

NSBT Project Construction EMP May EMP Report

This document reports on performance against the construction environmental management plan ("EMP") for the NSBT project in May. This report also considers complaints received and how those complaints have been addressed. LBB manages the receipt and tracking of complaints/issues using a formal computer based tracking system. A 24-hour toll-free contact telephone number operates to respond to complaints, concerns or enquiries from the general public. A verbal response is provided within two hours unless the person requests otherwise. Some complaints are received via the community relations email address, in which case, if no telephone or mailing address details are provided, responses are provided electronically.

LBB assigns a dedicated person to each of the following four main worksites to follow up on complaints:

- Pacific Motorway including Ipswich Road;
- Gibbon Street, Woolloongabba;
- Shafston Avenue, Kangaroo Point;
- O'Connell Terrace, Bowen Hills.

This report comprises three sections:

- 1.0 Noise Monitoring;
- 2.0 Vibration Monitoring;
- 3.0 Complaints.

1. NOISE MONITORING

The following main noise mitigation strategies were implemented in May 2007:

- installed temporary noise barriers around line drills at Shafston Avenue;
- installed temporary noise barriers around rockbreaking equipment located on Lutwyche Road;
- provided temporary noise barrier between O'Keefe Street and Morrissey Street along the Pacific Motorway;
- completed construction of roadheader enclosure building at O'Connell Terrace; and
- continued construction of TBM tunnel enclosure building at O'Connell Terrace.

LBB has established continuous monitoring stations near each of the four main work sites located external to buildings at the addresses in the table below.

Worksite	Location of Monitoring	Average Levels in May 2007
Gibbon Street	19 Gibbon Street	58
Shafston Avenue	40 Connor Street	-
O'Connell Terrace	Mews Apartments	62
Pacific Motorway	73 Abingdon Street	69

The target for daytime noise level measured externally to a building is the greater of the preconstruction (2006) traffic noise in the area or 60 dBA after applying a 5 dBA correction to the EMP goal of 55 dBA which is based on measuring internal to a building. An equipment malfunction resulted in the loss of the Shafston Avenue data for this month. Previous results at this location have indicated compliance with the goals, and similar work has been carried out this month.

The result of 58dB(A) at Gibbon Street is compliant with the project goals.

During May, the noise logger was moved to a new location at the Mews Apartments adjacent to the O'Connell Terrace site. The logged noise result of 62 dB(A) is consistent with the preconstruction (2006) traffic noise level.

Noise levels at the Pacific Motorway site are a little above preconstruction (2006) noise levels and individual consultation with affected property owners on feasible mitigation options continue.

2. VIBRATION MONITORING

A total of two controlled blasts were carried out at the O'Connell Terrace site in May. These blasts were associated with the construction of the northern ventilation outlet shaft. There was no exceedance of the CEMP blasting goals.

Continuous vibration monitoring associated with the Roadheaders at Shafston Avenue and the northern portal was undertaken during the month of May. The results of this monitoring indicated that there were no exceedances of the EMP goals.

3. COMPLAINTS

During May a total of 38 complaints/issues were raised. 28 complaints were received via the 1800 number and 7 complaints via email, letter or in person. The following table shows the number and nature of the complaints/issues at each worksite.

Nature of Complaint/Issue	Pacific Motorway	Gibbon Street	Shafston Avenue	O'Connell Terrace	Total
Dust				1	1
Noise	5		2	4	11
Traffic	3		1		4
Vibration			2		2
Property (access, security, damage)	7		2	2	11
Other	8			1	9
Total					38

Key mitigation measures included:

- when noisy work is required at night this is scheduled to occur early in each shift;
- investigation into new technologies for reversing beepers;
- use of machinery shrouds to minimise noise from line-drilling and similar machines;
- continuing dust suppression across all sites including the increased use of bonding agent, water cart, improved haul routes where possible;
- enforcement of dust covers for all loose material deliveries;
- replacement/movement of machinery to reduce noise, dust or light impacts.