

# Meeting notes

## Moorebank Logistics Park

<b>Project</b>	Moorebank Logistics Park	<b>Date</b>	26/06/2018
<b>Venue</b>	Moorebank Logistics Park Suites	<b>Time</b>	6:00 – 8:30pm
<b>Purpose</b>	Community Consultative Committee Meeting 1		
<b>Chair</b>	Dr Colin Gellatly (The Chair)	<b>Recorder</b>	Ashley Chilcott
<b>Attendees</b>	Fiona MacNaught (FM) Ian Pryde (IP) Jeffery Thornton (JT) John Anderson (JA) Michael Russell (MR) Pam Browne (PB) Sharyn Cullis (SC) Christopher Guthrie (CG) Dan Blyde (DB) Steve Ryan (SR) Kieran Mooney (KM) Scott Warren (SW)	<b>Apologies</b>	none

Item	Discussion Point	Actions
1.	Apologies.  » The Chair noted everyone was present and invited each member to introduce themselves.	» None noted
2.	Greeting from Chair  » The Chair welcomed all attendees and outlined the agenda for the meeting. » The Chair advised that the purpose of the Community Consultative Committee (CCC) is to be a forum of formal consultation between the community and project leads. » The Chair noted that the CCC is not a decision-making body, rather is about consultation and about giving community members the opportunity to ask questions and seek further information, as well as to act as a link back to stakeholder groups and the community. » Members are invited to bring concerns from the wider community to the meeting and can in turn provide information back in response to their concerns. » The Chair noted that this is the standard practice for CCCs and the guidelines are all accessible on the Department of Planning and Environment (DPE) website. » The Chair advised that each CCC meeting can expect an update from members of the project team on where the project is up to and what the next steps are.	» None noted

3. Declaration of pecuniary and other interests » None noted

- » MR advised that he is employed in Communications for Transport for NSW (TfNSW), however is currently on six months leave without pay.
- » The Chair advised that while he is an independent Chairperson, he is nominated by DPE, and paid by the SIMTA proponent, Qube.

---

4. Correspondence » None noted

- » The Chair stated that there has been no real correspondence prior to this initial CCC meeting, however it is suggested that the group can work towards this in future meetings.
  - » The Chair commented that the initial CCC meeting was scheduled for an evening to work around the members' work commitments and asks for confirmation that this works for the group.
  - » The CCC members all agree that an evening meeting is a suitable time.
-

5. Proponent reports and overview of activities

*Progress of the project:*

DB commented that while the CCC members would have a reasonable knowledge of the project, he would like to give a general overview from the beginning of the project and an explanation around the proposal process.

- » DB explains that the Commonwealth and Qube initially submitted two independent proposals for an intermodal freight terminal at Moorebank. After deliberation, the government decided to enter into negotiations and an eventual agreement with Qube.
- » DB noted that Qube has a 99-year lease over the project
- » An animation was played for CCC members demonstrating the current journey of freight containers through Port Botany and making their way to south-west Sydney via truck, and the changes to rail transport that the SIMTA project will enable.
- » DB provided an overview of the current freight container movements, and explained the ways in which the Moorebank Logistics Park (MLP) would reduce truck movements between Port Botany and south-west Sydney.
- » Drone footage of the site was shared with the CCC members to demonstrate where construction was up to on both Moorebank Precinct East (MPE) and Moorebank Precinct West (MPW).
- » DB noted that the project is still in the early stages, and that the team are awaiting on MPW Stage 2 SSD which is still with the Department of Planning and Environment (DPE).
- » DB advised that there are ongoing discussions around contributions to Roads and Maritimes Services (RMS) for road upgrades which should be concluded in the near future. The final proposal will then go to the independent planning commission for determination.

SC suggested that it would be beneficial to the CCC if maps of the project site (which give an overview of the whole development) could be shared with the group.

- » DB agreed to ensure maps were available at future meetings.

*Monitoring and environmental performance:*

SR gave an overview of the ways in which environmental performance monitoring is undertaken.

- » SR gave a brief overview of works underway, which included current works of MPW early works progressing, Stage 1 Rail Link and MPE Stage 2 commencing, including Target warehousing being constructed.
- » SR advised that the project team ensures monitoring and surveillance across all works are undertaken to ensure environmental best practice.
- » SR advised that the project has engaged Arcadis, an internationally recognised environmental engineering works company, to ensure environmental best practice is achieved.
- » SR noted that each contractor working on the project has environmental plans in place which are being implemented

- » Proponent to share site map with CCC
- » Proponent to share website link to approval documents with CCC
- » Proponent to have Environmental audit report from December to present at next CCC meeting
- » Proponent to have audits available at the next CCC meeting of dust, noise and vibration data
- » Elton to include details on how to register for the database and newsletter updates in the next newsletter

- » SR also noted that the project has independent environmental audits which take place every six months, the last of which was conducted two weeks prior.
- » SR advised that the project recently received approval for MPE Stage 2, and an audit of adherence to approval conditions will progress in coming weeks. A similar audit for prior approvals was submitted December last year, and all the recommendations from that audit have been implemented.

SW commented that all the approval documents are uploaded to the SIMTA website and advised that the website link would be shared with the CCC members.

SC commented that she is on another CCC and the members are provided with a report every meeting which clearly explains all the environment monitoring outcomes.

SC noted that documents shared online are text heavy and not easily understood by the average community member.

The Chair asked the proponent what key environmental factors are monitored.

- » SR advised that the key environmental factors monitored are dust mitigation, stormwater management, erosion, noise and vibration.
- » SR further noted that there are over 20 environmental plans for every planning approval, and each contractor on the project works underneath these.

SC commented that she is primarily interested in storm water control and how it is controlled.

- » SR advised that there are temporary basins which are regularly assessed, pumped out and treated accordingly.
- » KM reiterated that there is no direct discharge into the Georges River.
- » KM advised that Arcadis conducts weekly surveillance of the contractors and the environment representative from DPE also inspects this weekly.
- » KM explained that a process is undertaken which involves capturing water on site, which is then flocculated and discharged when it is of sufficient quality.

SC sought confirmation around where the water ends up.

- » KM advised that after the ground water is treated (following the above process), it is discharged into the river.

IP requested a verbal summary of the December audit report.

- » SR advised that he could not give a summary verbatim and reiterated that all the recommendations are currently being undertaken.
- » SR advised that the reports would be available for the next meeting.
- » SR noted that environmental representatives monitor all the contractors' performances, which is an additional control undertaken regularly.

The Chair sought clarification as to whether the environmental representative (ER) is a person or a company.

- » SR confirmed that there are two ERs, who are designated individuals, who are approved by the Department of Planning & Environment

JA commented that the area has been flooded over many years and has been shown as one of the worst flood areas in NSW. In periods of stormy weather, he does not believe that these will be effective management strategies.

- » SR advised that many assessments have been undertaken which took into account record flood data. The modelling has been done in accordance with predictable flood events. The modelling has also been done to the worst-case scenarios. These measures have been taken into the design which is being constructed.
- » SR noted that DPE conducts regular blitzes on site to ensure everything is in accordance with planning approvals across the whole precinct.
- » SR further noted that DPE has been happy with the mitigation procedures, particularly with those of the dust, noise and vibration.

MR commented that he would like to see more dust mitigation put in place and made reference to an enquiry he made last year.

- » SW responded that in August – December of 2017 there were several 70-90km wind events which caused some dust issues. Following from those events a series of dust management strategies have been implemented including using a polymer binding agent on stock piles to minimise wind impacts.
- » SW acknowledged that dust is something that can impact on local residents. The project team is aware of this and does its best to manage.

PB asked whether there is a complaint hotline.

- » DB advised that there is a 24-hour hotline, the details of which are on the SIMTA website and sent out in all community newsletters and correspondence.
- » SW noted that the 1800 number is triaged by a 24-hour answering service, and when required, calls are forwarded directly to him. In non-urgent cases, enquiries are responded to by the operator or an email is sent to project team members for a response.
- » SW also noted that there is a contact email address which is monitored by the Elton team.

The Chair enquired as to whether the project has dust monitors, and if so whether there is data that can be shared from those.

- » SR advised that the project does have dust monitors, and while the data wasn't available for the first CCC meeting, the audits can be made available at the next CCC meeting alongside the noise and vibration data.
- »

*Community complaints and response to complaints:*

---

The Chair asked how many calls have been placed to the hotline.

- » SW advised that the project receives about 40 enquiries quarterly, and that of those, typically about 45% relate to potential employment.
- » SW advised that 90% of community correspondence is received via email.

The Chair asked if there has been a record kept of complaints.

- » SW advised that each contact is recorded. In relation to the current Stage 2 works, SW said there has been 1 complaint received. The complaint wasn't specifically about Stage 2, however this has been attributed to Stage 2 and placed on the online complaints register. This complaint was in regards to trucks parking on the nature strip opposite the new local café. Fulton Hogan has since installed fencing around the nature strip within a couple of days of receiving the complaint to prevent trucks parking in that area in the future.

## **Discussion**

JA voiced his concern that his calls to a hotline were not being responded to. The CCC speculated that the hotline JA was referring to was DPE's not SIMTA's given the names of the people JA said he had spoken to and was referred to.

IP reiterated that it is important to clean up the communication process so that it is clear when community members should call the SIMTA 1800 hotline, the DPE 1300 line, and the council.

It was agreed by the CCC members that they would endeavour to ensure that moving forward the community know the best ways to contact the project team with their questions, comments and complaints.

DB commented that SIMTA has had the same contact details for more than seven years, so if there is confusion on the council website, this should be flagged.

### *Information provided to the community and feedback:*

- » DB advised that there are two primary means by which the project provides information to the community. There is a regular Newsletter but the website is primary source of information for the community.
- » DB advised that planning approvals require the project to notify local residents if they are impacted by works and this could be done by letterbox dropdirect engagement.
- » DB advised that the website is used for updates on current works, and where works may impact on traffic.
- » DB advised that a newsletter is available on the SIMTA website, and also delivered to 10,000 local homes and businesses quarterly. These newsletters speak to information around the project such as updates on planning, jobs and construction.
- » SW advised that the personnel who deliver the newsletters wear GPS trackers, so the project can ensure that the instructed areas are notified.
- » SW advised that each CCC member has been added to the database to receive digital versions of all future newsletters.
- » PB suggested that the details of how to register to be on the database be included in the next newsletter so the community has a clear understanding of where they can register.
- » SW agreed that this can be included in the next newsletter.



6. Introduction of community members and comments

JA advised that he is a local resident and has good knowledge of the container industry. He commented that he believes there are more appropriate places to locate logistics parks, such as in Parkes and Wagga Wagga.

JA expressed his concern that the Moorebank Logistics Park has too great of an impact on the local biodiversity and community. JA commented that he does not believe these impacts have been thoroughly examined.

JT asked what the final approval for containers for the precinct will be.

- » DB advised 1.55 million Twenty-Foot Equivalent Units (TEU) annually in import, export and interstate.

JT enquired as to what mitigation processes Qube will put in place to manage the number of trucks moving onto the M5 from the site.

- » KM advised that a vehicle booking system will be implemented to ensure efficient movement of trucks coming to and from the precinct. These trucks will be given specific times that they can arrive at the site. This is a popular process in other terminals and limits the amount of trucks as they can only arrive in designated windows. This ensures a steady flow rather than queues of trucks impacting on local streets.

The Chair asked when the containers will first start arriving at the site.

- » KM advised that the forecast is for the first quarter of 2019.

SC asked how many additional truck movements will be created by the facility.

- » DB advised that Moorebank Logistics Park will not create additional truck movements.
- » DB explained to the CCC the process of the containers coming into Moorebank by rail, and the way in which having warehouse tenants on site will limit major truck movements on the M5.

IP commented that the community has a concern that the truck numbers might be the same as they are today, and the community concern centres around the intersection on the M5 being rated one of the most dangerous in Australia.

- » DB noted that the road network in South West Sydney is already under strain and RMS recognises this. In the near future, MPW Stage 2 SSD needs to demonstrate to the satisfaction of RMS that the project is contributing to the local road upgrades.
- » DB commented that full details of upgrades will be coming shortly and mitigations will be in place.

The Chair commented that one of the key issues is the entry of the trucks in and out of site.

- » Proponent to include a presentation by a subject matter expert at the next CCC meeting on carbon emission achievements on the project
- » Chair to send/bring code of conduct forms for CCC members to sign
- » Each CCC member to email The Chair a topic of interest they would like discussed in future CCC meetings
- » Proponent to share aerial view of where the bushfires went through the site with the CCC
- » Proponent to share information relating to the causeway methodology and consultation with agencies with the CCC
- » Proponent to provide report to the CCC on the progress of the hibbertia fumana
- » The Chair to add to the



CG commented that the councillors are resigned to the fact that the project is happening and that the council wants to mitigate the negative impacts of the project on the community.

CG further commented that it is great that the CCC has been formed and that he is happy to take concerns back to the council.

CG commented that the council still has many concerns and questioned whether there is a baseline for air quality and how it is being addressed.

- » SR advised that these are monitored at various sites, and data has been gathered along with the Commonwealth since 2012. All that data is collated and used for monitoring and modelling.
- » SR advised that both Moorebank Intermodal Company (MIC) and Qube are managing the monitors, the data can be viewed in the EIS reports, along with the environmental management plans, which are available on the SIMTA website.

SC asked how the data from these monitors can be made easily digestible for members of the community, as often community members can be buried in data.

The Chair noted that the CCC is interested to see a dashboard around all of these issues and questioned whether this could be made available for the next CCC meeting.

DB commented that Qube can make a presentation at the next CCC meeting on carbon emission achievements on the project.

- » The Chair commented that there should be an expert to speak to this at the next CCC.

PB asked if there is a code of conduct for the CCC that the members should sign.

- » The Chair advised that there is a code of conduct for the Chair and the members. He advised that he would send or bring to the next CCC meeting.

PB commented that she would like to understand the general parameters of what can be discussed, and what areas the CCC can be effective in.

- » DB expressed his belief that the more information the CCC receives around issues of concern, the better that will be for responding to issues and debunking misconceptions around the project.

The Chair suggested that at each meeting a specific topic of interest to the CCC could be spoken to, for example heritage, or the environment.

The Chair suggested that each member email him their suggested topic before the next meeting.

MR questioned whether Kitchener House will be encroached upon by the intersection upgrade on Moorebank Ave.

- » SR advised that the curb line won't be affected as the upgrades will be undertaken going west. Kitchener House currently resides on the site and will stay. There are currently no long-term plans for the house at the moment, largely the house resides within the industrial development to the north.

meeting agenda that the proponent provide a briefing in lay terms that discusses the stage of the project, what the stage does, where it leads to

- » CG to investigate what the strategy is for preventing and following up with charges of trucks being illegal weight

MR commented that he lives on the other side of the river (Casula) and he is hearing non-stop beeping from trucks from 6am-6pm, which is of great annoyance.

- » SW advised that the trucks on site use squawkers rather than beepers but will investigate the issue.
- » SW offered to work with MR directly on further investigating and resolving this issue.

MR enquired as to how many dust and noise monitors there are.

- » SW provides all of the addresses of these monitors.
- » SW advised that he was involved in the installation of the monitors, which were put in place with consultants in the best locations identified by the EIS.

MR asked whether an aerial view of where the bushfires went through the site could be made available to the CCC members.

- » DB advised that this would be possible

MR commented that in earlier community consultation the community gave suggestions such as access to Casula Railway Station and a natural walking track by the river to be incorporated into the site. MR also commented that the community was told that buses would bring workers into the site and that doesn't seem to be happening.

- » SW advised that bus timetabling is the responsibility of TfNSW, with determination of the government to allocate bus services where they see the need.

MR made comment that he had made a complaint to the EPA about the causeway on the river as it was 80% of the width of the river. He noted that there is a lot more rubbish in the river but has not seen reports on this or for the damming of the river. MR commented that no one has responded to his complaint.

- » SR advised that the methodology for the causeway was made in consultation with fisheries, the EPA and DPE. These reports are available on the SIMTA website.
- » SR advised that the content referring to this can be pulled from the report and shared with the CCC.
- » SR commented that the causeway will be there for the duration of the construction of the bridge.

SC enquired as to whether the CCC could have field inspections, to see the causeway and to see the storm water channels.

SC commented that she was asked by the Georges River Alliance Group to question how the *hibbertia fumana* (HF) will be managed after the bushfires which went through the site earlier this year.

- » DB advised that some HF has been translocated by OEH and Royal Botanic Gardens Trust and that a report can be given at the next CCC on what is being done with the plant.

SC questioned what plans will be put in place to re-establish the canopy trees and indigenous tree varieties that have been removed along Moorebank Avenue.

SC commented that best practice is about increasing the canopy, and the groups she represents view this as an issue which needs attending to.

SC commented that there is a colony of Koalas who are being killed on the local roads, with nine killed in the past two months.

SC requested that when the project installs fencing that consideration is given to the Koalas so they can pass through the site and not be trapped.

SC asked what the life of the committee is.

» SW advised that the CCC runs until five years after operation begins.

FM commented that her main interest in being involved in the CCC is to be able to provide concise and accurate information back to the community.

FM commented that there is a lot of misconception and unfounded rumour that surrounds the project, and the CCC is a great opportunity to debunk this.

FM would like to see project information being provided to the community and proper engagement taking place.

FM commented that there are a lot of opportunities for the locals who will be impacted by the project which can be articulated by the CCC and contractors.

FM commented that she believes those most effected by noise should have the opportunity for mitigation in their properties eg. double-glazed windows.

FM requested that at each CCC meeting a briefing is provided in lay terms that discusses the stage of the project, what the stage does, where it leads to.

FM commented that the average community member gets lost in the detail, so its important that they understand the positives of what is happening on the project and are reassured that 1500 trucks aren't going to pour onto their streets.

IP questioned whether the timing system for trucks with the system discussed earlier in the meeting would be affected by occurrences such as accidents, and sought reassurance that trucks would not be lined up on the streets waiting to enter the site

» KM explained that the system that will be implemented is part of industry best practice in Port Botany. The system works alongside the truck companies. This is normal business practice and the site will be logistics park will be replicating the same systems.

IP commented that communication back to the community is pivotal.

IP commented that there have been complaints on social media around trucks breaking the laws on Anzac Rd.

» SW commented that there has been one complaint made about the weight of trucks using Anzac Rd.

» SW noted that a timely report of what a member of the community has seen is important, as there a lot of sub-contractors used on site, therefore having information provided in the complaint around the time, type of truck and the company is very helpful.

The Chair asked whether there was a way of flagging the issue of overweight trucks using Anzac Ave with RMS.

- » SW advised that the team can investigate ways in which to inform the trucking companies on the situation.
- » MR asked what the strategy is for preventing and following up with charges of trucks being illegal weight.
- » CG advised that he would look into this at council.

---

7. General Business

» None noted

The Chair enquired as to whether there are any upcoming major events the CCC needs to know about.

- » SR advised that the construction activities would continue on the MPE Stage 1 and MPE Stage 2 activities.
- » SW advised that CPB has finished piling alongside the Moorebank Ave rail line bridge (where the project rail link will also pass under the road) and with that, traffic will switch further to west to allow them to continue to work on the bridge, there is information on the website which details what that will entail. Changes to one-lane of traffic (ie. contra-flows) will not occur during peak hours.
- » SW advised that approval for clearing of the rail corridor east of Moorebank Ave will begin in the coming days and weeks. This is on current works section on site.

---

8. Next Meeting

» Proponent to draft a program for the next meeting & site visit.

The CCC requested that the next meeting be earlier than the normal three month timetable so reporting on all the monitors could be given and they would feel more informed for the second quarterly meeting.

It was decided that a site visit would be incorporated into this next meeting.

It was agreed by the CCC to meet on Friday 17 August at 11am for a site tour followed by a 1.5-hour meeting.

---