

Meeting note

Moorebank Logistics Park

Project	SIMTA	Date	30 October 2018
Time	6pm		
Purpose	Community Consultative Committee Meeting 3		
Chair	Dr Col Gellatly (The Chair)	Recorder	Ashley Chilcott
Attendees	Fiona McNaught (FM) Ian Pryde (IP) Jeffery Thornton (JT) John Anderson (JA) Sharyn Cullis (SC) Christopher Guthrie (CG) Kieran Mooney (KM) Scott Warren (SW)	Apologies	Steve Ryan Michael Russell

Item	Discussion Point	Actions
1. Apologies	» Apologies noted: Steve Ryan and Michael Russell	» None noted
2. Greeting from The Chair	» The Chair advised that Pam Browne has resigned from the CCC as she is no longer a member of the Moorebank Heritage Group » The Chair advised that notes from previous CCC meetings are available on the SIMTA website » The Chair advised that the purpose of the CCC is to have a communication mechanism between the community and project team » The Chair noted that the CCC is a forum for people to be heard and those in the meeting should act professionally » SW noted that the CCC should be centred around construction issues and how the project is being delivered rather than what has happened in earlier approvals and past concerns before exhibition. Focus should be focused on what's happening in the project currently » JA stated that he thought the CCC was developed out of a decision of the Land and Environment Court » SW explained that the CCC was not brought about by a decision from the Land and Environment court case., rather the CCC is a part of MPE Stage 2 consent. » SC requested the conditions of consent be printed for the next CCC meeting so the	» The Chair to circulate the CCC guidelines to all members so all are on the same page » Proponent to circulate quarterly report sent to DPE » CCC members to email The Chair specific areas they would like reported on in the quarterly reports prepared for CCC meetings » Proponent to prepare draft quarterly report, indicating what areas are proposed to present on. This will be distributed to the CCC within the month.

members can go through each condition during the meeting

- » KM explained that the conditions of consent are hundreds of conditions. It is a very detailed and technical document, and not one you can easily refer to in the forum of a CCC.
- » The Chair questioned whether there is regular reporting provided to the Department of Planning and Environment (DPE).
- » KM explained that a quarterly report is provided to the DPE, however they don't necessarily comment on it, and these are made available online on the simta.com.au website.
- » SW suggested the CCC members email The Chair areas they want to hear about in the quarterly report eg. complaints, dust, noise so the project team can prepare adequately
- » FM noted that a quarterly report would aid with community engagement as the members would have a good overview of the issues to communicate back to the community
- » JT noted that getting a clear snapshot would speed up the meetings.
- » JA questioned how long the CCC will be in operation
- » SW advised that the CCC will be in operation for 5 years into the operation of the terminal
- » SC questioned when operations are due to commence
- » KM advised that it is due to commence next year.

3. Actions from last meeting	<p><i>John Anderson to present his research on cargo destination</i></p> <p>A Power point presentation was delivered by JA.</p> <p>Discussion:</p> <p>JT questioned where the trucks are coming from to the SIMTA site. JT noted that he has seen a lot of trucks heading down Milperra Rd.</p> <p>Answer: All of the trucks with filling are coming from the WestConnex project, up the M5 and</p>	<ul style="list-style-type: none"> » Elton to organise for the VPA ad to be posted on the SIMTA website » Circulate JA's presentation with group » Circulate Commonwealth Customs Data with group
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- onto Moorebank Ave. All the trucks used are monitored by GPS trackers which track the location, speed and time on the road. These are all heavy vehicle regulations.
- The project team have challenged the contractors and they have been assured that the trucks are adhering to the approved paths.
- It was requested that if CCC members see trucks they perceive to be in the wrong to take down any identifying traits/ number plates to pass onto the Community Engagement team to try and identify and solve the issue.
- » KM noted in response to JA's presentation that improvements need to be made to the road network to account for the road traffic – this is inclusive of the general area development as well as the development of the MLP.
 - » The project team are currently undertaking works to the connections which will drastically improve the immediate network and other regional upgrades which you will see in the conditions of approval.
 - » The project team have to do a detailed design as part of the wider network.
 - » CG summarised JA's concerns and those of the Council, noting that traffic impacts are still uncertain, however he is hoping that the Voluntary Payment Agreement (VPA) announcement on Wednesday 31 October will address these.
 - » SW explained to the CCC that Qube and RMS have agreed on the VPA for transport contributions. There will be an ad in the Liverpool Leader detailing where it will be exhibited for 4 weeks.
 - » The feedback received during exhibition will proceed to IPC. The VPA is in relation to the MPW Stage 2 approval.
 - » The VPA ad will be put on the SIMTA website, DPE also have a VPA portal where the public can view the details.
 - » It was noted that it is proposed for Moorebank Ave to move to the east of the site.
- » Circulate PORTS data with group
 - » CG to follow up with Melissa/ Council on letter from The Chair regarding overweight trucks using Anzac Ave.
 - » Proponent so send air quality memo and summary to CCC group
 - » Add air quality to the quarterly report which will be delivered to the CCC each quarter
 - » Proponent to send CCC predicted light and heavy vehicle movement numbers quoted in meeting
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Discussion:

IP stated that he is trying to understand the delays around a decision being made on how the interweave with the M5 will happen.

SW commented that his understanding is that Qube and RMS have agreed on a monetary figure that is appropriate for the project to contribute that caters for both the organic growth of the area as well as growth generated by the project. RMS would not have given specific detail of where/ how the funds will be spent. Qube will deliver an agreed lump sum and RMS will ensure that the immediate community are the beneficiaries of this VPA. It was reiterated that where the money is spent is an RMS decision not a Qube decision. MIC has had some input, but aren't signatories.

KM elaborated that the project has committed to roadworks in the immediate vicinity of Moorebank Ave. The allocation given to RMS will contribute to the wider network. The project team will undertake roadworks on Moorebank Ave and the fee contributed to RMS will contribute to other roadworks

CG noted that the Council are still in negotiations on rates they are seeking to collect from MIC for maintenance of the precinct. The Council are not just sitting on their hands and hoping that RMS deliver with VPA. MIC haven't given an agreed figure.

- » SC questioned where it is being proposed to realign Moorebank Ave.
 - » SW the proposal is for Moorebank Ave to be redirected to the eastern boundary of the site. Important to note this is a proposal and subject to approvals.
 - » SC noted that an REF process would be necessary which would relate to clearing of bushland
 - » SW stated that the area identified is already cleared on the eastern boundary. There is an easement owned by a combination of parties, Sydney Water and Defence. The proposed alignment is within MPE and within the electricity corridor.
 - » SW showed where the proposed road would run on a site map.
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- » SW explained that the he understood that local residents might feel strongly about the road realignment as it is moved 600m closer to Wattle Grove. Those wanting to make comment, can do so through the exhibition process.
 - » SW explained that container trucks accessing the MLP terminal and warehousing will not be using that section of Moorebank Ave.
 - » KM explained that Qube currently have ownership of Moorebank Ave between Anzac Rd and Moorebank Ave bridge. The road around the site will be dedicated to RMS
 - » JT sought confirmation that the realigned road will be for the public
 - » SW confirmed the Moorebank Ave will not have terminal heavy vehicle traffic.

Proponent to provide Commonwealth Customs Data

- » SW presented Commonwealth customs data to the CCC.
- » JT noted that Eastern Creek may have been a better place for the development to be built.
- » SW explained that multiple terminals will be needed in order to facilitate the area
- » JA stated that those making the decisions around building freight terminals in Sydney's South West are not those living in the area, and therefore effected.
- » SW shared that he grew up in Western Sydney and the reason he and so many of the people he knew left the area was because there were no jobs. This project will generate a variety of jobs for the area.

The Chair to share draft correspondence to Liverpool City Council regarding overweight trucks using Anzac Ave.

- » The Chair stated that he, with the assistance of CG had sent correspondence to Melissa in the council, but hadn't heard back
- » CG to follow up with Melissa/ Council

Proponent to share list of particulate matter that the project monitors

- » KM delivered information on particulate matter and air quality monitoring to the CCC
- » Particulate matter will be monitored in both the construction phase and operational phase
- » Dust – PM10, PM2.5 are currently being monitored on site, with the standards set by DPE
- » During the operational phase dust and emissions will be monitored - PM10, sulphur dioxide and carbon monoxide. This monitoring will commence from the middle of next year.

- » JT raised concerns that there are significant variations with what the World Health Organisation (WHO) say levels should be and what particulates should be monitored vs. what is being monitored by the project.
- » KM stated that he will take away the data and check it against the WHO recommendations. It was noted that the project does conform to the NEPM criteria standards and ambient air quality.
- » JT used the example of Benzene having a strong link with cancers and lung disease, as part of the UK's Clean Air Strategy, legislation limits safe levels of benzene exposure to no more than 5 milligrams per cubic metre (or 1.57 ppb.)
- » KM noted that the project is tracking well generally, however the PM2.5 readings are sometimes not compliant. These can't be met as they had already gone over before the project commenced development and can't be controlled. Exceptional weather conditions can also give an abnormal reading such as back burning and fires.
- » JT noted that he is interested in becoming more aware of these issues and having a details around the monitoring in the quarterly report would assist this

Proponent to share information on background data that has been considered in the EIS

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- » Proponent to share link of where to find the EIS on the SIMTA website.
 - » KM explained that there are a mixture of permanent monitoring stations that capture the data for the EIS

Proponent to confirm truck number figures

- » The overall vehicle figures predicted, meaning the maximum movements in and out of site per day, are approximately 11,100 light vehicle and approximately 4,980 heavy vehicle movements per day.
- » The predictions were passed on a precinct wide assessment in consultation with RMS

4. Georges River Causeway Methodology	» No comments were made	» None noted
5. Water management – stormwater Plan	<ul style="list-style-type: none"> » SC raised concerns she has around the projects water management and stormwater plan. » SC presented two stormwater plans to the group, and questioned whether the most recent plan had been approved » KM advised that MPW2 is still under consideration » SC suggested that the most recent plan is not best practice. SC stated that the original plan is best practice in terms of stormwater ponds. SC stated that the ponds appear to have shrunk in size in the most recent plan. » KM stated that the ponds have actually increased in size as they have increased in volume capacity. It was explained that the new plan is the MPW2 layout where the stormwater detentions have a greater volume to meet development requirements. » KM explained that the intention in the storm water detention design is to detain the water after a period of rainfall, so that the flow is restricted into the water causeway. The project is not increasing the flow of water into the river. » SC questioned why the project won't allow ground water discharge? » KM explained that project team have to do is capture all possible rain events when developing their plans, up to 1 in 100 year events, and look at how they would manage 	<ul style="list-style-type: none"> » Proponent to check if boundary on MPW goes down to the river bed » Proponent to share approval for stormwater / water management plans

the water on site. In addition to the gross pollutant trap in the stormwater system, the OSD design includes finer water polishing through biofiltration raingarden.

- » SC commented that there were other functions of the pondage system in the original plan– aesthetic and wildlife habitat.
- » SC believes biodiversity functions are lost in the second plan. SC questioned if the public reserve will now be used for pondage.
- » SW explained that the reserve was never intended to be public as it is within Qube property, and there are no plans for public access
- » SW committed to checking that the Qube boundary line goes down to the river bank.

- » The Chair questioned where the approvals are up to for MPW2?
- » KW explained that the VPA is the next step. The VPA will be a part of MPW2 determination.
- » SC noted that the plans will need to be approved by DPI
- » KM explained that the project has consulted with all the relevant authorities and sent concept plans, and they've approved everything the project has put in front of them. It was noted that response to submissions could be viewed on the DPE website
- » SC requested to see the approval from DPI
- » KM explained that the proposal documents come back with comments, DPE are the approving agency not the DPI

6. Air quality assessment	» The committee agreed that this was covered in the earlier item	» None noted
7. Feedback from the CCC on the Independent Environmental Audit	» No comments were provided	» None noted
8. Other business	» JA noted that he has heard from a representative from the environmental committee on the Council that the area has a 1 in 500 year flood occurrence	» Proponent to confirm where all the water monitoring positions are along the Georges

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- » KM explained that the project has graded and raised the site and basins will be established around the site – very significant infrastructure- to manage significant rain events
 - » KM further explained that part of the flood modelling that the project has undertaken involves investigating a series of scenarios – right up until the maximum flood event, to ensure the water is managed effectively. The site and Moorebank Ave have been raised so that in the worst situation of flooding it will essentially make sure that there is a path to safely take the water away from the site and residential areas.
 - » CG noted that the Council is seeking has been lobbying with MIC to have a bridge built to Casula station. The Council believe that this would benefit workers and residents, and potentially cut down traffic.
 - » The general consensus from the CCC members was that this was a good idea
 - » FM noted that her passion is for genuine community engagement. Having an update provided by the proponent on where the project is up to, alongside the quarterly report discussed earlier in the meeting would be beneficial in taking back information to the community
 - » SC questioned whether as part of the consent the project has a requirement to conduct monitoring of water quality both up and down on the Georges River.
 - » KM stated that there are monitoring devices around the bridge where the construction is, however will confirm where all the monitoring positions are and circulate to the group.
 - » JA noted that there is a meeting on PFAS on 8 November and questioned whether there has been any investigation into PFAS on site?
 - » KM advised that there was a study conducted on PFAS by MIC and their consultants, however they are withholding that information.
 - » JA stated that Defence has said that studies into PFAS are still in infancy, however he believes a response is needed on this.
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- » SW noted that PFAS is a nation wide Defence issue. They have been clear that it is their matter to manage, need the project team need to work with defence to manage. It is Defence's role to investigate and research, not Qube's.

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| 9. Next Meeting | » The next meeting will be held 6pm Thursday 31 January 2019 at the Moorebank Logistics Park Suite | » Elton to send email confirmation to The Chair upon booking |
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Actions

- » The Chair to circulate the CCC guidelines to all members so all are on the same page
- » Proponent to circulate quarterly report sent to DPE
- » CCC members to email The Chair specific areas they would like reported on in the quarterly reports prepared for CCC meetings
- » Proponent to prepare draft quarterly report, indicating what areas are proposed to present on. This will be distributed to the CCC within the month.
- » Elton to organise for the VPA ad to be posted on the SIMTA website
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- » Proponent to check if boundary on MPW goes down to the river bed
- » Proponent to share approval for stormwater / water management plans
- » Proponent to confirm where all the water monitoring positions are along the Georges River and circulate to the group
- » Elton to send email confirmation to The Chair upon booking suites for next meeting