

MBRA Questions:

Notes for CAG meeting 29.5.24

Environmental:

+ Managing water flows into our local catchment, particularly with impact of recent rains.

KP identified that Abergeldie have also installed more silt controls than would be necessary to protect as much as possible. KP noted that as there is a lot of groundwater present in Medlow Bath, water will usually continue to run for 48 hours after the rain has stopped.

All water that is released from the detention basins are tested to ensure they do not exceed environmental standards. Abergeldie are continuing to monitor any run off during rain events and will continue a proactive approach to managing the run off.

+ Managing weeds through Medlow Bath park along the feed into the creek and the impact of flows from the detention basin.

The creek along Medlow Park is a council asset and is their responsibility to maintain. ST advised she would refer this matter to Council's Weeds Management Team.

+ Weed management and maintenance of the newly created water/sediment basins.

The water retention basin will be maintained by Transport for NSW.

+ Noise pollution from the highway – what will be the final outcome for residents in Railway Pde/ Rutland Rd and most of the area to the east of the highway, who are all experiencing noise pollution now? What other options for blocking noise can be considered as a long-term plan?

Construction noise is generally more impactful than operational noise and what is currently being experienced will not be the outcome once construction has completed.

Operational noise was modelled as part of the Review of the Environmental Factors, and several houses were identified to be expected to experience an increase in operational noise to a level determined by the EPA. These houses are being treated.

Post project, Transport re-measures noise increases to ensure that original modelling was correct. If any further properties are determined to have experienced an increase above approved levels from prior to the project's construction.

Further discussion on noise measuring was done during the meeting and is captured in the minutes.

+ Light Pollution - Please explain what the lighting on the GWH and the station will be and the impact on nearby residents and those in Railway Pde.

Platform lighting will be housed in purpose-built shrouds on poles that match the existing heritage light poles on the platform. These lights have been specifically designed to reduce light spill from the station. In addition, the pedestrian ramp requires no supplementary lighting as the exiting street lighting is sufficient.

The pedestrian bridge will also use a special handrail lighting system that directs light downwards onto the walking surface, reducing any light spill.

Plantings will also provide a screen from lights on the Great Western Highway.

+ Information about the incident in Railway Pde on 23/11/23 called a Frac-Out. Could TfNSW please explain what occurred and why and what the follow up has been?

Crews were using an underbore drill to lay utilities in response to resident concerns about trees at risk from the standard trench method for laying utilities when, on 23 November 2023, drilling along Railway Parade in Medlow Bath caused liquid to bubble to the road surface.

Investigations to date indicate this was a result of the hydraulic underbore drill entering an area of soil, rather than rock, and the high-pressure water used in the under bore has pushed through the soil layers to the surface.

Transport and its contractors met with the impacted property owners at the time of the incident to discuss the impacts to their properties. A structural engineer investigated the primarily impacted property and determined that it was safe to continue living in. Additional property dilapidation reports were offered to two concerned property owners, with one owner taking up the offer.

At all times, Transport for NSW has assured property owners that any damage found to be a consequence of the Medlow Bath Upgrade will be remediated by the contractor.

The ongoing geotechnical investigations are helping to determine the ground profile. Bore samples demonstrate the layers of soil and rock making up the ground. This helps determine how stable the ground is.

+ On the late afternoon of 20 May some residents noticed a very deep vibration sound. They described it as a sonic vibration, in that the house is not shaking but their ears (and brains) are hearing a deep noise, like if a helicopter was flying over. Could you please explain this?

No vibratory machinery was in use by the project on this date that would account for these vibrations. It was noted that rail work was taking place at the time so it is possible that this could have been the cause.

Landscaping

+ What are the design plans for re-creating the treeline and sense of place/arrival that we had entering Medlow from Katoomba. What is the actual number of mature trees and what is their location? What other areas can be considered for mature plantings?

Most mature trees will be within the road corridor (median). We are currently tendering for a landscaping contractor. Once we have a contractor in place we will be able to speak to this more.

+ What are the design plans for the corner next to Bellevue Cres where there is a huge expanse of dirt? Why is this so large? What plantings will be incorporated in this 'slip road' for these few houses? With the changes to the Bellevue Intersection (no U-turn bay) what extra mature plantings can be placed there?

Final plantings will be determined closer to the date the landscaping begins.

+ What is the revised design for the soil nail wall and what plantings will be incorporated now?

There won't be any exposed ground. The batters will be planted out.

+ Can plantings be incorporated into the rail corridor particularly near the station – why can't the surrounds of Medlow Station look as good as Blackheath Station?

Decisions about plantings in the rail corridor is the decision of Sydney Trains and not something that we can respond to.

+ What treatment is planned for the northern/eastern Railway Pde edge along the parking near Pot Belly – is there further work to come beyond a single strip of turf? What is the plan for this slope?

More treatment is to come, waiting on the removal of the power pole to reshape the batter and landscape the area.

+ What treatment and what mature trees and other plantings are planned for the bus turning circle and surrounds? When will this be planted?

To be confirmed once a contractor is in place.

+ What treatment is planned for the earthen gaps in our new parking at the Park, and then again the berm from Railway Pde down to the concrete gutter above the park? When will these be planted?

This area will be planted in consultation with Council

+ Are the 2020/21 Railway Pde landscape works that were dug up for the project going to be reinstated? When?

The plants that were dug up were planned to be reinstated, however, most of them were destroyed in a rainstorm before they could go back in. Landscaping will be done to rectify this.

+When will the Hydro Mural bus shelter be placed in the park and what specific extra landscaping will be part of this installation.

This was discussed in the meeting as Agenda Item 3. Please refer to the minutes for more information.

+ Plans for resurfacing of much of Railway Pde and other streets where extra traffic and trucks have caused potholes and damage?

Transport conducts a pre-condition survey of the roads that surround our work area. If any deterioration in the roads occurs as a result of the project it is rectified once the project is completed. Damaged roads will be repaired before being returned to Council to maintain.

Safety

+ A number of residents are very concerned about their safety exiting Bellevue Cres. Could we put in temporary lights here until this is finished?

Transport and Abergeldie to review installing a 'no right turn' sign to alleviate this concern.

+ Several residents arrive home by train in the dark (one at 9 pm) and are concerned about their safety walking up the new stairs and down Railway Parade path to the commuter parking area (and currently from the level crossing). What upgraded lighting for pedestrians in Railway Pde will there be immediately and when works are completed?

Discussed in the minutes of the project. VB will investigate this point further.

+ The newly sealed section of Railway Pde ends just a little narrowly as you approach the new site compound (old Elsie Langford Centre). Can this be extended 30-50cm so we would have a safer 'main road' in Medlow. There are a few witches hats but it would be easy to drive off the road in poor visibility. This tarmac needs to be widened in this section.

The road will have a batter to make this area safer.

+ Many of us have noticed drivers doing U turns at the lights. They turn right from Hwy into Railway Pde then do a U turn to head south onto the highway. This is really dangerous and needs something to stop them being able to do this.

The public making unsafe road manoeuvres would be a matter for the Police, however we can and will ensure our teams are not carrying out this manoeuvre.

Additionally, BK suggested to install some chem flix to prevent vehicles from making this manoeuvre. He will investigate this option and advise.