

**MINUTES  
MEETING # 8  
Intermodal Logistics Centre  
Community Liaison Committee (CLC)**

Location: ILC  
Enfield Site Office, Cosgrove Rd, Enfield  
Date: Wednesday 4 May, 2011  
Time: 4pm

<b>Attendees</b>	
<p><b>Community Members:</b> Jenny Maddocks Bill Thompson George Campbell</p> <p><b>Independent Chair</b> Ian Colley</p> <p><b>Minutetaker</b> Sandra Spate</p>	<p><b>Business Representatives:</b> Ross Edwards – TNT</p> <p><b>Sydney Ports Corporation:</b> Shane Hobday Virginia Mullins Stephen Zaczekiewicz Ricardo Prieto-Curiel Jacque Martin</p>
<b>Apologies:</b>	

<b>Action Items:</b>
<p><b>1. Site visit to view bridge</b></p> <p>Peter Phillips, Sydney Port's project manager, conducted the site visit to view the bridge. He reported about half the parapets were complete, with this work expected to be finished by the end of May 2011. Work in the rail operational areas is now complete as is most work on the western side of the Marshalling Yards through to Wentworth Street. Some tie in work and tidying as well as services relocation needs to be completed here.</p> <p>Bill asked when the linking to Wentworth Street would be complete. Peter replied that the link from the bridge is complete, but services relocation is expected to take a couple of months with approval required from the relevant authorities. The bridge isn't needed by Sydney Ports until commencement of operations.</p> <p>Jenny noted work had been undertaken at the southern end of the site. Peter replied that much of the earthworks had been completed, with some delays to the finishing works due to rain.</p> <p>Ross asked for the expected finish date for the project. Peter indicated this is expected at the end of 2012, with the first stage expected to be complete by the end of May 2011.</p>
<p><b>2. Project Update</b></p> <p>Stephen Zackiewicz presented the project update. The bridge is now largely complete, with some work continuing on the parapets at either side. Some delays were encountered due the discovery of services which had not been shown on railway drawings.</p> <p>There had also been an incident in which a girder had fallen from a truck on the F3 due to a clasp breaking. There were no injuries and expert assessment indicated no structural damage to the beam which was installed allowing bridge completion. The target of finishing the bridge works within the yard before delivery of the Waratah trains has been achieved.</p> <p>Completion of the parapets and installation of an asphalt wearing course will allow Leighton's access</p>

across the bridge to the existing concrete batching plant if required.

Procurement of a tenant operator is continuing, but has no effect on the commencement of construction.

ARTC have asked for a temporary works compound on Sydney Ports site for a year for storage of infrastructure. They have a right to cross from Cosgrove Rd to the marshalling yards. The contractor has to provide a route on site and proposed access is via the 4m access track to the works immediately north of the Tarpaulin Factory. They are required under license with SPC to meet SPC's license conditions.

### **3. Potential works onsite**

As previously reported, the early contractor involvement phase has allowed reduction of costs and improvement of design. There is a proposal to move a detention basin and change the ground slope, with retaining walls lowered by 1½m. Using batters instead of retaining walls would mean savings on the project but would necessitate a move towards the boundary of the site. Using batters would increase the green area, reduce the need to import fill behind the walls and reduce construction time.

The lease on Area G has been relinquished and the usable area of the intermodal terminal can be improved by moving fence lines to improve shape of service area.

Stephen reported a reason for bringing this meeting forward is that SPC is seeking the CLC's view on a proposal to use the 'Mt Enfield' (stockpile number 4) area to place fill which would otherwise need to be taken off site. 50,000 cubic metres of fill potentially has to either be used on site or taken off site. It is proposed to fill a layer on top of 'Mt Enfield' and vegetate this, along with the green batters creating a better connection with the tarpaulin shed. 1 to 2 metres of fill would be put on top of 'Mt Enfield', increasing green space and handling all fill on site.

Photomontages presented to the meeting indicated a worst case scenario.

### **4. Questions and Answer Section**

George asked how high the batter would be.

Ricardo replied it started flat then becomes a 1 in 2½ slope. At the highest point it would be 6 m above the highest point of Mt Enfield but lower next to Punchbowl Rd.

Ross asked if it could act as a noise wall.  
Steve replied it would.

Jenny asked about the future of the rail corridor between the tarpaulin shed and Mt Enfield.  
Steve replied that irrespective of the future treatment of the tarpaulin shed, ARTC has decommissioned the line and intends to remove it south of Sydney Ports southern boundary.

Jenny noted that the fill had been referred to as clean fill, but to date all fill from here seems to be contaminated presenting problems as to what will grow on it. Revegetation undertaken previously has been unsuccessful. Steve replied that the top metre of the Mount Enfield is intended to be a capping of clean fill and will be conducive to revegetation.

Regarding heritage items, what will happen to the turntable and pillar water tank?  
Steve replied it was the intention for interpretive use of the turntable and water tank stand.

Furthermore, Steve pointed out that the southern area is proposed to have an industrial zoning which will allow, one of the premises located on this site to provide controlled access to Mt Enfield potentially with a lookout overlooking the marshalling yards, ILC and the turntable. Plantings would be undertaken to allow visibility and preserve the future connection to the heritage area.

Ricardo noted a lot of remediation took place in 2009-10. Stockpiles were last validated in 2005 with compliance reports. To ensure clean fill sampling and testing of selections of material would be undertaken, with remediation if it doesn't meet criteria. Measures could include containment on site or

treatment. Indications are that the stockpiles do meet criteria. The selection of vegetation has been advised by consultations and would include a mixture of grasses, trees and shrubs native to the area. Ross suggested that depending on the success of revegetation, the area could be made into a good landscaped area.

Jenny suggested that if this work is undertaken during the period of the August/September prevailing westerly winds dust mitigation would be required.

Ricardo reported that dust and noise modelling are currently being undertaken and filling would be done progressively.

Bill asked when this work was expected to commence.

Steve noted it would be around June/July. A revised contract was received from Leighton's before Easter and this is being assessed.

Jenny raised concerns with, as well as dust issues, the fact that the community was sold the notion that this end of site would remain untouched. Frog issues are troubling as they don't yet have habitat in that area. There is heightened concern regarding the frog corridor.

Steve reported that the path which crosses the area will be frog fenced with a mechanism to allow frogs to cross out of work periods. It is proposed to fence and isolate the track next to existing frog ponds and fence around the base of Mt Enfield to ensure frog ponds are isolated as soon as the main construction contract is awarded. ARTC will be using the access track for their works. They are aware of the frog issues and have been encouraged to isolate that area from the site and maintain the corridor.

The CLC expressed general approval for the proposal for adding fill to and revegetate Mt Enfield with the proviso that dust and frog issues are addressed.

**5. Review next meeting times**

Wednesday 10 August, TBC.

These minutes have been endorsed by the Chair, Ian Colley