

# MINUTES OF MEETING

Meeting Number 25

|           |                                      |       |                  |       |        |
|-----------|--------------------------------------|-------|------------------|-------|--------|
| CLG       | Kedron Community Liaison Group       |       |                  |       |        |
| Location: | Visitor Information Centre, Lutwyche | Date: | 10 November 2010 | Time: | 6:30pm |

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| Item | Action  | By Whom  |
|------|---|--|
|      | <p><b>Attendees:</b><br/> <b>CLG members</b> - Anastasia Dick (AD), Kate Macdonald (KM), Col Harrington (CH) Michael Brown (MB), Maria Lawson (ML), Diane Curtin (DC)</p> <p><b>Project Personnel</b> – Gail Furnas (GF)-TJH, Nicola Mitchell (NM)-TJH, Deirdre McCue (DMC) – TJH, Brett Watkins (BW) – TJH, Kenneth Fyfe (KF)-TJH, David Ide (DI)–TJH, Lauren Diamond (LD) – CNI, Michelle Barisic (MBa) – BCS, David Rankin (DR)–BCS, Facilitator: Barrie Spring (BS), Kerry Wastell (KW) -- CNI, Evan Smith- CNI, Ray Wilson –BCS, Jess Duncan – Minute Taker</p>  |  |
| 1.0  | <p><b>Welcome, apologies and action items</b><br/>           Apologies were received from Bruce Davis (BD), Derek Matthews (DM), Elizabeth Rowland (ER) and Louise Litchfield (LL).</p>   |  |
| 2.0  | <p><b>Action items:</b></p> <p><b>Action 1: Provide an explanation of how noise modelling is calculated</b><br/>           CNI advised that TJH completed noise modelling using specific and sophisticated software. CNI have looked into the operational noise goals and mitigation requirements, they have requested more information from BrisConnections to review the original design. The detailed design drawings will not be available to the public. CNI will endeavour to provide an answer at the December CLG meeting.</p> <p><b>CLG Member asked what determined the original design and what consideration was given to noise? CLG member asked if they could see the calculations?</b><br/>           CNI advised that the calculations go back to the original design documents. Noise goals take into consideration a number of variables including vehicle speed, gradient of the road and day/night traffic volumes.</p> <p>CNI advised that it is not possible to provide details of the calculations as there is no single figure. TJH advised that as a part of the Environmental Protection Act the goal for noise zoned as L.10.80 between the hours of 6am to 10pm was 63-68 DBA. CNI confirmed this and noted the noise levels are based on international standards.</p> <p><b>CLG Member asked if any consideration was given to residential areas and if the Operational Noise Requirements could be made available.</b><br/>           CNI replied that there is one standard modelling calculation that also takes into account a number of variables including topography and noise absorption techniques. The noise model is not a one off figure. CNI noted that operational noise requirements are available in the CoG's conditions. It is a contractual requirement for BCS to meet the operational noise goals.</p> <p><b>CLG Member would like assurance the Operational Noise Goals will be met as he is concerned about the noise generated by heavy vehicles using the flyovers at 3am.</b><br/>           CNI and BrisConnections are aware of the operational noise goals and are aware that they have to be met. TJH advised that there is no Operational Noise Goals for 3am, as the Environmental Protection Act requires goals to be met over an 18 hour period (6am-10.00pm).</p> <p><b>ACTION: BrisConnections to follow up and provide clarity on what the Operational Noise Goals are.</b></p> | <p>KW</p> <p>CH</p> <p>KW</p> <p>KW<br/>BW</p> <p>KM</p> <p>KW</p> <p>CH</p> <p>KW</p> |

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|  | <p><b>Action 2: CLG member to send email to TJH re amendments (September minutes) and TJH to respond</b><br/>Item Closed. Member emailed amendments to TJH and received a response.</p> <p><b>Action 3: Provide a plan of the sewerage alignment to CLG Members (behind Brookfield Road noise wall)</b><br/>Closed. A plan was provided to the member. CLG Member confirmed with TJH that the pen marks on the plan were to show where the changes had been made to her sewerage system.</p> <p><b>Action 4: Supply details of the type of paint used on noise barriers. (re ALOC noise wall and cleaning it).</b><br/>TJH advised that the paint is a Watty! Solarguard exterior paint, colour Pale Eucalypt.</p> <p><b>Action 5: Advise if condition surveys were completed on Brookfield Road. Report back on what areas had condition reports completed. Advise how many metres properties had to be from the construction site to require a pre-construction report to be carried out.</b><br/>TJH advised properties on the south side of Brookfield Road, from Gympie Road to Clarence Street had pre-condition surveys completed. There is no specific distance from the worksite that deems the need for a pre-condition survey. Modelling was completed along the construction alignment to determine the zone of influence. This included analysis of the planned activities, construction methods and ground conditions.<br/>Owners of those properties within the zone of influence were offered a condition survey and it was at their discretion whether or not they took up the offer.<br/>Where construction methods and ground conditions changed, additional pre-condition surveys were carried out as required.</p> <p><b>CLG Member asked that as the initial modelling was based on an assumption of specific ground conditions and construction methods and if those conditions and methods had changed, did modelling have to be redone? Member feels that due to the changes there are more properties that are now vulnerable that were not in the originally identified corridor. Member also questioned if the CLG could have access to the relevant modelling documentation?</b><br/>TJH were not aware if modelling had been redone in response to the conditions the CLG members referred to. TJH advised that the modelling documentation will not be provided to the CLG.<br/>TJH noted that while additional property condition surveys have been conducted, they could not confirm these were related to the changed conditions the CLG members were referring to.<br/>TJH advised that the condition surveys are a form of protection for both parties. The condition surveys provide an understanding for both property owner and TJH of the condition of the property prior to construction, so it can be determined if any damage occurs as a result of the construction activities.</p> <p><b>ACTION: TJH to confirm whether new property condition surveys have been done due to the changed ground conditions.</b></p> <p><b>Action 6: Investigate where lights are actually located on the Brookfield Rd to Gympie Rd pathway –it is still dark</b><br/>This action item is discussed in the General Business section of the minutes.</p> <p><b>Action7: Comments regarding the revised Terms of Reference addressed at next meeting</b><br/>Due to unscheduled discussions with the Department of Transport and Main Roads, CLG Members agreed that the facilitator will email all comments received and her responses to them. Any</p> |        |
|  |   | GF     |
|  |   | GF     |
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|     | <p>amendments to be made as a result of Member comments will then be made. Members are not required to sign the new Terms of Reference unless they are satisfied with them. The final version is anticipated to be distributed in the New Year as some CLG's only received their Terms of Reference last week.</p> <p><b>Action 8: Undertake door knocking and letterbox drop of information on the changes. (re change of entry points at ALOC)</b><br/>A letterbox drop and door knocking was undertaken on the 14<sup>th</sup> October 2010.</p> <p><b>Action 9: Supply a picture of the Brookfield Road (northern) elevation of ALOC</b><br/>A picture was provided on a slide showing the Brookfield Road elevation of ALOC.<br/><b>CLG Member questioned if the windows were additional and what height they are as they windows face her property.</b><br/>BrisConnections advised that the windows are above the noise wall. The areas with windows are limited to the lunch room, Traffic Control Room and the Incident Room. Windows in the Traffic Control Room start at 1.4m high and the windows in the Toll Room start at 1.8 metres. The amount of windows have been minimized on the residential side, the only room with windows that can be looked out of is the lunch room. BrisConnections advised these windows should be in the same position as the unit block that was previously situated on the ALOC site.</p> <p><b>Action 10: CLG Member to circulate letter to members and facilitator detailing the discussion held with the Minister and CoG (re the CLG)</b><br/>Action closed. Member circulated an email on 13<sup>th</sup> October 2010.</p> <p><b>Action 11: Contact DTMR and DERM to invite them to a CLG Meeting to explain traffic requirements and explain noise requirements.</b><br/>DTMR present at this meeting.<br/><b>CLG Members were upset that DERM was not present as they wanted to be able to question TJH, DTMR &amp; DERM at the same time.</b><br/>TJH advised it was a misunderstanding on their behalf that DERM were not invited to this meeting. TJH were only advised that DTMR would be present the same day as the CLG Meeting.<br/>TJH advised that they are aware that DERM and DTMR are currently holding discussions. CNI confirmed this for CLG Members and noted that the Department of Infrastructure and Planning are also involved. TJH advised that they are aware that service providers have been provided with letters from DERM in regards to the noise and disruption they cause.<br/>Facilitator feels that having DTMR and DERM together in the same room may not achieve the result that is desired by CLG Members.</p> <p><b>ACTION: TJH to invite DTMR and DERM to the next CLG Meeting.</b></p> <p><b>Action 12: Discuss condition of Lamington Ave with Busway Team</b><br/>CLG Member responded that some patching work has been completed.<br/>TJH will continue to follow up with the Busway Team as there is a need for ongoing maintenance.</p> | <p>DC</p> <p>DR</p> <p>CH,MB,AD</p> <p>GF<br/>KW</p> <p>BS</p> <p>ML<br/>NM</p> |
| 3.0 | <p><b>General Discussion:</b></p> <p><b>Department of Transport Main Roads (DTMR)</b></p> <p>Robert Tutticci, Metropolitan Regional Project Manager Major Projects, Andrew Wheeler and Zac</p>   |   |

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|  | <p>Clark were present to answer any questions the CLG have as a result of action 11.</p> <p><b>CLG Member questioned why night works are allowed to be carried out on Stafford Road, and why lane closures are not allowed during off peak hours (between 9am and 3pm) during the day?</b><br/>DTMR advised that their role is to manage vehicles on the road network in a safe manner and to minimise congestion. There are conditions imposed on anyone who applies to do road works that allow for the safe and efficient movement of traffic. TJH are aware of the conditions and need to plan their construction works to ensure the conditions are met. DTMR is aware that working around peak times, after allowing for signage to be placed on surrounding roads etc, does not always allow sufficient time for some of the required works to be completed.</p> <p><b>CLG Members disagreed with this stating that 9-3 is 6 hours, allowing for half an hour either side of construction works this still allows for 5 hours of construction time.</b></p> <p><b>CLG Member asked if DTMR only take into account inconveniences to commuters through day lanes closures , however, what about what happens to local residents being kept awake at night?</b><br/>DTMR advised that it is not their responsibility to manage noise levels – the management of noise levels is up to contractors.</p> <p><b>Member noted that he understands it is hard for the contractors to manage noise when machinery is required.</b><br/>DTMR advised that road closures have to be suitable for the contractors’ construction plans. Full road closures have been allowed in the past and each situation is assessed on a case-by-case basis. (example Kedron Park Road, two week closure)</p> <p><b>CLG Member questioned if this means DTMR is at fault for allowing the night works to continue?</b><br/>DTMR reiterated that it was their job to ensure the safe and effective management of traffic. They also need to make sure that residents are able to access their houses and that side roads can easily be accessed off major arterial roads. The main purpose of night works is to ensure peak traffic flows and commuters are not inconvenienced.</p> <p><b>CLG Member noted that he feels that DTMR are not being consistent. When does the DTMR give consideration to the residents that are being kept awake at night. Member noted that Stafford Road is different to an arterial road as it is in a residential area.</b><br/>DTMR responded that Stafford Road is considered an arterial road for commuters and one of the main East-West connections in North Brisbane.</p> <p><b>CLG Member questioned if DTMR can disallow night works due to the negative affects it has on the community and if they would think twice about allowing night works?</b><br/>DTMR advised that it is up to the contractor to meet environmental conditions; noise control is not within their jurisdiction.</p> <p><b>CLG Member feels they are being sent mixed messages. TJH have told members that work has to be done at night as DTMR would not allow Stafford Road to be closed during the day. Members have also been told that DTMR would not allow the closure of one lane between 9am and 3pm. There is now one lane closed semi-permanently. Member would like to know what has changed to allow for the one lane on Stafford Road to be closed? What was different on the application that allows for night works as opposed to the closure of one lane? Members now understand that DTMR are prepared to negotiate with contractors but there is a lot of work to be done on behalf of the contractors to meet the conditions.</b></p> | <p>CH</p> <p>CH/KM</p> <p>MB</p> <p>CH</p> <p>CH</p> <p>CH</p> <p>CH</p> <p>KM</p> |
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|  | <p>DTMR cannot answer specifically as the details are not available. They are aware that TJH put in a lot of effort and entered into a lot of negotiations to make sure they met the conditions that were put on them to mitigate traffic flow and is continuing to ensure the conditions are met.</p> <p>DTMR noted that they work closely with TJH on traffic issues and continue to communicate to TJH that they will consider any application that is lodged as the onus is on the contractor to provide due diligence on the application. It is up to the contractor to demonstrate they can manage traffic flows when they are closing roads.</p> <p>DTMR further added that they do not interrogate works, they are concerned with the work zones.</p> <p><b>CLG Member asked that in the terms of an application that may be submitted by TJH, would it say we wish to close the northern lane of Stafford Road for X amount of time? There would be no detailing of the actual works? If this is the case how do the DTMR know the impact of the application on the location? If heavy vehicle movements and noise are not included in the application should they be included on the plan? It appears that the information in the application does not determine whether the work is more appropriate for the day or night.</b></p> <p>DTMR responded that the application is very high level; it would say for example that TJH wanted to shift a road. Detail would be provided on the alignment and the anticipated time frame. Detail on how the work is actually completed is not supplied in the Traffic Permit Application. This is the same for anyone that applies for a permit – the application form is available online. If more information is required it is requested. A Traffic Application Permit is a permit to close a road/lane for a particular amount of time. A yes or no answer is given and there is no specification over whether day or night works are to be undertaken.</p> <p><b>CLG Member noted the DTMR maintain that their role is to preserve access to side streets. To get home, the member currently cannot access Figgis, Somerset and Cremorne Streets anymore. The member's travel has now increased by 22% and he now drives past three schools. To avoid the schools, travel would increase by 58%. Member feels that access has not been preserved for his area and DTMR are not taking the human impact into account.</b></p> <p><b>CLG Member questioned if decision making is based on policy or legislation and how flexible the decision making process is?</b></p> <p>DTMR advised that there is a mixture of policy and legislation involved in making decisions. There are some parts that are inflexible and some parts of the process that are judgment based.</p> <p><b>CLG Member questioned why the need for residents sleep over the 4 years of the project is less important than the time of someone's commute? There are stress, inconvenience, health and family issues caused by the lack of sleep so why can commuters not be inconvenienced? Member feels there was no consideration given to residents. Member is aware that there has never been construction of this scale undertaken in Brisbane before and the full impact was not realised. Member asked if policy and legislation can be changed. How are decisions makers approaching the decisions differently?</b></p> <p>DTMR replied that they can empathise with the resident's situation but at the same time consideration needs to be given to traffic flow. Inappropriate road closures will block North Brisbane- the traffic would spread out to roads that are already heavily congested. Night time closures are one way of managing flow in such cases, by only allowing closures for certain periods.</p> <p><b>CLG Member noted that he wanted DERM present so that the departments can discuss what kind of work can be undertaken at certain times ie less noisy work completed at night.</b></p> | <p>DC</p> <p>MB</p> <p>ML</p> <p>ML</p> <p>CH</p> |
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|  | <p>DTMR reiterated that they do not have authority over the contractor they only have authority on road management and they cannot tell contractors what to do. DTMR suggested that having allowed lane closures on Stafford Road it may be a question for TJH whether they can do concrete cutting during the day.</p>  |          |
|  | <p><b>CLG Member questioned that if a permit is rejected for 10 hours work, would DTMR consider the work being undertaken for 5 hours over 2 days?</b></p> <p>DTMR advised that they will reconsider and advise TJH what can be allowed if a permit is rejected.</p>   | CH       |
|  | <p><b>CLG Member feels that DTMR has been portrayed as bad guys that will not allow TJH to do day work. Member asked if under the Right to Information Act a person could apply to see if when the applications were made they were made for day or night works?</b></p> <p>DTMR advised they are unsure if the applications are available under the Right to Information Act.</p>   | KM       |
|  | <p><b>CLG Member noted the current situation at the intersections of Stafford Road/Clarence Street and Stafford Road/Figgis Street. Clarence Road has changed to a left out, left in configuration with no right turn allowed. Community members have a question over the entry to Figgis Street from Stafford Road. There is a painted median strip on the road that gives the impression a right turn cannot be made. Community members feel they are being instructed to act illegally by driving over the median strip.</b></p> <p>TJH advised that this is not illegal. Information regarding driving on a painted median strip can be gathered from the Road Code on DTMR website.</p> | DC<br>GF |
|  | <p><b>CLG Member wanted to confirm what was explained in relation to the above question.</b></p> <p>TJH advised that the Road Code on the DTMR website explained that movements such as a right turn into Figgis Street from Stafford Road is permitted and would not be an illegal movement.</p>  | AD       |
|  | <p><b>CLG Member asked if the Minister or anyone within the DTMR organisation can instruct DTMR not to give permission to carry out night works?</b></p> <p>DTMR advised that the Minister may request an investigation and a decision would be based on the outcome.</p> <p>DTMR are unsure if the Minister has the legislative power to ban night works.</p>   | CH       |
|  | <p><b>CLG Member asked how DTMR go about completing their own night works? Do they undertake the same rigor as applied to TJH?</b></p> <p>DTMR advised it is the same situation as they are a contractor they also have to meet conditions.</p>  | CH       |
|  | <p><b>CLG member asked what the difference is in the assessment of works being completed on main roads in the city as opposed to work being carried out in residential/rural areas?</b></p> <p>DTMR advised the main considerations are related to the area. Rural and residential areas are very different to areas in the city.</p>  | CH       |
|  | <p><b>CLG Member asked if DTMR were working on Stafford Road would the use of concrete saws be a consideration for lane closure during the day and what would happen if they believed it exceeded environmental goals?</b></p> <p>DTMR advised that saw-cutting activities, if required, were not relevant to the decision to approve lane closures. In relation to environmental goals being exceeded there are other mitigation strategies as a part of the requirements they are required to meet contractually.</p>  | CH       |

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|     | <p><b>CLG Member noted that the Terms and Conditions do not need to be met as Stafford Road is considered to be Special Circumstances work.</b></p>  | KM   |
| 4.0 | <p><b>OTHER GENERAL BUSINESS:</b></p> <p><b>CLG Member questioned when the installation of the Stormwater Quality Improvement Device (SQID) and the rehabilitation work will be completed in Amelia Park?</b><br/>TJH advised that work will begin Friday 19 November. One additional tree to be removed to allow the SQID to be installed. Once the SQID is installed, rehabilitation work will begin. TJH will endeavor to have the park ready for community access by the Christmas break.</p> <p><b>Member questioned which tree was being removed as she felt the community notice was incorrect, as it did not mention the removal of the tree in the middle of the park. Member feels trees are being removed by 'stealth' in Amelia Park. Member stated she is surprised such a miscalculation could have been made regarding the land required for installation of the SQID.</b><br/>TJH advised that the tree in the middle of the park is being removed as indicated in the Community Notice recently distributed. TJH refuted the comment that trees were being removed by stealth as they have been through an extensive notification process.</p> <p><b>CLG Member believes that 2 trees are actually being removed on the boundary</b><br/>TJH stated that this is classified as one tree due to their size and proximity to each other. The smaller tree is technically a shrub.</p> <p><b>CLG Member asked if the Moreton Bay Fig near on the bank of the brook will be removed?</b><br/>TJH advised that the Fig Tree will not be removed and will have protective fencing around it.</p> <p><b>CLG Member asked how the SQID will be moved within the park, via the brook or via Swan Street?</b><br/>The SQID will be transported via the brook.</p> <p><b>Member noted that she had concerns about the general state of Amelia Park. Community members are complaining that a large section is fenced off and the section that is accessible is unkempt.</b><br/>TJH advised that BCC are responsible for the park however, TJH arranged for the section opened to the public will be mowed either today or tomorrow.</p> <p><b>Member inquired about additional comments she had made regarding the previous Minutes that were not incorporated. Facilitator stated that the Member had not made it clear in her email what she would like added to the Minutes.</b></p> <p><b>ACTION: Member to resend the email regarding her concerns to the Facilitator and they will be placed in the General Business Section of these minutes.</b></p> <p><b>Member was concerned about the number of times she had to follow up about her concerns and comments on the minutes.</b></p> <p><b>Member questioned the out of hours work that sounded like rock breakers being undertaken on a Sunday night.</b><br/>TJH advised that tunneling works are underway in the southern portal and are about 20m in, they are rock breaking and acoustic sheeting has been placed outside the portal to ensure work is completed and is not impacting residents.</p> | <p>KM</p> <p>KM</p> <p>GF</p> <p>KM</p> <p>GF/KF</p> <p>KM</p> <p>KF</p> <p>KM</p> <p>KF</p> <p>KM</p> <p>GF</p> <p>KM</p> <p>KM</p> <p>GF</p> <p>ML</p> |

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|     | <p><b>Member advised that traffic signs for Colton St, Windsor Ave, Norman Ave and Perry St have been installed. There is still no sign when travelling north advising the location of Bradshaw Street.</b><br/><b>ACTION: TJH to report back on street sign for Bradshaw Street.</b></p> <p><b>Member is concerned about who is responsible for maintenance on the streets surrounding the Kedron worksite. The Member considered the roundabout on Clarence Road to be a disaster. Member is aware that the roads will eventually be repaired by BCC but who is responsible for maintenance between now and the end of the works?</b><br/>CNI will check with their traffic department. CNI believe it is the public utility company's job to conduct resurfacing works. CNI conducts a survey regarding the roads to be fixed.<br/><b>ACTION: CNI to report back about who is responsible for maintaining roads during the construction phase.</b></p> <p><b>CLG Member noted the reinstatement of the western footbridge over Kedron Brook. Residents have concerns about the lack of lighting at night time as the ground levels vary. Community members have asked if the Brookfield Road overpass lights can be reinstated. Member also noted that the lighting on the walkway from Brookfield Road to Gympie Road is not sufficient on the north side of the footpath.</b><br/><b>ACTION: TJH to report back on lighting issues.</b></p> <p><b>Facilitator noted that the next meeting will be held on December 15<sup>th</sup>.</b></p> <p><b>Due to time constraints Environment and Community Updates were not presented. The presentations and data are included in the minutes. Any specific questions can be emailed to TJH.</b></p> | <p>CH</p> <p>LD</p> <p>DC</p> <p>BS</p> |
| 5.0 | <p><b>Construction Update</b><br/>Construction Update - presentation given by David Ide Project Manager, Thiess John Holland.<br/>Activities over the coming month:</p> <p><b>Kedron Brook Building Site</b></p> <ul style="list-style-type: none"> <li>• CC210 plenum area concrete works, steel fixing and concreting.</li> <li>• Construction of CC210 arches and smoke duct slabs.</li> <li>• Access maintained for tunnelling operations.</li> <li>• Blast carried out on 28 October. Excavation to VE100 (connects tunnel to ventilation station) ongoing under road slab.</li> <li>• Breakthrough by the tunnelling crews into the Northbound tunnel. Excavation works are ongoing.</li> </ul> <p><b>Perry Street Precinct</b></p> <ul style="list-style-type: none"> <li>• Concrete and support works will complete for the surface team however the tunnelling team will continue to mine southwards towards Truro St.</li> <li>• Concrete and temporary works continue for the westbound off ramps and ventilation passage adjacent to Gympie road and earthworks continues for the new Kedron Bus Station.</li> <li>• The current phase of work in the Kedron Park Hotel car park has completed and the tower crane has been removed. The next stage will be the back filling of the excavation which is</li> </ul>   |   |

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|  | <p>not scheduled to commence until late 2011.</p> <ul style="list-style-type: none"> <li>Concrete and support works continue in the cut and cover structure underneath Lutwyche Road (west bound off ramp).</li> <li>The installation of pits and conduits for new traffic system signals is underway in Lutwyche road around Norman Ave as well as continuing the centre median outside Woolloowin State School.</li> </ul> <p><b>Gympie Road (Kedron Brook to Arnott Avenue)</b></p> <ul style="list-style-type: none"> <li>Excavation beneath the realigned Gympie Road continues, blasting will continue in the underground works after commencing in mid October, heading towards Kedron Brook. This activity will continue over the next 6 months to excavate the hard rock under Kedron Brook and to eventually link the tunnel through to the bored tunnel sections. Loading underground and haulage ongoing including nights.</li> <li>Concrete slabs in CC210N have commenced and will follow the excavation as it progresses to the south.</li> <li>Surface works on the intersection for the traffic switch (phase 7) precast beams, concreting, earthworks and haulage.</li> </ul> <p><b>Kedron Brook</b></p> <ul style="list-style-type: none"> <li>Completed works on the roof structure. Reinforced concrete columns and the headstock construction for BR214 over the next month. Precast is due to be erected in Feb 10.</li> <li>Night works for water treatment monitoring at Kedron Brook</li> </ul> <p><b>Gympie Road</b></p> <ul style="list-style-type: none"> <li>Homebush road re – opened as left turn in. Left turn out of Homebush will open late November.</li> <li>Excavation and roof slab construction 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 Broughton and Somerset Roads.</li> </ul> <p><b>Stafford Road (Gympie Road to Clarence Road)</b></p> <ul style="list-style-type: none"> <li>Excavation of the Stafford intersection will continue throughout the month of November.</li> <li>Construction of the Stafford intersection tunnel structure started on the 12<sup>th</sup> of September and will continue through into December</li> <li>The second half of roof slab over RW130 will be constructed in mid November.</li> <li>Works to Stafford Road and interconnecting side streets are critical to the traffic switch and will be carried out in November and December.</li> </ul> <p><b>ALOC (airport link operations centre)</b></p> <ul style="list-style-type: none"> <li>Level 1 and Plant deck slabs are completed, with minor pours remaining to the structure.</li> <li>Structural steel to the building 95% complete</li> <li>External Facade works (blockwork, CFC linings &amp; glazing) have commenced and will progress thru to December</li> <li>In-ground services work continuing</li> <li>Roofing - completed by mid November</li> <li>Stage 2 works – car park area will start by November.</li> <li></li> </ul> <p><b>Questions and Discussions arising:</b></p> |  |
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# MINUTES OF MEETING

Meeting Number 25

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|     | <p><b>CLG Member noted that TJH mentioned night work at the water treatment plant. What water is being treated and where does it come from?</b><br/>TJH advised that they are treating water from their sedimentation pond. Water comes from tunnel excavations.</p>  | KM<br>DI   |
|     | <p><b>CLG Member noted that behind the shipping containers on Colton Ave, there is a mound of dirt that is above containers. Where did this dirt come from?</b><br/>TJH advised that this dirt is being stockpiled from excavation of the Kedron Busway station. TJH were not aware that the pile was that high and it should be gone by next week.</p> <p><b>Member further questioned why dirt was stockpiled to such a large extent?</b><br/>TJH advised the dirt is stockpiled to enable it to be moved out in one go. TJH will look into the height and ensure that it is pulled down if it is above the shipping containers.</p> <p><b>CLG Member questioned if pile driving is still occurring at Perry St near the corner of Windsor Ave? When does TJH anticipate this activities to be completed.</b><br/>TJH advised at the moment they expect pile driving to continue for another 1-1.5 weeks.</p> <p><b>CLG Member questioned if the emergency work that was carried out on Stafford Rd rectified the problem or if there is more to be done?</b><br/>TJH advised that yes, work is complete.</p> <p><b>CLG Member questioned where the new part of Stafford Road will be if you are looking towards Gympie Road from Stafford Road?</b><br/>TJH advised that the new section of road will move north onto the site. TJH can provide a plan if CLG Member would like to see one.</p> <p><b>CLG Member questioned if the storm water drain that is being installed by the Perry St site is a replacement for the storm water drain that was on the other side of the bridge near the DCS building? If this is the case, the member questioned where the storm water was going when the old drain was removed?</b><br/>TJH advised that yes there is a storm water drain being installed and it could well be replacement as it is a large pipe. However TJH are not allowed to install and remove drains without a diversion.</p> <p><b>ACTION: TJH to provided data of where diversion is for old storm water drains.</b></p> | ML<br>DI<br>AD<br>DI<br>ML<br>DI<br>DC<br>DI<br>DC<br>GF<br>KM<br>DI |
| 6.0 | <p><b>Environment Update</b></p> <p><b>Dust Deposition Results:</b></p> <ul style="list-style-type: none"> <li>• Monitoring was undertaken at the following sites: <ul style="list-style-type: none"> <li>○ Perry St</li> <li>○ Erskine Ave</li> <li>○ Kedron Brook Building – Spike may have been mowing of school fields</li> </ul> </li> </ul>   |  |

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|  | <ul style="list-style-type: none"> <li>○ Woolloowin State School</li> <li>○ 22 Suez St – property backs onto Amelia Park, monitoring was undertaken to see the affect of work in the park.</li> </ul> <p><b>Noise Monitoring Results:</b></p> <ul style="list-style-type: none"> <li>• Monitoring was undertaken at Windsor Ave, levels were within CoG goals.</li> </ul> <p><b>Blast Monitoring Results:</b></p> <ul style="list-style-type: none"> <li>• Monitoring was undertaken at the following locations: <ul style="list-style-type: none"> <li>○ Kedron Park Hotel</li> <li>○ BCC Substation</li> <li>○ 12 Park Terrace</li> <li>○ Park Road</li> <li>○ Eveleigh St</li> <li>○ Kedron Park road</li> </ul> </li> </ul> <p><b>Mitigation initiatives (Noise)</b></p> <p>Planning</p> <ul style="list-style-type: none"> <li>– Noise Modelling</li> <li>– Plant selection and site orientation</li> <li>– Development of procedures – noise, air quality, vibration etc</li> </ul> <p>Programming</p> <ul style="list-style-type: none"> <li>– Timing and use of plant and activities – focus on noisy activities during the day</li> </ul> <p>Onsite / Offsite Mitigation</p> <ul style="list-style-type: none"> <li>– Noise barriers (built and natural)</li> <li>– Lighting plants switched off or moved to manage light spill</li> <li>– Use of lunar lights</li> <li>– Solar Panels</li> <li>– Diesel plants switched over to hardwired</li> <li>– Excavator load out minimised</li> <li>– Tool Box Talks / Pre-Starts</li> <li>– Insulation of plant</li> <li>– Approximately 100 residents e.g. air-conditioning, double glazing and relocations</li> </ul> <p>Education and Training (ongoing)</p> <ul style="list-style-type: none"> <li>– Toolbox Talks / Pre-starts</li> <li>– Environmental Awareness Training</li> </ul> <p><b>Mitigation initiatives (other)</b></p> |
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|            | <p>Air Quality</p> <ul style="list-style-type: none"> <li>- Water carts/Street sweepers</li> <li>- Site entrance/exit controls</li> <li>- Sealing of internal roads</li> </ul> <p>Rehabilitation / Vegetation protection / Fauna Protection</p> <ul style="list-style-type: none"> <li>- BCC approval with conditions</li> <li>- Tree / park protection – mulching, fencing and ongoing maintenance</li> <li>- Landscaping – hydro-seeding / mulching</li> </ul> <p>Waste Management</p> <ul style="list-style-type: none"> <li>- 95% recycling of concrete , timber, plastic, batteries, oil and steel</li> <li>- Reuse of fill on project and other development sites</li> </ul> <p>Water Quality</p> <ul style="list-style-type: none"> <li>- Water treatment plants installed for tunnels and civil works</li> <li>- Water quality discharge from site betters Kedron Brook water quality</li> <li>- Recycling of water for dust suppression from ponds and water treatment plant</li> </ul> <p>Vibration</p> <ul style="list-style-type: none"> <li>- Modelling</li> <li>- Methods altered to meet modelling output</li> <li>- Ongoing monitoring and alerts</li> </ul> <p><b>Discussion and questions arising from presentation:</b></p> <p><b>Member questioned if there were any exceedances this month?</b><br/>TJH advised there were no exceedances.</p> | <p>KM<br/>KF</p> |
| <p>7.0</p> | <p><b>Community Relations Update</b></p> <p>Community Relations Update presented by Gail Furnas</p> <ul style="list-style-type: none"> <li>• <b>88 Complaints</b></li> <li>• <b>45 issues / enquiries</b></li> </ul> <p><b>Kedron Community Notifications</b></p> <p>Twelve notifications were distributed in Kedron during October including:</p> <ul style="list-style-type: none"> <li>• Kedron – Construction and Services Update</li> <li>• Homebush Road reinstatement works</li> <li>• Norman Street Night works</li> <li>• Tunnelling works - Update</li> <li>• Drill and blast at Kedron south/north</li> <li>• Stafford Road Widening</li> <li>• Precast beam installation –Broughton Road</li> </ul>   |                  |

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|  | <ul style="list-style-type: none"> <li>• Evening concrete pour – Kedron Central</li> <li>• Evening concrete pour – Kedron North</li> <li>• Homebush Road reinstatement works</li> <li>• Medical centre flyer</li> </ul> <p>A total of 6700 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>– Early morning concrete pours – south of the Brook</li> <li>– Stafford Road widening – emergency road works</li> <li>– Norman Street residents – service works</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) continues to liaise with businesses on Stafford Road to organise promotional material during the Stafford Road widening works.</li> <li>• The CRT was present for drill and blast activities in Kedron South. Blasting conducted under Park Road (adjacent the Kedron high school) as well as under Kedron Park Road (Kedron Park Hotel), CRT doorknocked for activities as well as informed pedestrians prior to blast.</li> <li>• The CRT continued to liaise with Norman Street residents for night works conducted at the intersection of Norman Street and Lutwyche Road.</li> <li>• The CRT completed two letterbox drops to advise residents of two large evening concrete pours being conducted at Kedron Central (south of the Brook) and Kedron South (behind Kedron Park hotel) .</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> </ul> <p>TJH noted that they have installed a wheel wash facility on-site at Kedron on the corner of Kedron Park and Lutwyche Roads.</p> |  |
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**Next Meeting:**



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**Location:** Visitor Information Centre, Lutwyche      **Date:** 15 December 2010      **Time:** 6:30pm