Brisbane City Council

Request for Change to Haulage Hours:

Response to Submissions
## TABLE OF CONTENTS

1 BACKGROUND .................................................................................................................... 1

2 RESPONSE TO SUBMISSIONS ..................................................................................... 2
   2.1 Noise ...................................................................................................................... 2
   2.2 Traffic Congestion .............................................................................................. 2
   2.3 Haulage Route .................................................................................................... 2
   2.4 Pedestrian/Cyclist Safety .................................................................................. 3
   2.5 Environmental Concerns .................................................................................. 3
   2.6 Monitoring and Driver Behaviour ................................................................... 3
   2.7 Health Concerns .................................................................................................. 3
   2.8 Other Issues ........................................................................................................ 3

3 RECOMMENDATION ...................................................................................................... 4

APPENDIX A: CONSULTATION REPORT .......................................................................... 5

APPENDIX B: SUBMISSION SUMMARY ............................................................................. 6
1 BACKGROUND

In 2004, the Clem Jones Tunnel (CLEM7), formerly known as the North-South Bypass Tunnel (NSBT) project, was declared to be a project of State Significance for which an Environmental Impact Statement was required under the State Development and Public Works Organisational Act 1971 (SDPWO Act).

In accordance with the SDPWO Act, the Coordinator-General issued a planning approval for the CLEM7 project including conditions for undertaking the project. The approval and conditions were subsequently revised following the selection of RiverCity Motorway as the preferred proponent to deliver the CLEM7 project.

The current conditions broadly restrict tunnel spoil haulage to from 6:30am Monday to 6:30am Sundays, excluding public holidays. It should be noted that current haulage operations also avoid peak hour traffic times from Monday to Friday.

Following a request from RiverCity Motorway, Council requested the Coordinator-General consider a change to the project under s.35D of the SDPWO Act. The request is to allow the haulage of spoil (material excavated for the tunnel) from the Bowen Hills worksite to the spoil disposal site in the Australia Trade Coast and Brisbane Airport areas at Eagle Farm between 6:30am Sunday and 6:30am Monday (excluding public holidays) from 1 July 2008 to 30 June 2009.

A report outlining the need for the change and the benefits and anticipated impacts was prepared and placed on formal public display for four weeks from 24 May in the Hamilton Library, the Hamilton Ward Office and the Brisbane Square Library. Public Submissions were invited by the Coordinator General in response to the Request for Project Change up until 23 June.

In addition, the Request for Change was subject to a formal consultation program. This program included:

- Advertisement in Quest papers 29 May, 2008
- Advertisement in Courier Mail 24 May, 2008
- Letter box drop to over 4000 residents 2-5 June
- Public Information Session 5 June

A full report of this consultation has been attached as Appendix A.

A full briefing of the technical report was provided to the Local Councillor for the Hamilton Ward, David McLachlan and the State Member of Parliament Tim Nicolls.

Following this period the Coordinator-General’s office received a total of 19 Submissions (Appendix B). Of these submissions six broadly supported or had no objection to the extension of the haulage hours while 13 submissions objected to the proposed change.

The following document provides a summary of the issues raised and a response to these concerns.
2 RESPONSE TO SUBMISSIONS

2.1 NOISE

A comprehensive Road Traffic Noise Assessment was undertaken by Noise Mapping Australia (NMA) to review associated noise impacts on Kingsford Smith Drive if the Request for Change were successful. They identified that additional traffic flow from spoil haulage during the extended timeframe would be minor compared to the overall traffic on Kingsford Smith Drive.

Future road noise levels would likely increase by a maximum of 2 decibels during the quietest hour of the night and less than one decibel during the day for a projected 20 trips per hour. The overall average increase on Sunday is less than 1 decibel. This would not be discernable with a background noise of 50 dB(A). NMA assessed that the impact on sleep disturbance is likely to be minimal.

The maximum noise level at the building facade of residences should not exceed 80dB(A) in accordance with Environmental Protection Policy.

Furthermore, as part of Council's recommendation, ‘LIMIT COMPRESSSION BRAKING’ signage would be required to further reduce any associated impact from the use of exhaust brakes.

A strong belief that residents deserve a day of respite from the impacts associated with spoil haulage from the Clem Jones Tunnel (CLEM7) was observed throughout the consultation process.

Whilst the request is unlikely to result in any discernable increase in traffic noise levels along Kingsford Smith Drive, Council acknowledges any increase will result in a noticeable visual presence along this road.

For that reason, it has been recommended that a limited extension of six hours of spoil haulage be allowed on Sundays, rather than the sought extension of 24-hours.

Furthermore, as part of Council's recommendation, ‘LIMIT COMPRESSSSION BRAKING’ signage would be required to further reduce any associated impact from the use of exhaust brakes.

2.2 TRAFFIC CONGESTION

The current haulage hours do not include the traditional peak hours of 7-9am and 3:30 – 5:00pm. CLEM7 trucks along Kingsford Smith Drive on a Sunday would account for 1% of the overall traffic.

Increased haulage hours would not alter the amount of rock to be removed from the tunnel nor the number of trucks it will take to haul it to the allocated spoil sites. The request merely allows the opportunity for spoil removal to be evenly spread over the haulage times available.

The current haulage times do not allow for haulage on a Sunday although the Tunnel Boring Machines (TBMs) are operational 24 hours for seven days a week. This causes a large stockpile of spoil on a Sunday as the TBMs continue to produce spoil.

A risk is evident for a large number of trucks to be utilised late on a Saturday night or early Sunday morning to clear any spoil ready for Sunday when it can't be moved.

The risk will be minimised if not completely removed with an extension to the additional haulage hours on a Sunday.

2.3 HAULAGE ROUTE

To date the haulage route for spoil from the tunnel has been along Nudgee Road and Lamington Avenue. This was a temporary measure prior to the opening of Schneider Road Bridge.
With the opening of the Schneider Road Bridge the spoil haulage trucks no longer use this route.

All spoil haulage trucks now travel along Kingsford Smith Drive and Schneider Road avoiding both Nudgee road and Lamington Avenue.

### 2.4 Pedestrian/Cyclist Safety

Both Council and the contractors take safety very seriously. All truck drivers undertake comprehensive training. Those found to be disobeying the road rules are disciplined.

Anyone who observes a construction spoil truck breaking the law should report their registration number, along with the date, time and location, to the contractor for further action.

### 2.5 Environmental Concerns

The Request for Change will not alter the amount of rock to be removed from the tunnel nor the number of trucks it will take to haul it to the allocated spoil sites. The request merely allows the opportunity for spoil removal to be evenly spread over the haulage times available.

Therefore, the proposed change does not raise additional environmental concerns for residents in the area.

### 2.6 Monitoring and Driver Behaviour

The Coordinator-General established a set of guidelines around the haulage of tunnel spoil material at the commencement of the project.

The project team will continue to monitor the spoil haulage operations to ensure all existing conditions are met. All vehicles comply with the appropriate Australian Standards to minimise noise and exhaust emissions. The trucks are monitored 24 hours a day, all year round with a GPS Fleet Management System. The system is used to monitor the speed and locations of trucks.

The Contractor has established a complaint management system. The GPS allows them to check on any complaint where a place and approximate time can be given. Any complaint that can provide a licence plate number is followed up with the spoil haulage operator.

All truck drivers complete comprehensive training regarding the use of compression brakes. Inappropriate driver behaviour will be addressed with additional training in the first instance and removal from the project should it be required.

### 2.7 Health Concerns

The average noise increase on Sunday is less than 1 decibel. This would not be discernable with a background noise of 50dB(A) and is not at a level considered sufficient to create any health problems. Furthermore, noise assessments indicate it is unlikely to cause sleep disturbance given existing traffic volumes in the area.

### 2.8 Other Issues

It is recognised that the request would not result in an accelerated timetable for completion. The same amount of rock would be removed from the tunnel and the same amount of trucks would be used to haul it to the allocated spoil sites. The request merely allows the opportunity for spoil removal to be evenly spread over the haulage times available.

Whilst this is a substantial alteration of the original spoil haulage conditions, the benefits of an additional six hours on Sundays have been noted by Council.

The issue of employment agreements is not relevant to the Request for Change.

Comment has been made on the late delivery of the flyer advertising the information session as part of the consultation process. As a result, Council arranged additional advertisements in the City North News to increase awareness of the technical report and the submission period.
3 RECOMMENDATION

Brisbane City Council has considered the Request for Change, the associated technical report and the public submissions received. Council is of the view there are benefits to a limited extension to the allowable haulage period as the associated impacts can be effectively mitigated.

It is requested the Coordinator-General consider a change to the conditions for an extension to the allowable tunnel spoil haulage hours to include 6:30am Sunday to 12:30pm Sunday.

This recommendation should be conditional on the following:

- No haulage on public holidays.
- The installation of ‘LIMIT COMPRESSSION BRAKING’ signs along Kingsford Smith Drive.
- All spoil haulage trucks must travel along Kingsford Smith Drive and into Schneider Road.

Council will continue to monitor haulage operations in accordance with the current project conditions set by the Coordinator-General and as outlined in the Construction Environmental Management Plan.
LBB JV BRIEFING NOTE

Date: 8 July 2008
Prepared for: Julie Spencer, Council NSBT Communications Manager
Prepared by: Michelle Holden, Community Relations Manager
Subject: Request for Change – Haulage hours
Communications Report

Background

LBB is seeking approval to extend their haulage hours to include from Sunday 6.30am to 6:30am Monday (excluding public holidays) from 1 July 2008 to 30 June 2009. This change will minimise the impact trucks have on weekday traffic.

The project currently hauls rock from the Bowen Hills worksite to the Australia Trade Coast and Brisbane Airport areas at Eagle Farm. The total volume of rock to be removed, number of truck movements and the rock haulage route will not change. The increase in the permissible hours of rock haulage will allow the operation to be spread evenly over the week and provide the flexibility to minimise overall traffic impacts on Kingsford Smith Drive.

A technical report describing the proposed change and its anticipated impacts was submitted by LBB to RiverCity Motorway on 21 April 2008. On 6 May Council submitted the report to the Co-ordinator General for his review and call for public submissions.

The Consultation Process

As part of the submission process the Co-ordinator General agreed with Council certain mandatory consultation activities. These consultation activities are outlined below with an indication of responsibility and current status.
<table>
<thead>
<tr>
<th>Type of Consultation</th>
<th>Details</th>
<th>By Whom</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Notification</td>
<td>Advertisement to be placed in Quest papers by the D&amp;C Contractor. Advertisement to be placed in the Courier Mail by Coordinator-General’s Office. Includes details of where the report can be viewed and the information session to be held in Hamilton.</td>
<td>LBB</td>
<td>Advert was placed in the City North News on 29 May and 12 June 2008 (appendix 1). COG placed Courier Mail advert 24 May.</td>
</tr>
<tr>
<td>Public Submissions</td>
<td>Calling for public submissions. Submissions to be open for four weeks and directed to the Coordinator General’s office.</td>
<td>COG</td>
<td></td>
</tr>
<tr>
<td>Change Report</td>
<td>Placed at ward offices and public libraries immediately after placement of public notification. An additional document summarising the details of the report would be placed with the main technical document.</td>
<td>Council</td>
<td>Copies provided to Council Council placed at ward offices/libraries 24 May – 23 June</td>
</tr>
<tr>
<td>Letter-box drop</td>
<td>A notification to the Kingsford Smith Drive (KSD) corridor that summarises the Request for Project Change. Provide LBB info line phone number for any enquiries. The drop area to be confirmed but would include those residents and businesses to be impacted by increased noise and traffic.</td>
<td>LBB</td>
<td>Community Notification was dropped to the agreed distribution area from 2-5 June 2008 (appendix 2)</td>
</tr>
<tr>
<td>Information Session</td>
<td>An open information session would be held at a location to be confirmed within the Hamilton area.</td>
<td>LBB</td>
<td>Session held at the Hamilton Community Centre, Kingsford Smith Drive on 5 June 2008. Relevant</td>
</tr>
</tbody>
</table>
Members of the project team and any required technical experts would be available to answer any questions.

**Media strategy**

To be developed by Council and LBB JV Communications Teams.

- Incorporate key messages.
- Work with local media in particular.

LBB

Media statement prepared on 24 May 2008 (appendix 3).

**Local councillor consultation**

- Preliminary briefings with the Councillor for Hamilton Ward and the Clayfield MP have already taken place regarding Sunday Haulage.
- Further consultation regarding developments.
- Gain advice on other interest groups that need to be consulted.

Council

Briefings undertaken by Council and River City Motorways.

**Community Groups**

- The northern project Community Liaison Group to be informed of the public notice.
- The Mews Apartments will be consulted individually

LBB

Both CLG groups were provided with the Haulage Information Session advert on 1 June 2008.

The body corporate member for the Mews Apartments is a member of the North CLG and received the information at this time.

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**LBB Enquiries and Complaints**

As a result of the request for change consultation and communication activities LBB received a number of comments and complaints via the 24-hour 1800 information line, the Council call centre and direct to the LBB JV via email or in person.

The following charts outline the details of the comments and complaints received regarding the request for change proposal and haulage in general during the submission period, including comment forms from the Information Session.
### Enquiries/Comments

<table>
<thead>
<tr>
<th>Event type and date</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enquiry to LBB</td>
<td></td>
</tr>
<tr>
<td>28 May 2008</td>
<td>BCC City Design wanted to know the timing of the Schneider Road bridge for BCC City Works purposes. LBB explained it was an Australia TradeCoast project and was provided with their contact details.</td>
</tr>
<tr>
<td>Enquiry to LBB</td>
<td></td>
</tr>
<tr>
<td>5 June 2008</td>
<td>Enquiry regarding opening of Schneider Road Bridge. LBB provided information.</td>
</tr>
<tr>
<td>Enquiry to LBB</td>
<td></td>
</tr>
<tr>
<td>6 June 2008</td>
<td>Stakeholder wanted to know the truck haulage route and to ensure that they were not using Junction haulage. Message left for stakeholder with the information.</td>
</tr>
</tbody>
</table>

### Complaints

<table>
<thead>
<tr>
<th>Event type and date</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complaint via email to LBB</td>
<td>Complaint about increase in truck movement on Lamington Avenue including at night. LBB confirmed that once open, the Schneider Road bridge would be used for all haulage trucks. LBB stated that, in the meantime, the haulage contactor has been instructed not to use Nudgee Road/Lamington Avenue at night. LBB encouraged stakeholder to contact us with trucks details and times if he witnessed trucks on Nudgee Road at night.</td>
</tr>
<tr>
<td>Complaint to LBB</td>
<td>Stakeholder complained about the late notice of the Community Notification with details of the Information Session. He also stated that he is not in favour of additional trucks on Kingsford Smith Drive due to speed and exhaust brakes. LBB apologised for the late delivery of the flyer and advised that the distribution company would no longer be used. LBB encouraged stakeholder to contact us with trucks details and times as there are many other projects/companies whose trucks use Kingsford Smith Drive.</td>
</tr>
<tr>
<td>Complaint to LBB</td>
<td>Stakeholder complained about the late notice of the Community Notification with details of the Information Session. LBB apologised for the late delivery of the flyer and advised that the distribution company would no longer be used.</td>
</tr>
<tr>
<td>Complaint via email to LBB</td>
<td>Stakeholder complained about the late notice of the Community Notification with details of the Information Session. He also stated that trucks are using Nudgee Road at all hours of the day, run red lights and are not covered. LBB apologised for the late delivery of the flyer and advised that the distribution company would no longer be used. LBB confirmed that once open, the Schneider Road bridge would be used for all haulage trucks. LBB stated that, in the</td>
</tr>
</tbody>
</table>
meantime, the haulage contactor has been instructed not to use Nudgee Road/Lamington Avenue at night. LBB encouraged stakeholder to contact us with trucks details and times if he witnessed trucks on Nudgee Road at night.

Complaint to LBB  
10 June 2008  
Stakeholder complained about the late notice of the Community Notification with details of the Information Session. LBB apologised for the late delivery of the flyer and advised that the distribution company would no longer be used.

Comments from Information Session

| In person to LBB  
5 June 2008 | Stakeholder completed a comment form at the Information Session requesting Council and TradeCoast answer how they are going to stop rat running along Lamington Avenue over the next four years. Advised that his question would need to be raised with Council and TradeCoast. |
| --- | --- |
| In person to LBB  
5 June 2008 | Stakeholder completed a comment form at the Information Session stating that her main concern is regarding queuing, air brakes and speed of trucks. LBB encouraged stakeholder to contact us with trucks details and times as there are many other projects/companies whose trucks use the local area. |
| In person to LBB  
5 June 2008 | Stakeholder completed a comment form at the Information Session stating that her concern relates to the speed of trucks on Kingsford Smith Drive, the lack of police presence and noise from air brakes. LBB advised stakeholder of monitoring and complaint system in place and encouraged stakeholder to contact us with trucks details and times of any incidents. |

Consultation Analysis

There were eight calls, emails and in person comments received during the reporting period (24 May – 23 June), three of which were registered as enquiries/comments and six as complaints. In addition, three comment forms were completed at the Information Session.

Four of the complaints related to the late delivery of the flyer which provided details of the Information Session. As a result Council asked LBB to place another advertisement in the City North News. In addition, the distribution company was taken off the books and will no longer be used by LBB.

Questions from the Information Session focussed on driver behaviour and truck movements on residential streets. The participants at the session were advised that the opening of the Schneider Road Bridge will alleviate concerns regarding trucks using local streets.
In addition, residents were encouraged to provide details of any errant driver behaviour including, time, date, location and truck or rego number of an offending vehicle. This would enable LBB to utilise the complaint and tracking procedure in place with the haulage contractor to confirm if the vehicle was associated with the NSBT and take appropriate corrective action as necessary.

**Table 1: Consultation analysis**

<table>
<thead>
<tr>
<th>Haulage Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complaints (45%)</td>
</tr>
<tr>
<td>Comments from Info Session (27.5%)</td>
</tr>
<tr>
<td>1800/email comments (27.5%)</td>
</tr>
</tbody>
</table>
North-South Bypass Tunnel (NSBT) is well underway with two tunnel boring machines currently excavating under the streets of Fortitude Valley.

The project team is seeking approval to extend their haulage hours to include from 6.30am Sunday to 6.30am Monday (excluding public holidays) from 1 July 2009 to 30 June 2009. This change will minimise the impact trucks have on weekday traffic.

The project currently hauls rock from the Bowen Hills worksite to the Australia Trade Coast and Brisbane Airport areas at Eagle Farm.

The total volume of rock to be removed, number of truck movements and the rock haulage route will not change. The increase in the permissible hours of rock haulage will allow the operation to be spread evenly over the week and provide the flexibility to minimise overall traffic impacts on Kingsford Smith Drive.

A technical report describing the proposed change and its anticipated impacts has been submitted to the Co-ordinator General’s Office who is calling on public submissions.

Need more information - Attend the Project Information Session

The project will be hosting an information session at the Hamilton Community Centre, 465 Kingsford Smith Drive (next to Brett’s Wharf), Hamilton on 6 June 2009 from 4-7pm. If you are unable to attend and require more information on the technical details of the report you can call the project team on 1800 22 36 37.

Information Session
Hamilton Community Centre
465 Kingsford Smith Drive
Thursday 6 June 4pm - 7pm

North-South Bypass Tunnel
Page 7
Appendix 2 – Community Notification

North-South Bypass Tunnel
Request to Increase Rock Haulage Hours

Work on the North-South Bypass Tunnel (NSBT) is well underway with two tunnel boring machines currently excavating under the streets of Fortitude Valley.

The purpose of this flyer is to:

1. inform you about the existing truck haulage on Kingsford Smith Drive from the North-South Bypass Tunnel and
2. notify you that we have applied to the Co-ordinator General to extend truck haulage hours to include from Sunday 6:30am to Monday 6:30am (excluding public holidays).

WANT TO KNOW MORE?

Attend the Project Information Session at the Hamilton Community Centre, 465 Kingsford Smith Drive (next to Benz’s Wharf), Hamilton on 6 June 2008 from 4.7pm.

If you are unable to attend and require more information you can call the project team on 1800 223 537.

Where: Hamilton Community Centre
When: Thursday 5 June
What time: 4pm - 7pm
Parking: On street only (Harbour Road)
POTENTIAL EFFECTS OF THE CHANGE

CURRENT HAULAGE FROM THE TUNNEL

Where is rock from the tunnel being transported?
Rock from the tunnel is being taken to the Australian TradeCoast via the Inner City Bypass, Kingsford Smith Drive and Clemont Avenue (daytime only) or Sugarmill Road to Terminal Drive. From July all trucks will use the new Schneider Road Bridge to access the TradeCoast area.

How many trucks are haulling rock from the tunnel along Kingsford Smith Drive?
A fleet of up to 30 trucks is being used to transport rock from the Bowen Hills tunnel site. This accounts for about one in 15 of all trucks using Kingsford Smith Drive.

What are the current hours for rock haulage?
Rock haulage is being undertaken between 6:30am to 6:30pm Sunday, avoiding the peak hours.

What is currently being done to minimise the impact on traffic?
Every driver working on the project is required to complete a truck driver induction. It is mandatory that all drivers use the designated haulage routes, cover their loads and obey all road rules. All haulage trucks are monitored 24 hours per day using the latest GPS Road Management System. The system is used to monitor the speed and location of trucks and is also capable of detecting harsh backing. All trucks are fitted with radio to enable drivers to alert each other to any traffic congestion.

Is tunnel haulage currently causing traffic delays on Kingsford Smith Drive?
Tunnel haulage trucks account for about 1% of the total traffic on Kingsford Smith Drive and are, therefore, having minimal impact on traffic congestion.

APPLICATION TO INCREASE HAULAGE HOURS

What is the benefit of increasing haulage hours to include Sundays?
The purpose of haulage rock from the tunnel site on Sundays is to spread our truck operations evenly over the week and, therefore, further reduce traffic impacts on Kingsford Smith Drive. Under the extended haulage hours, the size of our truck fleet and the number of weekly truck trips will stay exactly the same.

What impact will Sunday truck haulage have on traffic?
Heavy vehicles currently account for 4.5% of all traffic using Kingsford Smith Drive on Sundays. Sunday haulage would increase this by a further 1%, but would have minimal effect on traffic.

How will Sunday truck haulage impact on nearby residents?
A comprehensive road traffic study of Kingsford Smith Drive shows that even at the quietest period of the day (between 2-3am) there will be no noticeable increase in noise levels as a result of Sunday haulage.

GET THE TECHNICAL REPORT

A technical report describing the proposed change and its anticipated effects has been submitted by the project to the Coordinator-General’s Office who is calling for public submissions.

The report may be inspected during business hours from 26 May 2008 to 23 June 2008 at the Hamilton Library, Brisbane Central Business Centre in Brisbane Central and the Hamilton Ward Office. The report can be viewed online at www.fivetailmotorway.net.au or a copy may be obtained from Council by calling freecall 1800 397 753. Further information on the request for project change process is available at www.albcal.qld.gov.au/projects
Appendix 3 – Media Release

Media Release

24 May 2008

SUNDAY TRUCK HAULAGE TO MINIMISE PEAK HOUR TRAFFIC ON KINGFORD SMITH DRIVE

The company constructing the North-South Bypass Tunnel has requested a change to the State Government’s construction requirements to enable truck haulage along Kingsford Smith Drive to include Sundays.

Leighton Contractors and Baulderstone Hornibrook Bilfinger Berger Joint Venture (LBB JV) Interface Manager, Bert Musch, said the purpose of the change was to minimise the impact trucks would have on weekday traffic.

"It is important that residents and motorists understand we are not seeking to increase the number of tunnel trucks using Kingsford Smith Drive," Mr Musch said.

"We currently have a fleet of about 30 vehicles hauling rock from the tunnel to the Australia Trade Coast development and Brisbane Airport. Under the revised work hours, the size of our truck fleet and the number of trips they do would stay exactly the same.

"Our aim is to spread our truck operations over a longer period of time. This will result in an overall reduction in traffic impacts as there will be a lower level of rock haulage during peak hours on Kingsford Smith Drive," he said.

Mr Musch said the company had completed a comprehensive road traffic noise assessment which showed that there would be no perceivable increase in traffic noise as a result of this change.

"In addition, the increase in traffic volume would be minor when compared to the current traffic levels on a Sunday, consequently, there would be no discernable effect on queuing or delays on Kingsford Smith Drive," he said.

Any changes to the haulage hours require the approval of the Coordinator General under s.35D of the State Development and Public Works Organisation Act 1971.

LBB JV has submitted a report to the Coordinator General which describes the proposed change and anticipated impacts. This report will be on display from 26 May to 23 June.

The report can be viewed online at www.rivercitymotorway.com.au or a copy may be obtained from Brisbane City Council by calling 1800 337 753.

The hours of the haulage operation are currently 6.30am Monday to 6.30am Sunday with no haulage on Sundays or public holidays.

For more information please contact Miokelle Holden on 0401 808 800.
# North South Bypass Tunnel

## Comments on Request for Project Change - Sunday Haulage

Note: detailed responses to each submission are contained in Departmental File (T63)

<table>
<thead>
<tr>
<th>Sub. No.</th>
<th>Date</th>
<th>Submitter</th>
<th>Contact</th>
<th>Issue No.</th>
<th>Obect/Support</th>
<th>Issue</th>
<th>Major Issues - Detail</th>
<th>BCC Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>2/06/08</td>
<td>Local Resident</td>
<td>Gary Bennedick</td>
<td>1</td>
<td>Ob</td>
<td>Worker Agreements</td>
<td>Believes the proposal will lead to more shift work. Work should be conducted in 'day work' hours.</td>
<td>Refer to 2.8 Other Issues.</td>
</tr>
<tr>
<td>5</td>
<td>5/06/08</td>
<td>Local Resident</td>
<td>Kay Sclavos</td>
<td>1</td>
<td>Ob</td>
<td>Noise</td>
<td>Believes the proposal will increase traffic noise on Sundays.</td>
<td>Refer to 2.1 Noise</td>
</tr>
<tr>
<td>6</td>
<td>6/06/08</td>
<td>Local Resident</td>
<td>John Connaghan</td>
<td>1</td>
<td>Ob</td>
<td>Traffic congestion</td>
<td>Believes the proposal would lead to more traffic on Nudgee Road.</td>
<td>Refer to 2.2 Traffic Congestion</td>
</tr>
<tr>
<td>7</td>
<td>23/06/08</td>
<td>Local Resident</td>
<td>John Connaghan</td>
<td>2</td>
<td></td>
<td>Haulage Route</td>
<td>Concerned about increased traffic on Nudgee Road.</td>
<td>Refer to 2.3 Haulage Route</td>
</tr>
<tr>
<td>8</td>
<td>6/06/08</td>
<td>Local Resident</td>
<td>Tim Palmer</td>
<td>1</td>
<td>Ob</td>
<td>Noise</td>
<td>Believes the proposal would lead to more truck noise on Sunday, in particular compression braking.</td>
<td>Refer to 2.1 Noise</td>
</tr>
<tr>
<td>9</td>
<td>9/06/08</td>
<td>Local Resident</td>
<td>Diane Wallace</td>
<td>1</td>
<td>Ob</td>
<td>Noise</td>
<td>Believes the proposal would lead to more truck noise.</td>
<td>Refer to 2.1 Noise</td>
</tr>
<tr>
<td>10</td>
<td>6/06/08</td>
<td>Local Resident</td>
<td>Tim Palmer</td>
<td>2</td>
<td>Ob</td>
<td>Pedestrian/Cyclist safety</td>
<td>Concerned about pedestrian safety in the area.</td>
<td>Refer to 2.4 Pedestrian and Cyclist Safety</td>
</tr>
<tr>
<td>11</td>
<td>9/06/08</td>
<td>Local Resident</td>
<td>Diane Wallace</td>
<td>3</td>
<td></td>
<td>Driver Behaviour</td>
<td>Does not believe driver behaviour is monitored</td>
<td>Refer to 2.6 Monitoring and Driver Behaviour</td>
</tr>
<tr>
<td>12</td>
<td>6/06/08</td>
<td>Local Resident</td>
<td>Megan Cotterell</td>
<td>1</td>
<td>Ob</td>
<td>Traffic congestion</td>
<td>Believes the proposal would increase traffic on Kingsford Smith Drive.</td>
<td>Refer to 2.2 Traffic Congestion</td>
</tr>
<tr>
<td>13</td>
<td>11/06/08</td>
<td>Local Resident</td>
<td>Megan Cotterell</td>
<td>2</td>
<td></td>
<td>Environmental</td>
<td>Believes the proposal would lead to an increase in pollution and health problems such as hearing loss and stress.</td>
<td>Refer to 2.5 Environmental Concerns, Refer to 2.7 Health Concerns</td>
</tr>
<tr>
<td>14</td>
<td>17/06/08</td>
<td>Local Residents</td>
<td>John &amp; Gail Gates</td>
<td>1</td>
<td>Ob</td>
<td>Noise</td>
<td>Believes the proposal would increase traffic noise in the area.</td>
<td>Refer to 2.1 Noise</td>
</tr>
<tr>
<td>15</td>
<td>18/06/08</td>
<td>Local Resident</td>
<td>Lee Williams</td>
<td>1</td>
<td>Ob</td>
<td>Monitoring</td>
<td>Believes the proposal strays too far from the original conditions for haulage</td>
<td>Refer to 2.6 Monitoring and Driver Behaviour</td>
</tr>
<tr>
<td>16</td>
<td>18/06/08</td>
<td>Local Resident</td>
<td>Lee Williams</td>
<td>2</td>
<td></td>
<td>Noise</td>
<td>Believes the increase in noise will be too great.</td>
<td>Refer to 2.1 Noise</td>
</tr>
<tr>
<td>17</td>
<td>20/06/08</td>
<td>Local Residents</td>
<td>JC &amp; ML Ellison</td>
<td>1</td>
<td>Ob</td>
<td>Traffic congestion</td>
<td>Believes the proposal will lead to an increase in noise.</td>
<td>Refer to 2.2 Traffic Congestion</td>
</tr>
<tr>
<td>18</td>
<td>20/06/08</td>
<td>Local Residents</td>
<td>JC &amp; ML Ellison</td>
<td>2</td>
<td></td>
<td>Traffic congestion</td>
<td>Believes the proposal will increase the number of trucks on the road on Sundays greatly.</td>
<td>Refer to 2.2 Traffic Congestion</td>
</tr>
<tr>
<td>19</td>
<td>20/06/8</td>
<td>Local Residents</td>
<td>JC &amp; ML Ellison</td>
<td>3</td>
<td></td>
<td>Pedestrian/Cyclist safety</td>
<td>Believes the proposal would create safety issues for cyclists.</td>
<td>Refer to 2.4 Pedestrian and Cyclist Safety</td>
</tr>
<tr>
<td>20</td>
<td>20/06/8</td>
<td>Queensland Health</td>
<td>John Pispansen</td>
<td>1</td>
<td>Sp</td>
<td>Monitoring</td>
<td>Satisfied the mitigation measures will address Qld Health's interests.</td>
<td>Refer to 2.6 Monitoring and Driver Behaviour</td>
</tr>
<tr>
<td>21</td>
<td>20/06/8</td>
<td>Queensland Health</td>
<td>John Pispansen</td>
<td>2</td>
<td></td>
<td>Noise</td>
<td>Noise levels will need to be closely monitored.</td>
<td>Refer to 2.1 Noise</td>
</tr>
<tr>
<td>A</td>
<td>Sub. No.</td>
<td>Date</td>
<td>Submitter</td>
<td>Contact</td>
<td>Issue No.</td>
<td>Object/Support</td>
<td>Issue</td>
<td>Major Issues - Detail</td>
</tr>
<tr>
<td>---</td>
<td>---------</td>
<td>------------</td>
<td>---------------------------------------------------------------------------</td>
<td>------------------------------</td>
<td>-----------</td>
<td>----------------</td>
<td>------------</td>
<td>---------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>26</td>
<td>11</td>
<td>22/06/08</td>
<td>State Member of Parliament (Clayfield) &amp; Shadow Minister for Public Transport and Traffic Management</td>
<td>Tim Nicholls MP</td>
<td>1</td>
<td>Ob</td>
<td>Notification</td>
<td>Public notification process was flawed.</td>
</tr>
<tr>
<td>27</td>
<td>2</td>
<td>Noise</td>
<td>Believes the proposal will lead to an increase in traffic and traffic noise on Sundays. The noise from the braking is of great concern</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Refer to 2.1 Noise</td>
</tr>
<tr>
<td>28</td>
<td>3</td>
<td>Traffic congestion</td>
<td>Believes the contractor has failed to put forth a reasonable case for the increase in haulage hours.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Refer to 2.2 Traffic Congestion</td>
</tr>
<tr>
<td>29</td>
<td>12</td>
<td>25/06/08</td>
<td>Environmental Protection Agency</td>
<td>Stuart Cameron</td>
<td>1</td>
<td>Sp</td>
<td>Monitoring</td>
<td>Has no issues with the proposal provided the conditions are met.</td>
</tr>
<tr>
<td>30</td>
<td>13</td>
<td>23/06/08</td>
<td>Queensland Transport</td>
<td>Stuart Lyndon</td>
<td>1</td>
<td>Sp</td>
<td>Noise</td>
<td>Supports the proposal with anticipated increased monitoring of original CoG conditions.</td>
</tr>
<tr>
<td>31</td>
<td>14</td>
<td>23/06/08</td>
<td>Councillor for Hamilton Ward - Brisbane City Council</td>
<td>David McLachlan</td>
<td>1</td>
<td>Ob</td>
<td>Noise</td>
<td>Residents of Hamilton deserve a day of respite due to increased use of KSD by trucks.</td>
</tr>
<tr>
<td>32</td>
<td>2</td>
<td>Monitoring</td>
<td>Does not believe the proposal will accelerate the project timetable and is only to convenience the haulage company. The current conditions should be maintained.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Refer to 2.6 Monitoring and Driver Behaviour</td>
</tr>
<tr>
<td>33</td>
<td>15</td>
<td>23/06/08</td>
<td>Local Resident</td>
<td>Rob Webb</td>
<td>1</td>
<td>Ob</td>
<td>Noise</td>
<td>Believes the proposal will lead to a great increase in noise on Sundays.</td>
</tr>
<tr>
<td>34</td>
<td>16</td>
<td>24/06/08</td>
<td>Department of Housing</td>
<td>Mark Allen</td>
<td>1</td>
<td></td>
<td></td>
<td>No major concerns with the proposal.</td>
</tr>
<tr>
<td>35</td>
<td>17</td>
<td>24/06/08</td>
<td>Department of Main Roads</td>
<td>Veronica Sepulveda</td>
<td>1</td>
<td>Sp</td>
<td>Monitoring</td>
<td>Believes spoil haulage would continue to be subject to the same rigorous requirements and controls as currently.</td>
</tr>
<tr>
<td>36</td>
<td>18</td>
<td>25/06/08</td>
<td>Queensland Police Service</td>
<td>Regan Carr</td>
<td>1</td>
<td>Sp</td>
<td></td>
<td>No major concerns with the proposal.</td>
</tr>
<tr>
<td>37</td>
<td>19</td>
<td>26/06/08</td>
<td>Department of Emergency Services</td>
<td>Richard Williams</td>
<td>1</td>
<td>Sp</td>
<td></td>
<td>No issues with the proposal.</td>
</tr>
</tbody>
</table>