

MINUTES
MEETING # 37
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: ILC
 Enfield ILC, Cosgrove Rd, Enfield
 Date: Monday 19 November 2018
 Time: 4.00 pm

Attendees	
<p>Community Members: Jenny Maddocks Bill Thompson Louise Symonds Jacqui Thorburn</p> <p>City of Canterbury Bankstown Graham Humphrys</p> <p>Strathfield Municipal Council Gregory Hansell</p> <p>Chair Ian Colley</p> <p>Minute taker Sandra Spate</p>	<p>NSW Ports Alison Wedgwood Trevor Brown Greg Walls Megan Bedingfield Tim Arkell James Leggett Adriane Whiley</p> <p>Linx Paul Smith Robyn Simpson (by phone)</p> <p>Swift Geoff DeSantis Michael Volonakis</p> <p>Goodman Richard Mawer Stephanie Partridge</p>
<p>Apologies: Stephen Ironside, Ian Henderson.</p>	

Action Items:
<p>1. Acceptance of the minutes/ actions from previous meeting Acceptance of the minutes from August 2018 was moved Jenny and seconded by Bill. The minutes were accepted.</p> <p>Action: Greg will circulate Mod 14 once approved. This was done on 10 September. The action is closed.</p> <p>Action: Greg will circulate the final Freight and Ports Plan to the CLC when available. This was done on 24 September. The action is closed.</p>
<p>2. Project Update</p> <ul style="list-style-type: none"> • Warehouses – update on construction project Richard reported Mod 14 has been approved and Goodman is working through consent conditions and the Construction and Environmental Management Plan (CEMP) with the builders (Richard Crookes). The CEMP has been submitted to the Department of Planning. It is designed to minimise impacts and includes noise, construction working hours, construction traffic, stormwater and waste. Richard Crookes has established site offices in Precinct E plus car parking for employees and contractors. Excavated material from Precinct F is going to Precinct C as fill. Goodman has worked with NSW Ports to establish a hold for construction vehicles to reduce truck movements. Sequencing for F is: the main earthworks, structural steel, precast panels and retaining walls for the recessed dock. For F3 levelling will occur over the next week then footings and structural steel. C2 is prepped and footings dug. Sewer re-diversion for C1 is done. Sequencing of structural steel, roofing, precast panels then wall sheeting provides a controlled

environment for warehouse slab concrete pour. Concrete pours for F1 and F2 are expected mid-December. Earthworks for C1 may result in 5,000 cubic metres surplus depending on customer requirements.

Tim asked whether the CEMP provided the ability to move material from C1 to A.

Richard replied it does. It provides guidance to the builder regarding contamination management, movement of fill from F to C, dust control, air monitoring, unexpected finds and transport of material. The contamination management plan will be updated then go to the certifier then NSW Ports. Once taken to A material will be spread, surveyed and then capped with clean fill as per other areas. Tim asked whether work is covered in the interim. Richard replied it is.

Jenny asked whether the raised finished level of A is taken into account in the Masterplan regarding building heights.

Richard replied it is. Levels aren't changing. Surplus material is being moved to the best spot.

Stephanie reported this is part of Mod 14.

Tim said this saves on importing material. Moving some material from Mt Enfield to A may also be considered.

Stephanie asked about timing.

Richard said C2 is towards the end of April 2019, C1 is in progress then Precinct F around May.

Jenny asked if there would be a Christmas shutdown.

Richard noted there would normally be a two week shutdown but due to existing lease arrangements with clients an agreement has been discussed with the builder to take only public holidays off. This arrangement will be reviewed closer to Christmas based on the progress of the project.

Stephanie reported C and F should be finished around April/May. Goodman is working through fit out works with the customer of C1 and completion is likely June/July. Two customers have committed to H1A and B. Construction will commence in February 2019 and practical completion should be in September. B2 construction will commence after H in the middle of next year and depending on the relocation of a gas line may be complete in February 2020. Goodman will keep the CLC updated on any changes.

Paul asked what type of customers were committing.

Stephanie replied enquiries have been from food importers as due to urban regeneration this is one of the closest industrial sites to the CBD.

Ian asked whether the customers' produce is transportable by rail.

Stephanie replied some is, about 10 to 30 containers per month.

Ian asked whether marketing of warehouses is on track.

Stephanie replied it's further advanced than expected with more than half the sites committed.

Tim noted NSW Ports is thrilled with progress.

- **Operations – LINX**

Paul reported a lot activity over the past three months with some exciting work with Swift, another five sub-tenants at the northern end and development of an empty container park by ACFS. With opportunities to grow in the northern area, a changed traffic management plan is needed to improve internal traffic flow. Of central importance is the ability of regional rail to use the empty container park.

The first locomotive with the Linx logo is back and the second due in early January. Linx has hired an extra 58 wagons with 96 now operating. A service runs twice a day to DP World and Patrick and to Hutchison when required. Volumes are up. Work is now around growing the number of windows.

Tim asked if this is permanent or seasonal.

Paul replied some is seasonal. October had 3,000 containers. There will be a peak and then some drop off. It is mostly imports (68%) and Linx is trying to balance this with empty de-hires. The challenge is access to stevedore windows.

A changed draft traffic management plan is due next month. Regional rail operators should be on

board within a month to move empties.

There is some work on managing fuel with a larger tank at the northern end being looked at to assist loco and tenant truck refuelling on site. This requires changes to conditions of consent. Fuel in bulk is more efficient and less costly.

Tim noted NSW Ports' role in ensuring due diligence regarding environment and regulatory management.

Alison reported that the nomination of Robyn as environmental representative (ER) for Linx is still with the Department of Planning for approval. Trevor and Alison are the representatives for the rest of site but the intermodal terminal has a separate representative.

Post Meeting Note: NSW Ports received correspondence from the Department on Tues 20 November 2018 approving Robyn Simpson as ER and Andrew Simpson as ER for the purposes of condition 6.1(e) for the LINX Cargo Care site.

- **Operations – Swift and Pitkin Transport**

Swift

Geoff raised issues with extra traffic on Mainline Drive and construction vehicles over recent weeks parking on the road. With only a single lane trucks have to go round them on the wrong side of the road. It can flow back up to Wentworth Street especially near the corner of Roberts Road. With more people and traffic on site are there plans to manage the extra traffic? Early mornings and late afternoons are particularly bad.

Tim replied NSW Ports is working with Linx around this. Issues raised by Geoff are to do with trucks approaching Precinct C unsure where to go, stopping and the driver jumping out to get directions. Goodman and Richard Crookes are increasing signage and tightening up inductions. Trucks are being channelled past Precinct C and through to Delec Road and the staging area which is also used as car park for Precinct F to try to keep Mainline clear.

Richard explained the driveway to precinct E has a progress rail gate entry and the gate to Precinct C next to it. Drivers seeing two gates are unsure. Improved signage and induction will help as well as contractors becoming more used to the site. Richard Crookes are supervising the site and understand they have to police this. There are requirements to contain vehicles on site. Hopefully this is now being addressed

Tim noted NSW Ports and Goodman are looking for feedback from Swift and other tenants. If issues arise ring either Tim or Richard Crookes. NSW Ports aims to ensure traffic flow is impacted as little as possible during construction as this will be a model for operations. They are monitoring speed, signage and turn around spaces.

Stephanie reported Goodman is to engage a traffic engineer to review the whole site to ensure safety during operations.

Action: Tim to share the scope of the traffic review with Linx and Swift.

Pitkin

Paul suggested as Pitkin now operates from the Linx site, they should be taken off the agenda as a separate item to be included as part of the Linx report. This was agreed.

3. Development update

- **Alternative Potable Water Supply Project**

Tim reported another activity is improvement of water pressure flows for the estate to reduce infrastructure costs within the warehouse precincts. Work on Cosgrove Road will be undertaken in January with a new main connection from Cosgrove Rd under the rail siding to connect to the existing water main. The existing main will then be turned off and Swift will be connected to the new main.

During works on Precinct C Richard Crookes accidentally dug up water connections to Swift which they didn't know were there. It was repaired within a couple of hours. The reconnection will be a temporary solution allowing Goodman to dig up this unknown main. When finished and after application to Sydney Water Corporation Swift will connect to the new line around February. It is low impact work.

There were questions from Swift and Linx around whether the temporary line will tick off on fire service requirements. This discussions will be taken off line.

Jenny asked where on Cosgrove Rd the work is being undertaken.

Tim and Richard described the location as the western side of Cosgrove near the Bunzl drive and ILC signage.

Ian asked what were the drivers of this work.

Tim replied there is an opportunity to enhance water pressure for the entire estate thereby decreasing infrastructure costs to tenants over time.

James said less sprinklers may be required if the water pressure was enhanced

Tim reported other upcoming works such as relocation of a gas line which zig zags through the site. Richard said it is proposed to divert the line to the frontage of Precinct B but still on Ports land in the landscape zone. Diversion to the front of C has been approved by Qenos. Diversion is needed at the front of C and then E.

James asked whether this is underground.

Richard said it is 600cm to 1m underground. It then goes on to council land which is a different approval. Direction drilling may be required at E. Timing depends on shipment of pipework which will be ordered first. Once on-site installation is expected to take two weeks. Excavation is by contractors and covered under the Contamination Management Plan.

Tim noted it is not intrusive work and other works will continue. The CLC will be kept informed.

Tim reported that the last body of work is the enhancement of the Sydney Water trunk main.

Richard noted an application will be made soon to Sydney Water for the Precinct E water main.

Deep trunk lanes underneath C and F are 6m to 8m underground. At Precinct E the trunk water main diameter is 900. Sydney Port Corporation upgraded from 900 to 1,200 elsewhere in the area and Sydney Water have now requested this section be upgraded by NSW Ports from 900 to 1,200.

Stephanie expects this work early next year and a presentation can be provided at the next meeting.

Tim noted it is a future piece of infrastructure not currently used.

- **General Planning update**

Greg noted that Mod 10 has been on hold for 12 months pending outcomes of Mod 14 particularly regarding traffic movements. Now that additional information is available it will be submitted in coming weeks and it is hoped for a determination by Christmas.

Jenny clarified this is the modification in regard to truck-in/truck-out movements.

Greg confirmed this.

Paul asked whether Mod 10 is specific to the intermodal area. Will it affect Linx?

Greg replied it is applicable to the IMT area and the traffic assessment is within the parameters of numbers under the existing Approval. Volumes aren't proposed to change from that which has been previously assessed.

Greg reported amendments to the Three Ports SEPP covering Port Botany and Port Kembla is currently on exhibition.

4. **NSW Ports Sustainability Report – progress and report on consultation outcomes**

Alison noted the consultation exercise at the previous meeting and thanked Graham and Canterbury Bankstown Council for their response. If others wish to respond Alison can take feedback for another week or so. Overall three councils, OEH, EPA and Transport for NSW have provided feedback as well as some community responses from Port Botany and Port Kembla. The next step is internal consultation. Results of consultation and plan details will be compiled. This then goes to a board strategy workshop. The report will set the scene for the next three to five years. A detailed presentation can be provided to the February meeting. Alison invited Strathfield Council to participate in the consultation exercise if possible.

4. **Other**

- **Site Traffic Management – speeding vehicle**

Tim reported on complaints of trucks speeding through the facility. This was less of a problem when the site was all but empty. NSW Ports will respond by introducing speed awareness cameras over

coming weeks. These will log all vehicle speeds and provide a better understanding of where and when vehicles travel too fast. NSW Ports wants to work with Swift, Linx and Goodman to identify those speeding.

Michael asked if cameras will be at Mainline Rd or the bridge. He reported cars which shouldn't be on site are travelling through the site, turning left past the security gate at speed.

Tim replied cameras will be at the bridge and left hand turn. They need to identify offending vehicles and Goodman and Crookes construction traffic. They will focus on what is happening and how they can stamp out wrong practices.

Geoff reported trucks coming in from Punchbowl Road at the 'no left hand turn' sign illegally. The sign says no left hand turn for over 6m but people are cutting across. The sign is from when the boom gate operated there. The boom gate is no longer there but the sign is. Perhaps either remove the sign or enforce it? Advice from RMS is that though it is a private road it is still covered by RMS legislation and people can still get booked.

Paul said a challenge with more development in the precinct is difficulties identifying who should and shouldn't be on site.

Michael asked what power NSW Ports has to address the issue.

Tim emphasised that NSW Ports have to try and get traffic management right in order to prepare for operation as a logistics centre, and they will be looking at all these issues and consulting with tenants to come up with some options.

- **Complaints summary and follow up**

Trevor reported there have been no community complaints in the last three months.

- **Council updates**

Graham reported works are occurring at Parry Park following the masterplan. There are masterplans being developed for the ex-Belmore Sports Ground and plans are pending for Wiley Park. It is a busy summer for community engagement with a re-think around all facilities.

- **Annual compliance report and environmental audit**

Alison said the annual Compliance Report is almost ready for submission. NSW Ports didn't identify any non-compliances with approval conditions. The environmental audit is tentatively 6 December on site for two days looking at operational aspects and the construction program against the compliance report. Alison will talk to tenants when a date is confirmed.

Tim thanked Richard Crookes for being helpful during a recent internal environmental audit.

Comments/ questions/other business

Jenny noted the Potts Hill to Alexandria power project which is on the edge of the Enfield site.

Tim suggested it was a marvellous project aimed at reducing visual pollution by putting power underground. In NSW Ports' area of influence they will build another bridge over the railway line for pipes containing high voltage cables. It will then go underground alongside the roadway part of Mt Enfield, under Flower Power and across Cosgrove Road. The timing is 2022. NSW Ports has met representatives on site and they are open to reducing impacts on NSW Ports and the community.

Jenny asked for an update on Flower Power.

James said they are advancing plans with planning work regarding the approach to the retaining wall. They are working through designs which will be presented to Ports. An update can be provided at the next meeting. While Flower Power wants to start some commencement works around the retaining wall they are busy on other sites around Sydney and not in as much of a hurry as previously.

Alison introduced Megan Bedingfield who has replaced Adem as Logistics Manager and will be reinstating RTCG meetings. There will be one held next week with tenants and councils around traffic issues.

Ian asked the frequency of meetings.

Alison said they are held as needed as decided by the committee.

Trevor asked for feedback from community representatives on conduct of meetings. The character of meetings has changed quickly with the new work being undertaken.

Action: Include on the agenda for next meeting an item for feedback from community members on the nature of CLC meetings.

Tim congratulated Goodman on their quick response to reversing beepers on site which are now heard rarely. Thank you for recognising this community issue.

Date of next meeting: Monday 18 February 2019

These minutes have been endorsed by the Chair, Ian Colley