

NSBT Project Construction EMP June EMP Report

This document reports on performance against the construction environmental management plan (“EMP”) for the NSBT project in June. 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 June:

- continued use of temporary noise barriers around line drills at Shafston Avenue;
- installed temporary noise barriers around rockbreaking equipment located on Lutwyche Road;
- provided temporary noise barrier on Pacific Motorway at Park Road and Dibley Street area; 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 June 2007
Gibbon Street	19 Gibbon Street	55
Shafston Avenue	40 Connor Street	58
O'Connell Terrace	Mews Apartments	58
Pacific Motorway	71 Abingdon Street	64

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. Attended noise monitoring at the Mews Apartments was also undertaken during the month and confirmed the results above. Noise levels at Gibbon Street, Shafston Avenue and O'Connell Terrace sites are within the noise goals.

During June, the noise logger was moved from 73 Abingdon Street to a new location at 71 Abingdon Street, adjacent to the Pacific Motorway site. The results at this location indicate that there was a reduction in noise levels since May 2007. Cul-de-sac construction works along Abingdon Street were completed in June which is reflective of this drop in noise levels.

2. VIBRATION MONITORING

There were no controlled blasts carried out across the project in June.

Continuous vibration monitoring associated with the roadheaders at Shafston Avenue and the northern portal was undertaken during June. Consultation with affected property owners continues in advance of tunnelling activities with mitigation measures determined in consultation with affected residents.

3. COMPLAINTS

During the month of June a total of 39 complaints were raised. 29 complaints were received via the 1800 number and 10 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	Pacific Motorway	Gibbon Street	Shafston Avenue	O'Connell Terrace	Total
Dust				2	2
Noise	3		4	1	8
Traffic	12		1	2	15
Vibration	2				2
Property (access, security, damage)	3		1	2	6
Other	6			1	7
Total					40

Key mitigation measures included:

- when noisy work is required at night this will be scheduled to occur early in each shift;
- investigation into new technologies for reversing beepers;
- continue to reinforce project requirements at toolbox meetings;
- 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;
- exposed areas of fill to be hydro mulched as soon and where possible.