

MINUTES
MEETING # 3
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: Enfield Administration Building
 Enfield Site, Cosgrove Rd, Enfield
 Date: Wednesday 10 February, 2010
 Time: 4-6pm

Meeting number: 3

Attendees	
<p>Community Members: Jenny Maddocks Bill Thompson George Campbell</p> <p>Independent Chair Ian Colley</p> <p>Minutetaker Sandra Spate</p>	<p>Business Representatives: Ross Edwards – TNT</p> <p>Sydney Ports Corporation: Shane Hobday Virginia Mullins Stephen Zaczekiewicz Ricardo Prieto-Curiel – Bovis Lend Lease design</p>
<p>Apologies: David Bonner – Fairfax Printers</p> <p>Not present:</p>	

Agenda Items:
<p>1. Site Tour</p> <p>The site tour included:</p> <ul style="list-style-type: none"> • The DELEC site. Demolition of existing structures is complete, contaminants have been remediated and the site capped. 15 test wells have been dug around the site. There has been no evidence of contaminants leaching into groundwater or of contaminated groundwater migrating off site. The area is suitable for industrial/commercial use. • Only clean fill has been used here, and has come from other parts of the site. • 600m of rail line was completed in 7 weeks. • The two buildings associated with the wheel lathe facilities will stay. • Substation providing railway power – power will be relocated off-site. • Light industrial/commercial on Cosgrove Rd will be two-storey, except for the centre habitat area which will be retained as a disconnected foraging area foraging area. • The high pressure pipeline running the length of the site will have no buildings over it. • The south sidings to the wheel lathe have been decommissioned. • The former TOLL site is currently unleased, and a tenant is being sought. • Recovered material stored near the truck wash is to be crushed on site, with the crusher operation occurring in day time hours. • The pillar water tank, a heritage item is to be relocated to the southern area. • All contaminant containment cells on site will be capped with 0.5 metre of sub base then a hard surface running layer of approximately 200mm thick (bitumen or concrete). • A trench for rail power will be constructed on RailCorp land adjacent to the site's western boundary. In addition, part of the rail works involve building connecting rail lines on RailCorp land to link between the existing rail turnouts and the new track to be built on site. • The northern noise wall (approx 5m high) would be located on the western boundary of the site, and would be split, with trains running between the two overlapping sections. • The site remediation work is assessed by the Independent Site Auditor accredited under the Contaminated Land Management Act. An interim certificate confirming that the land is remediated is to be issued following final review by the Auditor of the Validation Report. This certificate is issued on an interim basis, until earthworks (including the stockpiles) are complete.

- ARTC is leasing land from Railcorp and has advised Sydney Ports that it plans to commence construction works towards the end of 2010 for staging of freight trains. This timing implies that construction will run in parallel with the ILC.
- The heritage pedestrian footbridge will be relocated to the southern end of the site.
- The frog ponds will be constructed early on in the works and allowed to fill naturally. However, the frog ponds are not intended to be operational until completion of the remainder of the construction works in this area, as the frog ponds sustainable water supply is reliant on the detention basins. On this basis the corridor won't be opened till the end of works.

Bill asked whether the overhead bridge ramp would be so steep as to cause excessive truck engine noise. Stephen replied that the grade is such that truck engines would be working hard, but noise is not expected to be excessive.

Ross asked about the timing of appointing an operator. Stephen indicated that government approval was being sought to negotiate with the preferred tenderer.

Jenny asked where frogs found on site would be relocated to?

Ricardo noted this would need to be discussed with DECC, but there are areas outside the site to potentially relocate frogs to (ponds on the other side of the side of the railway lines) if necessary. Before work commences inspections are done. Frog fences are now in place to keep frogs out of construction areas. To date, no frogs have been found on site.

Bill asked whether a use had been found for the tarpaulin sheds.

Stephen reported that a consultant will shortly be engaged to investigate options for reuse.

2. Project update

- Overall Development
- Tenant/Operator Procurement
- Site Activities since last CLC

The site tour included much of the project update. \$18m has been spent to this point. The design is now complete. Tenders for the Intermodal Terminal, empty container storage and warehousing have closed. Costings will be taken to the government in April seeking approval for construction and leasing arrangements. For the main construction, tenders have been submitted by three main construction companies, and bids are now being assessed.

The 600m rail corridor, and bulk demolition and remediation works have been completed.

3 Independent Environmental Auditor Report

Stephen reported that the General Manager of Strathfield Council wrote to SPC after a resolution from councillors seeking to confirm the project was adhering to Conditions of Approval. SPC replied that it was. There is an independent environmental audit of the site done on an annual basis, the first occurring in December 2009. The independent environmental auditor will be asked to attend a planned visit by SPC to council.

Ricardo Prieto-Curiel, ILC Environmental Planning Manager, from Bovis Lend Lease delivered a presentation to the CLC. It included:

Enabling Works 2009 and Enabling Works Environmental Management.

Ricardo reported that works were not allowed to commence until approval was obtained from the Director General of DoP of Construction Environmental Management Plans (CEMPs). Remediation works did not commence until the Remediation Plan was endorsed by the Site Auditor accredited under the Contaminated Land Management Act. An environmental monitoring program is in place; daily work inspections occur; as well as monthly and quarterly reports to Sydney Ports from the contractor.

Independent Environmental Auditing

An annual Independent Environmental Audit (Construction) occurred in December 2009. The report is

available on the Sydney Ports Website.

Monitoring Program

Monthly compliance noise monitoring occurs. Continuous PM10 dust monitoring occurs as well as meteorological monitoring. Soil and groundwater sampling is undertaken as part of the remediation and validation activities. Prior to the commencement of demolition and remediation works, the site was surveyed for green and golden bell frogs and frog exclusion fences erected around potential frog habitat areas.

Noise Monitoring

Noise monitoring was undertaken in residential areas during predicted noisy demolition and remediation works and noise generated by the site was immeasurable. There have been no noise complaints.

Dust Monitoring

No exceedances of the air quality criteria from the site activities have occurred to date. Isolated exceedances have been recorded due to occurrences off-site (e.g. September dust storm)

Soil and groundwater sampling

Soil sampling was undertaken as part of remediation activities. Groundwater sampling indicates no contaminants leaching into groundwater and no off-site movement of contaminated groundwater. The draft validation report has been submitted to the Site Auditor.

Environmental Management Plans

Three Construction Environmental Management Plans were approved by Department of Planning (DoP) prior to works commencing. Work undertaken was in accordance with CEMPs.

Heritage

A Heritage Protection Plan was prepared and implemented. Archival records are approved by the Heritage Office (HO) and are available at Strathfield Council Library as well as the HO.

Ecological Management

Green and Golden Bell frogs – a Frog Protection Plan was prepared and implemented. Frog surveys have found no frogs at the site to date. Two frog fences have been erected. There is potential habitat on site. The Frog Habitat Creation Area to be created as part of the project involves a sustainable, low maintenance habitat at the southern end of the site.

Other compliance activities include Water Management and Traffic Management. Community consultation includes the CLC, community notifications, a 1800 toll free number and a complaints and enquiries procedure. Agency and Council consultation is ongoing.

There have been no environmental issues to date, and no complaints from the community. Future work will be in accordance with Conditions of Approval.

Questions and discussion

Bill asked what the durability of the frog fence would be.

Ricardo replied it was temporary, during construction and the contractors are responsible for its maintenance. Frog fences are not required during site operation.

Stephen reported that there would be a Road Transport Co-ordination Group meeting on Friday 12th February 2010. The only non-compliance matter raised by the Independent Environmental Auditor in his report was that the group was supposed to meet on a quarterly basis, Everything else complied.

George asked if there have been no signs of frogs on site, why does it need to be so frog friendly? He asked whether there was a history of frogs in the area.

Ricardo noted that the Green and Golden Bell Frog was a threatened species and as such was protected. Protection of the frog was also a Condition of Approval. Frogs in this area are part of the Greenacre frog population, but since Sydney Ports purchase of the site in 1999, there have been no sightings of frogs on the site, and there are now only remnant populations within the Greenacre area.

Jenny noted that the Greenacre frog population was one of the few remaining that were fungus free.

Frogs have been found at Coxs Creek in 2008 and they have been found on the brickpit site. Jenny stated that just because they have not been sighted doesn't mean they are not there, as habitat areas exist on the site.

4. Actions arising from the previous minutes

Regarding the question of pedestrian/cycle access on the bridge, Stephen reported that from experience of operating a port which used to allow riders access on weekends, it is a dangerous activity. At peak operations within the ILC (ie.2pm to 3pm), modelling shows that there may be up to one truck a minute on the bridge. Workers will be permitted to cycle in and out, but the public will not be allowed to cycle or drive through the site between Wentworth and Cosgrove Road. It is a 10m wide bridge with a separated pedestrian path. There needs to be an ability to control who goes through. The operation of the ILC is not conducive to public access. Entrances will be made to appear as private property. If this doesn't discourage access, there is the option to install boom gates.

Regarding the item raised about fluctuation in power supply from the Greenacre sub-station, Stephen confirmed the source of power was from the sub-station near the Water Board depot at Hill St ensuring certainty of power. Conduits existed for half the site. Conduits would need to run under Cooks River. The Environmental Assessment (REF) is being undertaken. Easements need to be checked.

With regard to the Tarpaulin Sheds, SPC has looked at the Workshops Rail Museum Queensland - Ipswich website. An assessment regarding future use of the sheds is underway.

5 Question and Answer Section

5.1 Dust result reading – September storm

Dust readings recorded at the site were provided to the meeting from the 23 of September 2009 storm. Hourly maximum recorded at 6am was 11,087 micrograms/m³, hourly minimum recorded at 1am was 12.20 micrograms/m³ and the 24-hour average for that day was 1,493 micrograms/m³ Ricardo also explained that DECCW's dust monitoring off site in Chullora allows the comparison of results and provides further information about regional exceedances of the PM10 criteria.

5.2 Modification No. 3 Impacts

The main modification to the internal road network is a T-intersection proposed rather than a roundabout. Jenny voiced concern at the non-inclusion of an eastern noise wall. Previously the warehouse was lower than what is being proposed now. She is worried about the potential for overflow noise to the south eastern residential precinct. The extent of the modelling for the noise wall deletion seems to have been arbitrarily cut off.

Stephen replied that the noise wall was found to be ineffective, unless the noise source was sitting right below the wall. He said that the modelling showed that the light industrial and commercial buildings will be a more effective buffer. Modelling information has been provided to the DoP and they are still deliberating regarding noise at the southern end. Stephen further stated that SPC is also modelling how to effectively address operations at the southern end - at quiet night time periods. SPC can provide operational constraints on the tenant through the lease. In addition Sydney Ports is proposing to move warehouse A up to 140 metres south, which will act as a screen to the south end stacking operations. If the warehouse is not there, noise can be controlled by agreement with the tenant to stack containers to create a wall on the perimeter until the warehouse is erected. Sydney Ports is now preparing additional modelling to the DoP.

Ricardo noted that modelling is typically conservative. It looks at the worst case scenario.

Action: SPC to provide table additional noise modelling at the next meeting.

5.3 Impact of Southern Sydney Freight Line (SSFL) delay on ILC & 40% target

Stephen reported that ARTC are progressing a number of rail freight initiatives in parallel to the development of the ILC. These include building a staging facility immediately west of SPC's western site boundary, and connecting it at the southern end by sharing the rail access track with SPC. ARTC is also planning to take over the Metropolitan Freight Network (MFN) from Railcorp. Stephen pointed out that both these initiatives support the development of the ILC, and that ARTC was careful to point out that these strategies are not dependent on the progress or otherwise of the SSFL.

5.4 Update on Car Load/Unload proposal

Jenny noted a recent article in the press regarding truck movements of cars from Port Kembla and requested an update.

Stephen replied that Patrick's Autocare has up to March 2011 to exercise their option on developing the site as a car load/unload facility. As landlord SPC reviewed Patrick Autocare's proposal, and compared traffic impacts of the car load and unload facility and found it was similar to what was modelled for the warehouse. Then things went quiet with the financial crisis. Patricks however, are saying they are committed to the car load and unload.

Jenny advised that the rattle of the truck trailers compared to container operations for the warehouse could be an issue. St

Stephen advised that it is up to Patrick Autocare to prepare the planning application and including any reports required by DoP to allow the assessment of the application. Stephen further pointed out that the car train is likely to be one in and one out movement per day.

6 Next meeting

Wednesday June 23 is the date of the next meeting, TBC.

If any major milestones occur before this, Stephen will notify the CLC (e.g. if the construction contract is awarded).

Action: SPC will provide an agenda a week in advance of the next meeting.

These minutes have been endorsed by the Chair, Ian Colley