

MINUTES
MEETING # 13
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: ILC
 Enfield Site Office, Cosgrove Rd, Enfield
 Date: Wednesday 4 July, 2012
 Time: 4.00 pm

Attendees	
<p>Community Members: Jenny Maddocks George Campbell Bill Thompson</p> <p>Fairfax Printers Michael Johnston</p> <p>Bankstown City Council Russell Puckenridge</p> <p>Canterbury Council Greg Ritchie</p> <p>Strathfield Municipal Council Ash Chand</p>	<p>Independent Chair Ian Colley</p> <p>Minutetaker Sandra Spate</p> <p>Sydney Ports Corporation: Shane Hobday Virginia Mullins Stephen Zaczekiewicz Steve Fermio</p> <p>Leightons (LCPL) Jason Pearson James Tydd</p>
<p>Apologies:</p>	

Action Items:
<p>1. Actions from previous meeting Attendees were welcomed and introductions made. Minutes the March meeting were accepted without amendment. There were no action arising.</p>
<p>2. Project Update (LCPL & Sydney Ports) <u><i>Presentations by Jason Person (LCPL and Stephen Zackiewicz (SPC))</i></u></p> <ul style="list-style-type: none"> • Construction update <p>Jason reported that earthworks are continuing but there have been delays due to wet weather. At the northern end the site is being levelled and pavement material imported prior to asphaltting. There will also be some services works.</p> <p>At the southern end work is being undertaken for placement of impacted material. This will then be capped. A drainage line is being installed then the rest of the site will be levelled. Unsuitable material will be placed on Mt Enfield. A habitat inspection has been undertaken. A phased approach is being taken, first placing a berm adjacent to Punchbowl Road which will be spray grassed to stabilise. Impacted material will then be brought to the area.</p> <p>Street lighting changes will be started, then work on the 11kv line from the substation at Strathfield South. Once design issues are complete work will start on the main internal access road to the site. The retaining wall for warehouses along Cosgrove Road will be built as well as permanent drainage. The area will be progressively stabilised. The final connection to Cosgrove Road will be undertaken later.</p> <p>Stephen asked whether rail connection works at the southern end will be undertaken over the next 3 to 6 months. He noted ARTC are commencing their works.</p> <p>Jason confirmed this work would commence once approvals were received. The ARTC line is between Sydney Ports land and the marshalling yards. ARTC track works would be from the Punchbowl Road bridge.</p>

Jenny asked for clarification as to what the SPC line will connect to.

Jason replied that there are two existing lines. SPC's line is furthest to the east and will connect to the existing line to the marshalling yard. ARTC will connect to the other then to the freight line. They are coordinating their works with ARTC, and once approvals are in place Leightons works and ARTC works will happen one after the other.

Stephen noted ARTC has right of access from Cosgrove Road, then adjacent to Mt Enfield to marshalling yards. They are looking at the best way to improve the existing track. Under licence to SPC, ARTC is required to maintain the 4m wide corridor. As a Commonwealth organisation they are bound by Federal environmental compliance legislation (REF). They will work cooperatively with SPC and can be invited to speak to the CLC.

Stephen noted works for the 11kv line is the next significant work with potential impacts on the community. There is a consultation process and permit procedure prior to works. There has been Initial contact with the three houses nearest the pits.

James reported that they had spoken to residents in 100 properties a month ago regarding works and environmental management. They were well received with no real issues.

Jenny reported that while she has received resident updates via email the latest is not on the website.

Action: Virginia to follow up posting the latest resident update on the website.

- **Wentworth St & Cosgrove Road entrances**

Stephen reported that SPC had presented to a meeting of the Road Transport Coordination Group. It was attended by representatives from Bankstown City Council, Roads and Maritime Services and SPC. Minutes from this meeting will be posted on the website. Terry Daley, SPC Ports Manager updated the meeting on construction. A key issue was the amount of truck activity over the next 3-6 months with Leightons to import sub-base material. This will involved around 50 truck and trailer movements a day. Jason reported that for the 1,000 to 1,500 tons of road base the access road set up would allow trucks to go in one gate and out the other. Traffic Management Plans have been approved by Council and It is working well. Leightons are looking to get asphalt from Boral which would keep many truck movements on site.

Stephen asked what would be the main route to site.

Bill noted reference had been made to between 50 and 100 loads per day and asked if this is closer to 50. He also asked how long it was expected to take.

Jason replied it was an average of 50 to 75 truck movements. It would take about a month, but couldn't progress in wet weather.

Bill raised concerns with the potential for tyres to carry mud onto the roadway.

Jason responded that this is being monitored. The exit and entrance are sealed roads with security guards at both points. There is a wheel wash, sweeper and water carts on site.

Stephen reported continuing concerns from occupants of apartments at 31 Wentworth St regarding the likely frequency of traffic. Strata Management asked for consideration of traffic signals. This was taken back to the RTCG and their view stands that for the amount of potential traffic movements and visibility at the location, signals are a last resort as they slow traffic. When the capacity of 300,000 TEUs is reached there will be an average of one truck each minute. Traffic audits will be undertaken at 50,000, 100,000 and 250,000 TEUs looking at the operation of the intersection. The enquiry has been referred to Strathfield Council as the local manger of Wentworth Street.

Stephen reported regarding Como Road that the original Conditions of Consent obliged them to close Como Road access from the Hume Highway as result of a suggestion from the RTA. The position of the RTCG and Bankstown Council was that this would cut shoppers off from the shopping centre, especially with other restricted roads in the vicinity. Bankstown Council recommended that it not be closed at this stage, but wait for traffic audits. This will go back to the Department of Planning and Infrastructure (DP&I) for modification (Mod 6) with letter of support from BCC.

Regarding Norfolk Road, it has been agreed with Leightons that this be undertaken as separate parcel of work and Leightons has withdrawn from that part of the site. Tender documents should take 4 to 6 weeks and the works will hopefully be undertaken in the second half of the year.

- **Modification No. 6**

Stephen reported Modification No 6 is a confirmation of the revised design of the facility. More of the site has returned to the original EA than previous modifications with sloping batters reducing the overall platform of the site and a reduced amount of material brought onto site. There will be increased low level vegetation and landscaped area with increased grassed batters. There were three submissions when this was put on exhibition from the EPA, Strathfield Council and the Office of Environment and Heritage. Strathfield Council's submission compared Modification 6 to the reduced green space of the original EA but Modification 6 is an improvement on previous Modifications. Under Strathfield Council DCP it was recommended the zoned area be split for industrial (the restricted access area, rail corridor access) and open space. The tarpaulin shed and heritage area at the front would remain industrial zoning with rest (Mt Enfield) landscaped. The response to Strathfield Council's submission is that the intent has not changed from the original EA.

Bill asked if there was progress on the tarpaulin shed.

Stephen replied this has been put on hold due to the current NSW Government refinancing scoping study being undertaken of port operations.. There would likely be progress to report by the next CLC.

Stephen noted that the DP&I had asked for additional noise modelling data regarding Modification 6 around the northern end near the 30,000 volt tower. It is intended that equipment or damaged containers be placed here. Containers won't be stacked near the tower as it is an unusable space. It is not visible from off site. Noise criteria are not changing and modelling suggests a noise wall is not needed here.

Jenny noted the minutes of the last meeting refer to precinct adjustments in relation to modification 6. She disagrees with the sub division application and has an issue with the zoning of the southern end of the site. The original application was for ecological and community areas here. While SPC may not intend to deal with these areas in the future, if the government is looking to sell off assets and the tarpaulin shed is zoned industrial, the community may end up with this sold off and a mountain to which there is no access. She referred to a Department of Planning memo and suggested the possibility of a zoning applying to conservation areas (distinct from national parks or public recreation areas). This could be investigated to conserve the frog habitat. Jenny disagrees with the proposed change in zoning and subdivision, with the original application referring to as this as a community and ecological area. Stephen responded the subdivision line is to give curtilage around tarpaulin shed. It was never intended there be uncontrolled community access as it is an industrial area, but there was potential controlled access to the frog pond, and potentially a viewing platform on Mt Enfield. There was to be an approach Strathfield Council with a view to them taking over the frog pond to populate and conserve it, but there is a question if it is sold. He reported the reason for the subdivision application was that Sydney Water won't allow bringing drinking water and hydrant water to the site in two separate pipes unless it is subdivided. They require proof in the form of application approval. The Chair noted that these differing views can't be resolved at this stage.

- **Stockpile 5 update**

Jason reported that almost two thirds of the stockpile has been moved and placed, with other material placed on top. Once drainage is in this can be covered, and material then taken to Mt Enfield.

- **Other**

Stephen raised concerns that Strathfield Council have indicated they no longer intend to maintain the area outside the SPC fence line. They contend the developer should maintain from kerb to fence line. SPC has written to Council and maintains inside the fence but doesn't want rubbish dumped outside. Bill noted the existence of a council policy document regarding kerb mowing.

Jason reported a wet area along Cosgrove Road that Council referred to as ephemeral wetlands was likely the result of a broken water main that had been running for years. This was closed off 6 months ago in consultation with Council. While wet weather has meant it hasn't yet, it is expected to eventually dry up.

Stephen reported a request from Strathfield Council's traffic engineer in regard to the grants to

Bankstown and Strathfield Councils. The previous traffic manager was briefed, and there is an offer to brief the new traffic manager. Bankstown Council received a community grant of \$700,000. Design has been finalised for the two roundabouts on Cosgrove Rd, and SPC has paid for the design as part of its funding of \$300,000 to Strathfield Council. The traffic engineer has asked whether the RTCG would support a submission for improvements to Cosgrove Road, He presented the case to the RTCG prior to coming back with a draft submission to the next meeting.

3. Review of current consultation process and feedback

The Chair asked for feedback from CLC members on the current consultation process. Bill reported he hasn't been receiving resident updates. James replied these are provided to all CLC members.

Action: Virginia to follow up with James that updates are being sent to Bill.

The Chair invited CLC members to forward any suggestions for improvements to the consultation process to him.

He and Virginia also undertook to ensure the agenda was posted at least a week before the meeting, so that members could comment or contribute items as appropriate.

The meeting closed at 4.57pm

Date of next meeting: Wednesday 3rd October 2012

These minutes have been endorsed by the Chair, Ian Colley