
MINUTES OF MEETING

Bankstown Public Meeting

DATE: Thursday 17th September 2009 at 6:30 pm

LOCATION: Chester Hill Community Centre, Chester Hill

Chair/Facilitator: Donna Bevan

Minutes: John Murray

Community Representatives: Raema Walker
Allan Mansbridge
Dale Donadel
Stephen Carroll
Raymond Robb

Participants: Albert Bullen
Janet Bullen
Douglas Sole
Arlette Sole
Joe Coombs
Noel Rigney-Johnson
Mary Dugan
June Hokin
Barry Hokin
Teresa Rojas
Troy Butta
Deb Gooch
Pat Gavin
Alec Jackson
Geraldine McIntyre
Chris McIntyre
Lee Murray
Karl Lacko
Duc Hoa Nguyen
Ian Kayser
Frank Jackson

ARTC: Prue Hodgson, Community Liaison Manager, ARTC
Steve Blewitt
Andrew Rigby

ICLR: Donna Bevan, Connect Consulting

Council: Rowan Morrison, Bankstown City Council
Russell Puckeridge, Bankstown City Council
Alex Kuskoff, Bankstown City Council
Pam Gavin, Bankstown City Council

1. Welcome, introductions.

The Chair welcomed meeting attendees and made introductions.

Prue Hodgson – Introduction of key personnel.

Prue also delivered a brief overview of the SSFL project aim and objectives as per the presentation.

2. Minutes

No previous minutes.

3. Overview of current works in the Blacktown LGA

ARTC delivered an update on the status of various works in the Blacktown LGA as per the presentation.

Questions were invited from participants

Q: - When will the last half of the Auburn Road works be finished?

A: - The road will be closed again in approx. 3 weeks, targeting a closure on 19th October 2009. It will be finished in January 2009 approximately.

Q: - Are the signals in Hope Street to be moved back?

A: - the signals will be relocated when the work is completed.

Q: - The access for traffic in Auburn Road. Will the shop side have access?

A: - The traffic arrangements will be as they were in the previous Auburn Road Closure, with the only difference being the worksite will be situated on the Western Side.

Q: - What about noise on the Weekends from the works?

A: - When we work on the weekend, we go through the process of predicting the noise levels associated with the type of works being carried out and then making offers to mitigate this noise, the offers are of alternate accommodation and respite to residents in the areas impacted.

Q: - Participant has a grandmother who is 93 years old. She has very restricted mobility. What are the options during noisy periods?

A: - The work has to happen in these windows when the trains are not running, our options are respite and alternate accommodation. Some situations are very hard to accommodate.

Q: - If the new track is closer to my house, will I get Noise Barriers?

- A: - The noise barriers are in locations along the SSFL where the noise will be increasing as a result of our project, if the project does not increase the noise, no mitigation is required under our planning approval. Details of Noise wall locations can be found at www.ssfl.artc.com.au
- Q: - There will be higher train frequency. What is planned to mitigate the higher average noise.
- A: - The noise measurements are done as a 24hour average, so the method of measuring the noise would suggest that if the frequency increases the noise measurement over a 24 hour period would increase and where there is an increase in noise, the mitigation to be implemented is noise walls.
- Q: - The track will be closer to my yard and the noise will increase. What's going to happen?
- A: - Where the noise is predicted to increase, noise barriers will be put in place
- Q: - What sort of walls will be put in?
- A: - In many places heights need to be over 4m to achieve requirements. For preliminary design, heights are limited to 4m. In most places an absorptive facing is needed to prevent reflections increasing noise on the opposite side of the track.
- Q: - Are there any diagrams or pictures of the proposed noise barriers at the meeting?
- A: - No, we don't have that information here to present, it is currently being presented to all landowners living adjacent to the tracks. If you would like further details, please leave your details after the meeting.
- Q: - In Hope Street. When the track is completed, movements will be much higher.
- A: - It is not anticipated that the movements will be greater on the Hope Street Side of the track, as the concentration of trains will go into the Dive on the School side of the track. The noise monitoring will continue and readings will be taken in 1, 2, 5, and 10 years. If it is found that the noise has increased then noise mitigation measures such as noise walls will be assessed.
- Q: - The frequency of the freight trains is going to be an issue. 20 times a night will be a big issue.
- A: - If the readings are found to be increased with the ongoing monitoring, then noise mitigation measures such as noise walls will be assessed.
- Q: - This is not good enough.
- A: - This is following our planning approvals and the DECC Noise Guidelines.
- Q: - What is to be the course of the Storm water channel at Birrong?
- A: - the channel is being adjusted currently. It will follow the existing water course.
- Q: - Is the dive starting at Hope Street?
- A: - The dive will start on the Chullora side of Cooper Road.

Q: - Will the track be a 1 way or 2 way track?

A: - The SSFL will be bidirectional, a two way on one track with areas (where trains will be able to pass) with a passing loop at Glenfield.

Q: - Is the area at Leightonfield a passing loop.

A: - No, at Leightonfield it is a siding, not a passing loop.

Q: - Auburn Road. Where will it ascend?

A: - It will be level at Auburn Road.

Q: - How many lines in and out of Chullora?

A: - 2

Q: - Are the current lines still able to be utilised?

A: - Yes

Q: - Are the normal electric lines to be used for freight?

A: - No

Q: - There has been some work on the footpaths. There has been damage to my fence and it is still damaged.

A: - Photo's were taken before the work was done as part of a dilapidation survey.

Q: - There is still damage on the street in Auburn Road.

A: - That will be repaired.

Q: - What is the policy with residents re damage to property?

A: - Damage to resident's property comes under the complaints process. The CIP is on the web site and the EMR can overview.

Q: - When Auburn Road was opened. There are signs still in Regents Park that are not covered that indicate closure.

A: - This will be rectified.

Q: - In Wellington Road there is a Road Works sign that is knocked down.

A: - Taken on notice

Q: - If the daytime frequency of freight trains is going to be higher, does that mean the night frequency will reduce.

A: - ARTC is predicting that some night movements will come into the daytime. Information on predictions is on the Web site.

Q: - Monday night on the Woods Road bridge. What was being done?

A: - A traffic control plan was put in place at Woods Road on Monday and during the day services relocation work was taking place. The traffic control plan was still instated, but no works was being done at night.

Q: - How long before the SSFL is completed?

A: - Approximately June/July 2010 predicted completion.

Q: - Will Country Link be using the lines in emergencies?

A: - Not likely.

Q: - If the noise does increase at a later date, what guarantees do the residents have that something will be done?

A: - The Conditions of Approval ask us to test the noise at 1, 2, 5 and 10 years of the SSFL being operational.

Q: - Is the increase of noise based on current or future noise monitoring?

A: - The base line monitoring was done at the start of the project. Future noise will be measured at 1, 2, 5 and 10 years as detailed in the Conditions of Approval.

Q: - Has the fibre optic relocation been finished in Auburn Road?

A: - It has been started but not finished yet.

Q: - Where are the catch points for the new line?

A: - 3 points between Hope and Cooper Street.

Q: - The walk bridge at Auburn Road looks a lot higher. What height will it be?

A: - The existing walk way will be as it is currently.

4. Meeting Close

Meeting closed: 7.28pm