
21	<p>Visual intrusion:</p> <p>Significant plantings of screen planting along Rose Street with the following suggested plant species: <i>polyalthia longifolia</i> Indian Mast Tree planted as a continuous line adjacent to each other for the entire length of Rose Street and around Park Street and Kent Road.</p> <p>In addition to this, BrisConnections/TJH should coordinate with BCC to commence a major street tree planting along Rose Street and Junction Road with advanced tree species 45L bag stock of the following suggested plant species: <i>ficus benjamina</i> or <i>Tabebuia pentaphylla</i>. The street tree plantings are to occur along the length of the proposed site in Rose Street, preferably with advanced plantings 100L bag stock.</p> <p>A demonstrated commitment to the planting of semi-mature tree stock will assist in reducing some of the community anger and with time and the eventual removal of the site shed and associated work, the growth and visual aesthetics of the tree plantings will be an asset to the new community park.</p>	5.16 / Issue 1
22	<p>I request to be part of the design team (along with Mr Howard Hall - architect) to assist in the reduction of the visual mass of the shed and the 5 m surrounding barrier walls. Although I support the comments of point 5.12.3 in principle, the answer is in the detail which includes form, material, texture, colour, sun and shade patterns to name but a few considerations.</p>	5.16 / Issue 1
23	<p>Noise, air pollution, access and amenity:</p> <p>Limit site work activities to Monday to Friday operations as indicated. No Saturday work involving trucks, blasting, vibrating machinery.</p>	5.6 / Issue 6 5.8 / Issue 1

24	Traffic congestion: All of the traffic lights need to be re-sequenced along the total road length from park Road to Sandgate Road, together with a new set of traffic lights at Park Street and Rose Street as well as no truck activity before 9am and between 2:30pm and 5:30pm along the length of this road. Some road treatment modifications also need to occur at Park Road and Rose Street as the removal of concrete island treatment.	5.5 / Issue 11
25	Site remediation and future use: The owner of the DTMR must gift the land to BCC and registered in the title office for perpetuity. The site should be developed in a landscape design of a community park as agreed by the community.	5.18 / Issue 2
26	Cited examples of articles causing concern around the project (e.g. Australasian Tunnelling Society, Anna Bligh speech, etc)	-
27	Tunnel design and safety: I have a responsibility to raise concern that based on my professional knowledge and experience, I believe that some attention is required to address the road design within the tunnel particularly, the sight lines and merge lengths as shown (in attached diagram) which in turn will govern the tunnel width. Obviously the ramp design speed dictates sight distances and merges lengths with respect to traffic flows (i.e. faster moving main stream of tunnel traffic north-south) but the use of colour treatment and lighting at these merge points may be beneficial to drivers with sight impairments.	Does not relate to Woolloowin worksite

Submission Number: 100

No.	Issue	Report Reference
1	I came to hear about this proposed change on 24 June by a neighbour as she had received a notice in her mail about an information evening at the Kalinga Bowls Club. Had she not asked me if I was attending, we would not have had knowledge of the proposed worksite. I feel that there was a deliberate flaw about this. In speaking to several other friends/neighbours they were also unaware of any information evening about the site.	5.19 / Issue 5
2	The safety of the large amount of children who walk past this proposed site to Kedron State High School, as well as local children who walk to Woolloowin primary, Eagle junction primary, Holy Cross primary and Clayfield college, as well as locals who travel by public transport to schools outside our suburb is a concern.	5.15 / Issue 2
3	In relation to the hazardous substances stored on site, e.g. fuel, solvents, additives etc. What precautions are going to be taken? Will there be a 24 monitoring system put in place?	5.17 / Issue 2
4	Concerned about issues involving the toxic substances from the disturbance of the soil from the where the incinerator was from the maternity hospital and later the nursing home also that the building contained asbestos.	5.11 / Issue 1
5	Would the project proceed should human bones be discovered (a possibility as I have heard from a friend of my	5.10 / Issue 1

	mothers who was a nurse at the hospital that still-born babies were burnt in the incinerator). No, it would not; an investigation would have to be done. This causing a delay which, by using this site, they are trying to avoid.	
6	Concerns around noise and dust pollution. There is insufficient time to evaluate the noise level, as we can already hear the construction from Kedron Brook area. As there is a large amount of elderly and small children in our community, dust is a big issue for our health as I suffer from asthma. Also sleep disturbance for students studying and shift workers as well as everyone else which causes health issues.	5.6 / Issue 4 5.8 / Issue 3
7	Park Road and Rose Street are the main access roads to the Airport from the other side of Gympie and are already a daily congestion with peak hour a major project. In the area of Kedron State High school, more traffic will be present; as parents whose children come by public transport will now have to be driven because of the danger their children will encounter walking along Rose Street and Park Road past the site.	5.15 / Issue 2
8	The streets are already full from SES workers and school teachers from the school, as well as public transport users. Some home owners cannot park their own cars or have visitors over. The elderly also get services such as meals on wheels.	5.4 / Issue 4
9	Our homes are situated on underground springs, which lead down to Kedron Brook with gravel pits at regular intervals. Also most of the ground is clay, and soil disturbance and moisture removal will cause homes to move, resulting in damage.	5.9 / Issue 1 5.10 / Issue 1
10	We have lived in our home for many years and are raising a family in this safe and friendly environment. It is a beautiful, peaceful, quiet suburb with a very social interaction.	5.14 / Issue 1
11	Would vibration levels not exceed to a dangerous level for our crockery and ornaments and books on shelves? What protection do we have for these assets?	5.7 / Issue 1
12	Can you guarantee that the site will be returned to parkland and not kept as a maintenance site for the tunnel?	5.18 / Issue 1
13	In the even that the project goes ahead: <ul style="list-style-type: none"> we want to be able to nominate a noise barrier for our property air conditioners should be installed what kind of compensation has been put in reserve for us when we get a problem in 5 or 10 years after the project is completed? 	5.6 / Issue 6 5.8 / Issue 1
14	A win-win solution can only be achieved by the Woolloowin worksite being constructed at the site near the SES.	5.2 / Issue 2

Submission Number: 101

No.	Issue	Report Reference
1	Have built up a successful business with a varied client base - distressed that this business may be put at risk. An experience at the hair salon should be relaxing, which would be hard to imagine with the noise of construction, drilling,	5.6 / Issue 1 5.8 / Issue 2 5.14 / Issue 3

	blasting, trucks and dust.	
2	The studio has always had accessible and easy parking, which is important for elderly clients and mothers with small children. We are very concerned that with the limited parking that is already available, and with the influx of construction workers and delivery vehicles, that our customers will have to find parking some distance away from our Salon. It would not only be an inconvenience, but also dangerous considering the high amount of traffic flow that this construction will cause.	5.4 / Issue 4
3	Concerned about vibration effects outlined in Section 5.4. We don't believe that customers will have a relaxing experience with the same ambience while the building is vibrating. We are a small business with two partners who both spend a significant amount of time at the Salon. We believe that with the vibrations and the associated noise, this will make for an unhealthy workplace for us.	5.7 / Issue 1
4	We have created a homely friendly atmosphere to escape the outside world - this atmosphere will be compromised by increasing amount of noise within the suburban community. According to information supplied, our lives will be disrupted every 10 minutes by large, heavy noisy trucks. We do not know for sure how much noise you will emit from the actual site, but any noise increase will affect the quality of our service.	5.6 / Issue 1
5	Concerned about the amount of dust and air pollution as we try to keep our business free from chemical smells. We regularly keep our front and back doors open to achieve this and allow fresh air in. With this new construction, we will not be able to do this and will have to rely on air conditioning. Considering our current system is over 13 years old, we are concerned that the extra pressure on this system will exceed its capabilities. We will also use extra power to keep the system running. Some of our clients already suffer from respiratory problems and with the added levels of particulate matter in the air, this will pose a serious concern to those people. Given that we are at work a minimum of 6 days a week, we will have to endure the constant inhaling of this particulate matter which cannot be good for our own respiratory condition, and may even make our workplace an unfit place to be for long periods. There is also the cleanliness of our shop to consider. With more pollutants in the air we will be constantly working at keeping the Salon clean, which is time taken away from our normal duties. We have customers that live near the current Kedron and Lutwyche construction sites who have explained that removing dust from properties is now a daily job. We fail to see how this site would differ.	5.8 / Issue 2 5.8 / Issue 3
6	We have always been in a quiet, clean and safe environment and now this will all change. Australia is already in the midst of one of the worst economic times the country has seen, and we have experienced these effects first hand. We believe that the environment this construction will create may cause us to lose clientele to Salons that don't have a	5.8 / Issue 3 5.14 / Issue 3

	<p>noisy, smelly, dusty and somewhat unsafe environment to deal with.</p> <p>We will also have to upgrade our insulation, air conditioner and double glaze our front shop window, as well as paying more in power and cleaning bills and spending time on tasks that we normally wouldn't have to.</p> <p>With all of this in mind, we do believe that we will suffer, not only a financial loss but a loss of lifestyle and the possibility of health problems. We also believe that this will have a large impact on our mental health, as we not only have to worry about the business, but have to put up with constant noise and pollution that this construction will bring.</p>	
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Submission Number: 102		
No.	Issue	Report Reference
1	<p>Came to know about the request for change by media and TV channels first, and then by a doorknock on 22 June when I was at work. The communication process is so flawed in that:</p> <ul style="list-style-type: none"> • the proposed development seems to be a foregone conclusion • the extremely tight response time • no previous communication <p>Absolutely inadequate and inappropriate consultation process. Site selection was based on BrisConnections criteria to expedite work and create a win-win-situation for TJH.</p>	5.19 / Issue 5
2	<p>The title of the report is misleading in itself and suggests that the site has always had a worksite and that modifications are to be carried out. The community was not aware of such worksite documentation before the media news, nor did any such documentation existing within CNI as far as we know.</p>	5.19 / Issue 2
3	<p>The RPC had an optional analysis to create a win-win situation for the project, and did not investigate an option for another site for the proposed development. This itself is a significant departure from any project scope change justifications. The RPC should have included option analysis for another site and the community issues through a consultative process with the residents.</p>	5.2 / Issue 2
4	<p>The RPC includes impacts on:</p> <ul style="list-style-type: none"> • business (vaguely), but does not provide what these are and how they will be addressed • 64 Park Road is listed as a business, and impacts have been considered only for the shop. The development impact on tenancy has not been considered 	5.6 / Issue 5 5.14 / Issue 3
5	<p>The proposed development of an industrial building within the residential area would have an adverse impact on my property. The report is based on perception rather than reality, and the development would cause severe constraint to my revenue generation capability for the reasons outlined below:</p>	5.14 / Issue 3
6	<p>Traffic: The traffic hazards do exist and create a pedestrian danger, highlighted in Photo 2-4 of the report. What are the traffic management plans? What is the site for the staging area for haulage mentioned on Page 74 of the report?</p>	5.4 / Issue 2 5.5 / Issue 11

	<p>Old and irrelevant AADT data has been used, and does not consider the impact on traffic between the traffic light from Rose Street and Park Road corner, which is approximately 75 m long.</p> <p>A haulage truck every 6 minutes, not to mention other vehicles entering and exiting the site in addition to the construction shuttle bus being provided for staff transport, will create traffic congestion to Gympie Road, basically blocking all residential traffic.</p> <p>Traffic management plan and signage will not solve the worsening traffic conditions once the development is approved; the question is, who and how will infringements be reinforced? What are the committed resources to monitor and what are the penalties?</p> <p>The traffic issues will create a great disadvantage to the naturopath business being run from the shop in my property.</p>	
7	<p>Noise: There is insufficient time to consider and evaluate the noise levels modelling, but it is clear that the proposed 5 m high barrier will only be a barrier for horizontal disbursement of the sound from the site. However, it will have severe impact on residential buildings since most of these are high-set. The noise created by heavy machinery and haulage trucks has not been considered as an impact although haulage trucks will be moving every six minutes. The traffic congestion caused by the haulage trucks and other vehicles, e.g. concrete trucks etc have not been taken into the equation. This would cause serious problems to deliver services in a peaceful environment for a naturopath. The business owner has already made her concerns known as she suspects a serious decline in clientele. The traffic noise will adversely affect the business and residents of my property due to its location.</p>	5.6 / Issue 6
8	<p>Vibration: Vibration levels in the report are not clear. It does not state what measures residents would have to take, e.g. removing all crockery, once vibration levels are exceeded. What will happen to my tenants or my assets who are at work at the time of vibration, and how will assets be protected?</p>	5.7 / Issue 1
9	<p>Air Quality: The data produced for the air quality in the report does not account for the dust fall, diesel power machinery and plant, fumes from haulage trucks, underground works etc. But deals individually hence does not substantively establish that the air quality will not deteriorate. Also, the mitigation strategy does not indicate what measures will be taken to remove disadvantage caused to residents' health and the property.</p> <p>Air quality is a serious issue for the naturopath business.</p>	5.8 / Issue 2 5.8 / Issue 3 5.8 / Issue 4
10	<p>Water: The community was not provided with time and resources to evaluate ground and surface water sections of the report, but has serious concerns regarding the impact of haulage trucks on storm weather conditions. This should be addressed.</p>	5.9 / Issue 1
11	<p>Visual: Industrial shed is a monstrosity of epic nature in a quiet low density residential area where most properties are only 8.5 m high. Figure 5.6 and 5.7 should have been imposed on to the site to show the visual pollution.</p>	5.16 / Issue 1
12	<p>Revenue: One residential tenant has already given notice,</p>	5.14 / Issue 3

	while other tenants are considering their options. Shop tenants are likely to do the same.	
13	The modellings carried out were based on assumptions and were not reflective of business and community issues since no consultation occurred.	5.19 / Issue 5
14	The evaluation of noise, dust, vibrations has relied heavily on unreliable data and considered individually and not as a whole. The report itself suggests there were anomalies.	5.7 / Issue 1 5.8 / Issue 4
15	Adverse impacts on property values has not been considered.	5.14 / Issue 2
16	Property would be in need of regular cleaning due to the impact of air quality pollution.	5.8 / Issue 1
17	The development would cause me compounded loss by: extreme loss of revenue; having to sell properties for being unable to meet financial commitments; properties will be sold well below market value; frustrations could lead to mental health conditions	5.14 / Issue 3
18	Preferred option: TJH should establish another work shed site to fulfil their contractual obligations.	5.2 / Issue 2
19	Least preferred option: If it is beyond the control to stop progress, the Coordinator General should add the following conditions: <ul style="list-style-type: none"> • all issues identified in this submission should be addressed with an action plan accepted by the community • the impact assessment of my property should be carried out as an exceptional case • my property should be provided with air conditioners so as to alleviate dust, heat and humidity caused by keeping all openings closed up • my property should be provided with noise barriers such as sound proofing • a guarantee of parkland on closure of the proposed industrial work shed • guarantee that the property shall be cleaned at least every two years • guarantee that property shall be painted once the industrial shed is demobilised • I should be compensated for the loss of revenue until I find tenants 	5.6 / Issue 1 5.8 / Issue 1

Submission Number: 104

No.	Issue	Report Reference
1	I am against the worksite because of: <ul style="list-style-type: none"> • negative effects on tenants • tenants health and safety • drop in rental income and house sales values • vibration and movement in the earth, and effect this may have on the property • dust, dirt and pollution • extra traffic and noise 	5.5 / Issue 3 5.6 / Issue 1 5.7 / Issue 1 5.8 / Issue 1 5.14 / Issue 3

Submission Number: 105		
No.	Issue	Report Reference
1	<p>My concern is that no viable alternative to the Woolloowin worksite has been analysed. What are the implications of not constructing the worksite? Specifically:</p> <ul style="list-style-type: none"> • what would be the additional cost and time blow-out? • who would pay for this? <p>I suggest this should be examined further and presented next to the Woolloowin worksite option before a decision is made and communicated to residents.</p>	5.2 / Issue 2

Submission Number: 106		
No.	Issue	Report Reference
1	We feel that is not unreasonable for residents and business owners affected by the workshop, to be compensated for the loss of peace and quiet in their homes, the loss of value of their property or business and in the case of businesses the actual loss of income.	5.14 / Issue 3
2	Needless to say we would prefer to continue to conduct our business from where it is. Moving would be a great expense and success would not be guaranteed at a new address. However, if all the surrounding streets become parked out by the employees at the workshop, and the noise and dust become unbearable, our customers will not come to the shop.	5.14 / Issue 3
3	Not only this, there is nothing more intimidating than massive trucks bearing down on drivers and pedestrians alike, there is no way of preventing the noise and fumes caused by the trucks, people will simply avoid the area and this will be the biggest detriment to our business.	5.5 / Issue 5 5.6 / Issue 2 5.8 / Issue 1
4	Please be advised that unless compensation is forthcoming, we strongly oppose the abovementioned workshop.	5.19 / Issue 6

Submission Number: 107		
No.	Issue	Report Reference
1	As the owner and on behalf of my tenants of a boutique colonial strip shopping centre, corner of Kent Road and Rose Street Woolloowin, and neighbour Mr D, Mudge, are formally asking (TJH as contractors) what level of mitigation if any, they are prepared to meet if the Woolloowin worksite approval is granted.	5.19 / Issue 6
2	Issue (Tenants): Parking.	5.4 / Issue 4
3	Noise, dust and fumes.	5.6 / Issue 1 5.8 / Issue 1
4	Impact on their business from clients, no patronizing of centre a) access problems because of trucks, cranes, road closures etc. b) visual impact	5.14 / Issue 3 5.16 / Issue 1
5	Loss of income.	5.14 / Issue 3

6	Vibration.	5.7 / Issue 1
7	Site Hours.	5.3 / Issue 3
8	What appeals process is available to the tenants etc?	5.19 / Issue 4
9	Issue (Owners): Damage to building from: a) blasting, vibration, fumes and dust b) loss of tenants (loss of income) c) reduction in property value d) result of forced sale - death, infirmity or bankruptcy.	5.6 / Issue 1 5.7 / Issue 1 5.8 / Issue 1
10	Issue (Neighbour of 12 years - lack of consultation).	5.19 / Issue 5
11	Three children - safety, health.	5.5 / Issue 5 5.8 / Issue 3
12	Sleep, play, park visits.	5.6 / Issue 4 5.14 / Issue 1
13	Noise, dust, fumes.	5.6 / Issue 1 5.8 / Issue 1
14	One child has medical condition.	5.14 / Issue 5
15	I have extreme concerns for the safety and well being of my family consisting of three school children of the Woolloowin school.	5.15 / Issue 2
16	I have never been consulted on any form by a project representative to discuss my concerns.	5.19 / Issue 5
17	My seven year old boy said to me the other day, " <i>how are we going to sleep at night dad?</i> " Well, not telling him, but I have no idea, do you?	5.6 / Issue 4
18	I have all the same issues on value of property and noise pollution as the owner of the strip shopping centre and a lot more, e.g. safety of my children and family living straight across the road our future and family life looks very bad. How is yours looking?	5.5 / Issue 5 5.6 / Issue 1 5.14 / Issue 2

Submission Number: 110

No.	Issue	Report Reference
1	Our primary concern regarding the new Woolloowin construction site is for the health and safety of school children and families attending Kedron State High School. For your information we have children at both Kedron State Primary and Kedron State High School and commute daily between the schools passing by the construction sites at Kedron. As you can well appreciate the Kedron site is particularly dangerous for children walking on footpaths and cars passing heavy vehicles entering and exiting the site - on a daily basis we drive past school children walking on roads because footpaths are closed due to construction work relating to Airport Link.	5.15 / Issue 2
2	We have strong concerns that one day a child will be killed due to inadequate traffic/footpath infrastructure. Essentially the area around the Kedron construction site is a hazard to school children and motorists collecting their children. As a result we have attempted to use the alternate route on the	5.15 / Issue 2

	opposite of the school (right beside the approved Woolloowin construction site) to drop off and collect children - this has always been safer.	
3	Now however, it appears that DIP will clear the way to allow the same chaos at the Woolloowin site. To this end, we strongly urge the reconsideration of this decision in the interest of health and safety to school children and motorists.	5.5 / Issue 5 5.15 / Issue 2
4	Parking for parents and students is currently very difficult to obtain around Kedron State High School due to the larger number of Airport Link construction staff parking their cars in and around the Kedron area. If the Woolloowin site is to proceed, then parking will reach its limits. Parents are already double parking to collect children as no parking is available in the immediate area, and Gorman Street becomes a bus zone at school collection time.	5.4 / Issue 4
5	The Woolloowin construction site will only add to an already dangerous situation.	5.5 / Issue 5

Submission Number: 111

No.	Issue	Report Reference
1	I have a child at school at Kedron High and I need to protect her health and safety. Obviously a study needs to be undertaken to view the traffic flow. As this site will create more traffic problems.	5.15 / Issue 2
2	I do not want this near my home and family. Use the original site near the SES centre.	5.2 / Issue 2 5.14 / Issue 1

Submission Number: 112

No.	Issue	Report Reference
1	There has already been a significant increase in heavy traffic in Kent Road and surrounding roads, the drivers of which are reckless in speed and cause danger to others. If it does go ahead all heavy vehicles associated with the project must be restricted in road usage beyond that already proposed. The time frame must be adhered to with heavy penalties if not.	5.5 / Issue 11 5.5 / Issue 12
2	We residents are suffering because of the ineptitude of BrisConnections (and its associated companies involved in the project) which seems to have been occurring since its initial formation and listing on the ASX.	5.19 / Issue 1
3	On completion of the project the land should be given to Brisbane City Council as a fully landscaped park.	5.18 / Issue 2
4	Vehicle movement (heavy) 24 hours a day is unacceptable.	5.5 / Issue 2
5	Noise pollution will be unacceptable.	5.6 / Issue 1
6	Dust pollution will be unacceptable.	5.8 / Issue 1
7	Access to the site by large vehicles will surely infringe onto the opposite side of Kent Road, causing delays and danger to other traffic and pedestrians.	5.5 / Issue 6
8	This proposal will surely not work. Logistically.	5.2 / Issue 2

Submission Number: 113		
No.	Issue	Report Reference
1	Object to the proposal outright. Given that it will most likely proceed the following should be implemented:	-
2	Minimise traffic in side streets. Kent road has seen and increase in heavy traffic.	5.4 / Issue 3
3	Management of haulage routes is insufficient. Must capture ancillary traffic, e.g. Cement mixers etc. One way is to only allow access to 'site entry' by left turn, i.e. ban entry by right-turn. Extend Kent Road traffic island to ensure this.	5.5 / Issue 11
4	On completion hand land to council as a fully landscaped park.	5.18 / Issue 2
5	Put generator inside the acoustic shed.	5.6 / Issue 3

Submission Number: 114		
No.	Issue	Report Reference
1	Keep exhaust brake noise to a minimum.	5.6 / Issue 6
2	Ensure that debris from truck loads is not scattered on roads.	5.5 / Issue 11
3	Don't run red lights.	5.5 / Issue 11

Submission Number: 115		
No.	Issue	Report Reference
1	Apart from the noise and disruption to the area with trucks every 10 minutes, 6 days a week, 12 hours a day for nearly 3 years, I am concerned about the safety of residents and school children that are currently in the area.	5.5 / Issue 5 5.6 / Issue 2 5.15 / Issue 2
2	The need for this shows extremely poor planning from TJH, so why should the residents suffer from their incompetence. Find another solution.	5.2 / Issue 1

Submission Number: 116		
No.	Issue	Report Reference
1	Issue: sleeping noise. Suggested solution: Condition of house not made for such noise.	5.6 / Issue 4
2	Issue: safety of children. Suggested solution: No arrows of traffic lights.	5.5 / Issue 11 5.15 / Issue 2
3	Issue: children have exma and asthma. Suggested solution: Doctor monitoring.	5.8 / Issue 3
4	Issue: truck parking. Suggested solution: spread the truck directions out.	5.5 / Issue 8
5	Issue: lighting at night and workers parking. Suggested solution: something to block lights out.	5.16 / Issue 1
6	Issue: standard of life, windows always closed. Suggested solution: insulation for windows, climate control.	5.8 / Issue 1 5.14 / Issue 1

Submission Number: 118		
No.	Issue	Report Reference
1	I believe that the time for the consultation process is extremely unjust. We found out about the proposal via the local newspaper on the Thursday just before the school holiday and received the full BrisConnections document on Tuesday leaving us with less than three weeks (two of these being school holidays) to read and digest the detailed and technical proposal and try to reply. Having a young family and with school holiday plans already in place we were left with a matter of days. I feel we have had insufficient time to fully address the proposal or seek independent advice. It is appalling that for a worksite of this magnitude and with a project length of three years to allow the community such a limited opportunity to consider it.	5.19 / Issue 5
2	My primary concern with the worksite is the likely adverse health effect on myself and my family. The proposal states that emission targets will be exceeded. Dangerous chemicals being released in the middle of residential neighbourhood sounds like something that happens in a third world country.	5.8 / Issue 3 5.8 / Issue 4
3	Apart from the obvious concerns about health impacts from pollution or emissions and increased dust I have specific concerns for my son who has asthma which is significantly worsened by environmental factors.	5.8 / Issue 3
4	Delays or increased costs with this infrastructure project should not be mitigated by health risks to the community.	5.2 / Issue 1
5	Noise level targets are also going to be exceeded as predicted in the document. Assurances of hours of operation are of little comfort as they have regularly been breached and exceeded at the Kedron and Toombul worksites. We hear noise from these sites inside our house with windows and doors closed, on some nights up until midnight. So I would expect noise levels to be significantly higher due to the much closer location of the proposed worksite. Hours of operation have also been extended recently at the Toombul worksite.	5.2 / Issue 3 5.6 / Issue 5
6	I feel the continual noise we will be expected to put up with for the next three years will significantly and detrimentally affect our ability to enjoy our home and community and to raise our three children happily in a safe environment.	5.6 / Issue 1 5.14 / Issue 1
7	In addition I suffer headaches which are increased and worsened by a number of factors.	5.14 / Issue 5
8	Traffic impacts in the local area are going to be significant. Already Rose Street/Junction Road is heavily congested and made worse due to the closures on Gympie and Sandgate Roads as required by the existing worksites. Junction Road is an access route to the airport and local schools and further impact on traffic is going to make driving and pedestrian access in the area a nightmare.	5.5 / Issue 3 5.15 / Issue 2
9	I question why a full environmental impact study has not been undertaken to determine the health effects and effects on wildlife and parkland only one block away. Since the commencement of the project we have noticed a huge	5.12 / Issue 1

	reduction in the number of birds in our yard. No longer do we have Lorikeets and Rosellas visiting at all.	
10	Safety of children and other pedestrians who use those streets to access schools and Melrose Park and with the worksite being only one block from Melrose Park which is heavily used by the local community and others.	5.5 / Issue 5
11	As a frequent user of businesses on the corner of Rose Street and Kent Road I will be one of the many customers they will be losing. In this economic climate it is terrible to inflict this on our local business owners, most of whom have been there for many years. It is ridiculous to expect customers to continue to frequent these businesses in the middle of a construction zone.	5.14 / Issue 3
12	If indeed we find health risks and the disturbance to life to much to bear what are we to do? Property prices will be severely affected for those who decide they must sell. We will be effectively trapped for at least the next three years or will TJH pay our rent in a neighbouring suburb for the three year period so we can escape.	5.14 / Issue 2
13	This proposal is not merely a change but the creation of an entirely new worksite with far reaching detrimental impact upon the local community.	5.19 / Issue 2
14	It seems that using the existing site at Kedron for the shaft is not possible. However, the creation of the new site at Woolloowin will be more 'efficient' and expedient and as such will be of financial benefit to BrisConnections who are in the business of making the biggest profit. It is obscene to expect local residents to pay with their health and lifestyle for BrisConnections' failure to do adequate testing and planning in the earlier stages.	5.2 / Issue 2 5.19 / Issue 5
15	I have heard mention of huge financial incentives for BrisConnections for early completion of the project in the form of increased toll revenue. The full amount of any benefit gained ought to be paid to residents in compensation.	5.2 / Issue 1
16	I urge the Coordinator General to compel BrisConnections to comply with their original plans and take necessary steps to build the shafts at the Kedron site. If this entails delays and or financial negatives for BrisConnections then so be it. The residents of Woolloowin should not have to pay in order to line the pockets of this company.	5.2 / Issue 2 5.19 / Issue 3
17	Businesses and properties surround the Kedron worksite have already been resumed and or had some measures for compensation or noise and pollution mitigation undertaken. It is insane to now affect another area in such a profound way when it is not absolutely necessary. The proposed Woolloowin worksite is right in the middle of a residential area and will adversely affect hundreds of families. This is three years out of the lives of our children.	5.14 / Issue 1
18	Why exactly can't the shaft be built on the Kedron site? If the shaft cannot be built on the Kedron site why must the alternative remain open for three years and not simply until the ramps are built?	5.2 / Issue 2
19	In the event that the Woolloowin worksite proceeds, what specific compensation measures will be undertaken for	5.19 / Issue 6

	residents and businesses who are adversely affected i.e. air-conditioning, house washing and will we have to fight to achieve them?	
20	What guarantees do we have that BrisConnections won't continue to breach hours of operation as they frequently do at the existing sites and submit further change proposals adversely affecting us?	5.19 / Issue 6
21	What recourse do we have when this occurs other than phoning a complaints line and what are the ramifications for BrisConnections for breaching i.e. fines or merely a reprimand?	5.19 / Issue 6
22	People removed from the Woolloowin area may think the residents have a 'not in my backyard' mentality but we believe it is a 'not in anyone's backyard' situation. There is no way a worksite like this should be permitted to proceed in the middle of a residential neighbourhood, particularly when there is an alternative even though it is not the preferred one by TJH and BrisConnections. I urge you to require BrisConnections to make amendments to their plans in order to facilitate the continued use of the Kedron worksite for this shaft.	5.14 / Issue 1

Submission Number: 119		
No.	Issue	Report Reference
1	My case against the proposal to build a 17.5 m shed and excavate a 40 m plus hole in the ground smack in the middle of suburbia is based on the excessive detrimental effects to daily life and the safety of our children. Poor experiences from the Kedron and Toombul worksites serve to bolster the argument.	5.5 / Issue 5 5.14 / Issue 1
2	There is a nasty smell any reasonable person would attribute to the proposal. The name: misleading. The timing: deceptive. The location: outrageous. The reasons: inadequate.	5.19 / Issue 2
3	I have read the 200+ page RPC. I have visited Airport Link offices. I have spoken to people and actively informed myself in the short time available. I refute many of the claims in the RPC and believe most of it dodges the real issue while maintaining a facade. The RPC is a document that makes heavy use of weasel wording and irrelevant facts.	5.19 / Issue 2
4	I have a simple question. What happens if the Coordinator General chooses not to let the site go ahead? The world is not going to fall apart. I am pretty sure the project will not fall apart. There might be schedule slippage or cost blow-out, but hey I suspect the amount will be inversely proportional to the ability and capability of the Government bodies and contractors involved.	5.19 / Issue 3
5	I do not want to see residents at Kedron and Toombul suffer any more, my heart goes out to these people, but for the site proponents to leverage this situation as a counterbalance for Woolloowin is simply flawed - there are plenty of possible remediation's which see all communities win.	5.2 / Issue 3
6	We chose this place because it is quieter than most...or was...but still should be. Recently rock hammers and concrete cutting from the Kedron site have interrupted our	5.6 / Issue 4 5.15 / Issue 2

	<p>children's sleep patterns. At 1am in the night by eldest daughter who is a bit of a worrier will wake and ask me "<i>What is that?</i>" I reassure her it is just some tunnel building going on. "<i>But why at night?</i>" she asks. It frustrates me that I cannot give her a reasonable answer so I make something up. Those of you raising children will be aware that sleep and diet have a huge impact on a child's overall well being and mood. I am not happy about the interruptions to our life at night time. Yet as a person who is tolerant until pushed hard I explain to my daughter these noises will go away in a couple of years.</p>	
7	<p>My children go to Eagle Junction State School, my neighbour over the back, his go to Woolloowin. If the weather is fine and we are on time we cycle to school. Through the back streets and on the footpath for the craziness which is Junction Road. If we are time challenged the children often catch the bus from the corner of Kent Road and Rose Street - smack opposite the proposed site and directly in line with the proposed truck circuit - not a place I want them to be. As I am paranoid about them, other children and traffic.</p>	<p>5.2 / Issue 1 5.15 / Issue 2</p>
8	<p>Occasionally we drive. We avoid this like the plague since Junction Road is a nightmare. Traffic already banks up past Kent Road during peak times. Hard to imagine Junction Road with yet more heavy trucks.</p>	<p>5.4 / Issue 1 5.5 / Issue 3</p>
9	<p>Most days I commute into town, but some I am able to work remotely from home. Just as it is quiet early in the morning it is also quiet during the main part of the day. There is more activity on the surrounding streets but it is minimal. Lately though I am serenaded by the Kedron rock hammer. In fact I am writing this letter to the steady THUD, THUD, THUD of this beast. Exacerbated for sure by the south westerly winter winds but always present, intruding. I am aghast at the persistence of this rhythmic intrusion into our lives.</p>	<p>5.6 / Issue 1</p>
10	<p>It is a charming, eccentric shopping centre on the corner of Kent Road and Rose Street where the Coffee Guy resides. I include the veterinary clinic. Different people from different walks of life putting in their all as this community grows and establishes itself. A small buzz to it when I moved here. The buzz has grown. It is vibrant. It does not require a 200 page document to work out what will happen to this shopping centre should the proposal go ahead - it will be trashed. Vendors whose practices bind the community will consciously choose to re-establish elsewhere based on a simple risk analysis. In turn this will effectively ghost the shopping centre nudging it directly into redevelopment territory - an unacceptable side effect. Just remember the proposal is for a building twice as high as any surrounding structure with heavy trucks blasting through, 12 or more hours a day. I struggle to rationalise the fine street dining of Rhubarb Rhubarb, established over eight years ago, with truck braking, the dust and diesel and bright lights. Successful, thriving, community based businesses will leave.</p>	<p>5.8 / Issue 2 5.14 / Issue 3</p>
11	<p>I rush home coffee in hand, there's work to be done. As I walk I notice work contractors cars parked for the day. I remember being told in the initial tunnel information sessions</p>	<p>5.4 / Issue 4</p>

	there would be onsite parking for all work staff. What are they doing parked here? Who is making sure the promisees and guarantees get kept?	
12	Back home I break from work for a quick lunch. I go outside briefly. Today there is a southerly and with it comes the strong smell of roasting coffee. Delivered straight from the Coffee Guy's roasting stack to our noses and lungs by the prevailing wind. Hey the worksite will be opposite the Coffee Guy. Looks like these winds will be picking up diesel fumes, dust and any other pollutants and delivering them straight to us.	5.8 / Issue 1
13	I do not accept for a moment the reports in the RPC regarding emissions have any relevance to the reality on the ground in Woolloowin. There will be plenty more pollutants than discussed. Actually just having six diesel trucks per hour looping through the site is more than enough.	5.8 / Issue 4
14	Good thing children are at school. But hang on - they are not there all day and they are not there on weekends. Straight into their lungs, all the things spewing out of the worksite. My second daughter has been diagnosed with asthma. I wonder how this will affect her. My newborn will be a recipient of the Woolloowin Site emissions for the early years of his life. I wonder about this too. Breathing in constant diesel and dust should not be forced on our children.	5.8 / Issue 3
15	Stopping work briefly I head up to school to pick up the children. We are walking home today. There are lots of other children walking home from school. Good to see. Many are navigating Junction Road. It is busy. Most of the vehicles on Junction Road are in a hurry to get to their destination. It is congested too. I worry about the driver's ability to stop should a child make a mistake. Many of them, trucks included, drive a lot harder than I do. I believe that Junction Road route should be throttled. There is a very high amount of community pedestrian flow between both sides of Junction Road. If it were throttled this pedestrian flow would increase - a good thing. The proposed Woolloowin site will achieve the opposite - more trucks, more cars and greater danger for our children. Why do you have to wait for a child to be injured for things to change?	5.15 / Issue 2
16	I duck up to the Lutwyche Airport Link office. The staff there are great. Efficient and genuinely polite. Yet I am uncomfortable. I am being told the Woolloowin Site is needed to keep the project on time. Something about the rock being more difficult, harder to work than first anticipated. " <i>So you need the Woolloowin Site to keep to schedules?</i> " - "Yes". " <i>But this wasn't in the original plan.</i> " "That's right". " <i>So if it goes ahead what is to stop you going further, like setting up in the park, leaving an access building or putting in an exhaust stack?</i> ". "Look, that won't happen, there will not be any further changes". " <i>But that is what you said a year ago.</i> " "yes, but things have changed"...No, they haven't. Things will continue to change but the line needs to be drawn now.	5.2 / Issue 1

17	<p>I've just had dinner. Generally a time to relax. Not tonight though, it will be another night working on preventing the Woolloowin Site. It would be fantastic to be paid to do this. To be able to go to work every day and be paid to build a case against the site. But no, I've got a different job and I get to wondering how the taxes I pay go to the officials in whose hands rests the decision which will profoundly impact the life, safety and wellbeing of our children and community. Are you relaxing? Probably not. Decisions laid out before you. Yet, I have expectations of you, which I have of myself, to make the right decision, a decision in favour of the community. It is choosing important over urgent. It is building over destroying. An over budget, delayed project will be forgotten and forgiven. A trashed community won't be forgotten or forgiven. Enough is Enough. No Woolloowin Site.</p>	5.19 / Issue 2
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Submission Number: 120		
No.	Issue	Report Reference
1	<p>We oppose the proposed modification on the following grounds: Noise and dust: From our property we can hear the construction sounds from the Kedron and Kalinga Park construction sites. From our Norman Parade property we hear sounds, particularly the breaking, of large vehicles travelling down Junction Road. The proposed modification would introduce additional heavy vehicle traffic to Junction Road, which will exacerbate the current noise and dust problems being experienced.</p>	5.6 / Issue 2 5.8 / Issue 2
2	<p>Traffic: Junction Road was experiencing difficulty coping with the level of traffic it carried before commencement of the Airport Link Project, particularly during peak periods. It is largely a single land road, and is not designed to cope with additional pressure of increased heavy vehicles using the road. There is also a high school, childcare centre and railway station on this road. We are familiar with the difficulties and dangers associated with turning across Junction Road from Clarkson Street by car, and crossing Junction Road to walk to the train station.</p> <p>On Park Road, parking and pulling away from the kerb onto the road is already frighteningly dangerous given the road configuration, bend and the speed at which the current traffic travels. Adding the proposed spoil haulage trucks which will need to access the worksite into this equation is simply a recipe for potential disaster.</p> <p>Turning across Junction Road into Park Avenue, there are no lights at this intersection. This turn can be difficult enough at some times of the day without adding to it the extra heavy vehicle traffic resulting from the proposed modification.</p>	5.4 / Issue 1
3	<p>Amenity: We purchased property in the area because we like the area and its proximity to parks to ride our bikes and for our children to play. The noise, traffic and increased dust from the proposed modification will impact on our current enjoyment and use of Woolloowin, in particular Melrose Park.</p> <p>Woolloowin is a Residential A area and the predominant house type is tin and timber. Any owners of tin and timber properties impacted by the increased noise and dust will not</p>	5.14 / Issue 1

	be in a position to insulate themselves or minimise its impacts.	
4	Property value: Our future plans involve selling our property next year - preliminary research has already indicated that the value of this property, while not adjacent to the worksite, is likely to be negatively impacted. While looking for a larger property for our family last year, we decided on Clayfield in preference to Woolloowin (despite a fond attachment to Woolloowin) because of the Airport Link Project.	5.14 / Issue 2
5	Contract: We are at a loss as to how the proposed reasons put forward to support the submission justify the proposed modification. Surely it is reasonable of the contractor as part of its preliminary investigations and project planning to have discovered 'difficult ground conditions' at an earlier stage or to have foreseen its potential and done some contingency planning and communicated this to the community? We find it extremely surprising considering the amount of preliminary drilling which we observed being undertaken around the area. It also seems to us that any purported reasoning for the proposed Woolloowin worksite would only justify its existence and use for a much shorter time than what is currently proposed. The cost of the proposed modification, if approved, will be borne by the community of Woolloowin and its surrounding suburbs.	5.2 / Issue 1 5.19 / Issue 3

Submission Number: 121		
No.	Issue	Report Reference
1	After attending several meetings it was obvious there was no support at all from members of the Woolloowin community for any work on the proposed site.	5.19 / Issue 5
2	My children, and many others from the community, travel via the proposed site on their way to school. With the stated traffic and building activity in the area comes an increase in the risk of accidents. Who will take responsibility for our children's safety? You?	5.15 / Issue 2
3	Does the shed meet council standards for our local area?	5.13 / Issue 1
4	Increased traffic, air and noise pollution - I can hear the building work from the existing site let alone moving it closer to my home, which will surely be covered by dust and dirt emanating from the proposed worksite.	5.6 / Issue 1 5.8 / Issue 1
5	This proposal was never part of the original plan, nor does it need to be. The community does not need additional psychological and physical burden of bringing a large commercial project of this nature, with little or no notice to our backyards. If this project change is allowed to go ahead, YOU should be held responsible for all the discomfort it will bring.	5.2 / Issue 1 5.14 / Issue 1
6	Many have spent a lot of money renovating or restoring our homes. Consider the effect this project change will have on our property values. What is more important, our community or whether the airport link opens on time?	5.14 / Issue 2

Submission Number: 122		
No.	Issue	Report Reference
1	Generally in favour of progress and the need for the Airport Link Project, but is concerned about traffic conditions and road closures that have been experienced. Access to key features is being limited, and safety is being compromised. Current parking difficulties were also raised as a concern, as was the continued viability of important local businesses. Requests a meeting with the Coordinator General's office to discuss concerns and identify broader project solutions.	Does not relate to Woolloowin worksite

Submission Number: 123		
No.	Issue	Report Reference
1	This worksite is not a suitable location for this construction. The reasons being: Increased noise, dust and dirt	5.6 / Issue 1 5.8 / Issue 1
2	Danger to the many school children who use the adjoining footpaths.	5.15 / Issue 2
3	Danger to the general public who use the footpaths and roads.	5.5 / Issue 5
4	Increased traffic in an area which is already too busy for the road system.	5.4 / Issue 1
5	Large environmental impact to the adjoining residents and those who live in the local streets.	5.14 / Issue 1
6	Despite the promise of regular monitoring of air quality and noise control, a lack of trust that this will be carried out and acted upon if need be. This is as a result of the trucks and earth moving equipment from the current tunnel works that are using the local roads that have created a problem with traffic congestion and increased dirt, noise and dust in the area. It was promised that this would be monitored carefully. This does not seem to have occurred.	5.6 / Issue 6 5.8 / Issue 4 5.19 / Issue 6

Submission Number: 124		
No.	Issue	Report Reference
1	The request for modification cites difficult ground conditions in the vicinity of the Kedron underground ramps, necessitating the construction of more complex tunnel supports as the reason for the proposed worksite. Given the extensive drilling that has been evident in the area, it is curious to me that these ground conditions have only just become apparent to the contractors. It seems that if conditions had been sufficiently assessed to determine the final alignment of the project, and to resume properties along that alignment, that contractors ought then to have properly assessed the ground conditions in which they were likely to be working. It is disappointing to be the owner of a property directly affected by the final alignment, to have my property volumetrically resumed in May 2009 and then be advised in June 2009 that ground conditions posed a constraint and the	5.2 / Issue 1

	<p>preferred solution is a further worksite, this time in the middle of a residential area. One would question that if ground conditions had not been sufficiently assessed as satisfactory for the proposed construction design, whether it was premature to finalise an alignment and undertake a programme of property resumptions, thereby removing any prospect that an alteration to the alignment might have overcome the ground conditions.</p>	
2	<p>The RPC identifies that the modification will avoid the additional impacts on the wider community arising from the extension of the construction programme and would avoid the cost impacts of such construction delays. In my view, these impacts and costs will not be avoided. Rather, they will be shifted squarely onto the shoulders of the residents of Woolloowin who will be expected to bear 3+ years of high intensity construction the midst of their residential area affecting their quality of life, the value of their homes and their means to relocate to a more amenable area.</p>	5.2 / Issue 3
3	<p>In my view, such issues should be managed within the existing project agreement framework and absorbed by either the State or the contractors as may be the case.</p> <p>However, if the worksite is approved, I submit that it should be approved on the condition that it be used only for the proposed excavation works to enable the TBMs to proceed on schedule and be remediated as soon as that phase is complete. While I appreciate that an additional access point may be convenient, such convenience and savings would be at the expense of residents of Woolloowin. The contractors undertook the project on the basis that such additional access would not be available and I submit they be held to their contract without further impact on Woolloowin residents.</p>	5.2 / Issue 1 5.3 / Issue 2
4	<p>The report itself acknowledges that Woolloowin has the most intact and consistent visual character of suburban low density housing and domestic landscaping within the Airport Link corridor. The area is comprised of good quality Queenslander style houses. The introduction of the proposed worksite into this environment will be a monstrosity that the mitigation measures proposed by the contractors will be unable to alleviate. The size, appearance, intensity and nature of operation of the worksite will be out of all proportion with the character of the area valued by Woolloowin residents.</p>	5.16 / Issue 1
5	<p>The RPC suggests that the worksite is proposed to be introduced into a part of Woolloowin 'which is not presently affected by project works'. In my view, these residents are situated only a few hundred metres from the Kedron worksite and are already significantly affected by Airport Link. Among other things:</p> <ul style="list-style-type: none"> • construction noise from the Kedron worksite is clearly audible • parts of the Kedron worksite are visible • increased construction traffic • volumetric resumption of many properties along the corridor 	5.19 / Issue 1
6	<p>In addition to these existing impacts, the proposed worksite would result in an immediate eyesore, a far more proximate source of construction noise and a specific destination for construction vehicles, including the spoil haulage trucks. This</p>	5.6 / Issue 1 5.16 / Issue 1

	is an unreasonable impost on an already adversely affected community.	
7	Initial information for the Airport Link Project advised that the Park Road - Rose Street - Junction Road route would not be subject to spoil haulage traffic. Assurances were given that all spoil haulage would be undertaken from the Clayfield / Toombul worksite for direct exit of the material with minimum impact on the community. It is outrageous for the same contractors to now request not only the use of this route for spoil haulage, but to construct a further worksite in the midst of this residential community and to extract spoil from that site.	5.5 / Issue 11
8	<p>I made significant decisions in reliance upon the earlier information and assurances given in relation to the Airport Link Project, including:</p> <ul style="list-style-type: none"> • abstaining from submissions to the earlier project requests • significant financial decisions to remain in the area • not objecting to the recent volumetric resumption of my property. <p>Not only has my 'worst case scenario' of a volumetric resumption been realised, but it will quickly become much worse if the modification is allowed to proceed. My property will become highly undesirable if not impossible to live comfortably at, and the lifestyle I enjoy will be impacted by traffic, noise, dust, vibration and proximity to the worksite. The works will be visible from my home, and I will need to pass it each day to take my children to school or the park. Such conditions would persist until at least 2012. This is not a short term disruption that might be capable of toleration, but a protracted period of significant disruption that cannot be adequately mitigated by the measures in the RPC.</p>	5.6 / Issue 1 5.7 / Issue 1 5.8 / Issue 1 5.14 / Issue 2
9	The modification request cites a likely spoil haulage rate of 84 additional heavy construction vehicles per day, and elsewhere makes reference to vehicle movements in the order of 100 per day including deliveries and commercial vehicles. It is proposed that all of these vehicles travel along the spoil haulage route which will travel past my home.	5.5 / Issue 7
10	While the route connecting Gympie Road to Sandgate Road is a state-controlled road, it has the appearance of a local road with single lane traffic in each direction and adjoining properties are primarily low density residential in character. Accordingly, adjacent residents will necessarily have to enter and exit their properties directly from the proposed spoil haulage route carrying heightened heavy construction vehicles at additional risk to their personal safety.	5.5 / Issue 1
11	The report purports to give some comfort to affected residents in terms of restrictions on those vehicles permitted to use the affected route through Woolloowin. At 5.2.3. of the request it is stated that the construction haul route for the proposed worksite may only be used by construction vehicles accessing or departing the worksite as opposed to other Airport Link Project construction traffic. While if the modification were to proceed, I would certainly support such a restriction, I submit that the restriction also be extended to any construction traffic related to the Northern Busway project which is also proximate and will interface with Airport	5.5 / Issue 12

	Link. For affected residents, these projects each have the potential to impose additional heavy vehicle traffic and the alleviation of other Airport Link traffic will be meaningless if replaced with equivalent traffic from the related project.	
12	<p>The RPC also states that spoil haulage operations would be restricted to 6:30am to 6:30pm six days a week. However, I note with some alarm from the community update newsletter (July 2009) that "<i>spoil haulage trucks will operate 24 hours, six days a week</i>"...</p> <p>I submit that reassurance be provided to Woolloowin residents that such 24 hour operations would not apply to the proposed spoil haulage route.</p>	5.5 / Issue 2
13	<p>At the information meeting, the contractors' representatives advised that all Airport Link vehicles are clearly identified with a green flag to distinguish it from other projects. I have not seen any such flags on vehicles engaged at the Kedron worksite, and question the efficacy of this measure.</p> <p>I submit that all vehicles engaged on the Airport Link and Northern Busway projects be clearly identifiable from the back, front and side as such. This would assist in promoting accountability for driver actions and addressing any complaints or issues that might arise in relation to those vehicles. I also submit that contractors be required to pursue individual sanctions with drivers who breach the restrictions.</p>	5.5 / Issue 11 5.5 / Issue 12
14	<p>The RPC states that there will be no project workers parking in local streets and that they will be shuttled to the site from the Kedron worksite. While I support such a measure, I am dubious about its efficacy. I submit that sanctions for individual workers who breach this requirement be provided for and that a clear process for identifying workers' vehicles and addressing breaches be required.</p>	5.4 / Issue 4
15	<p>My property is identified as a sensitive receptor. I understand that construction noise goals have been placed on the project and the RPC considers noise levels in terms of these goals. It seems to me that the goals themselves provide for a significant noise margin and the focus of the request has been in addressing noise that exceeds the already heightened goals.</p> <p>While I support noise mitigation measures proposed, I remain very concerned about the likely noise impacts from the worksite and associated vehicle movements over such a protracted period. I submit that the contractors be required to take all reasonable measures to mitigate noise to affected properties and if appropriate to relocate affected residents at the contractors' cost.</p>	5.6 / Issue 6 5.19 / Issue 5

Submission Number: 125		
No.	Issue	Report Reference
1	<p>Came to know about the request for change by media and TV channels first, and then by a doorknock on 22 June when I was at work. The communication process is so flawed in that:</p> <ul style="list-style-type: none"> the proposed development seems to be a foregone conclusion the extremely tight response time 	5.19 / Issue 5

	<ul style="list-style-type: none"> not all residents received information fliers information was released at the start of school holidays, when a number of residents were on holiday and the schools could not get the P&C to establish the impact on children's safety and seek to address it. The P&C as a whole were also not consulted (only the president and the school's principal). 	
2	The title of the report is misleading in itself and suggests that the site has always had a worksite and that modifications are to be carried out. The community was not aware of such worksite documentation before the media news, nor did any such documentation existing within CNI as far as we know.	5.19 / Issue 2
3	The RPC had an optional analysis to create a win-win situation for the project, and did not investigate an option for another site for the proposed development. This itself is a significant departure from any project scope change justifications. The RPC should have included option analysis for another site and the community issues through a consultative process with the residents.	5.2 / Issue 2
4	<p>The RPC includes impacts on:</p> <ul style="list-style-type: none"> business (vaguely), but does not provide what these are and how they will be addressed the residents in the same vicinity as the business have not been included in the impact analysis, as if they do not exist the residents of the properties owned by the Transport Department have not been identified and an action plan to mitigate this impact is missing 90 properties that will be impacted have not been listed and the plan to mitigate the impact is missing in the report. Also, the criteria used to consider the impact on the properties is not clear. <p>All in all, the RPC has either taken the Woolloowin Community for granted and/or considers them insignificant to the outcomes of the project. In general, this states that BrisConnections considers Woolloowin residents and their lifestyle have no value.</p>	5.14 / Issue 1
5	The proposed development of an industrial building within the residential area would change their lifestyle forever and all assumptions in the report are based on perception rather than reality.	5.14 / Issue 1
6	Traffic: The traffic hazards do exist and create a pedestrian danger, highlighted in Photo 2-4 of the report. What are the traffic management plans?	5.5 / Issue 11
7	What is the site for the staging area for haulage mentioned on Page 74 of the report?	5.5 / Issue 8
8	Old and irrelevant AADT data has been used, and does not consider the impact on traffic between the traffic light from Rose Street and Park Road corner, which is approximately 75 m long.	5.4 / Issue 2
9	A haulage truck every 6 minutes, not to mention other vehicles entering and exiting the site in addition to the construction shuttle bus being provided for staff transport, will create traffic congestion to Gympie Road, basically blocking all residential traffic.	5.5 / Issue 3

10	Traffic management plan and signage will not solve the worsening traffic conditions once the development is approved; the question is, who and how will infringements be reinforced? What are the committed resources to monitor and what are the penalties?	5.5 / Issue 11
11	The traffic issues will create a great disadvantage to the naturopath business being run from the shop in my property.	5.14 / Issue 3
12	Noise: There is insufficient time to consider and evaluate the noise levels modelling, but it is clear that the proposed 5 m high barrier will only be a barrier for horizontal disbursement of the sound from the site. However, it will have severe impact on residential buildings since most of these are high-set. The noise created by heavy machinery and haulage trucks has not been considered as an impact although haulage trucks will be moving every 6 minutes. The traffic congestion caused by the haulage trucks and other vehicles, e.g. concrete trucks etc have not been taken into the equation.	5.6 / Issue 2 5.6 / Issue 6
13	Vibration: Vibration levels in the report are not clear. It does not state what measures residents would have to take e.g. removing all crockery, once vibration levels are exceeded. What will happen to residents who are at work and how will their assets be protected? The Woolloowin community has no means or time to assess this issue unless independent modelling is produced.	5.7 / Issue 1
14	Air Quality: The data produced for the air quality in the report does not account for the dust fall, diesel power machinery and plant, fumes from haulage trucks, underground works etc... But deals individually hence does not substantively establish that the air quality will not deteriorate. Also, the mitigation strategy does not indicate what measures will be taken to remove disadvantage caused to residents' health and the property.	5.8 / Issue 4
15	Water: The community was not provided with time and resources to evaluate ground and surface water sections of the report, but has serious concerns regarding the impact of haulage trucks on storm weather conditions. This should be addressed.	5.9 / Issue 1
16	Social environment: This is the main concern of the Woolloowin Community. The community will be severely disadvantaged in their day to day life. It will disrupt their lifestyle by: Extreme caution in visiting cafes, shops and pubs.	5.14 / Issue 5
17	Total and absolute monitoring of children for social activities.	5.14 / Issue 5
18	Distress in sending children to school on their own.	5.15 / Issue 2
19	Stress in street crossing going to railway station for work.	5.5 / Issue 5
20	Disadvantage to free movements in their lifestyle.	5.14 / Issue 4
21	The Woolloowin Community does not believe that a consultative process will take place since the report has been provided as a fate accompli.	5.19 / Issue 5
22	Visual: Industrial shed is a monstrosity of epic nature in a quiet low density residential area where most properties are only 8.5 m high. Figure 5.6 and 5.7 should have been	5.16 / Issue 1

	imposed on to the site to show the visual pollution.	
23	Preferred option: TJH should establish another work shed site to fulfil their contractual obligations.	5.2 / Issue 2
24	Second preferred option: The report submitted by BrisConnections/TJH should be considered as preliminary and should provide a more detailed report with a community consultation timeframe of at least two months. The final report should clearly outline action planning for the mitigation strategy developed by the Woolloowin Community consultation.	5.19 / Issue 1 5.19 / Issue 5
25	<p>Least preferred option: If it is beyond the control to stop progress, the Coordinator General should add the following conditions:</p> <ul style="list-style-type: none"> • all issues identified in this submission should be addressed with an action plan accepted by the community • the criteria of the impact assessment to the residential properties should be widened to include properties currently not considered • all 90 properties should be provided with air conditioners so as to alleviate dust, heat and humidity caused by keeping all openings closed up • all 90 properties should be provided with noise barriers such as sound proofing • an overhead bridge for pedestrians to avoid crossing Park Road at street level should be provided • a guarantee of parkland on closure of the proposed industrial work shed • guarantee that all properties shall be cleaned at least every two years • guarantee that all properties shall be painted once the industrial shed is demobilised 	5.6 / Issue 6 5.8 / Issue 4 5.19 / Issue 6

Submission Number: 126		
No.	Issue	Report Reference
1	<p>Geological conditions: There is a discrepancy between the two graphs on Page 38 of the report. These show the geological conditions and core samples taken at tender stage and as found after work commenced. Core samples number APL06 is represented on both graphs, yet the geological conditions represented in the graphs are different to each other. This is not possible and requires explanation.</p> <p>Request that a delay be imposed on the assessment of the proposal until such time as more sufficient information has been supplied, i.e. core sample logs, etc.</p> <p>BrisConnections/TJH met with community to discuss these issues. However, the community was not provided with the technical information that was requested. Was informed that the relevant logs are the property of BCC, which will now be followed up. Given the late provision of this information, the solution offered for issues around geological issues is still relevant.</p>	5.2 / Issue 1
2	Traffic: The size and frequency of spoil haulage trucks will have a greater impact on traffic and pedestrians than	5.5 / Issue 5

	<p>indicated in the report. Independent assessment by a driving professional indicates that the trucks will not be able to execute the turning circle required at the nominated ingress and egress points without crossing the centre line.</p> <p>This will require that a traffic control monitor will need to stop traffic in both directions at both the ingress and egress points while the trucks execute the wide turn. With an anticipated volume of one truck every 10-12 minutes, this will cause a significant impact on the traffic flows on Rose Street, Kent Road and Park Road. Rose Street is the only connecting road in the area for traffic moving from the west of Gympie Road to the airport and suburbs to the east. It is already a major arterial road.</p> <p>Pedestrians, especially school children, will be at greater risk of injury from the increased size and volume of vehicles operating throughout the area.</p> <p>There is no solution to preventing the trucks from crossing the centre line while entering and exiting the site. Pedestrian safety issues could be solved by providing safe crossing points or an overpass in identified danger areas.</p>	<p>5.5 / Issue 6 5.5 / Issue 11 5.15 / Issue 2</p>
3	<p>The 24 days allowed to formulate a response to the proposal is too short a timeframe to permit thorough analysis of the document. The size and technical content of the document is more detailed than could reasonably be expected to be addressed in 24 days by non-experts.</p> <p>An additional period of at least two months should be allowed to provide a detailed response based on sound reasoning and assessment of the proposal's content. Some issues in the report require technical data to be supplied by the proponent, requests for which have not yet been met.</p>	5.19 / Issue 5
4	<p>Provided an artists impression of what the site would like, in order to visualise the effect on the community.</p>	5.16 / Issue 1
5	<p>BrisConnections identifies that workers will be shuttled into the site, but I feel that their intent to comply with such a mitigation is weak, and is exemplified by attached photos of Airport Link vehicles parked each day at Gorman Street, as well as trucks parked in a staging area on Leckie Road. When drivers realised they were being photographed, they left the site immediately.</p>	5.4 / Issue 4
6	<p>Alternative sites mentioned on Pages 42 - 45 of the proposal have not been fully explored. If Option 2 were selected, this would be an acceptable solution to the Woolloowin community and would provide positive outcomes for all parties.</p>	5.2 / Issue 2

Submission Number: 127

No.	Issue	Report Reference
1	<p>Formally objects to the Woolloowin site modification to the Airport Link Project. The proposed time schedule for community consultation is inadequate. Two weeks' notice was given to the majority of affected residents, which is grossly inadequate.</p> <p>The modification should not be considered until suitable time is allowed.</p>	5.19 / Issue 5

Submission Number: 128		
No.	Issue	Report Reference
1	<p>Spoil haulage trucks would need to access this site over three years. These are only suburban residential roads, designed for sedans, motorbikes and bicycles - not a busy motorway or arterial road for heavy traffic. Traffic controllers would undoubtedly be required on Kent and Park Road, particularly during peak hour traffic times to allow the spoil haulage trucks a turning circle in and out of the construction site. This would then cause further congestion for residents.</p> <p>We have noticed that Airport Link workers park in Gorman Street all day. Therefore, I can only assume that workers for the Woolloowin site will park in nearby streets, such as Kent Road. This will have an effect on local businesses and on people visiting local residents. For example, The Coffee Guy shop on Kent Road would undoubtedly experience a financial impact.</p>	<p>5.4 / Issue 4 5.5 / Issue 11 5.5 / Issue 12 5.14 / Issue 3</p>
2	<p>Kent Road, Park Road and Rose Street are accessed by students to attend Kedron State High School, Woolloowin State School, Eagle Junction State School and the Woolloowin Community Centre. The increased traffic will undoubtedly endanger these children, as it will for the many elderly residents and cyclists in the neighbourhood. I also walk along Kent Road regularly and will be affected.</p> <p>There is currently a bus stop on Kent Road, adjoining the proposed site. At the conclusion of the school day, a large number of Kedron High School students gather at this bus stop.</p>	<p>5.5 / Issue 5 5.15 / Issue 2</p>
3	<p>The site hours will produce considerable noise for local residents and businesses. Night works are also proposed which will be unfair and unreasonable for residents.</p> <p>As I am a stay-at-home mum, and my husband runs a small business, this will significantly affected our supposed 'quiet time' at home. We are already hearing noise from the Airport Link construction site near DES. I can only envisage that this noise will intensify if this proposed construction site is approved.</p>	<p>5.6 / Issue 1</p>
4	<p>Dust will undoubtedly flow through the area from the construction site and from the spoil haulage trucks. This may impact on some residents' health, and will also dirty our homes, businesses and streets.</p>	<p>5.8 / Issue 3</p>
5	<p>A 17.5 m acoustic shed will provide nothing but visual pollution in a beautiful residential area. This is not an industrial area. The BCC would not be in a position to approve this project if it had not been vacant land owned by the State government, as zoning regulations would not have allowed this to occur.</p>	<p>5.13 / Issue 1 5.16 / Issue 1</p>
6	<p>The contractor conducted extensive soil testing prior to the commencement of the Airport Link Project. I recall that soil testing was conducted in Gorman Street, Rose Street, the vacant land for this construction site and Kent Road, to list a few. Accordingly, this is the contractor's error, not the Woolloowin community's error or mismanagement. Therefore our community should not be made to suffer over the next three years for the contractor's mismanagement.</p>	<p>5.19 / Issue 3 5.19 / Issue 5</p>

	We only received notification of this request for project change in June 2009 and have only had a short timeframe to respond. I am sure many of the parents of students at local schools would have appreciated the opportunity to provide feedback, but were unable to owing to school holidays. Many residents are sceptical about the timing of this announcement.	
7	We are currently selling our Kent Road property, and have had some interest. However, the 'road block' for potential buyers has been this proposed construction site. We have already significantly dropped the price of our home, but obviously do not want to continue doing so. We conduct a small business and have a young family, and just want to get ahead in life, not go backwards. As if selling a house isn't stressful enough, this RPC has now caused immense stress and anxiety to us. Are we going to be compensated for this drop in price?	5.14 / Issue 2
8	We initially bought a house in Gorman Street, but with news of the Airport Link Project possible running through this street, we decided to move to Kent Road to avoid such impacts. In 2008 it was then established that Airport Link would be a tunnel and not a road, and we would never have moved from Gorman Street if we had known this. We have therefore incurred considerable expense in relocating, and now feel trapped in a difficult situation. As stated, we are now trying to sell our Kent Road home, but this area has been branded a 'no go zone' by potential buyers. Who would want to live near a 17.5 m shed with spoil haulage trucks continually driving past?	5.14 / Issue 2
9	Some community members perceive that the contractor has always known this situation would arise, and have been doing community consultation as 'window dressing'. I would hope that these people are proven wrong.	5.2 / Issue 1 5.16 / Issue 1

Submission Number: 129		
No.	Issue	Report Reference
1	My business is a natural therapies clinic which offers herbal, nutritional, lifestyle support as well as relaxation treatments and detoxification programs. The construction of the worksite will directly impact on my ability to conduct my services for the following reasons:	5.14 / Issue 3
2	The flow of heavy trucks directly outside and across from my clinic has already increased in the past month, and will only increase further once construction commences.	5.5 / Issue 3
3	Increased dust, noise, truck fumes, etc.	5.6 / Issue 1 5.8 / Issue 1
4	The normal flow of traffic will drop as people find alternate routes to travel and avoid trucks.	5.4 / Issue 3
5	Parking is already an issue as construction workers are parking in areas usually taken by the school drivers who are now parking directly outside my clinic and in side streets.	5.4 / Issue 4
6	I've surveyed my clients and given the choice of continuing their treatment at my clinic in this position, and the majority	5.14 / Issue 3

	have said that they will find alternative practitioners in quieter locations with less trucks.	
7	I have weighed the pros and cons of staying in this position if the construction goes ahead, and I believe it is paramount for the health and best interests of my clients to relocate. As I have only recently relocated to Park Road, the expense of relocating is a further impact on my business expenses at this time.	5.14 / Issue 3
8	<p>I have itemised the expenses of moving as follows:</p> <ul style="list-style-type: none"> • leasing fees \$3,000 (solicitor costs included) • disconnection/reconnection of internet and telephone \$700 disconnection fee, 15 months Optus fees (unable to take my telephone number with me) • configuring and painting new premises \$4,500 • new air conditioning \$2,000 • new signage \$500 • removalists \$40 per hour • loss of income due to relocation \$3,000 <p>I have recently incurred all of these costs when moving to Park Road one year ago, and feel I am entitled to this compensation.</p>	5.14 / Issue 3

Submission Number: 130

No.	Issue	Report Reference
1	I wish to formally object to the proposed modification. In accordance with WHO guidelines, PM ₁₀ levels over 30 have been shown to contribute to hospital admissions for respiratory distress. The WHO guidelines state that any level over 20 for annual mean will cause detrimental health to the community.	5.8 / Issue 3 5.8 / Issue 4
2	The present mitigation measures with current development of Airport Link have been shown to be grossly inadequate. From the website, current levels have been reported over 50 for PM ₁₀ which is absolutely inadequate. My family have suffered from three hospital admissions from respiratory distress which coincides with dates that the higher levels recorded on the website.	5.8 / Issue 3 5.8 / Issue 4
3	It would be completely irresponsible for the Coordinator General to approve any increase in levels of PM ₁₀ , TSP, NO ₂ and benzene levels of that period to the Woolloowin community. Particularly since there are no present sites that will be recording the levels of benzene and NO ₂ , and as per the proposed modification paper on the DIP website, it is agreed that mitigation will only be required to reduce the levels of these substances to the surrounding community.	5.8 / Issue 4

Submission Number: 131

No.	Issue	Report Reference
1	I am gravely concerned about the effect that any modification will have on property prices in the community. It is quite apparent that this proposed site will have a negative impact on resale and rental values.	5.14 / Issue 2

	I am considering selling my property over the next 18 months, and I am certain that such a proposal will place my family into financial distress due to the loss in property value. It would be completely irresponsible of the Coordinator General to consider such a modification when it will place members of the community in financial distress.	
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Submission Number: 132, 133 and 134		
No.	Issue	Report Reference
1	I am not against the approved Airport Link, but am against the provision of a new worksite in the middle of Woolloowin. The Coordinator General acts under the SDPWO Act which gives wide ranging powers with limited liability. It should therefore be expected that the duties within that role should be discharged in a reasonable manner, with a high degree of integrity and with a duty of care to the people of Queensland.	5.19 / Issue 1
2	There are other similar worksites associated with the tunnel construction in Brisbane, but none of these are located in similar surroundings to this. The other locations are not centrally located within a low residential area and are within major arterial roads or rail corridors, mitigated by adjacent park or water corridor environments within topography which partially conceals the worksites and reduces amenity impacts. In contrast, the Woolloowin site is located within a low density residential area of level topography, which means there is no concealment. The proposal is unique and the justification on the basis of other facilities of this nature in different circumstances is flawed.	5.14 / Issue 1 5.16 / Issue 1
3	<p>The proposal is a significant proposal with an accompanying document which has been prepared by a team of people over an extended period of time. The accompanying report includes a lot of public relations spin and generalisation without clarity for the Woolloowin community, with the underlying objective to achieve an approval from the Coordinator General.</p> <p>The public has been given only three weeks to respond with submissions. This limited period is inadequate to respond comprehensively and ought to be extended by at least four weeks, given the consequential nature of the proposal.</p> <p>In the event that this cannot be granted, the Coordinator General ought to avail himself of sufficient time in the decision making process to obtain independent information and investigation into pertinent elements generating impact on the Woolloowin community, which have not been adequately assess in proposal, e.g. the protection of the environment from the effects of vehicular activity around the shed, an appropriate preordained monitoring regime for the performance criteria proposed to be established, including the means of action to be taken should such criteria be exceed (particularly with reference to noise, vibration, sleep deprivation, etc).</p>	5.6 / Issue 6 5.7 / Issue 1 5.19 / Issue 5
4	There is no existing 'Woolloowin worksite' and therefore it cannot be modified. The submission is misrepresenting the circumstances and should have been made under the banner of 'proposed new worksite for Woolloowin'. This appears to have been deliberately done to imply to the greater Brisbane	5.19 / Issue 2

	community that there is already an established worksite and with the intent of this labelling to reduce the interest and concern that might otherwise have been generated.	
5	<p>The use of the word 'temporary' is also a matter of relative perspective. The Woolloowin and greater Brisbane community would be more likely to consider 'temporary' as suggesting the works might be gone after just a few months at most. As much as it is proposed the development will start and be gone in a three period, it is perceived by the Woolloowin community as a 'short term' project at best, but not 'temporary'. This is another issue of misleading communication to achieve the objective of the proposal. Furthermore, irrespective of the proposal being described as short term or long term, it is of no relevance if the project had to be dealt with under the normal requirements for any development to be undertaken in Brisbane as it would be required to comply with the provisions for development under the City Plan 2000. Under this plan it is inconceivable that the proposal would be approved. Within the report, it is difficult to identify an exact timeframe for which the proposal would actually apply relative to the original Airport Link contract. A very clear and concise time should be established and significantly increased liquidated damages applied for any further deviations.</p>	5.13 / Issue 1 5.19 / Issue 2
6	<p>The report suggests that the approval of the modification would allow completion of Airport Link earlier and therefore be a benefit and improvement for the amenity of the community. This is not the case and is not factually demonstrated.</p> <p>It is indicated that the modification would save 6 - 8 months on the construction of the works and this would reduce the time of diminished amenity for which residents in other areas affected by the Airport Link works, and this proposal is a sharing of the impact more fairly in the community. However, these are false arguments given the majority of works associated with Airport Link have been to the fringes of residential areas and large impacted areas associated with major roads, rail, commercial areas etc so as to mitigate residential amenity degradation.</p>	5.2 / Issue 3
7	<p>For a limited impact on amenity by the continuance with the current approved construction for a further eight months, it is not a reasonable or sustainable argument to suggest that is a worse outcome than to introduce into the middle of a residential area works which significantly degrade amenity for over 30 months. Nor is it reasonable to suggest that the earlier completion of Airport Link six months ahead will be a significant benefit because motorists will be able to use it earlier; that is if they choose to pay the toll, to save a few minutes getting to the airport. The benefactors in this scenario are limited, given people will potentially continue to use the current routes anyhow and the extension of time is not a significant issue to the motorists. It would seem there may well be more significance to attempting to ensure the earlier completion of Airport Link prior to the next State election for political purposes.</p>	5.2 / Issue 3
8	<p>The suggestion that the modification would be more economical should not be relevant as BrisConnections/TJH who were awarded the project ought to complete the works</p>	5.19 / Issue 3

	as per the original contract, and not be allowed to avoid penalties pertaining to completion of works by the approval of this option at the expense of Woolloowin residents.	
9	<p>There are suggestions that the worksite would be rehabilitated on completion of the project, and that the community would be consulted on this. This is inappropriately open-ended and offers no degree of certainty to the community that the land subject of this proposal will ever be rehabilitated to anything remotely satisfactory to the community.</p> <p>The RPC should not be approved until such time as the implications of the Main Roads department have been divulged and an acceptable proposal to the community has been provided.</p> <p>In the event this was not done, then a condition should be applied requiring the establishment of a committee, including an architect, landscape architect, civil engineer, structural engineer and traffic engineer, as well as one other local resident, all from Woolloowin and a representative of BrisConnections/TJH. This working group should establish the criteria and concept for an acceptable treatment of the site post construction. The appointment of consultants and community representatives should be done and paid for by the State government independent of BrisConnections/TJH. Costs of this should be deducted from the Airport Link contract.</p>	5.18 / Issue 2
10	<p>The contribution towards a community benefit programme and/or redevelopment of the site does not compensate the community immediately adjacent to the work shed for the impact they incur. This terminology is interpreted by the community as 'PR' language used for selling the idea to the broader community unaffected by the proposal, and is of no significant value to the actual community affected.</p> <p>In the event the proposal is approved, the approval should be conditioned to financially compensate those in close vicinity for the impact on their amenity, their lives and circumstances given this proposal is all about undertaking the project in a different manner so as to shorten the length of the project and make financial savings (i.e. it is not an issue of what is necessary for Airport Link, but is an optional discretionary matter for which there are benefits for BrisConnections/TJH).</p> <p>In such circumstances when a course of action is optional, then part of the cost analysis of undertaking that course of action should include equitable allowance for financial compensation for those who will incur a significant impact by the undertaking of the course of action.</p>	5.2 / Issue 3 5.19 / Issue 5 5.19 / Issue 6
11	People who have been attempting to sell their properties and/or have sold their property as a result of this proposal being announced should also be compensated for any financial suffering that has resulted.	5.14 / Issue 2
12	Although the Coordinator General has the power to disregard the authority requirements, the submission does not address the requirements of the updated Brisbane City Plan 2000. It is noted that the Airport Link Project has been excused from complying with the Plan. However, it should only relate to the process not the performance and amenity requirements that would otherwise apply. The BCP2000 is a significant	5.13 / Issue 1

	document used by BCC to control development. With respect to this discretionary proposal, the BCP2000 should not be ignored or assumed as irrelevant as it still raises fundamental relevant matters for consideration and incorporation for any proposed build environment and the uses to occur, be they short term or long term.	
13	<p>The proposal does not satisfy the requirements of BCP2000 Strategic Plan for Residential Neighbourhoods and Industrial Locations. E.g. Chapter 2, Section 4.2, Clause 4.2.2.1, as well as Clause 4.2.2.4 of the same.</p> <p>With respect to industrial locations, Chapter 2, Section 4.3., Clause 4.3.2 is also not addressed (see relevant sections of the Plan).</p>	5.13 / Issue 1
14	<p>The site is a low density residential area. Under the BCP2000 this project would be impact assessed Generally Inappropriate and would be required to address compliance with the design requirements under the City and include justification to the Brisbane Strategic Plan. (Refer to requirements for development in Low Density Residential Areas, Residential Design Character Code, and House Code). The proposed development does not address or satisfy these requirements.</p>	5.13 / Issue 1
15	<p>For industrial development proposed on land which is within the Light Industry, General Industry, Heavy Industry, Extractive Industry or Future Industry areas, the provisions with respect to assessment are set out in Chapter 3, Section 6. The proposed development does not satisfy the most basic development requirements in the general provisions of this section. Refer to Chapter 3, Section 6, Clause 6.1 General Provisions, and 6.1.1 Desired Environmental Outcomes.</p> <p>While the proposal makes a limited response to addressing noise and air pollutants, there is little to no addressing the balance of the Desired Environmental Outcomes.</p>	5.13 / Issue 1
16	<p>Furthermore, development within Light Industry, General Industry, Heavy Industry, Extractive Industry or Future Industry areas is required to satisfy the performance requirements of the Industrial Amenity and Performance Code, Industrial Design Code, Light Nuisance Code which are the primary codes to be addressed. Reference within those codes also draws requirements to address secondary codes which include: ASS, biodiversity, gas pipeline, landscaping, non-discriminatory access and use, park planning and design, services works and infrastructure, transport access parking and servicing, stormwater management, waste water management, waterway, and wetland.</p> <p>Within the industrial area primary codes, there are a broad range of matters which the worksite does not address. The codes need to be responded to item by item.</p>	5.13 / Issue 1
17	<p>The site is within a Demolition Control Precinct, which adds an additional layer of control and limitation to the nature of development in the locality so that "<i>new development will reflect 1946 character</i>" (BCP2000, Chapter 2, Clause 5.2), not a six storey industrial shed and worksite.</p> <p>Given the locality of this site and that it is low density residential land, a development on the site under the control</p>	5.13 / Issue 1

	<p>of BCC and with respect to BCP2000 would require that buildings and structures (fence more than 2 m high) would be required to be set back from the main frontage (Rose Street) by 6 m and be relaxed to possibly 3 m on the side roads. This means the proposed 5 m perimeter fence currently proposed to be built to the street alignments and the shed which is nominally setback 2 m from the Rose Street and Park Road alignments should be setback to satisfy these requirements, at least, with the shed constructed behind that.</p>	
18	<p>A medium or high density residential development on the site (in the unlikely event it was ever to be proposed for the site let alone an industrial shed) would be required to be setback the greater of 3 m or half the height of the building, which equates to 8.75 m setback in lieu of the 1.5 m setback to the Woollowin worksite proposed shed from the adjacent residential properties.</p> <p>There are many issues pertaining to the BCP2000 which a project of this nature should address and for which the matters have been either inadequately addressed or ignored in the report. It is reasonable to expect that the matters raised in BCP2000 ought to be addressed appropriately.</p>	5.13 / Issue 1
19	<p>The worksite proposal is subject to compliance with the Building Act 1975 and Standard Building Regulation 1993 and the Building Code of Australia. The submission states in 4.7.1 Approvals that the development is "<i>Assessable under the Building Code of Australia</i>".</p> <p>Given the nature of the activities on the site, the proposed 'building' and 'structures' should be considered as "Class 8". A Class 8 building as proposed could be constructed as Type C construction. Under Table C2.2 Maximum Size of Fire Compartments or Atria, for Class 8 buildings of construction Type C, there is a limit of 2,000m² in floor area and 12,000m³ in volume. The work shed exceeds the volume limitation significantly by about 50%. To exceed these requirements means either:</p> <ol style="list-style-type: none"> compliance with clause C2.3 (a) and C2.4 the construction of the shed is upgraded to Type B construction a fire engineered performance solution is applied 	5.13 / Issue 1
20	<p>Furthermore the proposed main shed is located 1.5 m from the side residential boundary and smaller site sheds are located 1 m from the side residential boundaries. For Type C construction Table 5 Type C Construction: FRL of Building Elements of the BCA requires the construction of external walls less than 1.5 m from a fire source feature (site boundary) to have an FRL of 90/90/90 (nominally 1.5 hours) between 1.5 m and 3 m from the fire source feature to have an FRL of 60/60/60. For other types of construction higher levels of FRL are required.</p> <p>The proposed fence to be constructed on these side boundaries to residential properties, due to its height is no longer a fence but a structure/wall which ought to be made to comply with the FRL requirements of Table 5 of the BCA.</p> <p>The construction indicated in the submission does not indicate construction which would satisfy the BCA requirements.</p>	5.13 / Issue 1

21	<p>Within the Building Act, there is the prospect of application for a temporary building or structure and similarly for a special structure. If such an application was made for temporary building and structures under the Standard Building Regulation 1993, the regulations clause 69 (2) applies.</p> <p>Should the construction on the site be approved as 'temporary' then the construction still needs to be cognisant that the construction be therefore for years, not a few days or weeks. The document which offers the pertinent information to address those matters applicable to a temporary building is the BCA for which the description of the class of building which most closely fits is Class 8.</p>	5.13 / Issue 1
22	<p>Similar requirements apply for special structures. However, it is a requirement under the regulation clause 69 (3) that before assessing an application for temporary buildings or structures that has any special fire services a report must be obtained from the fire authority on the suitability of the fire services.</p> <p>However, it is my contention that the proposed buildings and structures should not be considered as temporary or special as they will be in existence for two years or more and located in an existing built environment adjacent to vulnerable buildings constructed of combustible materials. Also the submission for the Woolloowin worksite has not indicated that such an application for 'temporary building or structure' would be made and that the works would be constructed in accordance with the BCA which has no provision for temporary or special buildings or structures. Therefore the buildings and structures for the proposal should be conditioned to be assessed and comply with the requirements for a Class 8 building under the BCA if the worksite proposal is approved.</p>	5.13 / Issue 1
23	<p>The proposal indicates that one of the benefits to the community is the creation of 220 additional jobs. However, this is not a correct presentation of the situation and should not be a basis for supporting the proposal.</p> <p>BrisConnections/TJH are required to complete the Airport Link and if the project took them longer to complete, requiring additional work to occur at a number of worksites, then effectively significant additional jobs would be created by the extended work period. A proper analysis and comparison of the relative job or work creation may in fact indicate that the extension of the project produces a higher number of jobs.</p>	5.2 / Issue 3
24	<p>The proposal increases the motor vehicle activity on these streets which increases the likelihood of accidents, injury and death. In the period of three weeks while this proposal has been made public, I have happened upon three accidents in the area. Two of these occurred at the signalled intersection of Kent Road and Rose Street, and the other at the signalled intersection of Junction Road and Morrison Road. All accidents had the attendance of police, fire brigade and ambulance. The introduction of a significant number of large vehicles to these roads is likely to increase the propensity for vehicular accidents beyond the design criteria for these roads.</p>	5.5 / Issue 5
25	<p>As much as the proposal indicates a route for the haulage vehicles, there is no certainty that the route will be complied</p>	5.5 / Issue 1 5.5 / Issue 11

	<p>with by the drivers of those trucks. There is every probability that trucks will drive alternative routes along Kent Road and Park Road through residential areas on streets not meant for this type of traffic.</p> <p>If an approval is granted for the worksite, then the approval should be conditioned to physically close off Kent and Park Roads on the line of the northern boundary of the proposed site to prevent this. The locals would be willing to accept these road closures for the duration of the project. The bus route along Kent Road could be relocated to along Roseleigh Street.</p>	
26	<p>There has been insufficient time or capacity to appropriately assess the impact of the traffic issues associated with this proposal. Adam Pekol Consulting who are traffic and transport consultants have identified a number of areas of concern. (Refer Appendix G). I proposed that in the event the application is approved, it should be conditioned that a traffic and transport engineering consultant (independent from Airport Link) be commissioned and paid by the government at BrisConnections expense to assess and report on the appropriateness of the proposal, its impacts, and the appropriate means of mitigating any negative impacts to avoid undesirable outcomes.</p>	5.19 / Issue 1
27	<p>I also request that the proposal be conditioned that haulage vehicles be restricted to daylight hours from Monday to Saturday.</p>	5.3 / Issue 3
28	<p>The proposal creates a hazard for vehicular visibility for other motor vehicles, bicycles and pedestrians due to the high fences built to the boundaries which eliminates the line of sight. The proposal should be conditioned to set back the fences at the corner to improve visibility. The proposal should be conditioned to comply with all Australian Standards.</p>	5.16 / Issue 1
29	<p>With respect to the Work Statement Method, the following grounds are made as part of this submission, including facts and circumstances and also reference to conditions which should apply in the event the proposal was approved:</p> <p>Power: The generators will contribute to the storage of fuels on the site and the creation of noise. The provision of power should be provided from the electrical grid and the available supply from the grid upgraded as necessary to eliminate the need for generators.</p> <p>Condition - 1) Any flammable and combustible materials to be stored on the site to be limited to the quantities and stored in a manner in accordance with any statutory requirements. 2) Any generators to be used on the site are to be fully enclosed and with the maximum acoustic treatment.</p>	5.6 / Issue 1 5.17 / Issue 2
30	<p>The blower fan will generate considerable noise and should be treated acoustically.</p>	5.6 / Issue 1
31	<p>The reference to acoustic doors indicates "<i>for works that take place outside of the general construction hours, the doors of the acoustic shed will be shut</i>". For clarity on this matter, it should be a condition that the acoustic doors to the shed are to be shut between 18:30 and 06:30.</p>	5.6 / Issue 3
32	<p>The report indicates "<i>spoil haulage is not planned to be undertaken outside of the normal construction hours and as</i></p>	5.5 / Issue 2

	<i>such haulage trucks are not envisaged to be required out of hours". This is open ended wording and the proposal should be conditioned to say that no haulage is to occur between 18:30 and 06:30.</i>	
33	The report indicates " <i>limited parking on the surrounding streets may be required in some instances</i> ". Any local parking for the project should occur on the site and the proposed condition is that no on-street parking other than along the alignment of the site is to be permitted.	5.4 / Issue 4
34	Many houses in proximity of the site include elements which may be damaged by vibrations. While many of these houses are Queenslanders and have some tolerance of movement and vibration, some of these premises have undergone significant renovations with different construction forms and include large porcelain tiles, sliding doors, swimming pools, etc. Any damage caused by the proposed works should be conditioned to make such damage to 'as new condition for the entire element and not make superficial repair which remains evident of the repair having been undertaken'. It should also be conditioned that all premises within 500 m be inspected and any damage recorded by the contractor with a copy of that record provided to the various property owners prior to any construction activity occurring on the site.	5.7 / Issue 1
35	The proposal should be conditioned to satisfy BCP2000 for an Industrial building within a low density residential area.	5.13 / Issue 1
36	The contractor should be conditioned to provide air conditioning with humidifiers, sealed glazing etc as may be required to prevent the penetration of air impurities entering premises. An approval should also be conditioned to require that all properties within 500 m should be washed every six months for the duration of the project and at the end of the project at the expense of the contractor.	5.8 / Issue 1
37	An approval should be conditional to ensure 1) The contractor is held accountable for blocking of any gutters and drains and cleaning out the drainage system around the site on completion of the project and at any intermediate time necessary to avoid storm water drainage problems for the locality. 2) The proposed works do not cause ponding on adjoining sites	5.9 / Issue 1
38	The dewatering of the existing ground condition of the locality due to the works will generate movement in the ground which will cause movement and stresses in construction on affected surrounding structures. The approval should be conditional to ensure the contractor is held accountable for the rectification and making good to as new for any resultant damage.	5.9 / Issue 1
39	The Work Method Statement only offers preferred haulage routes without any guarantee of compliance. The truck drivers for haulage, construction and other heavy vehicles who are undertaking works from other Airport Link worksites do not all conform to those preferred sites and have been using Kent Road already. Recording of registration, photographs and complaints have already been made with respect to only a few of these vehicles. An approval should be conditional so that Kent Road and Park Road are physically closed off to vehicular traffic in line	5.5 / Issue 11 5.5 / Issue 12

	with the northern boundary of the worksite, for the duration of works, including establishment works.	
40	<p>The report is missing a lot of detail, particularly with respect to noise and vibration monitoring. The set criteria are implausibly high. Of particular concern are the sleep deprivation criteria to protect the community in the vicinity of the site. The proposal does not present:</p> <ol style="list-style-type: none"> a) what monitoring regime is in place to ensure criteria are maintained b) if the criteria are not met, then what are the immediate actions to be undertaken to bring the works to within compliance (particularly with regard to sleep deprivation) <p>It is normal procedure for Main Roads works that an upfront reasonable and preordained action plan would be provided with a prescribed regime to monitor criteria performance and response to non-compliance of criteria. The project should be conditioned that this be provided prior to commencement of work. Penalties should apply for non-conformance for both criteria and response time.</p>	5.6 / Issue 6 5.7 / Issue 1
41	<p>BrisConnections/TJH should be made accountable to ensure they perform appropriately to the community and comply with the conditions of any approval. They should be required to provide a monetary bond to ensure compliance with the approval and particularly all mitigation actions.</p> <p>In particular:</p> <ul style="list-style-type: none"> • the bond should be equivalent to the estimated cost of the mitigation works multiplied by a factor of three • there should be a preordained monitoring regime and action phase for non-compliance rectification within a very limited timeframe • a claim's assessor independent of BrisConnections/TJH arranged and paid for by government • if BrisConnections/TJH do not respond in accordance with monitoring action plans, the assessor determines they are to be financially penalised • where failure to properly perform according to the conditions of the approval the constructor to be penalised to the cost of works to rectify the non-compliance by three, with one part to be for payment of the work, one part equivalent to the cost of the work to each property owner affected and one part to State government coffers. 	5.19 / Issue 6
42	<p>Feedback from the community has been that the existing process for dealing with the community with respect to Airport Link has been largely a process of mitigating the impact of community complaints to BrisConnections/TJH. This approach needs to be changed so that the contractor is held accountable to the community and the Coordinator General is requested to ensure this occurs by introducing performance penalty conditions to any approval.</p>	5.19 / Issue 5

Submission Number: 135

No.	Issue	Report Reference
1	I am disappointed that I have not had the proper time to	5.19 / Issue 5

	thoroughly review the proposed works in detail as I have been on holidays and away from the area. I wish to request an extension of the time for responses to allow me to submit a more considered response. I suggest an additional three weeks.	
2	What is the size of the trucks proposed to carry the spoil material?	5.5 / Issue 6
3	What specific additional pedestrian/school children safety will be put in place at the Junction Road pedestrian crossing at the Eagle Junction railway station? As a local resident, I notice this is a hazard at the best of times noting that trucks often run the red light. I suggest that additional traffic safety wardens be put in place to cover school hours between 7:30 - 8:30am and 2:30 - 3:30pm. I also feel that driving behaviour and road safety should be the responsibility of the Airport Link Project as a whole, not just TJH.	5.5 / Issue 10 5.15 / Issue 2
4	What are the proposed noise and dust containment strategies proposed during the excavation phase of the works? How will the community be affected under varying seasonal conditions?	5.8 / Issue 4
5	I am concerned that the shaft will be used as a long term ventilation shaft after construction is complete. This will cause ongoing disruption to the Wooloowin community and take away from the visual and other ambiance of the area. I propose that the CG make a statement clearly stating that this will not be the case and that the land will be returned to the community as a park or other useful community asset.	5.6 / Issue 6 5.18 / Issue 1
6	Can you make a copy of the EMP available to the public upon completion?	5.19 / Issue 4
7	The Hazard Mitigation section appears to address worker hazard and safety, but not the public's health and safety, even though Section 6.2 identifies a number of public hazards.	5.17 / Issue 1
8	As a Nelson Street resident, I will now be sandwiched between two worksites and am concerned about the levels of dust at my residence.	5.8 / Issue 1

Submission Number: 137

No.	Issue	Report Reference
1	We do not support or have any sympathy for a consortium that can't deliver their work on time and require even further disruption to our residential community. Let TJH pay damages for not delivering on time, not us residents! Why should residents suffer because a team was chosen who can't build the project to the promised timeframe?	5.19 / Issue 3
2	At present we can't even park outside our own house! The street is unsafe to our children with the current presence of staff parking here (badged vehicles included).	5.4 / Issue 4
3	Our passage to Melrose Park will be hindered and our children put at further risk. Two of our children's respiratory symptoms have already worsened. Trucks have already	5.5 / Issue 3 5.8 / Issue 3

	increased, traffic calmers and 2P parking are already required even before this disaster site is built. Strongly opposed!!!!	5.14 / Issue 4
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Submission Number: 138

No.	Issue	Report Reference
1	Our biggest concerns are the health and safety aspects of the unbelievable fact that you are proposing to establish an industrial site in a residential area. We are extremely concerned about the disturbance of toxic wastes on the site of the former Dalkeith Hospital and entreat you to ensure proper safe removal practices are employed, both on the surface and below the surface prior to any construction or excavation.	5.11 / Issue 1 5.14 / Issue 1
2	Also, the dust, exhaust and noise pollution which would be inevitable must be contained as much as possible and residents and businesses in the vicinity should be compensated for their increased exposure to these effects as well. In the case of babies and young children, temporary home relocation costs should be borne by the project.	5.5 / Issue 5 5.6 / Issue 1 5.8 / Issue 1 5.8 / Issue 3
3	We are extremely concerned about the safety issues of increased construction traffic, particularly in the 7:30 - 9:00am and 2:15 - 4:00 pm timeslots that are affected by pedestrian and car traffic from local schools.	5.15 / Issue 2
4	It is also our opinion that nearby property owners who may need to sell at reduced prices during the proposed construction period receive proper financial compensation.	5.14 / Issue 2

Submission Number: 140

No.	Issue	Report Reference
1	I wish to register my strong objection to the builders of Airport Link being allowed to disrupt the lives of Woolloowin residents by opening up another gigantic building site in the middle of suburbia. Given their track record, to allow this proceed is to reward poor planning at best and outright dishonesty and chicanery at worst. TJH have conspired with senior bureaucrats to hide from residents in the nearby suburbs of Kedron and Gordon Park what their real intentions were when it came to the building of the Northern Busway section of this massive project. Why should we accept this requested change is any different? Given that public service has forgotten who they represent and the government, instead of standing up for the weaker members of society has simply looked the other way, what guarantees can you give that the same won't happen again? As Coordinator General, your own record as a as a senior public servant so far is abysmal. What will you do to defend the residents of Woolloowin that you couldn't / wouldn't do in Kedron?	5.2 / Issue 1 5.19 / Issue 3

Submission Number: 141

No.	Issue	Report Reference
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1	The proposed shaft entering the tunnel in the proposed worksite will be approximately 2.5 m from the nearest residential premises. Within the total construction work of all shafts/tunnels occurring in Brisbane, the proposed site, the associated shaft and exposed tunnel will be closer to residences than in any other area of construction in Brisbane.	5.3 / Issue 1
2	For such a considerable proposal that will impact significantly on the quality of life of a significant number of people over a long period of time, there has been little consultation by the construction partners.	5.19 / Issue 5
3	The timeframes to respond fully to a largely technical document is completely inadequate particularly for residents who don't have relevant technical knowledge or experience with such matters.	5.19 / Issue 5
4	The RPC is headed 'modification'. To ensure clarity, the proposal is for a completely new site in a residential community where there is presently no above ground construction nor was there an original plan to create one.	5.19 / Issue 2
5	There are considerable assumptions made within the report, particularly as to what the construction partners will do as far as mitigating relevant threats. It has become clear that earlier assumptions and commitments made by these partners to other affected communities have not been fulfilled. Concern is that the checks and balances on the commitments by these people are not fulfilled.	5.19 / Issue 6
6	It is unclear how the drill core as part of the tender process could vary so much from the actual core? We are being told that because of the apparent uncertainty and complexity arising from ground conditions, the change is required. If there is uncertainty, this should give rise to safety concerns both for the construction workers and the close community affected.	5.2 / Issue 1
7	There are also questions in relation to the tender documents and contracts as to timeframes and costs, and who should bear these costs. One of the implications for the reason for change is that there will be increases in Project construction costs. Without having all documents available it would seem this would be the predominant reason for the new site, at the cost of the community's quality of life. It would seem the project managers are attempting to pass on their potential costs to the community, both through a reduction in the quality of life and in the direct decline in property values.	5.19 / Issue 3
8	Entry by haul vehicles to the site is proposed to be via Kent Road, turning left into the site. It is clear that based on the present road position and width of that road, the large haul vehicles used could not have the turning circle necessary to turn into the site without transgressing the centre line. There will be similar issues when vehicles leave the site and turn into Park Road.	5.5 / Issue 6 5.6 / Issue 5
9	The analysis of traffic is undertaken on a unit basis and percentages of traffic increase are quoted. It is clear that the large vehicles intended to be used should count more than as single unit because of their size in comparison to normal traffic and their increased impact on general traffic.	5.4 / Issue 2
10	More effort including CCTV is also required to ensure that the	5.5 / Issue 11

	daily traffic figures quoted within the RPC are complied with. These should be independently assessed rather than self assessed by project members.	
11	Pedestrians, including a healthy percentage of school children, use the footpaths around the site. The RPC proposes 2 traffic controllers on Park Road during peak hours only. This proposal doesn't cover Kent Road (or the bus stop) nor does it take into consideration the significant number of children who use the footpath out of hours. This is not largely addressed in the RPC and needs to be as a matter of priority.	5.5 / Issue 5 5.15 / Issue 2
12	There is a commitment by the partners to bus workers from the Kedron site to avoid parking issues in Woolloowin. By what authority could BrisConnections/TJH prohibit their workers from parking in the area?	5.4 / Issue 4
13	The report indicates that with appropriate mitigation measures, pollutant concentrations are 'predicted to comply' with relevant air quality goals. I'm afraid the community needs more than this statement.	5.8 / Issue 4
14	It is clear that surface work is proposed to be undertaken in August..., i.e. the month of the westerlies. There is no apparent mitigation proposed for the surface work period.	5.8 / Issue 4
15	The data provided in relation to air quality issues is very technical, with many assumptions. Air quality (both dust and other pollutants) is a key issue for the residents and an independent assessment by EPA authorities should be undertaken to confirm that quoted data and assumptions are valid. It is not reasonable to expect that the man off the street can properly assess the assumptions and predictions made within the document, particularly given the timeframe for response.	5.8 / Issue 4
16	Noise generally needs to be considered in the context that total construction time is around 29 months. That's 2.5 years of ongoing construction and includes increased traffic noise. Additionally, it is clear the scope of 'residential receptors' modelled should be more than the 98 identified in the paper. The 98 receptors quoted also does not reflect the true number of residents who will be adversely affected.	5.6 / Issue 5
17	Table 5-2 of the average background sound level based on R3 for various times during the week are indicated. Background levels of 50 dB(A) and 45 dB(A) for day and night time respectively were set for comparative analysis. This was 'confirmed' through measurement by the change request submitters from the Rose Street site. Based on traffic, Rose Street can possibly be aligned with R3 category. Park Road and Kent Road, however, should be more closely aligned with R2 as there are substantially lower traffic volumes. It is strongly recommended that the associated modelling that is the basis for the information in the RPC be adjusted to reflect the true steady state noise level of most of the affected residents.	5.6 / Issue 5
18	It is considered that more residential properties will be affected and increases above noise goals will increase. This may require significant mitigation to a large section of the population including suitable window and cladding and with that, appropriate air-conditioning for relevant properties.	5.6 / Issue 5

	Where air-conditioning is required, the energy cost to residents should be subsidised by the project.	
19	Overall, given the complex nature of the noise modelling involved and the many assumptions made, the proposal should be independently reviewed by technically qualified persons, to establish if mitigation is viable under the circumstances.	5.6 / Issue 6
20	Noise from the haul and concrete trucks do not appear to have considered the use of a rumble grid (to remove dirt from trucks) within the proposed site. The noise from this environmental initiative should be evaluated as there is a considerable potential for such noise to be substantially higher than reported levels. Discussion on the impact of 'transport route and haulage' and the relative numbers and size of vehicles is also relevant to the traffic noise issues.	5.6 / Issue 2
21	The RPC indicates that during shaft construction, drilling, hammering and possibly blasting might arise if hard rock is encountered. To remain below the goal for avoiding sleep disturbance, the document indicates either an alternative to rock hammers or a limitation on out-of-hours work would be required. Both these limitations are likely to impact on project timelines. If this is the case, what is the overall benefit of the proposal?	5.7 / Issue 1
22	To mitigate sleep disturbance, the RPC indicates that blasting would only occur between 07:30 and 16:30. A sizeable proportion of the population do not work normal day office hours. Additionally, the proposal has not assessed the number of babies and toddlers living in close proximity to the proposed site. This is very much evidence of the level of consultation the construction partners have had with the community. It is not considered that the timeframes suggested for mitigation would be significantly effective in mitigating such disturbances.	5.7 / Issue 1
23	There is also little specific action that would be required to mitigate relevant vibration/blasting risks. For example, it's specified that if blasting is required for the shaft, larger size blasts would occur as the shaft becomes deeper. There are no specifics as to what this may mean. Additionally, if the geological structure of the area is 'unstable' as reported, how would this impact not only with respect to possible blasting for the shaft, but also for the tunnel section? There are too many question marks in relation to vibrations. This should be considered carefully, along with the number of biased assumptions and predictions outlined.	5.7 / Issue 1
24	Table 6-2 is a risk matrix for the project. The matrix is clearly focused on risks to the completion of the project, e.g. construction noise causing complaints. There are subsequent mitigation strategies to deal with community complaints. The real risk here should be 'construction noise damage to the local community'. The focus and scope of any risk assessment should include a risk assessment of the true impact on residents and businesses in the area, along with valid and effective strategies. Additionally, the likelihood and consequence of stated risks	5.17 / Issue 1

	do not have a measurable basis for assessment, i.e. it is clear that the 'current' and 'new risk ratings' are biased towards ensuring the change to the project can continue.	
25	The site area is not large enough for the level of construction activity expected. Based on plans provided, the tarmac for vehicles within the proposed site would have to abut with the actual proposed shaft. There appears from this a considerable risk to drivers, construction workers and possibly the community in the event of accidents. This risk has not been considered in the risk assessment worksheet.	5.3 / Issue 1 5.17 / Issue 1
26	A number of mitigation actions in Table 6-2 includes 'community consultation' and/or 'create a positive relationship with the local community'. Based on clear evidence from that time, this has not happened and largely the partners have avoided any community consultation. The failure by partners to consult has also recently been clearly emphasised by the Minister for Infrastructure.	5.19 / Issue 5
27	The final decision should be deferred pending a completely independent technical assessment/review, including appropriate testing of the change. The selected independent assessor should be agreed with the community.	5.19 / Issue 1

Late Submissions

Submission Number: 103		
No.	Issue	Report Reference
1	My previous concerns around the project relate to my family's health, wellbeing and safety, and we indicated that we would like to be relocated from our premises if the plan goes ahead.	5.14 / Issue 5 5.19 / Issue 6
2	It seems that by all indications our submissions have been a huge waste of time, given Anna Bligh's comments on the news after our meeting.	5.19 / Issue 5
3	What compensation is guaranteed to the residents when in five to ten years our houses and pools start to crack and the ground starts to sink? Evidence of these occurrences is in the papers every day. What is the name of the insurer we should seek compensation from? None of these details have been made available.	5.19 / Issue 6
4	I have talked to many residents at the end of Lewis Street and beyond, where similar destruction is occurring at present, who indicated that none of the promises that were made by the company have been fulfilled.	5.19 / Issue 6
5	None of the soil testing that was done in Kent Road was made available to the residents, so that we could get an independent evaluation to what extent the works will cause problems in later years. Why the secrecy?	5.19 / Issue 4

Submission Number: 108		
No.	Issue	Report Reference
1	We are concerned with several aspects of the new proposal	5.15 / Issue 2

	and seek your assurances that extra measures will be taken to ensure the safety of students at our school, beyond what was outlined in the original brief. We are especially concerned with the possibility of increased traffic associated with the construction on roads near and around the school.	
2	While some measures have been taken to improve safety for students, there have been suggestions on behalf of our PCA which we feel have not been properly considered and are necessary for our safety. Such suggestions include: A request for Park Road to be one-way in the easterly direction; a request for a pedestrian crossing on Park Road; flashing lights on speed signs at peak times; more road marking of speeds/school zone indication signage; a request for a bigger safety island for pedestrians near Park Road/ Gorman Street intersection and a request for BCC to, on Park Road, reduce the number of bus stops or relocate the stops to safer places for pedestrians.	5.15 / Issue 2
3	We wish to additionally request a crossing between Kedron Park / Park Road intersection and the Rose/Kent intersection and a moratorium at the start and end of the school day to ensure an absence of heavy vehicles in times of peak travel for students.	5.15 / Issue 2
4	As many students walk to and from the school, we are concerned that appropriate safety measures have not been considered with the adjustments made to the Airport Link Project. We ask you to consider the effects that any adjustments to the project will have on our student body, and remedy these situations in consultation with the school.	5.15 / Issue 2

Submission Number: 117		
No.	Issue	Report Reference
1	My husband was born on the proposed shaft site when it was Dalkeith Private Hospital. His family lived in Roseleigh Street, and I lived at Kent Road. I attended Wooloowin State School, and myself, my husband and our daughter, son and grandson all attended Kedron State High School. We are longstanding residents.	5.14 / Issue 1
2	I suffer from asthma and am concerned that the dust and other pollutants that may invade the atmosphere in the space around our home will have ramifications on my health.	5.8 / Issue 3
3	Our adult son lives with us as a result of a motor vehicle accident some years ago and the injuries he sustained. His room faces Kent Road and as he often needs to rest during the day, noise will have an impact on his wellbeing.	5.6 / Issue 4
4	Our other concern is that the dust in and around the property will be unbearable. After speaking with residents in Kalinga Street, our concerns have increased as these people say they are not experiencing any satisfactory dust control.	5.8 / Issue 1
5	We were disheartened by Ms Bligh's comments on Channel 7s news (11 July). The station reported on a community gathering that had taken place at the proposed construction site, followed by an interview with the Premier. Her comment was that it was unfortunate for the residents of the area but	5.19 / Issue 5

	that the project would go ahead - this was offensive. The submission period still had another six days to run, and we were being told by the Premier that we were wasting our time.	
6	On 14 July we had a meeting with TJH. They have yet to get back to us with answers to several questions we asked in relation to both the site itself and the impact it will have on ourselves and the community.	5.19 / Issue 4
7	TJH advised that until this site is approved, no EMP is forthcoming. We would have thought that such a plan would need to be in place to accelerate the starting date should this modification be approved.	5.19 / Issue 4
8	The documentation states that surface works during site establishment and spoil removal will take place between 6:30am - 6:30pm Monday to Saturday. It goes on to say that once the acoustic shed is installed, tunneling operations will be 24 hours a day, 7 days a week until completion. This will have an impact on the homes immediately surrounding the proposed site. We were told by TJH that the noise will be at an acceptable level and very few complaints had been received. Having read Page 5 of the Courier Mail today and the comments made by residents experiencing problems along the construction path, we now have grave doubts we are being told the truth.	5.6 / Issue 1
9	We are very concerned at the consequences of dewatering of the ground both under our property and those in the immediate vicinity. Excavation of the proposed site will add immensely to this concern. Geotechnical data for bore holes DT 17 and 17A are recorded in the documents. We were interested to see the results of bore hole DT18 which sits just outside our boundary and in front of 107 Kent Road. We were advised that this information was not available. TJH have advised that they will get back to us.	5.9 / Issue 1
10	We are very aware of the clay under our property. Our pool was installed late 1975 and clay was excavated from the site. Our concern is that because we have both the Northbound and Southbound tunnels under our property, as well as the connecting emergency cross tunnel, the dewatering problem multiplies with any added excavation. We feel the approval of the proposed site across the road will exacerbate the dewatering problem we are sure to encounter.	5.9 / Issue 1
11	Who do we approach for re-mitigation in 5 or 10 years time if/when the clayey ground beneath our property has dried out and our home/pool/driveway starts to subside? TJH has advised that we would only be covered during the construction period, by the JV insurers. After clarifying that we were referring to the longer term effects, we were told that TJH would get back to us.	5.19 / Issue 6
12	There is mention of the former service station site (now Woolloowin vet) but no mention is made of the former Dalkeith Hospital, and in later years a Convalescent Home. The incinerators for these premises were at the Park Road end of the block as were the kitchens. When the premises were demolished some years ago, asbestos was found to be in the structure building. I would like to be assured that the soil testing on this parcel of land was carried out to the letter, to confirm toxins have not leached into the soil. Has enough	5.11 / Issue 1

	testing been carried out in relation to pre-draining, moisture levels and subsidence as a result of any removal of groundwater from the surrounding area?	
13	The mitigation section talks of impacts on groundwater entering the construction site; measures to intercept, treat and dispose of groundwater and liquid wastes such as fire retardants, wash-down water and contaminated storm-water. One would hope that measures were in place through the EMP to ensure that none of the above would even come into the equation in the first place.	5.9 / Issue 1
14	TJH was asked why 10,000l of fuel and 5,000l of additives need to be stored on this site at any given time. They have yet to get back to us. Why could this amount of fuel and additives not be stored at Kedron Park? We also asked what type of storage facilities for these products would be in place, such as spill trays during transfer, fire rated holding tanks, above-ground triple lined storage tanks, etc. We still have no response.	5.17 / Issue 2 5.19 / Issue 4
15	Regarding pedestrian safety etc, no mention is made of the school children who walk to Bus Stop 30 on the corner of Kent Road and Rose Street to catch either Bus 320 or 321 (and indeed the children who alight from the said buses on their way to school each morning). This bus stop sits on the northern side of the proposed entry to the work site. TJH reps have told us there will be someone on duty to ensure safe passage across the driveway. This is indeed a scary thought if that is the only answer to addressing a serious safety issue.	5.4 / Issue 6 5.15 / Issue 2
16	Our recommendation is that Kent Road be closed at Bus Stop 30 northbound and southbound, and that for the entirety of construction, buses be redirected down Roseleigh Street. This street is a wide street and Melrose Park abounds almost 80% of it. Normal vehicular traffic can be redirected to use this street, Dickson/Dawson or other alternative routes. The school children (and others) would then travel to/from Roseleigh Street to alight from or board their bus. They'd be able to cross safely (one would hope) at the traffic lights now in place.	5.5 / Issue 11
17	I have enclosed a photo of a motor vehicle accident that took place on 25 June 2009. This highlights the reality that if a spoils truck or any other large vehicle had been on that corner at the time of the accident, the result may have been catastrophic. Vehicle queuing is not recommended... but... can it be guaranteed?	5.5 / Issue 5 5.5 / Issue 8
18	I have enclosed photos of an artist's impression of the proposed site before construction of the shed and noise barrier, and after their construction.	5.16 / Issue 1
19	We have asked whether the 42 m shaft will be totally backfilled after the construction process is finalised or whether it will be capped and used as an emergency access point at a later date. The reply was that they didn't think there was a fireman's pole long enough to go down a 42 m shaft. It would be nice to have assurance around this issue, not to be told in three years' time that although it was not planned, it is now more feasible to leave it as a working emergency exit.	5.18 / Issue 1

Submission Number: 139		
No.	Issue	Report Reference
1	<p>I suggest that TJH make a good effort to get 3-phase power (or whatever is needed) to the site instead of using generators. I think that would be an obvious gesture of goodwill to the community. The community would probably have a better attitude to all the disruption during the day if they could count on almost total quiet at night.</p> <p>Failing that, could the generators be placed in the acoustic shed?</p> <p>PS: Thanks for not using Melrose Park</p>	5.6 / Issue 6

Submission Number: 144		
No.	Issue	Report Reference
1	<p>My tenant's ability to provide professional health consultations, quality hospitality and retail services to their clients will suffer, resulting in substantial loss of income for them and a forced closure of business if approval is given.</p> <p>My livelihood will suffer as a result of my tenants being forced to leave, with little likelihood of me replacing these until the project is completed in three years' time.</p>	5.14 / Issue 3
2	<p>Zoning is the old Residential A, with council regulations only allowing limited usage resulting in a very small pool of likely tenants, not commercial as shown in the report.</p>	5.13 / Issue 1
3	<p>I am also concerned about what structural damage will be rendered to my building. It has the potential to suffer major structural damage as a result of blasting, truck vibration damage and tunnelling, etc.</p>	5.7 / Issue 1
4	<p>I thank you for the time extension for me to prepare this response, and your staff's time in attempting to mediate a positive dialogue between TJH and myself concerning the ramifications this proposal would have. A formal meeting was held with TJH on 27 June 2009, and again with my legal representation on 1 July 2009. They had made no genuine attempts to solve any of my concerns in a practical way. No realistic strategies were discussed until 16 July 2009, when a response from TJH was mediated. No genuine offers of mitigation received as of 18 July 2009.</p>	5.19 / Issue 5
5	<p>Haulage trucks would be loaded in the acoustic shed (is it a new shed or one that has been recycled from another worksite?) and will leave approximately every 10 minutes. These trucks are double bogie and as they leave this area and start to accelerate, the diesel fumes and noise will be at the maximum at the corner of Kent Road and Rose Street. That's providing they actually make it through the stop lights; if not, the process will start again. Also, there will be regular deliveries of concrete and other materials required to be transported to the site by private contractor trucks, etc for the civil works and mechanical fitouts. These and the returning empty trucks will be accessing Kent Road and Rose Street when the lights permit.</p>	<p>5.5 / Issue 1</p> <p>5.5 / Issue 11</p> <p>5.8 / Issue 1</p>

6	The lighting on the project during the night, although heavily filtered, will give a low sheen affect to the whole area, affecting those who conduct business at night, i.e. counselling sessions, hairdressers and restaurants.	5.16 / Issue 1
7	When Airport Link was approved, a set of recommendations for the project were placed on BrisConnections/TJH for them to adhere to during the construction phase. They have now asked for another change to be approved that will have a major effect on the local community. TJH are realistically asking the community to accept on blind faith (very little practical monitoring was conducted to support their desktop models) the effect the project would have on the residents and their surroundings. The modelling was carried out on assumptions, and no benefit of the doubt was given to the community. In fact, it appears figures were used to ensure the results mirrored the original guidelines, reducing those that should be considered for mitigation. Even though the current worksite position varies dramatically from Windsor and Kalinga Park.	5.2 / Issue 1 5.19 / Issue 6
8	My building is 25 m away from the site, and is a colonial 110 years old shopping centre with typical Queensland awnings. This is one of the last type of colonial shopping centres standing alone in a suburban environment, and is rated R10 sensitive commercial within TJH's modelling, when in fact it should be rated at worse an R4. This makes a substantial difference to the type of blasting etc used, and the Project's effect on the building which conveniently receives no recognition as such. Therefore, it is excluded from the Coordinator General's blasting goal excess and no condition surveys or obligations are put on TJH to consult with me on mitigation. They have only done this seriously on 16 July 2009 after representation from a staff member from TJH's office.	5.7 / Issue 1 5.14 / Issue 1
9	There is no evidence that TJH consultants employed noise, dust or vibration monitoring outside of the proposed site, i.e. 50 m up Rose Street and down Kent Road in different sections, etc. This would have given a more realistic picture of current noise as a base for their predicted modelling and future assessments after the project starts.	5.6 / Issue 6 5.7 / Issue 1 5.8 / Issue 4
10	The Woolloowin worksite cannot be considered in isolation because of its close proximity to other projects which will have a concertina affect on residents. There is a cross-over on issues.	5.19 / Issue 1
11	Parking is already a concern to residents near Kedron Park, and newspaper articles on workers' cars parked in the streets have appeared regularly.	5.4 / Issue 4
12	Dust generated is already impacting on the Woolloowin area.	5.8 / Issue 1
13	Traffic has increased dramatically since May 2008 when traffic surveys were carried out. When demolition work on houses etc was completed and construction work started in earnest. The current Rose Street traffic plus TJH's project traffic from the Woolloowin worksite added to other worksites nearby will only further accentuate these problems.	5.4 / Issue 1 5.5 / Issue 3
14	We have only TJH's assurances their modelling is correct, and they have put in place the correct mitigation action. What	5.5 / Issue 11

	<p>if they are wrong? What processes are independently available apart from TJH's assessment? As you are aware, if you accept their modelling impacts unchanged, then those who are affected will have to prove that in another arena to have their houses or businesses assessed. They will need to go through the appeal process - if successful; they would have endured months of inconvenience or loss of income.</p>	
15	<p>It is accepted globally where a project of this scale increases traffic flow or where the mix of traffic is substantially changed, i.e. a daytime reading of 55 DBL corresponds to 10% of residents highly affected by noise. In Heggies' report for TJH they are suggesting 5-12. Their modelling accepts daytime noise goals:</p> <ul style="list-style-type: none"> • residential = 65 DBL • education = 75 DBL • shops = 75 DBL <p>During Stage (1) when noise from construction and cranes etc, road closures will be at their peak. Little weight is given to this in TJH's modelling. It will take at least two weeks to install the 5 m noise barrier. The acoustic shed will not be completed before the end of October, leaving at least 10 weeks of noise levels far above projected figures. We are all going to be consulted, but wait, only two properties are going to be affected (Page 12 of the report) and they will be consulted and offered mitigation under their modelling.</p>	5.6 / Issue 5
16	<p>For sleeping, the WHO proposes limits of +30 dB(A) constant noise, and 45 dB(A) be set for individual noise levels. Opened windows or doors increases reading by 10 dB. TJH's modelling is very generous in this regard. They admit in 5.3.6 of the report that exceedance of the noise goals are predicted on occasions, even with the planned mitigation and control measures, but then cautions that the frequency of this will depend on the intensity of the use of noisy equipment. However, their modelling represents a conservative approach. We are assured that where noise levels are to be exceeded, mitigation measures will be available (window glazing, air conditioning etc) but their modelling doesn't identify any of those who are affected and who will get genuine help.</p>	5.6 / Issue 5
17	<p>All around the world, depending on a project's location, residential or city construction, the accepted tolerance figure used varies. I contend that TJH's base figures give no weight to the flatness of the area, the street landscape or the length of Kent Road, which will act like a tunnel. Noise 3 m from site could be 10 dB less 500 m away at the end of Kent Road.</p>	5.6 / Issue 5
18	<p>No demographics survey of people's age was carried out, i.e. older people and children are more prone to noise impacts. A social survey should have been carried out.</p>	5.14 / Issue 1
19	<p>Noise pollution can wake people up and lead to sleepless nights, anxiety, high blood pressure and even increased chances of heart failure. Lack of sleep might also mean a lack of concentration at school or work the next day. Noise that is unexpected is most damaging, e.g. shotcrete trucks are planning to arrive when required, no regular timetable at night, and blasting might also happen at night. There will be periods during tunnel operation at night when an unexpected</p>	5.6 / Issue 4 5.19 / Issue 5

	<p>noise event could occur.</p> <p>How can residents who are affected like this get genuine help?</p>	
20	<p>It appears that if you were not identified in the modelling exercise against CG's original criteria, then TJH does not need to consult you about mitigation. Are you going to ensure that other people's serious concerns are genuinely addressed? What procedures can be used to test one's eligibility for mitigation to reduce effects?</p> <p>Instead, TJH hides behind voluminous reports and their consultant's recommendations to avoid providing fair mitigation.</p> <p>TJH regularly uses statements about ongoing consultation, early engagement, etc. It is without doubt this project will have a major impact on the Wooloowin community.</p>	5.19 / Issue 5
21	<p>We can all argue which figures should be used in modelling techniques to favour our respective arguments on levels of inconvenience that residents will suffer from the issues below:</p> <ul style="list-style-type: none"> • traffic management issues • noise from site construction and operations • blasting • lighting • air quality of site and surrounds • TJH's decommissioning <p>But if they got it wrong and do not genuinely try to fix the problems, the residents and those businesses (if they survive) will endure 33 months of extreme hardship so the contractors can save some time and a lot of money.</p>	<p>5.5 / Issue 11</p> <p>5.7 / Issue 1</p> <p>5.8 / Issue 1</p> <p>5.16 / Issue 1</p> <p>5.18 / Issue 1</p>
22	<p>I have no confidence that TJH will genuinely address issues unless fair resolution procedures are enforced. As they are identified during the course of this project. TJH's dealings with me have been courteous but with no real meaningful outcome. Leaving me to obtain legal advice and my tenants worried for their futures. I can only assume that their attitude is a result of their modelling showing my building and tenants would not be greatly affected. Common sense and professionals I have consulted offer a different opinion.</p>	5.19 / Issue 5
23	<p>For example, if they offered the 80 residents and 9 businesses which our modelling shows are affected with air conditioning units to the value of \$1,400 each, use a commonwealth approved contractor to supply the insulation that was required, the contractor would bill the federal government who would pay the costs, resulting in no insulation costs to TJH. Businesses and residents who have genuine claims would cost TJH about \$750,000, less than a day's gross production.</p> <p>TJH would then have the goodwill of the community instead of suspicion and fear before the project even starts.</p>	5.19 / Issue 6
24	<p>One would have expected that BrisConnections and its contractors would have accepted its moral responsibility to genuinely address this community's concerns instead of giving an impression by their actions of avoiding genuine mitigation needs, and not understanding the sacrifice the community will have to make not over 8 months, but over 33</p>	<p>5.19 / Issue 5</p> <p>5.19 / Issue 6</p>

	months.	
25	<p>It is my opinion that before you give your decision, the RPC should be sent back to CNI to re-evaluate Consec's original contract as what they are asking is contract change amendment. Which I would like to ask whether the Coordinator General has the delegation to approve. Consec, the winning bidder, clearly tendered its delivery model - financial, design, construction and commission - and stated what incentives it would need.</p> <p>My assessment is that for CNI to adhere to its charter of effective and timely procurement, value for money and management, they should renegotiate the contract (provide amendments and gazettal). When Consec was awarded the contract, they were aware it had to be completed on a tight schedule and should have ensured that due diligence was carried out on every aspect of its bid. I note you are considering aspects of seven months added inconvenience to residents at both ends of the tunnel if you don't approve the project - I suggest that TJH becomes more innovative or suffer the financial loss associated with not fulfilling their contract. If approval is given, effects of noise and dust, increased truck movements will be felt from Kedron to Clayfield with no buffer zone as Woolloowin currently provides.</p>	<p>5.19 / Issue 1 5.19 / Issue 2 5.19 / Issue 3</p>
26	<p>What Consec contractors and TJH are really saying is: (A) without approval they cannot finish the contract on time, incurring harsh penalties, potentially in 100s of millions of dollars (B) finish contract faster - paid incentive, bonuses etc less construction costs</p>	5.2 / Issue 1
27	<p>I therefore recommend for the community that the following conditions be considered: Limited three-hour parking be designated down Park Road and part of Rose Street and Kent Road. Businesses and house holders have window exemption stickers. Should be a tow-away area</p>	5.4 / Issue 4
28	A time lapse camera should be placed on Kent Road and Rose Street, both ways, monitored 24/7. This will be able to be viewed on a designated webpage by any resident as evidence of any breaches and who is responsible	5.5 / Issue 11
29	Traffic lights at the corner of Kent Road and Rose Street to be changed to a green arrow for trucks turning or a permanent controller should be employed. This will enable traffic flows more efficiently into the worksite, reducing diesel noise and fumes. Children-friendly walking lights should also be installed, e.g. for hearing impaired 'walk now' voice prompts.	5.5 / Issue 11
30	15 fixed noise and 10 fixed vibration monitors should be installed at high risk sites with their data to be able to be assessed by interested parties on the designated webpage each week. If goals are exceeded, fines be imposed and remedial action be ordered immediately to remedy the breach.	<p>5.6 / Issue 6 5.7 / Issue 1</p>
31	The proposed 5 m barrier should be increased to 8 m and be made of concrete with a two-stage access with exit entrance as per attachment. This will eliminate noise and light spillage	5.6 / Issue 6

	out of the site when trucks are accessing. No tunnel work is to commence on Stage (1) of the project before it is installed.	
32	Those affected by noise, dust, etc should be offered mitigation action (insulation for their roofs, air conditions, etc). Independent acoustic engineers should decide what remediation is needed through a consultation process.	5.19 / Issue 6
33	Those residents and businesses who are forced to sell due to ill health, death or infirmity during the construction period, should be reimbursed the difference on the sale price. A date to assess these sales prices should be determined.	5.14 / Issue 2
34	Because it has been agreed even with successful mitigation there will be inconveniences, i.e. a five storey building in a flat residential area, traffic and consistent noise, loss of property values, government and council should agree that affected parties be offered reduced rates land tax, if applicable as recognition of effects on property value.	5.14 / Issue 2 5.19 / Issue 6
35	The roads around the site should be resealed to avoid potholes, noise and increased tyre noise.	5.5 / Issue 4
36	All trucks using the site should be banned from using exhaust brakes.	5.6 / Issue 6
37	All contractor trucks regularly delivering goods and clearing soils should be examined monthly by RTA or appointed inspector to ensure faulty mufflers etc are identified and fixed before operation. This report should appear on a designated webpage.	5.6 / Issue 6
38	This site is situated in a genuine residential area; hours for work should therefore be limited to 7:30am to 6:30pm, Monday to Friday - and Saturdays 8am to 2pm. Also, the increase in the number of projects in the area should be taken into account when supporting this. No shotcrete should be allowed to be delivered after 8am as it will have regular, intermittent long-term negative effects on nearby residents' sleeping habits. Blasting, if required, should be done only on a regular time sequence as carried out in quarries.	5.3 / Issue 3 5.5 / Issue 2
39	Temporary road closures should be notified to local businesses seven days before occurrence, in consultation with businesses to reduce impacts.	5.14 / Issue 3
40	An independent panel should be appointed to report to the Coordinator General on complaints, breaches, monitoring results. I.e. members should come from TJH, local business owners, independent technical experts, etc.	5.19 / Issue 6

Submission Number: 145

No.	Issue	Report Reference
1	My business has been established over the past three years on the basis that patrons can easily park, order and receive their coffee on route to work within 3 - 5 minutes. Our licensed outside dining area enables patrons to sit and enjoy a quick coffee and go. As there is only 20m ² of space inside, the outside dining space under our awning (which we pay an annual fee to the council to utilise) will be useless should this go ahead.	5.14 / Issue 3

2	<p>70% of our turnover is generated between 8am and 11am, when we brew in excess of 120 coffees an hour. Any blockage of road traffic in the surrounding area significantly effects trade during this time, but in most cases it works due to the turnover of parking spots and ease of access to the shop.</p> <p>My greatest concern is for the welfare of my business and sustainability of my income and growth.</p>	5.14 / Issue 3
3	<p>Clearly there are grounds to ensure the welfare of established businesses that contribute generously to the community on both community and financial level.</p> <p>As the private sector bid to win this project for financial gain, and will benefit through bonuses etc should their objectives be met, it should be the private sector's responsibility / risk for any blowouts in cost and/or time that occurs, not the community's.</p>	5.19 / Issue 3
4	<p>Notification concerns - the time given for residents and businesses to respond has clearly been insufficient. The 200-page report requires time and an understanding of engineering, so requires specialist reports that are unable to be organised and completed in such a short time.</p>	5.19 / Issue 5
5	<p>Noise concern - Noise of construction at ground level initially three months. This is a significant period requested for excessive noise in a generally quiet location outside of peak traffic times.</p> <p>Drilling riggs and pile driving rigs and generator noise will be significant.</p>	5.6 / Issue 1
6	<p>Dust concerns - Trucks will create a path of dirt that will not be contained within the site. Despite all attempts, it is going to create a dustbowl. This has been described by residents enduring similar operations at the western end of the Kedron site as a silty film that builds on everything overnight.</p>	5.8 / Issue 2
7	<p>Traffic concerns - Frequency of trucks equates to a 25 - 30% increase in heavy vehicles, not just 2% vehicular, through a corridor that has been assigned for light traffic only. Trucks awaiting access to the acoustic shed should not be allowed to be kept in a holding pattern in any of the local streets for any reason. This needs to be enforced. There is supposed to be enough space for three trucks on the site, there should be no reason for trucks to wait. As each exits, the next should be called to enter from the main roads, not prior to the space being made available.</p>	5.5 / Issue 8
8	<p>Road closure concerns - It has been suggested that Kent Road will be temporarily blocked to allow the truck and dog combos to enter the site safely. If this is done, the city-bound left turn traffic from Shaw Road onto Lodge Road and down Kent Road will be diverted. This is a massive issue for my morning patrons that are always in a hurry on their way to work. They will simply not come in because it's too difficult.</p>	5.4 / Issue 3 5.14 / Issue 3
9	<p>Visual impact concerns - The effect on my demographic that a leviathan tin shed and monstrously out of proportion wall is intangible to me. Who would choose to sit across from this and try to enjoy a coffee?</p>	5.16 / Issue 1
10	<p>Assumptions of cumulative impact - It is offensive that an engineering team that digs tunnels is assuming that their</p>	5.14 / Issue 3

	presence in an area or patronage of business will enhance a businesses turnover. As a consultant to many café and espresso bar owners, it is my profession to understand target markets and potential demographics. If they are so certain that they will improve my business, there should be no hesitation in guaranteeing my turnover for the next three years and covering any shortfalls that may occur.	
11	Parking concerns - Residents around Kalinga, Woolloowin and Kedron have all expressed that there have been significant increase in pressures on parking in their streets due to contractors and tradesmen working on tunnelling and construction projects, parking in residential streets across driveways and even their footpaths with complete disregard for residents' property and boundaries.	5.4 / Issue 4
12	With the amount of money that is spent on equipment and staffing by the construction company of this project, it seems only logical that the small amount that my business generates to house, feed and keep two families should be at least met by the project if its impacts are detrimental to a previously steadily increasing turnover for the last three years.	5.19 / Issue 6
13	Considering proposed changes of this project's impact on a residential and commercial location, it would seem only reasonable for the project operators to be responsible for attempting as close as possible, a 'zero impact' situation to the community. If they cannot commit to this or resolve this, the opportunity to utilise a sensitive area for major works should be denied.	5.2 / Issue 1

Submission Number: 146

No.	Issue	Report Reference
1	Objects to the proposed site as the increased traffic and associated dust could seriously affect the health of elderly residents.	5.8 / Issue 3

Submission Number: 147

No.	Issue	Report Reference
1	Impact on local residents and families based on: Increased noise pollution.	5.6 / Issue 1
2	Increased traffic pollution.	5.8 / Issue 1
3	Increased air pollution associated with the worksite.	5.8 / Issue 1
4	Reduction in quality of life based on noise and frequency of spoil vehicles using Rose and Junction Roads.	5.5 / Issue 3
5	Impact to quality of life due to the visual presence of a 15 m tower.	5.16 / Issue 1
6	Impact to residential property values.	5.14 / Issue 2
7	Impact on amenity based on the increased congestion associated with the spoil vehicles' proposed route.	5.5 / Issue 1
8	Impact associated with increased noise, air quality and presence of construction crews.	5.6 / Issue 1 5.8 / Issue 1

9	Impact based on increased demand for parking and access to local facilities.	5.4 / Issue 4
10	Has the reason for the proposed change been verified by a third party? It seems strange that the variations in soil density would cause such a significant change to the project at this point, and that this could not have been discovered earlier. Is the soil make-up the real reason for the change? It appears this proposed Wooloowin site would provide significant time and therefore cost savings to the contractor, such as faster routes for soil disposal by avoiding Gympie Road and a number of traffic lights. Could this have something to do with the change?	5.2 / Issue 1 5.19 / Issue 1
11	The contractor has made a commitment to have the project completed by 2012 but appears to have made a mistake when doing this calculation. We understand that there are very large monetary bonuses to be paid if the project finishes on time and due to this miscalculation, deadlines might not be reached. The proposed Wooloowin site might be " <i>The most efficient delivery method for this area of the project</i> " but it was not part of the proposal. Maybe it will help to secure those bonuses, but at what cost to everyone else?	5.19 / Issue 3
12	Why was there so little consultation with the community on this change? Before the project was approved, there was a lot of effort put into community consultation, feedback and agreement. However, once the bid had been won and the work started, it seems as if the contractor believes they can make changes at very little notice and without the previous level of community input. This is a residential area and parkland lived in and used by families and small children. There appears to be an attitude that change is automatically approved with no financial impact. This amendment will be the third in relation to major changes since the inception of the project, and this amendment was identified to residents at an information session arranged with little or no notice.	5.19 / Issue 5
13	Has the total cost of this proposed worksite been considered? We bought this property as a development opportunity. At the point of purchase, the proposed tunnel was approximately 1km away from our property. Now it is going to be directly underneath our house and as such, we have had to alter our development plans and timetable. Now, another change has been thrust upon us in the form of the proposed Wooloowin worksite. Our development plans and timetable are now locked in and cannot be changed. Our ability to sell the property will be severely impacted by the proposed worksite and as such these costs will need to be assumed as part of the resumption process.	5.2 / Issue 3 5.14 / Issue 2
14	Increased danger to bike riders associated with spoil removal. This area has a high proportion of families with young children and an active bike riding community. The presence of these haulage vehicles will significantly increase the risk of someone being knocked off their bike and seriously injured. You only have to look at the man that was killed on Nudgee Road when hit by a garbage truck as an example. The proposed worksite will significantly increase the chance of these types of accidents happening.	5.5 / Issue 5

15	Is there a guarantee that any proposed worksite and associated structures will be removed and not remain in situ post construction? There have already been many changes and amendments to the project. What guarantees do we have that the proposed tower will not be transferred into a vent or outlet? If built, it is going to be an absolute eyesore and environmental nuisance for the next four years - what is to stop the contractor making another 'necessary' change and turning it into something that is going to completely devalue the area, environmentally and financially?	5.18 / Issue 1
16	Has consideration been given to the logistic needs of the teams who will operate the proposed Woolloowin worksite? - Where will workers eat and have their breaks? The only logical place we can think of is Melrose Park which is across the road from our house. While we don't begrudge a person having their lunch in the park, this area is constantly used by children throughout the day. We would be very nervous about the increased security risk of so many additional adults in the park who are not there watching their own children.	5.14 / Issue 5
17	Where will workers park their cars? The streets around the Kedron Brook Emergency Services site are a perfect example - they are completely jammed with parked cars. This makes it difficult to negotiate the streets in peak times and also completely blocks up some of the bicycle lanes, making it more dangerous for bike riders having to come in and out of the bike lane into the traffic. The same thing is bound to happen around our area should the proposal go ahead.	5.4 / Issue 4
18	Additional impact to Roseleigh Street due to the presence of spoil vehicles - What will happen if a driver cannot go straight into the worksite to commence loading? We are sure there will always be times when one truck is not yet full and so the following trucks are forced to wait for loading. From looking at the proposed haulage route, if there was a backlog, the easiest thing for trucks drivers is to take the next wide street on the left hand side and loop back into Kent Road. That street would be Roseleigh Street, again increasing the noise, traffic and air pollution.	5.5 / Issue 8
19	Additional traffic due to people avoiding the worksite - People are already taking alternative routes to avoid the traffic congestion at and around the Kedron Brook emergency services site. It seems likely that a lot of traffic from areas such as Wavell Heights, Nundah and parts of Woolloowin north of Melrose Park that currently use Park and Kent Roads will divert to use Roseleigh Street in an effort to avoid the site and associated delays.	5.4 / Issue 3

Submission Number: 148

No.	Issue	Report Reference
1	Dr Wilson's bonus on timely completion of the project is an insult to the residents of Woolloowin. We are just ordinary citizens trying to raise our families in our suburb and we are asked, or rather told, that we are to endure three years of generators and trucks etc " <i>for the better good</i> ", i.e. for Dr Wilson to receive his financial bonus payment.	5.2 / Issue 1 5.19 / Issue 3

Submission Number: 149		
No.	Issue	Report Reference
1	I find it obscene that our community should have to suffer this extra pollution at close quarters because the construction company weren't professional enough to fully plan their operations at the outset.	5.19 / Issue 3
2	For the CEO to be paid a bonus for completion on time after poor planning of the company is even more obscene.	5.2 / Issue 1
3	I don't believe the expected delay of eight months will inconvenience the public that much.	5.2 / Issue 1

Submission Number: 150		
No.	Issue	Report Reference
1	The detrimental effects of the Airport Link works on our suburb are evidenced by the fact that children no longer play in the street as a result of the massive increases in vehicles in and out of the suburb including heavy vehicles and Airport Link light vehicles and in addition to this the construction noise, dust and the inability to park in our own street. We have begrudgingly accepted all these inconveniences for the betterment of the transport upgrades benefiting the wider community.	5.5 / Issue 5 5.6 / Issue 1 5.8 / Issue 1 5.14 / Issue 1
2	Woolloowin and its occupants are now being abused and taken advantage of by the proposed installation of a shaft and yet another worksite on Rose Street site. We will be hemmed in by construction work and with a school in the vicinity it is both illogical and unsafe to have large vehicles going through another of our previously quiet streets.	5.14 / Issue 1 5.19 / Issue 1
3	It is stated that the proposed Woolloowin site is required in order to complete the Airport Link tunnel on time - but does this have to be at the expense of the quiet peace and enjoyment of our homes and neighbourhood. As far as I can see the only benefit for utilising this site is the financial benefit in limiting damages for TJH - this is not my concern.	5.2 / Issue 3
4	Perhaps some of Dr Wilson's cash should have been used to properly investigate the impenetrable rock which is now being claimed as the reason that the Rose Street is required. Woolloowin residents and the greater community should have been advised of this possibility before the project commenced. If TJH did not complete the satisfactory testing to identify the site and digging selection before then perhaps Mr Wilson should be penalized rather than the Woolloowin community.	5.2 / Issue 1 5.19 / Issue 3
5	What about compensating the Woolloowin residents who are left to live with disruption and stress causes by the detrimental construction, rather than reward incompetence?	5.19 / Issue 6

Submission Number: 151		
No.	Issue	Report Reference
1	Issue with the ill-considered haste with which this has been forced through (which has left any opposition virtually no	5.19 / Issue 1 5.19 / Issue 5

	chance of digesting the volume of information which suddenly materialised from the construction company).	
2	<p>There are serious health and safety considerations which must be addressed, these include:</p> <p>The increase in traffic on Park Road, Rose Street and Kent Road as well as feeder streets. There is already markedly heavier traffic (both trucks and cars) as a result of the current work around the State Emergency services precinct. Workers in this precinct no longer have the luxury of car parks and are parking vehicles in all streets within twenty minutes walking distance, at present there is no space available to park in our street during the day.</p>	<p>5.4 / Issue 4 5.5 / Issue 3</p>
3	Dust and noise from the trucks will only increase as vehicles enter and depart from the site (workers will also require parking in nearby streets) and the continuing noise from machinery will be a constant irritant to those living nearby.	<p>5.4 / Issue 4 5.6 / Issue 2 5.8 / Issue 1</p>
4	Increased traffic will also pass by Kedron High school and Woolloowin State School which raises concerns about traffic management before and after school hours and for the safety of students.	<p>5.15 / Issue 2 5.19 / Issue 3</p>
5	<p>There are grave doubts as the real necessity of building the worksite as an element of the overall construction particularly in light on the following which would point to it being expedient rather than essential:</p> <ul style="list-style-type: none"> a) the proposed Worksite is stated as being required in order to complete the Airport Link tunnel Project on time b) TJH's only interest is the financial benefit of limiting the Liquidated Damages clause of their fixed time, fixed cost project c) it is morally wrong that Ray Wilson would cause such negative impact on the Woolloowin Community to benefit from a personal bonus of \$975 000 and to assist his former employer to save money on penalties 	5.2 / Issue 1

Submission Number: 152 and 153		
No.	Issue	Report Reference
1	That this project change to build an industrial/construction zone in the quiet residential area of Woolloowin is being implemented for the personal gain of the CEO of BrisConnections at the expense of the community is disgusting! I refer here to the letter from BrisConnections to the ASX dated 12 August 2008 regarding the \$975,000 bonus Doctor Ray Wilson, CEO of BrisConnections will personally receive if the Airport Link Tunnel Project is completed by 30 June 2012.	<p>5.2 / Issue 1 5.19 / Issue 3</p>
2	The safety risks that the additional heavy vehicles would pose for the many people including students at nearby schools who walk along these roads.	5.5 / Issue 5
3	The affect this project change will have on the value of my property for the duration and following the completion of the construction of the tunnel has not been adequately explained to us. It is also unclear for how long the construction zone will	

	be in operation. This follows a resumption notice we have already received as part of the tunnel project, yet still have no clear indication on the compensation we will receive. Without all of this information we are unable to assess the impact to fully understand our financial options in regard to selling our property or living close to the proposed tunnel shaft site - hence I also object to the timing of the proposed changes.	
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Submission Number: 154

No.	Issue	Report Reference
1	I wish to register how shocked I am to find out that a shaft is proposed for the corner of Rose Street and Kent Road, Woolloowin and ask that you register my opposition to this development.	5.2 / Issue 1

Submission Number: 155

No.	Issue	Report Reference
1	A number of concerns have come to light recently. In particular, is the non-compliance of TJH / BrisConnections in regard to worksites and close proximity activities. We have been made aware of numerous complaints ranging from harassment of residents through to illegal closing of streets and littering. This is a very serious concern to myself, the group I am working with and the general residents of Woolloowin. There are a large number of children who live in, and travel through, this area.	5.19 / Issue 6

Submission Number: 156

No.	Issue	Report Reference
1	I write to express my wholehearted support of the views and comments contained within Tim Nicholl's MP letter dated 16 July.	-
2	Additional activity along Rose Street and Junction Road will inevitably push traffic onto adjacent suburban streets, creating 'rat runs' all around this area. My street, Roseleigh Street, could become one of those rat runs. This greatly concerns me as there is no concrete path along either side of the street (just grass verges) which encourages people to walk on the road itself. Additional traffic unfamiliar with these pedestrian arrangements could have severe negative implications for the safety of walkers	5.4 / Issue 3
3	Also, Melrose Park is located on the corner of Rose Street and Roseleigh Street, a park which is used by many families with small children. Often as I make a turn from Rose into Roseleigh Street, parents are unloading small children from cars onto the road before going to the park. It will be really dangerous to increase traffic on this corner.	5.5 / Issue 5
4	In this time of financial hardship for many, the State and Federal governments are actively promoting the retention and creation of jobs. Surely then it would be beneficial for the time taken to construct Airport Link not to be reduced, thereby securing all those jobs for a longer period of time,	5.2 / Issue 3

	rather than reducing length of time for jobs on this project?	
5	The community of Woolloowin should not be the ones to pay such a huge cost in terms of the detriment to the liveability of their neighbourhood so that BrisConnections executives can gain their project completion bonuses.	5.2 / Issue 1 5.19 / Issue 3

Submission Number: 157

No.	Issue	Report Reference
1	As a resident of Gorman Street who has been forced to endure noise, dust and disruption of the eyesore which is the Kedron project site, I write to register my objection to the proposed tunnel shaft at Rose Street.	Does not relate to Woolloowin worksite
2	Traffic congestion and road safety: Rose Street is unsuitable for the volume of heavy vehicular traffic which will access the site. Although I understand that Rose Street is considered an 'arterial road', this label is deceptive and misleading if not absurd. Rose Street is in fact a narrow residential street manifestly unsuited to the passage of heavy vehicles, particularly the volume proposed. Congestion will become unacceptable and road safety compromised.	5.5 / Issue 5
3	Pedestrian safety: I have two kids and we regularly visit Melrose Park, walking from Gorman Street and along Rose Street. The passage of heavy vehicles accessing the proposed site is inimical to the safety of pedestrians. Presumably you are aware that there is a large high school nearby and that many students walk along Rose Street.	5.5 / Issue 5 5.15 / Issue 2
4	Loss of public open space with native vegetation. This reason surely requires no elaboration.	5.12 / Issue 1 5.14 / Issue 1
5	Noise and dust: It will be impossible to adequately prevent noise and dust emanating from the site and from the vehicles accessing the site.	5.6 / Issue 1 5.8 / Issue 1
6	Visual Impact: A 17 m high workshed? That would be about six stories high wouldn't it? Again, my objection to a six-storey high shed replacing a native park in a residential area should require no elaboration.	5.16 / Issue 1
7	Let the mutilation of Kedron Brook and adjacent public open space serve as a sobering example to all of what the BrisConnections vandals will do to the Rose Street parkland and neighbourhood if permitted their unnecessary tunnel shaft.	5.19 / Issue 1

Submission Number: 158

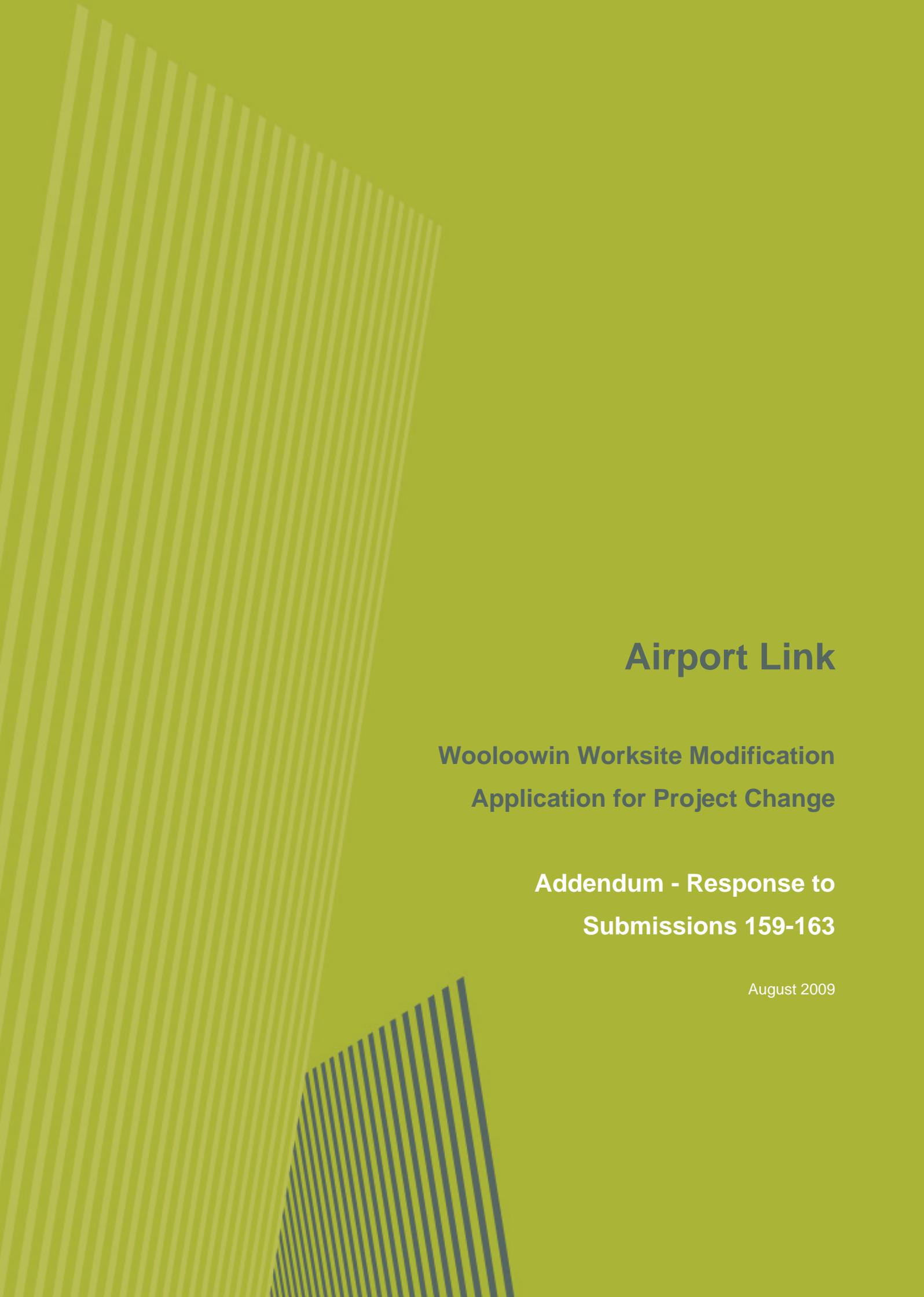
No.	Issue	Report Reference
1	This morning I saw numerous vehicles on the proposed Rose Street site. I have heard they are preparing for a geological drill. My experience is that these are noisy! My wife has registered with Airport Link and BrisConnections for notification of any pending works. We have not been informed of these activities. What is going on? The site has not even been given the go-ahead yet. Shouldn't you stay off it until this has happened? You people seem to do whatever	5.19 / Issue 1

	you want without doing the right thing.	
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Appendix B – Glossary of Terms

Term	Description
$\mu\text{g}/\text{m}^3$	Micrograms per cubic metre
AADT	Average Annual Daily Traffic
Acid Sulphate Soil	The Queensland State Government defines Acid Sulphate Soil as: <i>Soil or sediment containing highly acidic soil horizons or layers affected by the oxidation of iron sulphides (actual acid sulphate soils) and/or soil or sediment containing iron sulphides or other sulphidic material that has not been exposed to air and oxidised (potential acid sulphate soils).</i> <i>Note: The term acid sulphate soil generally includes both actual and potential acid sulphate soils. Actual and potential acid sulphate soils are often found in the same soil profile, with actual acid sulphate soils generally overlying potential acid sulphate soil horizons.</i>
Acoustic barrier	A barrier designed to reduce the noise impacts of an activity on nearby sensitive areas.
AHD	Australian Height Datum
Ambient	The background level at a specified location, being a composite of all sources. Examples include noise and pollution.
Amenity	A feature that increases attractiveness or value, especially of a piece of real estate or a geographic location.
ASS	Acid Sulphate Soils
A-Weighting	A response provided by an electronic circuit which modifies sound in such a way that the resulting level is similar to that perceived by the human ear.
BC	BrisConnections
BCC	Brisbane City Council
dB (decibel)	This is the scale on which sound pressure level is expressed. It is define as 20 times the logarithm of the ratio between the root-mean-square pressure of the sound field and the reference pressure (0.00002N/m ²).
dB(A)	This is the measure of the overall noise level of sound across the audible spectrum with a frequency weighting (i.e. 'A' Weighting) to compensate for the varying sensitivity to the human ear to sound at different frequencies.
CCC	Community Consultative Committee
CLEM 7	Clem Jones Tunnel (formerly known as the North-South Bypass Tunnel)
CLR	Contaminated Land Register
CMP	Construction Management Plan
CNI	City North Infrastructure
Coordinator-General	The corporation sole constituted under the <i>State Development and Public Works Organisation Act 1938</i> and preserved, continued in existence and constituted under the <i>State Development and Public Works Organisation Act 1971</i> .
CHMP	Cultural Heritage Management Plan
CTMP	Construction Traffic Management Plan
Cumulative Impacts	The combined impact on the environment from successive effects of a number of different projects or activities.
Cut and Cover	A method of tunnelling. Construction is from ground surface down forming a trench.

	The trench is 'lidded' after construction.
DERM	Department of Environment and Resource Management (formerly Queensland Environmental Protection Agency - EPA)
DES	Queensland Department of Emergency Services
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EPA	Environmental Protection Agency
EPP	Environmental Protection Policy
GPS	Global Positioning System
Heavy Vehicle	A truck, transport or other vehicle with a gross vehicle weight above a specified level (for example, over 8 tonnes).
kg/m²	Kilograms per square metre
kph	Kilometres per hour
m³	Cubic metres
NO₂	Nitrogen Dioxide
NO_x	Nitrogen oxides or oxides of nitrogen
QTMR	Queensland Department of Transport and Main Roads
PCF	Penetrative Cone Fracture
PM_{2.5}	Particulate matter with equivalent aerodynamic diameter less than 2.5 µm
PM₁₀	Particulate matter with equivalent aerodynamic diameter less than 10 µm
PR	Public Relations
SDPWO Act	State Development and Public Works Organisation Act, 1971
Spoil	Soil or rock removed from the construction works
Stakeholders	Groups, companies or individuals who may be potentially affected, or have a particular interest in a proposal. Stakeholders may include local residents, government agencies, Aboriginal groups/ Land Councils/ Council of Elders, local businesses, relevant business and industry groups, community groups, potential competitors, and politicians/ elected representatives.
SWMP	Soil and Water management Plan
t	Ton
TBM	Tunnel Boring Machine
TJH	Thiess John Holland Joint Venture
TSP	Total Suspended Particulates – the concentration of filterable particulates in water (retained on a 0.45µm filter) and reported by volume (mg/L).
WHO	World Health Organisation
Wooloowin RPC	Wooloowin Modification Request for Project Change Report
WQO	Water Quality Objective



Airport Link

**Wooloowin Worksite Modification
Application for Project Change**

**Addendum - Response to
Submissions 159-163**

August 2009

ADDENDUM – RESPONSE TO SUBMISSIONS 159-163

Submission Number: 159 (Department of Communities) (Repeat of Submission 142)		
No.	Issue	Report Reference
1	<p>Potential damage to Department of Communities' dwellings resulting from the proposed works. This includes excavation for the shaft and tunnelling that will occur within close proximity to dwellings at 78 Park Road (Lot 157 RP 19480), 72 and 74 Kent Road (Lot 70 and Lot 71 RP 19480). The works require long term ground stability and support and without proper stability and support the buildings, foundations and underground services may suffer damage and require repair.</p> <p>Additional Response</p> <p>The potential risks of structural or other damage to buildings nearby the proposed shaft must and will be factored into shaft design and construction. The structural stability of the shaft and the adit will be of primary importance to the contractor to allow the works to proceed safely and efficiently. Any damage occurring to such buildings as a consequence of shaft and adit construction will be the responsibility of the contractor.</p>	<p>5.7 / Issue 1 5.18 / Issue 1</p>
2	<p>The application does not contain detailed engineering plans and methodology statements for the ground retention method, retaining walls, backfilling method and materials. Monitoring and inspection programs should be conducted by an engineer who regularly inspects and certifies that the works comply with the plans and methodology statement including monitoring ground movement and property damage. Dilapidation reports should be conducted prior to commencement of construction, upon completion of construction and, if damage occurs, during construction.</p>	<p>5.7 / Issue 1 5.10 / Issue 1 5.18 / Issue 1 5.19 / Issue 5</p>
3	<p>The proposal may exacerbate existing health problems (e.g. respiratory) and delay recovery, or pose hazards for tenants who are children, elderly or have a disability requiring relocation of tenants in order to minimise harm. The proposal should include the requirement for relocation in these circumstances. The proposal needs to include provisions for relocation in circumstances where the nature of the works inadvertently results in an increased risk of injury or health to tenants.</p> <p>Additional Response</p> <p>Potential impacts on community health are addressed through the establishment and maintenance of air quality goals and attendance to the monitoring and reporting requirements of the Coordinator-General's conditions. The conditions, through the Air Quality EMP Sub-Plan, require corrective action and reporting in the event of an exceedance of the air quality requirements.</p>	<p>5.8 / Issue 3</p>

	Individuals may seek further relief from the contractor through the complaints mechanism established in accordance with the Coordinator-General's conditions within the Construction EMP.	
4	<p>The Department funds an organisation that provides a bus service for families to travel to prison to meet with family members who are incarcerated. The service operates six days a week out of the Holy Spirit Catholic Church and is busiest on Saturdays. While this location is away from the proposed worksite, the Department recommends that the proponent keep the church and the organisation information due to the use of pedestrian access routes and public transport utilised by clients of both organisations.</p> <p>Additional Response</p> <p>It is agreed that this service would not be directly affected by the proposed Wooloowin worksite or activities to be conducted there. The contractor maintains a project website and information service updating the community about construction progress and construction events. The Department and the Church ought to establish and maintain contact with the contractor's communications team about its particular needs.</p>	5.19 / Issue 5
5	The proponent will need to maintain open dialogue with residents and businesses in the area to keep them informed and consulted where appropriate.	5.19 / Issue 5

Submission Number: 160		
No.	Issue	Report Reference
1	I am disgusted to discover that a CEO stands to gain almost \$1 million out of a project that involves noise and disruption to my local community at the proposed Rose Street Shaft.	5.19 / Issue 3
2	You would have to be stupid to think there will be no effect from a 24 hour operated shaft site.	-

Submission Number: 161 Brisbane City Council (Chief Executive Officer)		
No.	Issue	Report Reference
1	<p>I refer to Brisbane City Council's submission on the Project Change dated 17 July 2009. Due to the number and scale of potential issues that could arise from such a change including noise, dust, construction traffic, parking issues and our overall lack of confidence in the contractor's project management and compliance, Council now withdraws its support for the project change.</p> <p>Council will not provide any further support for the project change unless a management plan is put forward which clearly identifies the full extent of impacts associated with the project and a comprehensive plan developed to ensure these impacts are managed to a level that ensures minimal disruption to the local community. Such a plan must document suitable measures to monitor compliance over the life of the project.</p>	5.4 / Issue 4 5.6 / Issue 1 5.8 / Issue 1 5.19 / Issue 6

	<p>Additional Response</p> <p>The concerns giving rise to this further correspondence were first in a properly-made submission received within the notification period. The concerns regarding environmental management during site establishment, operation and decommissioning are addressed through implementation of the existing Coordinator-General's conditions (Condition 4, Schedule 3 of the conditions).</p> <p>Issues regarding alleged non-compliance with the conditions are matters to be addressed through the agencies with jurisdiction for the conditions (refer to Coordinator-General's conditions, Schedule 4).</p>	
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Submission Number: 162		
No.	Issue	Report Reference
1	The safety issue with regards to parents and students driving down Rose Street and Park Road. These two streets are extremely busy at student drop-off and pick-up times. My concern is not only for vehicles but pedestrians who also walk along the foot path.	5.15 / Issue 2
2	Park Road and Rose Street are the main roads between Lutwyche Road and Sandgate Road and carry a large volume of traffic every day. I feel that the trucks going in and out of the work site will hamper traffic flow on these roads. They were not originally built for heavy vehicles and as such are not suitable.	5.5 / Issue 3
3	Intrusion of noise and bright lights. The proposed 17m high shed will be built only a few meters from the homes of people with young families. This will result in constant noise and dust from the site as the trucks enter and exit the shed. As we have already experienced on the Gympie Road site, work often commences from 6am and sometimes well after dark. As the worksite flood lights are on all night, this will be very disrupting for nearby families	5.6 / Issue 1 5.16 / Issue 1
4	Diesel emission rates from trucks are much higher than car emissions. This has been known to cause and increase in respiratory ailments.	5.8 / Issue 3
5	The site has been landscaped by the Department of Main Roads and is being used to conduct native plant trials to benefit the environment.	5.12 / Issue 1
6	There is very limited street parking at the moment due to the fact that site workers are parking in the streets near the Kedron Worksite and Kedron Park High School	5.4 / Issue 4
7	All of the above will cause anxiety and stress for nearby residents as well as some sleep deprivation.	5.6 / Issue 4 5.14/ Issue 5
8	Furthermore a major concern to me personally living in Gorman Street and backing onto the Kedron Park High School and DES is that workmen have been parking on both sides of the Gorman Street for the last couple of months. This results in me not having access to my own property,	Does not relate to Woolloowin worksite

	which is totally unacceptable. Additionally, there is nowhere for my visitors to park. As BrisConnections built a car park at the worksite I would like to ask the question why this is being used as a storage site and not for the parking of employees' vehicles as intended?	
9	As a resident of Woolloowin I understand that our suburb will be affected by the construction of much needed infrastructure for Brisbane. However, we are already dealing with the construction of Airport Link, the Northern Busway and the construction of the DES. Kedron Park High School is also building their indoor sports facility at this time.	5.5 / Issue 12

Submission Number: 163		
No.	Issue	Report Reference
1	Prior to purchasing our business we spoke to BrisConnections by telephone, went to public display and checked web sites and was informed that the vacant site at Kent Road and Rose Street was not going to be used or affected in any way by the tunnel dig. Then we received information saying that there would be geo testing and drilling in Kent Road. We then contacted BrisConnections immediately to question what was happening and would it impact on us and was the land still not going to be used. We were told that we had nothing to worry about and that the only thing that may happen was that the land may be used for storage of extra plant and equipment.	5.19 / Issue 5
2	Monday 22nd June we went to our restaurant to clean and order stock and were met by an army of TV reporters, cameras and journalists bombarding us with questions about how we felt about the sneaky way that this proposal had been dealt with, all of which we knew nothing about. We entered our business to find a notice that had been put under our door concerning the request for project change.	5.19 / Issue 5
3	Not only are we shocked by the whole thing but are deeply concerned that our business will be able to survive. We have invested money, time and hard work into Rhubarb Rhubarb and our livelihoods and that of the staff we employ now looks to be at risk.	5.14 / Issue 3
4	It is okay for the people at BrisConnections to tell us they don't think it will impact on us at all, but going on track record with the information they have given us in the past we feel reluctant to take that information as accurate.	5.19 / Issue 5
5	While the Airport Link Project is an important project, the proposed Woolloowin worksite should not be allowed to proceed in light of the impact that it will have upon the local community and local business, when no adequate notice has been given to allow business to make adjustments in light of the proposed Woolloowin worksite, unlike other businesses and people in the community affected by the tunnel construction in other areas.	5.14 / Issue 3
6	We renewed our lease for four years in December of last year. We would not have done so had we known the Woolloowin worksite was proposed. We will be bound by the	5.14 / Issue 3

	lease and will not be in a position to sell our business because of potentially devastating affect of the proposed Woolloowin worksite on the business. Inevitably we will suffer a loss of clientele and revenue as a result of the proposed worksite.	
7	These are matters which should have been foreseen if proper investigation of the project had been carried out. No offer of compensation to the local community or local business has been made by BrisConnections and Thiess John Holland or the State Government. Jobs may be created by the Airport Link Project but jobs will be potentially lost, as will business by the proposed Woolloowin worksite.	5.2 / Issue 1 5.14 / Issue 3
8	Air quality will be affected by site preparation, earthmoving and excavation, shaft excavations, commission of the site. Air quality will also be affected by diesel powered vehicles and equipment in use for site commission and then the ongoing tunnelling with construction program. While it is proposed that an acoustic shed will contain the emissions, such a proposal can only have a limited effect given that a large number of heavy trucks and support vehicles will be entering and existing the shed per hour for the duration of the changed project.	5.8 / Issue 2
9	Further, air from the extraction system of the acoustic shed would be released via a high level ventilation outlet attached to the shed. No guarantees are provided that those pollutants will not be carried by wind into the surrounding houses and businesses.	5.8 / Issue 2
10	While air quality is proposed to be monitored, the frequency of monitoring is not specified, nor is it evident that if the air quality does not satisfy the necessary standards, the works will be halted until the matter is rectified. Additional Response Air quality monitoring for specified pollutants will be on-going during construction activity at the Woolloowin worksite. The contractor is obliged by the existing Coordinator-General's conditions to monitor and report impacts on air quality, and to provide a report about exceedances of the air quality goals.	5.8 / Issue 4
11	Any noise modelling will not have factored in the effect on a restaurant dining room and its customers. Additional Response The noise modelling undertaken for the application for project change provided an assessment of the predicted impacts on the acoustic environment of the locality. The goals adopted in the modelling were taken from the existing Coordinator-General's conditions (refer to Condition 9, Schedule 3) and, for night-time works, relate to internal noise goals for different activities affecting a range of residential building types. Goals for internal noise for a range of day-time situations, including indoor retail space, are also provided. The goals for both day-time and night-time construction works presented in the Coordinator-General's conditions are stringent and considered to be appropriate for considering potential	5.8 / Issue 4

	impacts on restaurant dining rooms.	
12	<p>It is not apparent that noise from workers, cranes, drilling rigs, sirens or whistles have been included in any assessment made in terms of the construction of the acoustic shed.</p> <p>Additional Response The assessments presented in the application for project change related to the noisiest plant, equipment and machinery expected to be operating on the proposed worksite. Consequently, the findings are considered to be conservative.</p>	5.6 / Issue 5
13	The notion that only two adjacent properties will be affected by 12 weeks where the noise is said to have the potential to exceed daytime noise goals is unlikely.	5.6 / Issue 5 agreed
14	<p>At night time there will be continuous noise. No proposal is made as to how the excesses of noise are going to be addressed particularly from lost patronage or having to refund customers who are affected by the excessive noise and do not want to continue to dine. In this regard there is no mention of night-time noise exceedances affecting commercial properties, notwithstanding Rhubarb Rhubarb largely provides for evening dining.</p> <p>See response to item 11 above.</p>	5.6 / Issue 5
15	No investigations appear to have been made in relation to the affect on the specific local business in the area. Rather the investigations are at a level of generality.	5.14 / Issue 3
16	<p>Vibration from the site is predicted to occur - the use of vibratory rollers, piling, rock hammers, drilling and blasting, blasting air over pressure and associated vehicles will all have an impact on the restaurant. No assessment has been made of the affect on the local business.</p> <p>See response to item 11 above.</p>	5.7 / Issue 1
17	<p>The restaurant's premises are within the range expected to experience over pressure levels and the expectations are only undertaken from reviews of other sites. Accordingly, no realistic assessment is made of the potential to affect the restaurant business and there is no mention of how long blasting will continue.</p> <p>See response to item 11 above.</p>	5.7 / Issue 1
18	Social environment - there is an absence of consideration of the effect on the commercial building opposite the proposed site in the changes project proposal given the proximity it appears likely that they will suffer from the changes in amenity that will bring increased construction noise, vibration, dust and vehicles emissions, as well as changes to the visual environment.	5.6 / Issue 1 5.7 / Issue 1 5.8 / Issue 1 5.14 / Issue 3
19	The report states that the proposed worksite and in particular the scale and height of the acoustic shed will be highly visible to nearby stakeholders. This will definitely have an effect on our customers and will deter them from dining with us.	5.16 / Issue 1
20	It is acknowledged that visual amenity would be impacted to varying degrees. The assertion that the impact would be	5.16 / Issue 1

	temporary in nature, is not tenable in the case of an estimated period of two and a half years.	
21	Light spill has the potential to impact on residents in close proximity to the site - it would be expected that this could also have an affect on the dining room of the restaurant, particularly any outdoor dining, yet no assessment has been made or investigation has been made to see how that will affect the restaurant business.	5.16 / Issue 1
22	The assertion that "with effective mitigation, such impacts might be managed within acceptable levels" does not take into account a local business which is a restaurant business. In particular it does not take into account whether such levels could be acceptable to the customers and pose no food safety or hygiene risks for the customers and the operators of the business.	5.19 / Issue 6
23	All the above matters will have a direct effect on the ambience of the restaurant and the ability to maintain existing and attract new customers.	5.14 / Issue 3
24	Increased traffic, in particular constant movement of large heavy vehicles may create safety issues for customers coming to the restaurant.	5.5 / Issue 5
25	Establishment of site will have an immediate impact upon business in terms of noise, air pollution and unsightliness of the construction.	5.6 / Issue 1 5.6 / Issue 3
26	Lack of notification means the business owner cannot make any adjustments to try and minimise the impact.	5.19 / Issue 5
27	We are bound to a lease which we otherwise would not have renewed. This is in contrast to other areas of the Airport Link tunnel with considerably longer notice was given to allow businesses to take necessary action.	5.14 / Issue 3
28	Longer term, if the business can survive the period of construction and operations, the business owner will not be able to sell the business as a going concern for at least 4 years taking into account the expected period of interruption is 29 months and having a period to rebuild the business to its present custom. We have anticipated being able to sell the business during the term of the present lease so that the new owner would have the benefit of an option for a further period. That, in combination with the loss of goodwill, will cause a definite reduction in the profit we would have anticipated.	5.14 / Issue 3
29	Each factor alone as well as the combination of factors will have a potentially devastating affect on the business, established clientele will be deterred from coming to dine and new customers will not be attracted to dine.	5.14 / Issue 3
30	Based on the above there will likely be a loss of revenue as soon as construction begins.	5.14 / Issue 3