

**MINUTES**  
**MEETING # 5**  
**Intermodal Logistics Centre**  
**Community Liaison Committee (CLC)**

Location: ILC  
 Enfield Site Office, Cosgrove Rd, Enfield  
 Date: Wednesday 20 October, 2010  
 Time: 4pm

<b>Attendees</b>	
<p><b>Community Members:</b>            Jenny Maddocks (JM)            Bill Thompson (BT)            George Campbell (GC)</p> <p><b>Independent Chair</b>            Ian Colley (IC)</p> <p><b>Minutetaker</b>            Sandra Spate (SS)</p>	<p><b>Business Representatives:</b>            David Bonner – Fairfax Printers (DB)</p> <p><b>Sydney Ports Corporation:</b>            Shane Hobday (SH)            Virginia Mullins (VM)            Stephen Zaczekiewicz (SZ)            Amanda Garcia-Panetta            Peter Phillips – TSA project manager            Jodie Drysdale – TSA Contract Manager and Design Manager</p>
<p><b>Apologies:</b> Ross Edwards</p>	

<b>Action Items:</b>
<p>Peter Phillips, TSA Project Manager and Jodie Drysdale, TSA Contract Manager and Design Manager were introduced to the CLC.</p>
<p><b>1. Project Update</b></p> <p><b>Introduction to Project Management Team and update on Early Works program (Peter Phillips)</b></p> <p>Peter reported that they are now established on site. The contract for early works was awarded to Leighton Contractors Pty Ltd on August 27 2010. Current work has mainly been around processes and procedures, and included the preparation and submission of the Construction Environmental Management Plan (CEMP) for early works, which was approved by the Department of Planning on October 6 2010. The CEMP covers management of soil, water, noise, dust, vibration, flora and fauna.</p> <p>AECOM, who are the main design consultants for the ILC, will also be involved in the inspection of the works during construction. At the end of construction, AECOM is expected to confirm that the works have been constructed in accordance with the design, which includes ensuring compliance with all statutory authority requirements.</p> <p>Stephen spoke about obtaining final approvals to sign up the operator for the ILC. Once these approvals are obtained, and assuming the ECI phase is successful in reducing the contract sum, it will take about 17 months from the start of main construction to complete the works, followed by another 5 months of construction by tenants before the ILC will be operational.</p> <p>The scope of early works includes:</p> <ul style="list-style-type: none"> <li>• road bridge construction over the marshalling yards between Sydney Ports western site boundary and Wentworth St;</li> <li>• exploratory site works to establish the geotechnical properties of the soil. This requires the use of heavy construction plant such as vibratory and impact rollers to test soil compaction properties and the like;</li> </ul> <p>Clearing and earthworks for the eastern bridge abutment is underway.</p> <p>Upcoming works include erecting barriers at the road verge prior to excavating the Wentworth St abutment which will commence on November 6 (this will involve taking tracks out of service); piling works</p>

for piers (bored piles and precast piers) and a services search.

A dilapidation survey of Wentworth and Cosgrove Roads, and the Enfield Marshalling Yards is being undertaken.

Potholing for services in the Marshalling Yards will commence this week.

Key construction target dates are:

- 22 October 2010 – Site establishment
- 26 October 2010 - Commence bridge construction (piling and earthworks)
- 30 October 2010 – Bridge abutment and relocation of marshalling yard lighting
- 22 November 2010 – Precast bridge units
- 22 December 2010 – Bridge superstructure
- 5 January 2011 – Bridge deck
- 18 January 2011 – Wentworth Street tie-in including services and approach slab
- 30 March 2011 – Works over Marshalling Yard complete, overhead wiring energised
- End May 2011 – Bridge complete

Stephen noted that the CEMP for the early works was approved quickly due to the quality of the proposal.

### **Questions and discussion**

Bill sought clarification of traffic flow during bridge construction, after the bridge is complete and during operation. He asked whether there would be traffic issues during construction with a lot of trucks entering and exiting via Cosgrove Rd.

Stephen replied that once the bridge is built construction trucks would mainly be from Cosgrove Rd, but in any event the ratio of construction trucks to other traffic using Cosgrove Road will be quite small.

During operation it is expected that the majority of trucks leaving the site will be carrying full containers, and that the most desirable exit point is over the bridge to Wentworth St. As Sydney is an import dominant city, for every two full containers inbound from the port, the outbound ratio back to the port is one full and one empty container. On this basis, the train shuttle inbound from the port will carry mostly full containers, of which two thirds will be directly unloaded onto trucks and out the gate destined for industrial areas west of the site, and one third will be unpacked by the ILC warehouses. Conversely, due to this ratio, about half of the containers returning to the ILC will be empty containers, so the ILC shuttle returning to the port is likely to carry a 50/50 mix of empty and full containers.

Peter suggested that a lot of traffic movement during construction will be contained within the site. Stephen noted that as the earthworks design is a balance between cut and fill, approximately 380,000 cubic metres of earth will be moved around the site, with less than 50,000 cubic expected to be transported off site.

Jenny asked if there were plans for a concrete batching plant on site. Peter indicated this is unlikely.

Bill asked whether the segmented parts of the bridge needed to come by truck or could they be brought in by rail. Peter replied that this would only be feasible if the precast yard is located near a rail head. Stephen noted that as there are only seven pylons with four precast segments each, it would be uneconomical to bring them by train in four small deliveries, due to the exorbitant cost of train hire. Stephen did say however, that rail delivery is considered the preferred option for deliveries where possible. For example, any additional rail required for the ILC is planned to be transported to the site by rail.

### **Construction update**

Stephen reported that all construction related traffic management plans are submitted to Strathfield Council. Council has approved the creation of a construction zone along a portion of the Wentworth St eastern verge, suggested at the last CLC meeting. Strathfield Council prefers occupation of Wentworth Street eastern verge, as it discourages littering and dumping.

Jenny asked how many truck parking spaces would be created. Peter replied there would be two or three.

David asked what dust management would be in place. Peter replied there would be dust monitors at either end of the site, and dust suppression measures including water carts which are already on site and covering of areas where necessary.

Jenny asked whether the community could ring the 1800 number if dust problems occur. Virginia replied they could. Stephen advised that dust problems are not expected to be a significant issue during construction. The modelled worst case impact occurs during high winds from the north west. So activities at the southern end of the site would be limited during these type of events to avoid any downwind impacts. The bigger risk is an uncontrolled scrub fire, which has previously occurred on the site prior to the erection of the security fence around the Cox's Creek open canal section.

### **Development Project update (Stephen Zaczkiwicz)**

Stephen noted that a key driver for the construction of the bridge is the need to complete the marshalling yards rail side works by the end of March 2011, which is the current RailCorp target date for re-energising the overhead wiring required for the storage of the NSW Government's new Waratah Set trains.

Another priority for Sydney Ports is to execute a lease with tenants/operators of the Intermodal Terminal and Empty Container Storage areas. A recommendation to government is expected in November 2010.

The next annual environmental audit is due in December 2010. The last audit showed compliance with conditions of consent, the only variance being that the charter for the Road Transport Co-ordination Group stated that it would meet every two months, but due to the lack of need, it had been meeting quarterly by mutual agreement.

As part of the Early Contractor Involvement (ECI) phase, Leightons will be undertaking investigations to determine soil properties across the site. Previous excavations up to 3m indicated mostly stable soil with a couple of soft spots where stormwater channels were located. Leightons will excavate to 8m to determine whether the soil properties negate the need to undertake dynamic compaction.

The aim of the ECI phase is for Sydney Ports and Leightons to work co-operatively to secure significant reductions in the overall construction cost. The incentive for the contractor is for a 50% share of the savings. There is expected to be one and a half months of excavation.

Enabling works included plans to relocate the pillar water tank. This has been relocated to the southern end of the site near the tarpaulin shed. The next step is to patch the tank in accordance with the Heritage Implementation Plan and to ensure as far as practicable that it is protected from vandalism in its final location will. Patching will take 3 to 4 months.

The agreement for acquisition and long term maintenance of the Pedestrian Footbridge has been signed by Dorrigo Museum. The relocation to Dorrigo is expected next month. The restoration of the bridge for re-use is expected to take 2 to 3 years utilising volunteer labour.

Virginia advised that a Consultant's Performance Brief for development options regarding the tarpaulin shed has been prepared. An update of the progress of the report will be provided for the next CLC meeting.

Stephen reported that a new substation has been installed, which is the first of nine kiosks, and it should be live in the next four weeks to draw power from the eastern side of the site. The new 11kV line to be slewed over the marshalling yards will disconnect railway power from the site.

David warned that the new railway cars may drain a lot of power from the grid. Businesses had experienced difficulties with drawing power from substations at the other end of the site.

## **2. Update on Road Transport Co-ordination Group**

### **Progress/Actions (Stephen Zaczekiewicz)**

The last meeting of the Road Transport Co-ordination Group on 9 September included both councils and the RTA. DoP was an apology. SPC sought guidance regarding the Condition of Approval requiring restricted parking along Wentworth St.

Strathfield Council was asked whether they want this condition, as Bankstown Council doesn't favour it due to concerns that more trailers will be pushed into the industrial park around Worth St. Strathfield Council has considered the issue but wants to retain 4 hour limits which wouldn't allow trailer parking along Wentworth.

David reported Beaufort Place and Worth Street are getting container trucks parking on kerbs, dropping off and lifting loads, with drivers sleeping overnight. This is increasing with traffic from the industrial area and the markets.

Stephen noted measures along Foreshore Rd at Botany to restrict trailers and trucks. Shane reported that this involved police on behalf of the RTA enforcing restrictions. SPC is looking at a truck parking area near Port Botany with amenities that could be used by trucks arriving ahead of their pick up time.

Stephen noted that a Condition of Approval was to close the median strip from the highway to Como Rd to prevent trucks making a right hand turn into Como Rd. SPC thinks this is unlikely to happen as surrounding streets are load limited. Council has agreed to recommend it doesn't get built at this stage, but to wait and see what happens after operations commence.

There is also a condition for extra traffic calming on Rawson Rd. Bankstown Council already have these on the western end and would prefer SPC to place these at the eastern end.

There was some RTA concern with the slip lane from Norfolk Rd to Roberts Rd that if a truck speeds down the slip lane it could collide with a car stopped in Roberts waiting to turn right. Two suggestions by the RTA are for an S-shaped slip lane to ensure the slowing of trucks or to move the slip lane further down at Roberts. These options will be further developed and presented to the RTCG and the CLC.

Bill reported that in his doorknocking of Cosgrove Rd, residents have indicated problems with speeding cars rather than trucks and asked for traffic calming in Cosgrove.

### **Community Enhancement Program**

Stephen reported that SPC has now formerly received a submission from Bankstown Council nominating possible projects to be funded under the scheme. Submissions had previously been received from Strathfield Council for two roundabouts on Cosgrove Rd. The CLC was informed that in recent media coverage the issue of the distribution of funding had been raised. It is Sydney Ports understanding that the Strathfield Council had written to the Department of Planning seeking further clarification.

Bankstown Council have nominated a number of options including refurbishment of YMCA roofing, traffic mitigation measures at Acacia Ave, upgrade Roberts Rd sporting facilities; landscaping and upgrade of Greenacre Citizens Centre.

Virginia reported that as well as George, Bankstown Council had nominated a new contact as well as the mayor to review proposals. The new Community Enhancement Program panels would convene to review proposals and then submit them to the CEO. Funds will be allocated when construction commences.

Bill asked for the location of the roundabouts sought by Strathfield Council. Stephen replied these are at Pilcher and Cleveland Streets.

Bill reported comments from residents indicated they thought truckies will do anything. Is there a way of physically stopping ILC trucks using the southern end Cosgrove Rd? Stephen noted the shape of the driveway will prevent trucks from turning south.

Jenny reported that the proposed roundabouts were intended to stop trucks going around the block via

Cleveland and Hope Sts.

**Summary of communications to be issued by the residents (Virginia Mullins)**

Notifications distributed to the CLC were the resident update from SPC and the letter to residents from Leightons with the early works update on 14 October. These were letterboxed and businesses doorknocked. Letterboxing occurred in Blanch, Cecily, Patricia, Robinson, Cosgrove, Wentworth, Drone, Lawford, Margaret and Jean streets. There has been no feedback to date. The new 1800 number was included and this is posted on the website with the project update.

**3. Requested agenda items**

**Patrick and implications on rail and 40% target**

Patrick's has closed empty container storage at their Camelia site. Jenny requested feedback on the implications for the target of 40% moved by rail. Stephen explained that the target of 40% by rail is not helped by a reduction in capacity of available empty container storage. Sydney Ports will continue to assist the industry head toward the target by supporting the development of further intermodals like the one proposed at Moorebank.

Currently 17-18% of freight is moved by rail. If Enfield was operating now it would have raised this ratio to 35%. However by the time Enfield is fully operational, the gap to 40% would have widened as trade through Port Botany is increasing at a rate above 6% per annum, which means that additional facilities are required within the metropolitan area e.g Moorebank and Eastern Creek. These metropolitan intermodals would need to be complemented with regional intermodals to bridge the gap to 40%.

**Dumping on site – prevention, clean up and prosecution**

Jenny asked whether there had been any progress against uncontrolled dumping of rubbish on the Enfield site.

Virginia noted that the last occurrence was on the 5<sup>th</sup> and 6<sup>th</sup> of October 2010 at Hope St and previous to that was 3 months ago. With more presence on site it will be harder to dump. A camera at Pacific National had picked up offenders and notified Ports. Ports bear the cost of cleaning up, using a contractor who follows protocols regarding the nature of the rubbish. The only exposed area now is the southern end near the pillar water tank. There will be cleaning up around the tarpaulin shed in 3 weeks.

Jenny asked whether cameras could be used. Virginia replied that options are being looked at. These could be brought to the next meeting.

**Sydney Ports Media Release 21 May 2010**

Stephen reported that SPC has announced it is undertaking an origin and destination study. The last was done in the late 90s. Containers would be tracked and mapping undertaken of freight density. It will show growth areas. With Port Botany throughput, 85% ends in the metro basin. The study will be able to confirm whether this is still the case, and what the growth areas are. The area servicing Enfield has 700,000 TEU of containers. This may have increased to somewhere around the million. Virginia reported that Alan Flynn has offered to present to the CLC.

**Action:** SPC to invite Alan Flynn to present to the next CLC meeting.

**4. Review next meeting times**

The next meeting is proposed for Wednesday 8 December.

These minutes have been endorsed by the Chair, Ian Colley