

# MINUTES OF MEETING

Meeting Number 26

CLG	Kedron Community Liaison Group				
Location:	Visitor Information Centre, Lutwyche	Date:	15 December 2010	Time:	6:30pm

*These minutes are not intended to be a verbatim account of the CLG meeting but are a summary of the key issues raised, actions arising from the meeting and outcomes of actions raised at previous meetings*

Item	Action	By Whom
	<p><b>Attendees:</b>  <b>CLG members</b> - Anastasia Dick (AD), Kate Macdonald (KM), Col Harrington (CH) Michael Brown (MB), Maria Lawson (ML), Diane Curtin (DC) Elizabeth Rowland (ER)  <b>Project Personnel</b> – Gail Furnas (GF)-TJH, Nicola Mitchell (NM)-TJH, Deirdre McCue (DMC) – TJH, Kenneth Fyfe (KF)-TJH, Adam Haber (AH)–TJH, Louise Litchfield (LL), Lauren Diamond (LD) – CNI, Michelle Barisic (MBa) – BCS, David Rankin (DR)–BCS, Facilitator: Barrie Spring (BS) Evan Smith- CNI, Jess Duncan – Minute Taker, Luke Chippendale – TJH, Dave Davidson (DD) – PB, Brian Ng (BN) -TJH</p>	
1.0	<p><b>Welcome, apologies and action items</b>  Apologies were received from Derek Matthews (DM), Bruce Davis (BD)</p>	
2.0	<p><b>Action items:</b></p> <p><b>Action One &amp; Two : Provide an explanation of how noise modeling was calculated and BrisConnections to follow up and provide clarification of operational noise goals:</b></p> <p>Presentation by Dave Davidson (Technical Lead for acoustics on the project):  Advised that noise modeling is completed using a 3 dimensional computer model. A variety of conditions are taken into account including terrain, location of properties in terms of height and physical orientation, traffic volumes, road surfaces, the angle that the road rises and/or falls, the speed of traffic and the percentage of heavy vehicles (Class 2 and above) that will be using the road. Traffic volumes are calculated by taking an 18 hour daily average (6am – 12 midnight). The final average value is an average of the 18 one hour averages. Considerations are not made for variations that may occur due to the day, week or season.  The 18 hour average is based on decades of historical data where it was observed that this figure correlates strongly ‘community annoyance’.  The AADT (Average Annual Daily Traffic) was a major design factor. This information feeds into what is used as an assessment for traffic noise. Traffic modeling is a specialist field and calculations are based on the traffic model number that is provided.</p> <p><b>Member confirmed that if the traffic volumes are based on 18 one hour blocks this means the higher volumes (e.g. peak times) are averaged over the 18 hour period?</b>  Modeling only considers the 18-hour average.</p> <p><b>Member stated he believes the Kedron flyovers will send noise over their suburb in the early morning. He believes a standard formula has been used but the community impacts ignored.</b></p> <p>The impact of the flyover has not been ignored. It is included in the model. Reiterated that the timeframes used to collect the data do have a very good correlation with community annoyance levels.</p> <p><b>Member asked if the modeling shows that residents will not have ongoing disturbance from traffic noise?</b>  The model cannot make that assurance. BCC and DTMR have different noise goals. South of Kedron Park Road the BCC administers the roads which means operational noise goals are 63 decibels. North of Kedron Park Road the State Government administers the roads which means there is an</p>	<p>DD</p> <p>CH</p> <p>DD</p> <p>CH</p> <p>DD</p> <p>ML</p> <p>DD</p>

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	<p>operational noise goal of 68 decibels. If it is not reasonable and practical to achieve these goals through infrastructure based mitigation, property-based treatments must be used. The design horizon is for 10 years after construction. It is understood that traffic levels will increase with time over a 10 year period and the aim is to make sure that the current mitigation strategies will meet the projected 10 year goals.</p> <p>TJH is building noise mitigation into the infrastructure now, to meet the 10-year levels.</p> <p><b>Member asked what happens if there are exceedances once construction is completed?</b></p> <p>BCS will have to provide additional mitigation.</p> <p>Noise monitoring is undertaken 6 months after to ensure that the infrastructure will meet the relevant goals.</p> <p>It is a CoG condition that ongoing noise monitoring be undertaken by BCS.</p> <p><b>Member asked if the average was calculated over a 12 month period?</b> Yes, it is a yearly average.</p> <p><b>Member asked that given the roads don't exist are DP confident that the predictions are correct?</b> Yes, PB is confident the predictions are correct. All major organizations use this form of modeling.</p> <p><b>Member asked if the Clem7 had used this modeling given that traffic volumes are far lower than was anticipated?</b> Different parameters can be used and approaches can vary depending on the parameters used.</p> <p><b>Member confirmed that if X amount of noise will be generated by 18000 cars in one day, are the decibels measured in one hour blocks at any given time?</b> This is correct.</p> <p><b>ACTION:</b> Clarify BrisConnection's responsibilities to achieve noise goals for the Airport Link as set by the Coordinator General during the operational phase.</p> <p><b>Member asked what goals the intersection of Stafford and Gympie Roads need to meet, and if the area where the ALOC building is situated was considered in the modeling and the height of the ramps at the intersection.</b> Yes. This area is State Government controlled so will need to meet the 68 decibel goals.</p> <p><b>Member further asked what residential areas that criteria applied to?</b> Advised the criteria applied to every house no matter how far it is from the road. The noise was measured from the façade of the house, in the middle of the highest exposed window. The further back a property is from the road / intersection the more the noise will diminish. Topography is considered when modeling is completed.</p> <p><b>Member asked if the noise levels were measured with the window open or closed?</b> DD advised that it was an external criteria.</p>	
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	<p><b>Member noted that noise monitoring was to occur prior to the start of the project and after the project was completed. Was the noise monitoring carried out prior to the start of the project?</b> Yes.</p>	KM DD
	<p><b>Member confirmed that when data is required for noise modeling, experts are approached and a request is made for modeling to be carried out. Who is responsible for selecting the data that is used in the model? How is data collected?</b> AADT information is used in every aspect and is specific to each project.</p>	KM DD
	<p><b>Are the cables on the roads used to measure traffic counts?</b> Yes</p>	ML DD
	<p><b>Member expressed his frustration and concern that there was no modeling completed that allowed for the specific noise that will be generated from the ramp in the early hours of the morning and that he feels residents will not receive any relief from the noise generated by the ramp.</b> Excerpt read from the Main Roads Code of Conduct and noted that this document is readily available to the public.</p>	CH DD
	<p><b>ACTION: Member requested that the excerpt read from the DTMR Code of Conduct be included in the minutes.</b></p>	
	<p><b>Member asked if there is any mitigation planned for the ramp?</b> DD advised that as the road goes down, its walls protect the area from noise. If there are noise issues it will be addressed in the operation phase.</p>	CH DD
	<p><b>Action 3: TJH to confirm if new property condition surveys had taken place due to changes in the ground conditions</b> TJH advised that new surveys have been completed, for example near the Rose Street shaft as it was an addition to the original design. TJH contact the Property Team if they receive a phone call from a community member about property damage. It is up to the Property Team to decide if an additional survey is required.</p>	GF
	<p><b>Action 4: Re-invite DTMR and DERM to a CLG Meeting.</b> TJH contacted DERM and were advised that they were not in a position to send a representative to a CLG meeting but did provide contact details of a DERM representative who members can contact if they have any questions.</p>	
	<p>Member felt there were unresolved issues surrounding the groups' previous discussion with DTMR.</p>	ER
	<p><b>Action: Member to draft an email with details of her queries for CNI to DTMR.</b></p>	
	<p><b>Member asked if there was any indication given as to why DERM could not send a representative along?</b> TJH advised that DERM said they are not in a position to send a representative.</p>	MB DMc
	<p><b>Member asked if DTMR are coming back?</b> Facilitator advised that as the group requested DERM and DTMR together in the same room, there was no point in asking DTMR to come back if a DERM representative is not present.</p>	ER BS

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	<p><b>Member was to follow up and see if road closure applications were available under the RTI.</b> Member advised that yes the applications are available and he is currently waiting on 900 pages of information and applications to arrive.</p> <p><b>Action 5 : Issue with the minutes.</b> This action is dealt with in General Business.</p> <p><b>Action 6: Sign for Bradshaw Street</b> TJH advised they have spoken to their Traffic Division and have arranged for a temporary sign to be erected until a response is received from the BCC in regards to a permanent sign.</p> <p><b>Action 7: Report back about responsibilities for road maintenance during construction:</b> Service providers are responsible for returning the road to the state it was in at the beginning of their works during service relocations. If repairs are required within the project corridor it is TJH's responsibility. Repairs outside the Licensed Construction Area are the responsibility of the local authority.</p> <p><b>Member asked who gives sub contractors permission to start work and who is making sure that works are completed? Member feels no one is enforcing the roads repair.</b></p> <p><b>Member noted that Mitchell Street has been repaired twice and the repairs are disintegrating. Member feels there needs to more control over the sub-contractors as the roads are atrocious.</b></p> <p><b>Member noted that Fifth Avenue had been temporarily repaired but fell apart again. Member questioned why temporary patches were in place when they will fall apart and need to be repaired again</b></p> <p><b>Member feels that TJH as the contractors are responsible for ensuring the upkeep of the roads if a service provider fails to do so. CNI should be ensuring that repairs are being carried out. Member noted that Bradshaw Street is a disgrace and is within the project corridor.</b> <b>Member tabled a comment she had received about the council:</b> <b><i>"resident was told that TJH would pay the council to repair the roads but felt that the council would spend the money elsewhere"</i></b></p> <p>It is the service providers' responsibility to repair the roads to BCC standards after their works are complete. At this stage TJH cannot complete full repairs as they still need access to the roads. TJH has started doing a thorough analysis of what roads can be reinstated sooner rather than later.</p> <p><b>Member asked if the roundabout at Clarence Street and Homebush Road was within the project corridor?</b> Yes it is.</p> <p><b>Member asked if there is an area that requires repair how do they go about getting it repaired?</b> Residents need to notify TJH and they will inspect the area and repair if necessary.</p> <p><b>Member noted that Lamington Avenue needs repairs.</b></p> <p><b>Member confirmed with TJH that patching will continue and roads will be fully reinstated at the end of the project</b></p>	<p>MB</p> <p>GF</p> <p>LD</p> <p>CH</p> <p>MB</p> <p>ER</p> <p>KM</p> <p>DMc</p> <p>MB GF</p> <p>ML GF ML</p> <p>MB</p>
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	<p><b>Member raised the issue of damage done to vehicles by roads that need repairing such as wheel alignments, suspension and new tyres and whether there is a liability for TJH?</b> Facilitator advised this a personal mitigation measure and community members would need to contact TJH to discuss this.</p> <p><b>Action 8: Lighting issue in the Kedron Brook / Brookfield road area.</b> Member advised that the lights have been moved and that an orange lighting rig was in place instead of a white one.</p> <p><b>ACTION: TJH to follow up on lighting in Kedron Brook / Brookfield Road.</b></p> <p><b>ACTION 9 – TJH to provide data of where the old storm water diversion is near the Perry Street Site.</b> This action was not addressed due to lack of time. TJH to provide data to members.</p> <p><b>ACTION: TJH to provide data relating to where the old storm water diversion is near the Perry Street Site.</b></p>	<p>KM</p> <p>BS</p> <p>DC</p> <p>February meeting</p>
3.0	<p><b>General Business:</b></p> <p>There was no BrisConnections presentation due to lack of time, this will be made at the February CLG meeting.</p> <p><b>Member advised that at some time on the afternoon of Friday December 12, a notification was placed in his mailbox advising that the water would be out between 9 and 4 the next day. The member contacted TJH. The service provided decided not to progress with the works. The member advised that at this time of year people tend to be entertaining and need water at home.</b></p> <p><b>Member was advised on Wednesday December 15 that the water would be off this coming Saturday. The Member emailed TJH to express his concern and included Stirling Hinchcliffe and Fiona King on the email.</b> TJH advised they do not control when works are carried out. They can control the activities of their employees and sub-contractors, but do not have control over 'live works' (when new infrastructure is being connected). Asset providers do not allow TJH to program these works. TJH advised Urban Utilities that the work could be undertaken from November, however TJH then has to wait for Urban Utilities to advise them of a date when the work can be completed.</p> <p><b>Member further noted that Mr. Hinchcliffe had spoken with Fiona King as these works were being completed by a BCC organization (BCW).</b> TJH advised that QUU and BCW have an ongoing maintenance schedule. Any requests for work that come in from TJH need to be fitted around the present schedules.</p> <p>It was noted that Queensland Urban Utilities is a State Government entity not a BCC one.</p> <p><b>Member feels Urban Utilities may take advantage of the Airport Link as it has precedence as a special project and attempt to use the working conditions / hours in the same way TJH do.</b></p> <p><b>Member noted that she has spoken to a supervisor from BCW in regards to work that was completed in Swan Street by BCW on a Sunday.</b></p>	<p>BS/MB</p> <p>MB</p> <p>DMc</p> <p>MB</p> <p>DMc</p> <p>CH</p>

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	<p>Member was advised that BCW were advised late on a Friday that work had to be completed and were only being allowed access to the site by the Airport Link on Sundays. Member was also advised that workers had to be called in from RDOs and days off to ensure the work was completed.</p> <p><b>Member asked about the item on the forward agenda requesting more detailed information on the designs for Amelia Park.</b> TJH advised that the plans have been approved.</p> <p><b>Member asked when Amelia Park would be open again as there was an indication given it would be open by Christmas.</b> TJH advised that Amelia Park will unfortunately not be open by Christmas. The SQID is finished and there is a requirement for soil to be replaced as well as re-turfing. Landscaping needs to be completed as well as the installation of equipment. The tender has been issued for the landscaping work and closes on 5 January. The required volume of trees are available, they are waiting for the tender to close to know if the required volume of shrubs is available. TJH will attempt to complete work in sections and roll it out at the same time, and are hoping for a February completion date.</p> <p><b>ACTION: TJH to provide an update and a plan once the tender has been awarded at the next CLG Meeting.</b></p> <p><b>Member noted that a resident who lives near her was in attendance at a motorcycle accident at the intersection of Kedron Park road and Gympie Road. Member asked if there had been any follow up from TJH after the accident.</b> TJH confirmed with the member that she was referring to the accident involving 2 motorcycles and truck which resulted in gravel on the road as there are many accidents at that intersection. An incident report has been lodged and the Police were present on the day.</p> <p><b>Member noted that trucks are speeding down Beaconsfield Street; she received a complaint from a resident and advised the person to contact TJH.</b> TJH advised that they have spoken with the haulage contractors to address the issue of speeding and have asked the police to monitor the worksites.. TJH reminded members to make sure the public contacts them in such instances.</p> <p><b>Member advised there was no traffic control in place when mobile crane rigs were being used on the bikeway. Member has been advised that the project is outside the jurisdiction of Queensland Workplace Health and Safety and falls under the Commonwealth Workplace Health and Safety.</b> TJH advised they have to comply with both State and Commonwealth regulations as Theiss is a Queensland Company and John Holland is nationwide. TJH advised member to contact them as soon as they notice something like this as it is hard to address the issue weeks later. TJH will ensure traffic controls are in place.</p> <p><b>Member asked what the requirements are for traffic controllers being present at the Brookfield Road pedestrian access. Member was under the impression that traffic controls were to be in place from 6.30am to 6.30pm, but when the member passed at 6.10pm recently there was no traffic control present. Member noted that a truck was coming out from under the shade sail – she did not see the truck and the truck did not stop.</b></p>	
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	<p>TJH to investigate.</p> <p><b>ACTION: TJH to report back on the traffic control requirements.</b></p> <p><b>Member confirmed with David Rankin what is role within the project is</b> David advised he is the Engineering Manager for BrisConnections, but that his role will change as the project progresses.</p> <p><b>Member advised that there has been an improvement in the notification of night works. Residents are now able to plan around the disruptions. Member also noted that receiving advance notice of blasting is also appreciated as the public is not as concerned by the vibrations as they are aware of what is causing it.</b></p> <p><b>Member asked that the excerpt she has provided the facilitator regarding the level of the brook be added to these minutes and that it is tied back to action 5.</b></p> <p><b>ACTION: Facilitator to insert the excerpt as requested by the member.</b></p> <p>"The reasons that brook level is rising so high is:-</p> <ul style="list-style-type: none"> <li>• The hard catchment area (roofs, roads parking lots etc) has increased up stream in the past 15 years, this increases the amount of run off immediately entering waterways;</li> <li>• There are approximately 80kms of waterways running into the Kedron Brook;</li> <li>• Where rain actually falls within the catchment;</li> <li>• The rate of the rainfall; and</li> <li>• Upstream dam release;</li> </ul> <p>Given the above reasons on their own would increase the potential for flooding, I queried why the Airport link project removed all the flood mitigation work completed by BCC back in the late 70 &amp; early eighty and that had been regularly maintained and further more actually narrowed the brook's flow under and around the Gympie Road and why is the project completely blocking off Kedron Brook under the Gympie Road bridge in breach of the Co-ordinator General's report.</p> <p>Facilitator advised that hard copies of the updated Terms of Reference have been provided to Members. Members can return these at the next CLG meeting. Facilitator will witness the sign on sheet.</p> <p>Facilitator advised that the Christmas Shutdown period is 24/12/10 – 03/01/11.</p>	<p>GF</p> <p>ER DR</p> <p>ER</p> <p>KM</p> <p>Excerpt from Member</p> <p>BS</p>
5.0	<p><b>Construction Update</b> Construction Update - presentation given by Adam Haber Project Manager, Thiess John Holland. Activities over the coming month:</p>	

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	<p><b>Kedron Central Site</b></p> <ul style="list-style-type: none"> <li>Construction of CC210 Arch &amp; Plenum arches, smoke duct slabs and walls well underway. Supplies of concrete are pumped at night while utilising a lane closure on Gympie Road due to poor access to the southbound arches</li> <li>Access maintained for tunnelling operations. Removal of spoil from the tunnel to the spoil shed in KBB.</li> <li>Excavation to VE100 (connects tunnel to ventilation station). A blast is required to break up a rock wall to allow the final connection into the plenum. Associated concrete works to commence in the new year.</li> <li>Last major concrete pour for the VSO building before erection of steel roof. Pre-cast facade erection for the VSO building</li> <li>Commencement of CC211 roof slabs beside the spoil shed</li> </ul> <p><b>Perry Street Precinct</b></p> <ul style="list-style-type: none"> <li>Civil concrete and support works completed in the tunnel however the tunnelling team will continue to mine southwards towards Truro Street. MEFT (Mechanical &amp; Electrical fit-out team) will also commence in the New Year</li> <li>The roof of the westbound off ramps and ventilation passage adjacent to Gympie Road will be completed just prior to Christmas. Backfill works will commence early in the New Year ready for the new Kedron Bus Station to be built during 2011. The underground concrete and support works will continue for the next year Tunnelling has also commenced heading east bound under the KPH</li> <li>Some minor Perry Street drainage will be completed in the New Year</li> <li>The first stage of northbound off ramp bridge construction is underway with the first span deck units to be erected prior to Christmas</li> <li>Woolloowin State School drop off works are underway with completion being targeted for the beginning of the new school year, 24 Jan 2011.</li> </ul> <p><b>Gympie Road (Kedron Brook to Arnott Avenue)</b></p> <ul style="list-style-type: none"> <li>CC210N excavation beneath the realigned Gympie Road continues. Drilling and blasting continues underneath roof slabs. Blasting to continue for another few months at the next lower level after Xmas</li> <li>Concrete slabs in CC210N have commenced and will follow the excavation as it progress to the south</li> <li>Trucks are removing spoil from the excavation via Brookfield Road gate onto Gympie Road.</li> </ul> <p><b>Kedron Brook</b></p> <ul style="list-style-type: none"> <li>Bridge 214 headstocks and abutments. Commencing erection of the BR214 deck units</li> <li>Placement area for rebar deliveries and mobile crane/pumping for the plenum from time to time</li> <li>Night works for water treatment monitoring at Kedron Brook</li> <li>The sewer main running adjacent to the brook was grouted to prevent water ingress into the tunnel excavation.</li> </ul> <p><b>Gympie Road</b></p> <ul style="list-style-type: none"> <li>Homebush Road left out reinstated late December</li> </ul>	
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	<ul style="list-style-type: none"> <li>Excavation continuing south of Homebush Road</li> <li>Excavation and roof slab construction continuing north of Broughton Road to Somerset Road</li> <li>Ongoing utility installation and road works between Homebush &amp; Somerset Roads</li> <li>Installation of new traffic signals north of the existing Stafford/Gympie Road intersection will commence in early January</li> <li>Realignment of Stafford Road between Clarence &amp; Gympie Road will occur in late January to move the Stafford &amp; Gympie intersection approximately 100m north on Gympie Road.</li> </ul> <p><b>Stafford Road (Gympie Road to Clarence Road)</b></p> <ul style="list-style-type: none"> <li>Construction of the Stafford Road intersection tunnel structure will continue into February</li> <li>The second half of the roof slab over RW130 was completed earlier this month</li> <li>Reconstruction of Stafford Road westbound between Swan &amp; Rose Streets: nearing completion of the drainage works with the final three road crossings Pavement works will commence next week</li> <li>The closure of Clarence Road at Stafford Road: pavement reconstruction has commenced, utility installation between Stafford and Brookfield Roads Clarence Road will open in January with the Stafford Road realignment.</li> </ul> <p><b>ALOC (Airport Link Operations Centre)</b></p> <ul style="list-style-type: none"> <li><u>ALOC Site – works for January</u> <ul style="list-style-type: none"> <li>Level 1 and plant deck slabs are complete, with minor pours remaining for the structure</li> <li>Commission services to building – AC/ Lights/ etc - commenced</li> <li>External facade/ cladding/ painting will be completed in January</li> <li>Roads and car park works commenced – 75% completed by January</li> <li>Move site office into building area to complete landscape works</li> <li>Landscape works commencing.</li> </ul> </li> </ul> <p><b>Discussion &amp; questions:</b></p> <p><b>Member asked where the SQID was being installed for Perry Street drainage.</b> TJH advised the SQID will be installed on the south side next to the bridge in Amelia Park.</p> <p><b>Member noted the Brook was blocked about 3 weeks ago which is against the Coordinator General’s guidelines. Member advised that the Coordinator General’s guidelines stated the Brook was always to be partially open. The Brook was blocked by large sandbags and 4 pumps were in place. Member advised she had detailed this issue in the June minutes.</b></p> <p>TJH advised that DERM had been notified and approval was received. TJH are repairing the tunnel and do not want to risk a flood in the tunnel. TJH noted that water is still flowing and the downstream flow has not been affected. When the repairs are complete the diversion will be removed. There are mitigation plans for the end of the project.</p> <p><b>Member noted that she is more concerned about what mitigation measures are in place now rather than future mitigation.</b></p>	
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<p>TJH advised that there is no difference in the upstream or downstream levels of the brook.</p> <p><b>Member asked what date the traffic switch would be occurring.</b> TJH advised the traffic switch is scheduled to occur on 28 January. Work will start in preparation for this in early January.</p> <p><b>Member asked about the installation of traffic signals and asked if they would be installed near where the pedestrian thoroughfare is on Stafford Road?</b> TJH advised that the traffic signals will change and the details are on the DTMR Traffic Plan. Relocations need to be approved before moving ahead.</p> <p><b>Member asked when the footpath from Broughton Road to Somerset Road will be reinstated?</b> TJH advised that the reopening of the footpath has been delayed due to the next phase of the busway. TJH are hoping it will open in early 2011.</p> <p><b>ACTION: TJH to investigate and advise CLG of when the footpath is expected to be reopened.</b></p> <p><b>Member noted that this is inconvenient for residents. Member asked how people are meant to know the alternate route?</b> TJH advised members of the public can contact them for information or consult a UBD. Local residents are aware of the changes when works are being undertaken and that the northbound footpath is closed.</p> <p><b>Member pointed out that not everyone drives and therefore has access to a UBD. Member asked if it possible to have a sign put up on barriers showing alternate routes?</b></p> <p><b>ACTION: TJH to investigate and install signage.</b></p> <p>TJH advised that they are starting reconstruction on pavements on Thursday December 16 for the houses on Stafford Road where new storm water drains have been installed. There will be a lot of changes to Stafford Road as storm water needs to be installed on the south side so the new traffic alignment can take place.</p> <p><b>Member asked if the storm water drains were bigger?</b> TJH advised that the drains are bigger. Construction has taken longer as the pits had to be rebuilt to hold the larger pipes.</p> <p><b>Member asked how big the new storm water pipes are?</b> TJH advised that all road crossings were 350-450, they are now 2050. ALOC pipes are 1500. The ALOC catchment feeds into the Stafford Road pipe which is 1800. There has been consideration given to the increased surface water which is why larger drains have been installed on Stafford Road.</p> <p><b>Member confirmed that the plan for Stafford Road was to move traffic over? Member asked if any consideration had been given to using a contra flow during the day on Stafford road now that school holidays have started to reduce the amount of noisy night works.</b> TJH advised that yes this is the next phase. There is no room at the moment to install a contra flow as they have a specific requirement to ensure that no less than 3 lanes are operational as they have to meet targets for queuing lengths.</p>	<p>MB AH</p> <p>DC AH</p> <p>ER GF</p> <p>ER GF ER</p> <p>GF CH AH</p> <p>KM AH</p> <p>CH AH</p>
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# MINUTES OF MEETING

Meeting Number 26

CLG	Kedron Community Liaison Group				
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	<p><b>Member is concerned about how much thought and consideration is given to opportunities given by reduced traffic.</b> TJH advised that the traffic switch needs to be completed by the 28 January. TJH are trying to get the work complete before traffic becomes busier again.</p> <p><b>Member noted that they had asked for a community member to attend the meeting to describe the impact of noise at night. Member was informed that the community member was not allowed to attend.</b> TJH reiterated that if a community member has an issue they should contact TJH. The CLG members represent the community at these meetings.</p> <p><b>Member noted that residents do not contact TJH as they feel it is not worth contacting TJH which is why they complain to CLG Members.</b></p>	<p>CH</p> <p>AH</p> <p>CH</p> <p>GF</p> <p>CH</p>
6.0	<p><b>Environment Update</b> <b>Presented by Kenneth Fyfe</b></p> <p><b>Dust Deposition Results:</b></p> <ul style="list-style-type: none"> <li>• Monitoring was undertaken at the following sites for PM10 and TSP with no exceedances: <ul style="list-style-type: none"> <li>○ Woolloowin SS</li> <li>○ Adjacent to Kedron SHS</li> <li>○ Erskine Ave</li> <li>○ Perry St</li> <li>○ 228 Gympie Road</li> </ul> </li> <li>• <b>Noise Monitoring Results:</b> <ul style="list-style-type: none"> <li>○ Monitoring undertaken at various locations with no exceedances</li> </ul> </li> <li>• <b>Blast Monitoring Results:</b> <ul style="list-style-type: none"> <li>○ Monitoring undertaken at various locations with no exceedances</li> </ul> </li> </ul> <p><b>Further Points Noted</b></p> <ul style="list-style-type: none"> <li>• PM10 results are half what the regulations require</li> <li>• Dust deposition monitoring is highlighted in the presentation as there have been questions asked.</li> <li>• Fauna monitoring and animal relocation was discussed.</li> </ul> <p><b>Discussions and questions:</b></p> <p><b>Member questioned the dust monitoring that was presented in the last Minutes at 22 Suez Street. The details of monitoring identified works that were being undertaken in the park to the rear of the property as the reason for monitoring. Member does not feel there were any works being undertaken in the park.</b> The monitoring was undertaken in response to a complaint from the resident. There was some uncovered dirt that caused dust.</p>	<p>KMc</p> <p>KF</p>

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	<p><b>Member asked if noise monitoring results had changed since night work commenced on Stafford Road?</b> Night works were not monitored as they are 'Special Circumstances' works and do not have to meet any goals. TJH further added they have completed letterbox drops to affected residents and relocated them if necessary.</p> <p><b>Member noted that one of his neighbours on Broughton road is unable to sleep a night with their doors open due to the noise.</b> TJH advised the notifications are sent out to advise of night works, and that the community member can contact TJH and organize relocation if appropriate.</p> <p><b>Member noted at her home in Jack Street she could feel her house moving during blasting activities, and it felt more like an earthquake than vibrations caused by air pressure.</b> TJH are conducting extensive vibration monitoring. The frequency is very different to an earthquake. TJH said they can feel the vibrations in their site office as well. The vibrations are of a safe level.</p> <p><b>Member asked where vibration monitoring was undertaken?</b> TJH advised that monitoring was undertaken at 2 houses in Park Terrace close to the blast site.</p> <p><b>Members noted that they have heard whistles and asked what they are for?</b> TJH said the whistles are for cranes. The whistles are sounded when items are being lowered by the crane to warn workers.</p>	<p>CH</p> <p>KF</p> <p>GF</p> <p>CH</p> <p>GF</p> <p>KM</p> <p>AH</p> <p>ER</p> <p>KF</p> <p>ER</p> <p>GF</p>
7.0	<p><b>Community Relations Update</b></p> <p>Community Relations Update presented by Gail Furnas</p> <ul style="list-style-type: none"> <li>94 complaints and 40 Issues/enquiries</li> <li>Parking was the single largest issue</li> </ul> <p><b>Kedron Community Notifications</b></p> <p><b>Twelve notifications were distributed in Kedron during November including:</b></p> <ul style="list-style-type: none"> <li>Kedron – Construction and Services Update</li> <li>Vegetation Removal (update) Amelia Park</li> <li>Vegetation Removal (update) Wooloowin State School</li> <li>Wooloowin School Drop off zone works</li> <li>Norman Street Night works</li> <li>Tunnelling works - Update</li> <li>Drill and blast at Kedron south/north</li> <li>Geotechnical Works</li> <li>Stafford Road Widening</li> <li>Stafford Road intersection</li> <li>Precast beam installation –Broughton Road (north) &amp; Stafford Intersection</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Precast beam installation – Medical Centre</li> <li>• Medical centre flyer</li> </ul> <p>A total of 10500 notifications</p> <p><b>Kedron Community Relations activities</b></p> <ul style="list-style-type: none"> <li>• Door knocks regarding:             <ul style="list-style-type: none"> <li>– Night works – Pre cast Beam Installation – Stafford Road</li> <li>– Stafford Road widening – emergency road works</li> <li>– Stafford Road emergency works – gas service disruption</li> <li>– Drill and blast activities – Kedron south and central</li> <li>– Ongoing updates to residents living within close proximity to the Kedron service relocations</li> <li>– Consultation with the surrounding Kedron businesses regarding promotional measures.</li> </ul> </li> <li>• The Community Relations Team (CRT) liaised with residents on Stafford Road during the installation of the stormwater line associated with the Stafford Road widening works</li> <li>• The CRT continued to liaise with the community on a daily/weekly basis regarding drill and blast activities in Kedron North and South. In particular, underneath Park Road and in the south and eastbound access ramps on the eastern side of Gympie Road</li> <li>• The CRT liaised with residents on Stafford Road and surrounding streets for gas and Telstra relocation work via a letterbox drop and follow up doorknock outlining the activities</li> <li>• The Kedron CRT continues to distribute the Kedron Park 7 Day Medical Centre’s weekly ‘business as usual’ flyer to the wider northern suburbs</li> <li>• Ongoing meetings with residents and businesses as required</li> <li>• The Kedron Community Relations Team (CRT) liaised with residents in Kedron South for the commencement of construction of the Woolloowin State School drop off zone. TJH has also provided information for school parents regarding the drop off zone. In addition, the CRT monitored the parking in the school drop off zone.</li> </ul> <p><b>Discussions / Questions Arising:</b></p> <p>There was no Community Update this month as the CLG had run overtime.</p>	
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**Next Meeting:**

**Location:** Visitor Information Centre,

**Date:** 9 February 2011

**Time:** 6:30pm



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## Lutwyche