

PSML 003

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AUCKLAND HARBOUR BRIDGE CONTRACT PSMC 003

Resource Consents for Discharge of Abrasive Blast Products

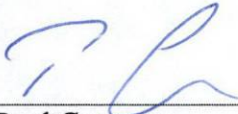
Annual Report - January 2003

Prepared By: Total Bridge Services
11 Princes Street
Northcote Point
Auckland

OFFICE COPY

Date: 28 January 2003

Approved for Release:


Paul Cannons

28 / 1 / 03
Date

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1 INTRODUCTION

This report has been prepared for the Auckland Regional Council in accordance with the special conditions of consent as set out in the Resource Consent for the Auckland Harbour Bridge (AHB). This report covers the period from 10 October 2001 to 30 September 2002.

The Resource Consents have been granted to Transit New Zealand for the discharge of abrasive blasting products from abrasive blasting of the Auckland Harbour Bridge under the following Discharge Permits:

- Discharge Permit No. 23956 for discharge to air
- Discharge Permit No. 23954 for discharge to ground
- Discharge Permit No. 23955 for discharge to water

All conditions of these discharges permits are being complied with. In accordance with the special conditions of consent the following details are discussed:

- The location and extent of blasting, along with details of conditions
- The estimated quantity (in kg) of abrasive blasting products used
- Confirmation of the quantity of contaminants recovered, stored and disposed
- Confirmation that no more than 10m² of blasting has been carried out in those areas where lead paint is known to be present
- Confirmation that no abrasive blasting has been undertaken on surfaces coated with lead with concentrations greater than 5000 parts per million by weight in the dry film or containing other hazardous air pollutants
- Details of measures undertaken to avoid, remedy, or mitigate any adverse environmental effect
- Details of screens used and the areas where they are deployed
- Details of any complaints received, and their nature

The physical works contractor responsible for the painting of the AHB changed on 1 December 1998 from Serco to Total Bridge Services. The Total Bridge Services contract has a contract period of 10 years expiring on 30 November 2008. Total Bridge Services is a joint venture between TBS Farnsworth Limited, Fulton Hogan Limited and Opus International Consultants Limited.

2 DISCHARGE TO LAND AND WATER

2.1 Location and Extent of Blasting

Over the past twelve months the majority of the abrasive blasting, high pressure water blasting and maintenance painting was carried out on the original truss bridge in Spans 6 and 7, below the walkways, and inside the West Extension. No blasting was carried out above sealed public areas where discharge into the storm water system was possible.

The areas painted include:

- Truss Bridge, Span 7, Below Walkway, Panel Points 0 - 10
- Truss Bridge, Span 6, Below Walkway, Panel Points 0 - 2
- West Extension Internal, Boxes 1 - 14
- East Extension Outer Cantilever, Boxes 0 - 5

The total quantity of blasting media used over the past 12 months was 31,845kg. This is a 20% increase compared to the year 1999-2000. This increase is due primarily to work focusing on the Original Truss Bridge.

The maintenance work of the original truss bridge under the walkway in span 7 included the coating of all external steel work. The total area coated in Span 7 of the original truss bridge was 3,120m². This area used a total of 19,325kg, which made up 61% of all media used in the past 12 months.

The painting maintenance for the under walkway area in Span 6 of the original truss bridge followed the same methodology as described above for the same area within span 7. The area painted within span 6 was 662m². A total of 11,725kg of blasting media was used in this area, which made up 37% of blasting media used in the past 12 months.

The East Extension exterior maintenance works includes the recoating of the web and cantilever. The total area of painting was 1,160m². It comprised of the outer web plate, outer cantilever, deck plate and longitudinal trough stiffeners. The total volume of blasting media used in this work package was 425kg, which made up 1% of all blasting media used in the last 12 months.

2.2 Abrasive Blasting Products

Quantity of Abrasive Blasting Products Generated

Details of abrasive blasting carried out on the Auckland Harbour Bridge between 10th October 2001 and 30th September 2002 have been tabulated and included in Appendix A. For each day the location of the blasting, the work hours, wind speed, wind

direction, amounts and type of abrasive, and controls have been recorded. Table 1 below gives the approximate amount of abrasive blasting used in each part of the Bridge over the past 12 months. The period of blasting and prevailing wind direction is also given.

Table 1: Summary of Abrasive Blasting

Location of Blasting	Period	Approximate Amount of Abrasive Used	Prevailing Wind Direction
Truss Bridge, Span 7, Below Walkway, Panel Points 0 - 10	18 th December 2001 to 2 nd August 2002	19,325kg	SW
Truss Bridge, Span 6, Below Walkway, Panel Points 0 - 2	8 th August 2002 to 25 th September 2002	11,725kg	SW
West Extension Internal, Boxes 1 - 14	10 th June to 11 th July 2002	Nil	N/A
East Extension Outer Cantilever, Boxes 0 - 5	26 th September to 27 th September 2002	425kg	W

2.3 Contaminant Recovery

In accordance with the conditions of the resource consent it is necessary to minimise the discharge of blast media and paint debris as far as is practicable via capture and correct disposal where discharges are over seawater. Where discharges are over land, all debris is to be captured and removed to an appropriate treatment or disposal facility. During the past 12 months no maintenance painting has been carried out over land, thus contaminant recovery has been limited to areas over the water where it has been deemed practicable. It has been found that by adopting a sensible, sympathetic approach to the maintenance operations discharge of contaminants has been kept to a minimum. The most effective method to date has been to restrict blasting to minimum practicable surface areas; i.e. spot blasting the corrosion rather than blasting the whole package, this has been successful in keeping the volume of debris from the old paint systems discharged to less than 0.05m³ per year. Assessments on the environment have shown that the effects from spillage of the coating products to be insignificant under normal working conditions. To date no excessive spills have occurred.

2.4 Surfaces coated with Lead

On the bridge there are only two locations where lead based paints are present, span 7 and inside the box extensions. Previously it has been estimated that only 0.051m³ of red lead paint per panel point remains on the bridge. Over the last 12 months, it has been ensured that no abrasive blasting greater than 10m² has been carried out in areas

where lead paint is known to be present. It has been estimated in previous contracts that only a very small fraction of this paint (on average 5%, or 0.0026m³) is removed by the spot blasting involved in maintenance painting. The adopted philosophy regarding areas contaminated with lead is such that the corrosion will almost certainly reoccur in the same locations. This means that those areas have been blasted in the past thus removing all lead from the surfaces, any further blasting will only take off reapplied paint systems, which do not contain lead. If the area blasted is greater than has been previously cleaned then it has been found that the additional area is minimal. It is estimated that no more than 3m² has been blasted in the last 12 months.

2.5 Measures Undertaken to Avoid, Remedy, or Mitigate any Adverse Environmental Effects

Total Bridge Services over the past twelve months have continued to as far as practicable avoid, remedy, and mitigate any adverse effects on the environment from the abrasive blasting on the Auckland Harbour Bridge. Methods used include:

- Using more garnet, particularly over sensitive areas (South of Pier 5 and North of Pier 1) wherever possible, has been instrumental in the reduction of abrasive dust generated whilst blasting. Garnet is more efficient due to its hardness and angular profile and therefore a lesser quantity is used to prepare the steel surfaces compared to basalt and other trailed abrasives.
- High pressure water blasting has continued to be used over the past twelve months to remove as much loose paint, scale and corrosion products from the surfaces as possible before abrasive blasting. Water blasting generates paint flakes rather than generating the dust associated with abrasive blasting. Following the water blasting, sweep blasting is used to obtain a surface profile for anchorage of the paint film.
- Surrounding businesses and residents were forwarded information relating to blasting and painting programmes at regular intervals over the past twelve months. A survey was carried out of the local residents by Total Bridge Services to ensure that over the past twelve months that they were happy with the controls provided. The results are contained in Appendix B.
- Signage was displayed advising motorists and the public of abrasive blasting and coating operations on the Auckland Harbour Bridge.
- The current blasting philosophy is based on spot blasting followed by a light sweep blast. This philosophy together with the high pressure water blasting and ultra high-pressure water blasting where possible minimises the volume of material that is generated. This philosophy has greatly reduced the volume of blasting media used.
- Paint trials are currently being undertaken to ascertain whether there are potential benefits of switching to an alternative product. From an environmental viewpoint the products are being examined with regards to their

ease of application, solvent fumes, and the durability of the coating. Three alternative Moisture Cured Urethanes are currently being trialed.

- Long-term solutions are being examined to look at the viability of moving from Moisture Cured Zinc primers to a Thermal Zinc Spray. This is being approached from two different aspects, firstly, in the short-medium term using the thermal zinc spray for spot repairs, and in the long term, complete thermal zinc spraying. Complete Thermal Zinc Spraying is a system that would require the removal of all the existing coating and complete replacement. It has the advantage of reducing the number of spot repairs required, hence the amount of blasting, to a minimum over the foreseeable future.

3 DISCHARGE TO AIR

3.1 Details of Blasting

As mentioned above the majority of the work carried out between October 2001 and September 2002 occurred below the walkways between Spans 6 and 7. Some further work was carried out inside the West Extension, and on the outer cantilever on the East Extension. Details showing the date and time of commencement and duration of dry abrasive blasting and/or spray painting, areas of the bridge being blasted or painted, the type of abrasive used, wind speed and direction, and any control measures undertaken. These details have been tabulated and can be found in Appendix A.

3.2 Surfaces Coated with Lead

Over the past twelve months it has been ensured that no blasting has been undertaken on surfaces coated with lead with concentrations greater than 5000 parts per million by weight in the dry film or containing other hazardous air pollutants. As has been mentioned above, corrosion on the bridge occurs repeatedly in the same location meaning the lead paint has been removed in the past. Over the past 12 months it is estimated that no more than 3m² of lead paint has been blasted.

4 AUCKLAND HARBOUR BRIDGE EXTENSION RESURFACING

A joint venture consortium undertakes the extension-resurfacing project with TBS Farnsworth and Blacktop Construction being the partners. Opus International Consultants undertake the contract supervision.

Over the December 2001/January 2002 period the East Extension from mid-span to the northern abutment was resurfaced. Abrasive blasting on this job was undertaken using captive shot blasting where the recovery rates for spent abrasive exceeded 95%.

APPENDIX A

Abrasive Blasting Data 2001/2002

Date	Work Package		Work Hours		Wind Speed				Abrasive (kg)					Controls	
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet	Fine Blast	Min Blast	Rom	Total		Recovered
3-May-02	B 7, 2-3	Painting only	11:00	15:00	7	SW	9	SW							Curtains
4-May-02		Weekend													
5-May-02		Weekend													
6-May-02	B 7, 3-4	Painting only	10:00	15:30	0	W	5	W							Curtains
7-May-02	B 7, 3-4	Painting only	9:30	14:00	5	W	6	W							Curtains
8-May-02	B 7, 3-4	Painting only	8:30	14:30	4	W	5	W							Curtains
9-May-02			9:00	13:00	2	SW	3	SW	250				250	0	
10-May-02		No Records						No Record							
11-May-02	B 7, 2-3		8:30		0	SW			500				500	0	Curtains
12-May-02		Weekend													
13-May-02	B 7, 2-3		9:00	13:30	3	SE	5	E	250				250	0	Curtains
14-May-02	B 7, 2-3		10:00	13:00	2	SE	2	SE	250				250	0	Curtains
15-May-02	B 7, 2-3	Painting only	9:00	14:00	2	SW	2	SW							Curtains
16-May-02	B 7, 2-3		10:00	15:30	0	SE	2	E	250				250	0	Curtains
17-May-02	B 7, 2-3	Painting only	10:30	13:15	5	E	7	E							Curtains
18-May-02		Weekend													
19-May-02		Weekend													
20-May-02	B 7, 1-2		10:00	13:00	3	NE	5	NE	250				250	0	Curtains
21-May-02	CAP 10		8:30	14:00	10	NE	10	NE							
22-May-02	CAP 10		12:00		5	NW									
23-May-02	CAP 10		11:00		8	NW									
24-May-02		No Records						No Record							
25-May-02		Weekend													
26-May-02		Weekend													
27-May-02	CAP 9		13:00		10	W									
28-May-02	CAP 10		13:00		13	W									
29-May-02	CAP 10		12:00		10	SW									
30-May-02	B 7, 1-2		12:00		5	W									Curtains
31-May-02	B 7, 1-2		11:00		2	W									Curtains
1-Jun-02		Weekend													
2-Jun-02		Weekend													
3-Jun-02		Public Holiday													
4-Jun-02	CAP 9		9:30		7	SW									
5-Jun-02	CAP 9		11:00	15:00	7	SW	7	SW							
6-Jun-02	CAP 9		14:00		10	SW									
7-Jun-02	CAP 9		10:30	13:30	4	SW	5	SW							
8-Jun-02		Weekend													
9-Jun-02		Weekend													
10-Jun-02	WXN 9		10:30	13:30	15	NE	10	NE							
11-Jun-02	WXN 9		10:00	13:00	5	SW	10	SW							
12-Jun-02	WXN 9		10:30	15:00	15	W	10	W							

Date	Work Package		Work Hours		Wind Speed				Abrasive (kg)					Controls	
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet	Fine Blast	Min Blast	Rom	Total		Recovered
24-Jul-02	B 7, 0-1		9:30	14:00	2	SW	4	SW	2125				2125	0	Curtains
25-Jul-02	B 7, 0-1		9:00		5	SW			500				500	0	Curtains
26-Jul-02	No Records				No Record										
27-Jul-02	Weekend														
28-Jul-02	B 7, 0-1	Painting only	10:00	14:00	3	E	7	E							Curtains
29-Jul-02	B 7, 0-1	Painting only	9:00	14:30	5	SW									Signage
30-Jul-02	B 7, 0-1	Painting only	8:00	15:00	2	SW	3	SW							Signage
31-Jul-02	B 7, 0-1	Painting only	8:30	13:30	1	SW	3	SW							Signage
1-Aug-02	B 7, 0-1	Painting only	9:00		0	-									Signage
2-Aug-02	B 7, 0-1		9:30	14:30	5	E	7	E	250				250	0	Curtains
3-Aug-02	Weekend														
4-Aug-02	Weekend														
5-Aug-02		Maintenance	9:00	15:00	5	SE	7	SE	250				250	0	
6-Aug-02	No Records				No Record										
7-Aug-02		Maintenance	12:00	15:00	4	SE	5	SE							
8-Aug-02	B 6, 0-2		9:30								425		425	0	
9-Aug-02		Maintenance	12:00	15:00	10	SW	10	SW	250				250	0	
10-Aug-02	Weekend														
11-Aug-02	Weekend														
12-Aug-02	B 6, 0-2		9:00	12:00	10	SW	15	SW	1000				1000	0	
13-Aug-02	B 6, 0-2		7:30	11:30	5	NW	15	NW	500				500	0	
14-Aug-02	B 6, 0-2		8:00		5	NE			1000				1000	0	
15-Aug-02	B 6, 0-2		8:00		5	NW			1250				1250	0	
16-Aug-02	B 6, 0-2		8:30	12:00	5	SW	5	SW	500				500	0	
17-Aug-02	Weekend														
18-Aug-02	Weekend														
19-Aug-02	B 6, 0-2		8:00	13:00	5	SW	10	SW	250				250	0	
20-Aug-02	B 6, 0-2	Painting only	8:00	12:30	5	SW	10	SW							
21-Aug-02	B 6, 0-2		8:00	12:30	5	SW	10	SW	500				500	0	
22-Aug-02	B 6, 0-2	Painting only	8:00	12:00	5	SW	10	SW							
23-Aug-02	B 6, 0-1	Painting only	7:30	12:00	5	SW	5	NE							
24-Aug-02	Weekend														
25-Aug-02	Weekend														
26-Aug-02	B 6, 0-1		10:00	15:00	10	SW	8	SW	500				500	0	
27-Aug-02	B 6, 0-1		10:00	13:00	3	SW	4	S	500				500	0	
28-Aug-02	B 6, 0-1		10:00	15:00	2	S	3	S	500				500	0	
29-Aug-02	B 6, 0-1	Painting only	9:00	15:00	2	SW	2	S							
30-Aug-02	B 6, 0-1		11:00	13:00	0	-	0	-	500				500	0	
31-Aug-02	Weekend														
1-Sep-02	Weekend														
2-Sep-02	B 6, 0-1		10:00	13:30	0	N	6	NE	300				300	0	

Date	Work Package		Work Hours		Wind Speed				Abrasive (kg)					Controls
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet	Fine Blast	Min Blast	Rom	Total	
3-Sep-02	B 6, 0-1		8:00	15:00	7	N	7	NE	500				500	0
4-Sep-02		No Records					No Record							
5-Sep-02	B 6, 0-1		11:00	15:00	4	NW	4	NW	500				500	0
6-Sep-02	B 6, 0-1		13:30	14:30	3	SW	2	S	500				500	0
7-Sep-02		Weekend												
8-Sep-02		Weekend												
9-Sep-02	B 6, 0-1		9:15	15:30	5	NW	5	NW	600				600	0
10-Sep-02	B 6, 0-1	Painting only	10:00	14:00	5	NW	5	NW						
11-Sep-02	B 6, 0-1		11:00	14:30	2	N	5	N	500				500	0
12-Sep-02	MC 002	Painting only	10:00	13:30	2	S	4	S						
13-Sep-02	B 6, 0-1				4	SW	5	SW	250				250	0
14-Sep-02		Weekend												
15-Sep-02		Weekend												
16-Sep-02	B 6, 0-1	Painting only	11:00	14:30	4	SW	3	SW						
17-Sep-02	B 6, 0-1		10:30	15:00	1	W	1	W	250				250	0
18-Sep-02	B 6, 0-1		11:00	15:30	4	W	5	W	250				250	0
19-Sep-02	No work				4	NE	6	NE						
20-Sep-02	No work				7	NW	7	NW						
21-Sep-02		Weekend												
22-Sep-02		Weekend												
23-Sep-02	B 6, 0-1		11:00	13:00	2	NW	4	NW	200				200	0
24-Sep-02	B 6, 0-1		11:00	15:00	4	NW	7	NW	200				200	0
25-Sep-02	B 6, 0-1		10:00	15:00	7	SW	7	SW						
26-Sep-02	EXO 1		9:30	14:30	1	NW	2	NW	200				200	0
27-Sep-02	EXO 1		9:30	14:00	5	W	6	W	225				225	0
28-Sep-02		Weekend												
29-Sep-02		Weekend												
30-Sep-02		Maintenance	9:00	15:00		SW	6	SW						
Total									31050	0	795	0	31845	0

B7, 0 - 1 Span 7, Below Walkway, Panel Points 0 to 1
 B7, 5 - 6 Span 7, Below Walkway, Panel Points 5 to 6
 B7, 9 - 10 Span 7, Below Walkway, Panel Points 9 to 10

CAP 7 Drainage Upgrade
 CA P 9 West Extension Parapet Refurbishment
 CAP 10 Electrical Supply Rational

MC 001 Northcote Road Footpath Replacement
 MC 002 Installation of Air and Water Pipes on East Extension
 MC 1129 Installation of Westwell Stairs

WXN 8 West Extension Internal - Boxes 12 - 14
 WXN 9 West Extension Internal - Boxes 1 - 11

EXO 1 East Extension Outer - Boxes 0 - 5

APPENDIX B

Local Residents Survey and Feedback

Our Ref: PSMC 003/15

26 September 2002



To the Residents

AUCKLAND HARBOUR BRIDGE MAINTENANCE

We wish to advise you that maintenance activities will be on going through October and November at the northern end of the Bridge. It is planned to reinstate the protective coatings on twelve boxes of the east extension. This will involve waterblasting, spot abrasive blasting and spray painting. We plan to do this in conjunction with our maintenance operation at the southern end of the Bridge. When the wind direction is adverse at one end we will work at the other when ever possible to minimise as much inconvenience to the nearby residents as possible. Our hours of work are from 7am to 4.30pm Monday to Friday and on occasions it will be necessary to work Saturdays.

Should you have any concerns or queries during these operations then please contact [s9\(2\)\(a\)](#)

Yours faithfully,

TOTAL BRIDGE SERVICES

A handwritten signature in black ink, appearing to read "Keith Stolberger".

Keith Stolberger
Project Manager
Auckland Harbour Bridge

A Joint Venture Company between
RoadTec Resources & TBS Group



Our Ref: PSMC003/15

13 January 2003

Dear Neighbour

AUCKLAND HARBOUR BRIDGE MAINTENANCE: RESIDENTS FEEDBACK SURVEY

We are entering of our fifth year (of ten) as the Maintenance Contractor for the Auckland Harbour Bridge and would like to get some feedback from local residents relating to our bridge maintenance activities.

To assist us in improving our operations, could you please take a few minutes to complete the enclosed form outlining any issues that you may have. These could include excessive noise, vibration or adverse affect on air quality caused by our work. Or if, on the other hand, you feel we are carrying out our work in a satisfactory manner we would also welcome your feedback.

Please also find enclosed, for your information, an outline programme of work for next year. None of the programmed work is likely to cause any undue effects on local residents.

Could you please return a completed form in the envelope provided by Friday 24th January or if you would prefer a chat please do not hesitate to call me. In the event that you have any urgent concerns requiring our attention I can be contacted on the telephone number below or on mobile phones s9(2)(a).

Yours sincerely
TOTAL BRIDGE SERVICES

A handwritten signature in black ink, appearing to be "P. Cannons", written over a light-colored background.

Paul Cannons
Manager

AHB LOCAL RESIDENT FEEDBACK FORM

Date: January 2003

Major Work Carried Out this year (2002): Blasting and Painting
Walkway Construction
Resurfacing
Weld Repairs

Name: _____
Address: _____

Phone No: () _____

Do you have any complaints regarding work on the Bridge? _____

Do you feel you are being kept adequately informed? _____

Suggestions or comments: _____

Please Contact the following with any queries: Paul Cannons (Project Manager)
Tel: s9(2)(a) _____

Date: _____ / _____ / _____



AHB CONTRACT PSMC 003
1 YEAR MAINTENANCE PROGRAMME

January 2003 - December 2003

ID	Task Name	Start	Finish	2003																	
				Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	
1	East Extension External	Fri 18/10/02	Fri 10/01/03	█																	
8																					
9	Span 7	Fri 1/12/00	Fri 28/06/02																		
20																					
21	Span 6	Fri 28/06/02	Fri 18/10/02	█																	
26																					
27	Span 4	Fri 10/01/03	Fri 17/10/03				█	█	█	█	█	█	█	█	█	█	█	█	█	█	
38																					
39	Bridge Climb Walkway Construction	Wed 1/08/01	Tue 18/12/01																		
40																					
41	Structural Maintenance	Mon 11/12/00	Fri 13/09/02																		
55																					
56	Routine Structural Maintenance	Thu 1/06/00	Mon 3/10/05	█																	
76				█																	
77	Routine Mechanical Maintenance	Mon 19/06/00	Mon 21/11/05	█																	
223				█																	
224	Compliance Issues	Fri 25/08/00	Mon 10/10/05	█																	
239				█																	
240	Annual Detailed Structural Inspection	Mon 2/06/03	Fri 19/09/03									█	█	█	█						
241																					
242	Recommended Improvement Works	Mon 4/03/02	Fri 30/05/03	█																	
248				█																	
249	Reporting Requirements	Thu 15/06/00	Wed 31/08/05	█																	

AHB LOCAL RESIDENT FEEDBACK FORM

Date: January 2003

Major Work Carried Out this year (2002):
Blasting and Painting
Walkway Construction
Resurfacing
Weld Repairs

Name: s9(2)(a)
Address: NORTHCOTE PT

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge? NONE

Do you feel you are being kept adequately informed? ABSOLUTELY - APART FROM MY CRUMBLING CLIFF.

Suggestions or comments: ACRYLIC NOISE ABATEMENT SCREENS IN FRONT OF THE HOUSES FROM s9(2)(a) PRINCES NORTH WOULD BE NICE!
CHOP DOWN GUMS + SILVER DOLLAR FROM #5 s9(2)(a) - NO MORE TRIMMING PROBLEMS FOR BRIDGE

Please Contact the following with any queries: Paul Cannons (Project Manager)
Tel: s9(2)(a)

Date: 20 / 1 / 03



COMMUNICATION RECORD

To: _____ Date: 15th January 2003 Memorandum

Copy to: _____ Time: 14:00 Telephone Record

Recorded By: Paul Cannons File No: PSMC003/06 File Note:

Subject: AHB Local Residents Feedback Page 1 of 1 Minutes of Meeting

Feedback

Phone call from resident at s9(2)(a) [REDACTED] Northcote Point, in response to AHB local Resident feedback form. The resident stated that he is very happy with all aspects of the Harbour bridge maintenance activities, and also feels that he is kept adequately informed. He also offered to return the completed Survey if required.

AHB LOCAL RESIDENT FEEDBACK FORM

Date: January 2003

Major Work Carried Out this year (2002):
Blasting and Painting
Walkway Construction
Resurfacing
Weld Repairs

Name: s9(2)(a)
Address: NORTHCOTE POINT.
NORTH SHORE

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge?
JACK HAMMERS AT 2AM IN MORNING, GOING THROUGH TILL ABOUT 4AM.

NOT TBS ACTIVITIES
↓

Do you feel you are being kept adequately informed?
NOT TO BAD

Suggestions or comments:
ONE LIGHT UNDER NORTHERN END OF BRIDGE, HAS BEEN HANGING DOWN FOR 18 MONTHS IF NOT MORE.

Please Contact the following with any queries:
Paul Cannons (Project Manager)
Tel: s9(2)(a)
s9(2)(a)

Date: 14 / 1 / 003.



AHB LOCAL RESIDENT FEEDBACK FORM

Date: January 2003

Major Work Carried Out this year (2002):
Blasting and Painting
Walkway Construction
Resurfacing
Weld Repairs

Name: s9(2)(a)
Address: [REDACTED]
STOKES POINT
NORTHCOTE 1509

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge?
NEEDS TAR SEAL ON GROUND
TO STOP DUST PROBLEM.

NSCC RESPONSIBILITY
↓

Do you feel you are being kept adequately informed?
YES

Suggestions or comments:

Please Contact the following with any queries: Paul Cannons (Project Manager)
Tel: s9(2)(a)

Date: 14 / 1 / 03



AHB LOCAL RESIDENT FEEDBACK FORM

Date: January 2003

Major Work Carried Out this year (2002):
Blasting and Painting
Walkway Construction
Resurfacing
Weld Repairs

Name: s9(2)(a)
Address: [Redacted]

Northcote Pt -

Phone No: s9(2)(a)

NOT TBS ACTIVITIES
↓

Do you have any complaints regarding work on the Bridge?
In the week 25-30 November (not sure of the exact night) the noise and vibration was extreme!! There has to be a reasonable time to stop working at least 12 midnight

Do you feel you are being kept adequately informed?
No. - When you plan to work late with noisy machinery - let us know the night & the time you will be stopping.

Suggestions or comments:
A walk/cycle way - would be a good addition to the bridge & look at Sydney!!

Please Contact the following with any queries:

Paul Cannons (Project Manager)
Tel: s9(2)(a) [Redacted]

s9(2)(a) [Redacted]

Date: 13 / 1 / 03



AHB LOCAL RESIDENT FEEDBACK FORM

Date: January 2003

Major Work Carried Out this year (2002):
Blasting and Painting
Walkway Construction
Resurfacing
Weld Repairs

Name: s9(2)(a)
Address: [Redacted]

Phone No: s9(2)(a) [Redacted]

Do you have any complaints regarding work on the Bridge?
THE NOISE LEVEL WHEN SANDBLASTING, THE GRIT THAT COVERS CARS PARKED AND THE ADDITIONAL CLEANING REQUIRED TO PROTECT OUR OFFICE ENVIRONMENT (AIR QUALITY).

Do you feel you are being kept adequately informed?
Yes.

Suggestions or comments:
WHEN CONTACTED WITH REGARD TO GRIT OVER CARS, ACTION TAKEN TO REMEDY WAS FORTHCOMING. EFFORTS MADE TO MINIMISE THE HOURS DURING BUSINESS HOURS.

Please Contact the following with any queries: Paul Cannons (Project Manager)
Tel: s9(2)(a) [Redacted]
s9(2)(a) [Redacted]

Date: 14 / 01 / 03

E.6L

