

NSBT Project Construction EMP July EMP Report

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

- continued use of temporary noise barriers around rockbreaking equipment located on Lutwyche Road;
- provided temporary noise barrier on Pacific Motorway at Park Road and Dibley Street area;
- continued construction of TBM tunnel enclosure building at O'Connell Terrace;
- constructed noise wall around southern ventilation outlet site at Jurgens Street;
- constructed temporary noise wall between Lockhart Street and Peterson Street between LBBJV worksite and residential properties.

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 July 2007 (dBA)
Gibbon Street	19 Gibbon Street	59
Shafston Avenue	40 Connor Street	55
O'Connell Terrace	Mews Apartments	61
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.

Noise levels at Gibbon Street, Shafston Avenue and at the Mews Apartments are within the project noise goals, noting that the preconstruction (2006) traffic noise level at the Mews building was 63dB(A).

The noise levels at Abingdon Street exceeded the 60dB(A) goal, however, no noise complaints were received from residents in this area. Additional mitigation measures have been introduced by using quieter equipment and by accelerating the programme to reduce the duration of the activity.

2. VIBRATION MONITORING

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

Continuous vibration monitoring associated with the Roadheaders at Shafston Avenue and the Northern Portal was undertaken during the month of July. At Shafston Avenue a small number of residents are affected by roadheader regenerated noise and each of these persons have been consulted on a case by case basis to agree suitable mitigation measures.

3. COMPLAINTS

During the month of July a total of 39 complaints were raised. 32 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.

(more than one issue can be raised during a complaint event)

Nature of Complaint	Pacific Motorway	Gibbon Street	Shafston Avenue	O'Connell Terrace	Total
Dust	2			1	3
Noise	4		2	1	7
Traffic	7		3	2	12
Vibration	1		1		2
Property (access, security, damage)	4			1	5
Other	9		1	4	14
Total					43

Key mitigation measures implemented to combat these issues include:

Noise:

- noisy work at night is scheduled to occur early in each shift;
- continue to reinforce project requirements at toolbox meetings and in inductions.

Dust:

- 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.

Traffic:

- trucks use routes incorporating arterial/main roads wherever possible.