

**MINUTES**  
**MEETING # 32**  
**Intermodal Logistics Centre**  
**Community Liaison Committee (CLC)**

Location: ILC  
 Enfield ILC, Cosgrove Rd, Enfield  
 Date: Monday 11 September 2017  
 Time: 4.00 pm

<b>Attendees</b>	
<p><b>Community Members:</b>            Jenny Maddocks            Bill Thompson            Jacqui Thorburn            Louise Symonds</p> <p><b>Bankstown City Council</b>            Graham Humphrys</p> <p><b>Chair</b>            Ian Colley</p> <p><b>Minute taker</b>            Sandra Spate</p>	<p><b>NSW Ports</b>            Matthew Fahey            Ian Henderson            Trevor Brown            Greg Walls</p> <p><b>IMT Operator/Aurizon</b>            Keith Rowe            Bill Gitsham</p> <p><b>Goodman</b>            Stephanie Partridge</p>
<p><b>Apologies:</b> Adem Long – NSW Ports</p>	

**Action Items: Introductions**

**1. Acceptance of the minutes/ actions from previous meeting**

The minutes from June 2017 were accepted.

**Action:** Graham to provide Matt a contact in relation to illegal dumping.

This was in relation to a group who pursued prosecution for illegal dumping. Details haven't yet been provided to Matt. He will follow this up with Graham.

**2. Project Update**

• **Construction (Rail Sidings) – NSW Ports update**

Matt reported construction of sidings was completed at the end of June and are now fully functional and being operated by Aurizon.

• **Warehouses – Goodman Development Application**

Matt reported that after a few years of trying to market warehousing on site NSW Ports has engaged a specialist group. They have partnered Goodman in the role of development managers. The warehouse development master plan is being fine tuned from what was approved 10 years ago. NSW Ports retains ownership of the land. Matt introduced Stephanie Partridge from Goodman who will lead this.

Stephanie reported banners have been installed along Cosgrove Road and signage placed at the entry to the estate. A new sign board will be erected in Cosgrove Road to market the site. The intent of the design for the site is to improve overall aesthetics of the estate. Goodman's are proud of the warehouse masterplan design which provides amenity for occupiers and as well as the community. Active construction won't commence until the project planning Modification is approved and there is customer commitment.

Ian C asked whether marketing the site was a challenge.

Stephanie replied there has been a lot of interest. Time is being taken to get the design intent right.

Masterplan documents were tabled at the meeting.

Stephanie noted the artist's impression shows typical warehouse construction with an enhanced design for the office area. The intent is to landscape the entrance at Cosgrove Road and possibly embellish it with a café to activate the site and provide community amenity.

The masterplan design of the warehouse area is to current industry and market standards. The gross floor area has a slight increase from the current approval. The main other change to be included in the next modification is changing the height from 12m to 13.7m in line with current warehouse construction practices. It is a holistic design for residents and occupants.

Matt noted layouts designed 10 years ago were for warehouse 'boxes' prepared by infrastructure consultants with limited knowledge of industrial estates. The warehouses and site layouts in the Goodman masterplan are more functional.

Jenny asked whether some of the smaller buildings on Cosgrove Road have been deleted and replaced with car parking. Stephanie replied car parking would be on top of the smaller warehouse sites.

Matt noted marketing banners along Cosgrove Road include the website address (enfieldILC.com) which includes the new warehouse masterplan

Jenny sought confirmation that this is Modification 14. This was confirmed.

Stephanie reported a Secretary's Environmental Assessment Requirements (SEAR's) request was lodged today. Goodman's are looking to submit a formal application when they hear back from the Department of Planning & Environment which has 28 days to respond. They expect to lodge a DA within 8 weeks and for this to be on exhibition before Christmas.

Louise asked whether the same policy would apply to warehouses as the rest of the site with no reversing beepers. She noted residents have had a constant battle with one company after another. Matt replied that most sites would have forward movements only. Some smaller docks may require reversing. Stephanie said it would depend on the user. Some companies have a side load only policy. Louise emphasised that reverse beepers have been a real issue for residents with alarms sounding constantly. She is happy that the warehouses will provide a buffer but is concerned that trucks don't have reversing beepers. Truck noise on Cosgrove Road and Madeline Street has become worse with trucks idling in reverse and beeping for half an hour at a time.

Matt said NSW Ports highlight in leases that they prefer quackers or squawkers. Individual trucks not related to the company are harder to control. Within the Intermodal Terminal trucks only drive in forward direction, on a loop around the terminal.

Keith confirmed they have no reversing trucks and squawkers are fitted on all container lifting equipment (rather than beepers). It is their policy to have all beepers removed and replaced with low noise emission squawkers.

Jenny asked whether Goodman would manage tenancies.

Matt replied it is a NSW Ports land asset and Ports will manage this.

Jenny was disappointed that she found out about the Goodman appointment through a third party and that CLC members were not informed before the media release.

Matt will take the feedback on board.

- **Operations – IMT Operator (Aurizon)**

Keith reported that after undertaking a freight review Aurizon made a decision on August 14 to close interstate intermodal operations in December 2017. Regional and interstate operations will cease by 31 December 2017.

Jenny asked whether port shuttles will continue.

Keith replied there is a team working on retaining shuttles. They are doing what they can to bring customers on board but won't know for a number of weeks. Bill G will be managing the site till the end of December.

Matt replied NSW Ports and Aurizon have a lease commitment. NSW Ports are looking to retain port rail freight operations at the Enfield ILC, either with Aurizon or with new operators on board. There is one port shuttle service per day.

Keith reported there is typically one port rail shuttle service per day and sometimes there is two or three services per day.

Ian C asked if it is a difficult market.

Bill G replied the decision was not taken lightly. The decision was made after an 18 months full freight review. There is loss making in the intermodal business stream. Aurizon made a decision to stick to its core business which is bulk freight (iron ore, coal, etc.). There has been a gradual decrease in interstate container freight over time.

Ian C asked whether there is a reduced volume of business overall.

Keith replied it is to do with consumer habits which mean multiple deliveries in per day and less being warehoused. Requirements are immediate with pallets packed overseas, into the container, on to the truck and gone.

Jenny asked whether this means the whole industry has become more efficient.

Keith said what we buy this weekend is replenished by Friday. Requirements are immediate and there has been work on better ways to do this. This has reduced the need for volumes on train.

Jenny asked if this means more trucks are handling freight.

Keith said this depends on the warehouse location. Sydney, Melbourne and Brisbane used to be the main ports with goods distributed from there. Now goods are also shipped direct to SA, WA and far north Queensland which reduces the longhaul rail and road freight demand.

- **Operations – Swift and Pitkin Transport**

Matt reported Swift and Pitkin operations are ongoing from warehouse Area G.

### **3. Development update**

- **Mod 10 Truck in/out & Rail in/out**

Greg reported draft conditions have been received from Planning and NSW Ports hopes for approval before the end of the year. The Mod has yet to be assessed by the Planning Assessment Commission.

- **Tarp Shed – Garden Centre (DA) and removal of the Garden Centre from ILC (Mod 13)**

Greg reported the Flower Power Part 4 application which was refused by council is still with the Land and Environment Court. There is a mediation meeting on November 4.

A requirement for that approval to be acted upon will be for the tarp shed to be removed from Part 3A approval. The removal of the Flower Power site from the Part 3A approval is Mod 13 and was lodged last week.

Jenny asked whether there is a contingency plan if Flower Power is not approved.

Matt reported NSW Ports have been approached by other potential users but regard Flower Power as the best use for site. They have entered a lease agreement contingent on approval. Flower Power

is the preferred option. He urged committee members to assist with communications to Council. Greg said Ports are supporting Flower Power through the Modification process but it is contingent on them getting Part 4 approval.

Jenny asked whether the grandfather clause allowing modification to part 3A under 75W has been abolished. Greg replied modifications can still be sought under 75W but there is a proposal to change this in the future.

Bill T asked what the objections to Flower Power were.

Greg replied that Strathfield Council objected on the basis of land use. Flower Power is a garden centre but wants ancillary uses including pool supplies and the sale of fruit and vegetables. Council contested that these uses were not ancillary to garden centre use.

Bill T noted they are seeking what exists at their current site.

Jenny clarified that the Strathfield Independent Hearing and Assessment Panel rejected the application

Matt reported Flower Power are doing what they can to modify plans to address Council's ancillary uses issues. Bill T asked whether it could be raised with the new council. Greg replied if Council remove their objection the matter is withdrawn from the Land and Environment Court process.

Louise asked what some of the alternatives are.

Matt reported interest from others as a waste centre, timber yard and wedding function centre.

- **Warehouses Masterplan Mod Application (Mod 14)**

Stephanie reported the SEAR's application was lodged today and should be on the website in coming days.

#### 4. **Other**

- **50,000 TEU Throughput Traffic and Noise Audits**

Matt reported audits are required by conditions of approval as throughputs have approached 50,000 TEUs with the regional and interstate and port shuttles rail services. The traffic audit is at draft stage with traffic generated in line with the original environmental assessment. Noise audits are underway with a draft report expected next week.

- **Annual compliance tracking**

Trevor said a report for the period to the end of April was submitted in June with the next due in November in conjunction with the external audit.

- **Complaints summary and follow up**

Trevor reported two noise complaints were received in July. One was anonymous from Birriwa Ave and the other from Madeline Street about loud banging between 11pm and 3am.

Louise noted a person in Madeline Street drove to site in the middle of the night and identified Swift as the source. They confirmed this during the day but didn't hear back from Ports.

Trevor said a call on the 1300 number from Madeline Street didn't come through to him.

Louise said she had heard of complaints from in Chisholm Street. It has been particularly noisy, getting increasingly louder for weeks. One night Louise was woken from sleep with a loud noise which sounded like a container bang.

Trevor noted both complaints were similar. He spoke to those who were operating at night to address the issue. The person from Madeline Street was happy with the response and NSW Ports haven't received follow up complaints for over a month.

Louise brought a complaint on behalf of someone. There had been a lot of trouble with Swift 12 months ago and she wasn't surprised this was the source of the problem. It sounded like containers being dropped.

Trevor requests complaints be brought to NSW Ports immediately so they can be dealt with quickly.

- **Council updates**

Graham reported Council elections were held on the weekend but it is too early to determine results for Canterbury Bankstown. The organisation continues to blend. Administration offices have moved to the Bankstown office and chambers have been upgraded. Compliance is from the Canterbury depot and offices at Campsie are in use.

- **Comments/ questions/other business**

Jenny reported on a Transport for NSW spoil management project which proposes an intermodal at Chullora for dirt from M4 / Westconnex construction primarily from Northcote Street, Haberfield. It is proposed to take 900,000 tons of dirt shifting 9,000 tons per day to Chullora by road then three trains per day to Port Kembla. Trucks coming down Centenary Drive and the Hume Highway into Chullora will intermingle with trucks coming here. There are supposed to be no peaks but trucks would have to turn around in 55 minutes 225 times a day which she things unlikely.

Greg asked whether Jenny had made a submission.

Jenny said no one knew about it before submissions closed. She accidentally saw it in an old copy of the Canterbury Bankstown Torch after submissions had closed. The whole site is in Strathfield Council area but all the consultation was through Canterbury Bankstown Council. If it proceeds she would expect NSW Ports to get extra flak about dust and noise.

Graham confirmed the site is in Strathfield Council area but the resident community is in Greenacre which is Canterbury Bankstown.

Matt reported NSW Ports had been approached to use the ILC site for the transfer of road tunnel spoil but NSW Ports wishes to maintain the Enfield ILC for port related container freight. NSW Ports were not consulted about the Chullora spoil intermodal.

Greg said they found a flyer stuck in their fence at Port Kembla. The site there adjoins NSW Ports land.

Jenny asked if trains would come through here.

Matt said it would come through on the freight line.

Trevor suggested being mindful that this is a short haul to put spoil onto trains against a long haul by trucks.

Jenny is not happy about the proposal. She finds the desire to reuse commendable but if Sydney sandstone is being excavated it could be crushed and used here instead of being sent to the Southern Highlands.

Graham reported Council uses a lot of crushed sandstone on sporting fields obtained through the EPA. The big cost of projects is trucking it and having a local place to reuse it.

Keith asked what the timeframe for the project is.

Jacqui thinks it is around 4 years.

Jenny congratulated NSW Ports on 10 years since approval of the intermodal terminal.

Matt reported meeting with Strathfield Council on Modification 14. He raised attendance at these meetings. The head of planning has undertaken to nominate someone to attend.

Graham asked whether they attend the transport committee meetings.

Matt replied they have not attend the last few meetings.

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**Date of next meeting: Monday 4 December**

These minutes have been endorsed by the Chair, Ian Colley