

MINUTES
MEETING NUMBER 2
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: Enfield Administration Building
 Enfield Site, Cosgrove Rd, Enfield
Date: Wednesday 26 August, 2009
Time: 4-6pm

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: David Bonner – Fairfax Printers Ross Edwards – TNT</p> <p>Sydney Ports Corporation: Shane Hobday Virginia Mullins Stephen Zaczekiewicz</p>
<p>Apologies: Not present:</p>	

Agenda Items:
<p>1. Welcome and introductions</p> <p>1.1 George Campbell was welcomed and members introduced themselves.</p> <p>1.2 Members agreed to RSVP to Virginia for future meetings.</p>
<p>2. Brief review of the purpose and roles of the CLG</p> <p>2.1 The chair outlined his view of the committee as being a point of input and output to the community regarding construction and development of the site.</p>
<p>3. Note minutes of the last meeting – and agree on preferred method for noting members' comments</p> <p>The meeting agreed that members be named in the minutes unless they request not to be identified.</p>
<p>4. Update on activities since last report – remediation program/project status – Minister for Planning recent tour</p> <p><i>A presentation was given by Stephen Zaczekiewicz</i></p> <p><u>4.1 Update on Progress</u></p> <p>Approval for the project has been obtained. The target for commencement of operations is late 2011. Tenant procurement proposals are closed and now being evaluated. Expected timing for signing up of key tenants will be towards the end of 2009.</p> <p>Tenders for the main construction are expected to be called in September/October 2009 with construction expected to commence in the first quarter of 2010.</p> <p>Handover to tenants for their own construction will occur progressively during construction of the main infrastructure , with the first handover expected in late 2010.</p> <p>At the old DELEC site much of the infrastructure has been removed and a 600m long rail corridor to access the Wheel Lathe facility has been re-built in six weeks, i.e. since the last meeting. It is expected to be commissioned and running by next week. It is then intended to decommission the south sidings,</p>

and to remove the rail line to a point immediately north of the tarpaulin shed.

Approximately 8km of the 20km of track has been recovered for reuse, with the remaining recycled as scrap metal. Most of the 70 turnouts have been recovered and refurbished.

Four containment cells have been created on site to cater for contaminated fill discovered on the site as part of the remediation process. The cells have been located, in areas that will be capped with granular material and bitumen pavement, of approximately 800mm in total depth...

Track and sleepers have been reclaimed from the rail line to the wheel lathe and 600m of new rail corridor has been built in 6 weeks.

A brief description of the ILC was provided for the benefit of the new attendee George Campbell, The ILC Project is essentially a business park connected via dedicated rail to Port Botany. Sydney Ports objective is develop the ILC to handle port related containerised freight, and in so doing encourage the proportion of freight moved by rail from 21% towards the NSW Government target of 40%, The ILC comprises 12 hectares for the intermodal terminal 15 hectares of warehousing/distribution centres, 8 hectares of empty container storage and approximately 4 hectares of light industrial/commercial. The ILC is to be connected by rail and by road via a new overhead bridge linking Wentworth Street to the ILC At the community/ecological area the stockpile and access road will remain and there will be a frog pond area and noise wall. One of the key objectives of the Green and Golden Bell Frog strategy for Greenacre is that the ILC frog habitat area work in concert with the established frog ponds at the old brickpit site and rail yard site close to Wentworth Street..

The developed design of the internal road system has resulted in the replacement of the proposed roundabout with a T intersection configuration, which will make it more desirable for the large trucks destined for the ILC intermodal terminal to use the Wentworth St access. Line of sight from Cosgrove Rd will be limited by warehouses.

Railcorp has asked for relocation of the noise wall to SPC property and a new design will be submitted to the Department of Planning for approval after assessing impacts.

Little has changed from the concept design to detailed design.

Questions and discussion

4.2 George asked about progress on the proposed logistics terminal at Moorebank and the other facility which could be located in the outer west of Sydney.

Stephen replied that judging by the progress made by the private sector consortium to date, the development of the proposed Moorebank facility may possibly follow the ILC by approximately 3 years. The location for a potential outer west facility has not been identified, as it is reliant upon connection to a freight line which is not currently planned.

Bill asked whether public consultation was taking place with these.

Stephen replied that he is unsure how much consultation had occurred to date, as these were not Sydney Ports projects although any formal consultation process would only occur when a development application is lodged by the developer.

4.3 Ross asked what size vehicles the road layout was designed for.

Stephen responded it has been designed for 19m rigid trucks, and 25m articulated trucks (i.e. B Doubles), it is not designed for Super B Doubles.

4.4 David asked whether there will be public access across the bridge for pedestrians and bikes. The bike access could create a link from the Hume Highway to the existing bike tracks along Cooks River, which would be a desirable route.

Stephen responded that based on the experience at Port Botany it is unlikely that Sydney Ports would allow public access across the ILC. Stephen noted that a pedestrian footpath is planned across the overhead bridge which could be used by authorised ILC workers. As cyclists and trucks don't mix, Stephen doubted that Sydney Ports would wish to encourage bike access but is happy to confer internally and report back at the next meeting.

Jenny noted Strathfield Council's long term vision of connecting Greenacre to the marshalling yards. How will this fit in with customs' bonded stores and associated security? .

Stephen responded that it is up to the individual ILC tenants to decide whether a part or all of a tenant's facility would be used for bonded storage.

Jenny also asked about whether there would be public access for cars to travel between Wentworth Street and Cosgrove Road, i.e. creating a new shortcut or rat run, Shane suggested that rat running would be discouraged and that Sydney Ports could implement further traffic management measures,

including physical access controls, if it becomes a problem after opening. It was stated that entrances will be made to look like a business park.

George suggests No Through Traffic signage could also be used to discourage rat running.

Action: Stephen will investigate the issue of pedestrian and cycle access further and provide a response at the next meeting.

4.5 Jenny asked about timing for the commencement of rail operations along the ILC rail corridor. Stephen replied this was to be determined by the ILC intermodal terminal rail operator. The connecting track is expected to be constructed ready for operation by mid 2011.

4.6 Bill sought information on any expected noise and traffic impacts from the commencement of works. Stephen reported that there would be 500 people working at the peak of construction. 500 employees were expected with tenants and operators during operation. Traffic modelling over a 10 year period indicates a 1% increase during peak periods on main arterial roads.

Shane noted that construction on weekdays would be normally during daylight hours, with work between 7am and 1pm on Saturdays.

Stephen reported that, during demolition phase of the project which included concrete crushing on site, there had been no complaints and no audible noise recorded at sensitive receptors. .

4.7 David queried whether the ILC mains power supply would be sourced from one of the Greenacre substations. He noted outages today and asked how the new facility would impact on the overall load in the area.

Stephen replied that Energy Australia is proposing the the ILC mains power will come from a substation located in South Strathfield. David advised that Sydney Ports should consider making its own inquiries in relation to the advice provided by Energy Australia in regard to whether sufficient power will be assured from the South Strathfield power station.

Action: Stephen to advise the committee at the next meeting regarding any progress with Energy Australia on the matter of certainty of sufficient mains power supply.

4.8 Shane asked when the bridge will be built.

Stephen responded that to avoid clashing with planned developments of the adjacent New Marshalling Yards by RailCorp and ARTC, the bridge pylons would need to be constructed prior to August 2010..

4.9 Bill asked that the website be updated, as the latest entry is from May 2009. It is useful to be able to point the community to the website for information.

Virginia replied that the website is currently being updated and the aim was for more regular updates.

4.1.0 David requested that the Update Presentation be attached to the minutes.

Action: SPC to update the website and attach those aspects of the presentation which are in the public domain to minutes from this meeting.

4.1.1 Minister for Planning site tour

Stephen reported that the Minister for Planning visited the site following an invitation by Strathfield Council representatives. Sydney Ports was invited to attend part of the visit, and to guide the Minister around and through the site. Strathfield Council representatives indicated general support for the development, but raised concerns regarding the capacity of the arterial roads in the future and requested that the Minister discuss their concerns with the RTA. They noted particular concern with the future traffic congestion around Centennial Drive and Arthur St.

Bill noted this intersection is subject to major delays in peak periods each day.

4.1.2 Heritage

Stephen reported the heritage pedestrian footbridge and pillar water tank were to be relocated to the ecological area. The tarpaulin shed located adjacent to Cosgrove Rd is corrugated iron and as discovered in various consultation forums is generally considered by the community as an eyesore. With

this in mind Sydney Ports is about to commission a consultant with the objective of identifying long term sustainable options for the future of the Tarpaulin Shed..

Bill asked whether options had been discussed with Strathfield Council.

Stephen reported that some Council officers saw it as a possible depot for Council's use, and encouraged Sydney Ports to consider such a use when comparing options.

Jenny suggested that to keep the heritage factor the galvanised iron façade would need to be retained.

Bill suggested perhaps a community facility.

Jenny noted difficulties with this as it had no floor, only a sloped dirt floor.

Stephen noted that the roof structure is not high enough for a sporting venue. The heritage pedestrian bridge will have display panels telling the story of the development of the former Enfield Marshalling Yards. It would be expected to be opened on a controlled access basis only.

5. Questions raised by member on Community/Ecological area:

5.1 Is it the intention that all or part of this area be handed over to Strathfield Council and if so what time frame is envisaged?

Who would be responsible for ongoing maintenance in the event of a handover?

Is there any progress or thoughts on adaptive reuse of the Tarpaulin Factory?

What's the latest on the heritage items relocated at the southern end, and what's the current plan for any heritage display?

The issues of the Tarpaulin Shed and heritage display were addressed in the Progress Update (item 4). Stephen reported that with the maintenance road through the area, the detention basins and the frog pond it is the intention that SPC will retain control of the area as whole, but they were exploring the possibility of maintenance of the frog habitat area being undertaken by Strathfield Council. On the basis that it was considered desirable to have one entity maintaining all frog habitat areas within the Greenacre area. There is a need to keep the the ecological area secure to ensure that access to the various areas is by authorised people at all times. Timing for the relocation of heritage items would be before the main construction, with tenders for the works expected to be called in about a month. Structures first have to be stabilised.

Ross suggested SPC look at similar concept by Queensland Rail with an interactive centre in Ipswich in which trains and old buildings had been reused.

Action: Stephen to investigate the Ipswich centre and report to the committee.

Jenny showed photos of the old signal box and other aspects of the yards taken in the 60s, when still in operation.

Action: Jenny to investigate whether the negatives still exist. Stephen to then consider how to possibly incorporate one or two the images in the ILC heritage display.

6. Review next meeting times

Next meeting is scheduled for Wednesday 10th February 2010, as there are unlikely to be any significant developments to report by November 2009.

7. Other business

No further items were raised.

These minutes have been endorsed by the Chair, Ian Colley