

**MINUTES**  
**MEETING # 31**  
**Intermodal Logistics Centre**  
**Community Liaison Committee (CLC)**

Location: ILC  
 Enfield ILC, Cosgrove Rd, Enfield  
 Date: Monday 19 June 2017  
 Time: 4.00 pm

<b>Attendees</b>	
<p><b>Community Members:</b>            Jenny Maddocks            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            Daniela Vujic</p> <p><b>IMT Operator/Aurizon</b>            Keith Rowe (Part)</p> <p><b>Swift</b>            Geoff DeSantis</p>
<p><b>Apologies:</b> Adem Long, Bill Thompson</p>	

<b>Action Items:</b>
<p><b>1. Welcome and introductions</b>            I Colley welcomed attendees and introductions were made.</p>
<p><b>2. Acceptance of the minutes/ actions from previous meeting</b></p> <p>Acceptance of the minutes from March 2017 was moved by Jenny and seconded by Graham. The minutes were accepted.</p> <p><b>Action:</b> Trevor to invite the EPA to provide a presentation to the CLC on actions around diesel emissions.</p> <p>Trevor read a response from Jacinta Hanemann, Regional Manager Operations, Metropolitan Infrastructure, EPA. The contents of the EPA response is included below.</p> <ul style="list-style-type: none"> <li>• The environmental impacts of the operational rail network in NSW are currently regulated through licensing of railway infrastructure (track) operators under the Protection of the Environment Operations Act 1997.</li> <li>• Although impacts from the rail network come from the rolling stock (locomotives and wagons) and the interaction between the rolling stock and railway infrastructure, rolling stock operators are currently not licensed and are therefore not directly accountable to the EPA for their environmental performance. This has made it difficult to resolve environment and community concerns associated with the operational rail network.</li> <li>• The EPA is proposing amendments to regulation of the NSW rail network by requiring both rolling stock operators and railway infrastructure operators to be licensed under the POEO Act for their respective activities.</li> <li>• The EPA undertook extensive consultation of the proposed amendment through a position paper in September 2014 and public exhibition of the draft Protection of the Environment Operations Legislation Amendment (Scheduled Activities) Regulation 2016.</li> <li>• The Regulation is currently under consideration by the NSW Government.</li> <li>• Once the amendment is approved, the EPA will engage with stakeholders regarding the preparation, issue and/ or alteration of existing and new environment protection licences. This will include consideration of noise and air emission requirements for rolling stock.</li> </ul>

- If individuals or community groups would like to be consulted on the development of the licences and are not on the EPA's stakeholder list or are unsure whether they are on the stakeholder list, they can contact send their details to Kyle Browne at [kyle.browne@epa.nsw.gov.au](mailto:kyle.browne@epa.nsw.gov.au)

Ian C asked how this relates to this site.

Trevor replied ARTC is the owner of the line from here to Port Botany and trains are operated by Aurizon. Under the proposed legislation, Aurizon would be required to hold an Environmental Protection Licence for their train operations as would other operators using the marshalling yard.

Louise asked if trains from here to Port still don't operate at night. There seems to have been a increase in train movements and associated rail noise. Why do trains toot at night? There has been back and forth tooting at 3am. She received an email from someone in relation to a perceived increase in trains movements.

Geoff suggested trains are required to toot if approaching level crossings or a restricted area. It is probably for the crossing into the marshalling yard at the Wentworth Street access.

Jenny noted that trains on the through line going past Enfield toot for safety reasons.

Matt said Aurizon can provide an update at the next meeting. He understands on average they have two regional trains daily and the port shuttle which has increased in frequency with a couple of services early on Monday (leaving for Port around midnight and returning about 2am once a week). There shouldn't have been a change in noise levels from the ILC operations.

Trevor suggested emails could be forwarded to NSW Ports. If it is not a Ports issue emails can then be forwarded ARTC, EPA or the correct relevant entity.

## 2. Project Update

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

Matt reported that the two rail sidings (approved in Mod 12) are near completion and are expected to be finished by the end of the month.

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

Matt reported regional and interstate services along with the Port shuttle are continuing. A new service from Newcastle has started which takes boxes off at Enfield if they are not ready for Port or puts boxes on to continue to Port and vice versa.

Matt and Trevor reported an incident yesterday at 2.30pm involving a small spill. A container handler noticed a leak. This was the herbicide gramoxone. The container was checked and Hazmat notified. It was then clear wrapped and moved to the dangerous goods area. No spill reached drains and there was a good response from Aurizon who took the issue seriously. Ports and emergency services were contacted.

(Keith provide advice subsequent to the meeting that no herbicide leaked from the container. The handler was alerted by the smell due to a pungent additive. Hazmat, police and fire services were called. The fire brigade confirmed no leakage from the container. The container was wrapped and placed in the dangerous goods area. Specialist contractor, Remondis is assessing how to deal with the container. There is no spillage on the ground. The owners, warehousing company and company that packed the container have been contacted.)

Matt reported Aurizon is considering an empty container park on site which is needed to ensure operational efficiency.

- **Operations – Swift and Pitkin Transport**

Geoff reported Swift takes boxes in and out of port and delivers to customers around Sydney. They have Custom's bonded area used for cruise ships cargo. The bonded area cargo does not include bulk goods or dangerous goods. Bonded containers come in and stay locked. It is predominantly refrigerated containers for food production on cruise ships. There are some full containers which are deconsolidated / palletised in the warehouse before being transported to customers and some deconsolidated freight is stored in the warehouse.

Jenny asked if Swift was affected by the recent blackout. Geoff confirmed they were. It was caused

by a traffic accident involving a pole.

Matt reported Pitkin's Area G site is used for full container deliveries in and out and empty returns.

### 3. Development update

- **Proposed Project Modifications**

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

Daniela reported NSW Ports had expected Modification 10 to be approved but the Department of Planning & Environment has requested additional information regarding noise. NSW Ports is preparing an assessment that indicates no change in noise which they hope to submit soon. It will be referred to the Planning Assessment Commission for approval.

Trevor noted noise from site has already been assessed but the additional information requested is a road traffic noise assessment regarding trucks on public roads.

- Tarp Shed – Garden Centre (DA)

Daniela reported the DA was refused which was a disappointing outcome. When first referred to the Independent Hearing and Assessment Panel it was deferred subject to additional information. Flower Power provided this but the panel has still refused approval. NSW Ports understands Flower Power wants to progress the application which will now need to go to the Land and Environment Court to progress.

Matt reported two issues the application was rejected on were ancillary uses such as the pool shop, pet shop and fruit and vegetables; and part of the garden centre was in the RE2 zoning at the north end of the site. Flower Power pulled the site back but was still rejected on those grounds.

Louise reported residents are sick of tips being approved next to homes while something desirable such as this is knocked back. People living close by would rather Flower Power than a tip. She also raised issues with the timing of the Panel hearing being in the middle of the day making it difficult for residents to attend.

Daniela reported NSW Ports presented to the panel and argued that it was a good opportunity to conserve and adapt a heritage item rather than demolish it. The refusal was on technical planning grounds. She suggested if residents are supportive it would be worthwhile for them to communicate that opinion.

- Tarp Shed – Garden Centre (Mod 13)

This is on hold pending approval of the Garden Centre application.

### 4. Other

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

Matt reported a condition of project approval was the need for traffic and noise monitoring at 50,000 TEU and after 12 months of operation. As these milestones are approaching a traffic audit has commenced with counters installed, a road safety audit and truck route surveys to be undertaken to ensure use of appropriate truck routes to and from the ILC. Once the Mod 10 noise assessment work is completed the consultant will move onto the noise audit for the same milestone.

- **Annual compliance tracking**

Trevor reported the compliance tracking report is being finalised and should be submitted to the Department of Planning in the next two weeks.

- **Operational Environmental Management Plans**

There are no changes to operations.

- **Complaints summary and follow up**

There have been no complaints since the last meeting.

- **Council update**

Graham reported on the Canterbury-Bankstown Traffic Committee meeting of 9 May 2017. There has been a long running discussion between Council and RMS on Rawson Road. RMS has ruled

that it is a regional road with a 60kph speed limit between Waterloo Road and the Hume Highway. Based on that Council is removing speed humps and a cushion at the corner of Rawson and Illawong Road. There have been ongoing discussions about operating it as a neighbourhood road but RMS has firmly ruled it a 60kph road. It retains the 3 ton limit. Traffic violations will now be monitored by police with Council rangers no longer involved. RMS has said the regional road is for traffic flow. The committee resolution is reprinted below.

**ITEM 6                      Rawson Road, Greenacre Removal of traffic calming devices between Hume Highway and Waterloo Road**

**WARD                        Bankstown**

**ELECTORATE            Lakemba**

**AUTHOR                  Operations (Bankstown Branch)**

## **ISSUE**

To consider the removal of the five (5) rows of rubber speed cushions and one (1) raised platform in Rawson Road, Greenacre between the Hume Highway and Waterloo Road, due to the 60 kph speed limit.

## **RECOMMENDATION:**

That Rawson Road, Greenacre have:

1. The five (5) rows of speed cushions, with associated signage, removed between Hume Highway and Noble Avenue.
2. The raised platform, with associated signage, removed at Illawong Crescent, between Noble Avenue and Waterloo Road.

Jenny asked whether these traffic calming measures were from the \$700,000 that council got as part of conditions of approval.

Graham and Daniela confirmed the roadworks were at the cost of Sydney Ports Corporation as conditions of consent.

Graham noted this outcome isn't what Council engineers wanted. The local speed limit between Roberts Road and Waterloo road is 50kph.

Matt noted the road is still a no go zone for Intermodal Logistics Centre heavy vehicle traffic.

- **NSW Ports website re-vamp**

Daniela understands the re-vamp will complete next week and invites members to look at the community tab.

### **Comments/ questions/other business**

Jacqui reported feedback from a constituent on squeaks and squeals near the freight train break off at Homebush. Their office will write to the Transport and Freight Ministers. She understands there was a process to reduce grinding noise a number of years ago.

Louise asked that the bend here at Belmore also be included.

Daniela understands Transport for NSW has a program to reduce rail squeaks.

Jenny reported open day for the walkway went well. Daniela and Trevor said there was a good turnout and the site looked good.

Louise asked if NSW Ports has a clean-up service for the fence line as Cosgrove Road looks good compared to Madeline Street which is terrible.

Matt replied they engage a landscaper to mow the grass monthly and a contractor to remove rubbish monthly. It is resource intensive but Ports wants to invest in this. They also address illegal dumping ASAP.

Graham reported a regional waste detection group operates from Bankstown to Mascot. They have night vision cameras. A plastic cable denotes an initial investigation. The program has had good success. The priority is for the person who left the rubbish to clean it up.

Matt reported illegal dumping has occurred at the tarp shed site.

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

**Date of next meeting: September 11**

These minutes have been endorsed by the Chair, Ian Colley