

Meeting notes

Moorebank Logistics Park

Project	Moorebank Logistics Park	Date	17/08/2018
Venue	Moorebank Logistics Park Suite	Time	12.15 – 2:15pm
Purpose	Community Consultative Committee Meeting 2		
Chair	Dr Colin 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) Dan Blyde (DB) Steve Ryan (SR) Scott Warren (SW) Claire Hodgson (CH)	Apologies	Michael Russell Pam Browne Kieran Mooney

Item	Discussion Point	Actions
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1. Apologies
Pam Browne, Michael Russell and Kieran Mooney

» None noted

2. Greeting from Chair

- » The Chair advised that while he is an independent Chairperson, he is nominated by the Department of Environment and Planning, and paid by the SIMTA proponent, Qube.
- » SC provided two comments on the previous meeting minutes and requested parts of item 5 and 6 be edited

- » Edit meeting minutes
Item 5 and item 6 with
SC feedback

3. Presentation from proponent addressing actions arising from last meeting

- » Site map + bushfire effected area maps presented to CCC members by SW
- » Project overview provided by SW
- » Environmental audit presented by SR

SC commented in relation to CoA C9 that if the project is best practice then they would not have stormwater, rather this would be managed on site as it is not best practice to have discharge.

SR advised that best practice is about not having any new discharge points, the project is ensuring that the pre-development discharge is maintained as part of the proposed development.

IP expressed concern around flooding of local areas due to Anzac creek overflow, which has impacted on houses in the past.

SR explained that the design for the proposed development would help mitigate the risk of floods through on site storage until it's appropriate to be discharged. The project can control the discharge of stormwater effectively.

SC commented that it is best practice to have nil impact / beneficial impact which is the standard she expects the project to be working towards.

SR commented that the project has been consulting with the NSW Department of Primary Industries to meet the requirements. Part of the current application proposed to DPE also provided DPE with a series of sections illustrating what that intends to look like.

SC commented that she believes the DPI standards aren't high enough, and the project should be meeting the standards that the community need rather than DPI.

SW commented that these audits are based on significant and complex situations, which have their own detailed documents that can be shared with the members if they would like to read further detail.

JA commented that he believes Scarred Trees have been cut down on Moorebank Ave.

SR responded that prior to the removal of any Scarred Trees that the project team consults with the Registered Aboriginal Parties who the project consults with on a regular basis in accordance with the consultation guidelines. It was further noted that any trees removed have been translocated in consultation with the Registered Aboriginal Parties.

SC questioned where to find all the documents discussed online.

SW showed the members where to find all the approval and post approval documents housed on the SIMTA website. SW noted that if a

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- » SR to send stormwater management plan website link to The Chair for circulation.
- » Georges River Causeway methodology summary questions added to the next CCC agenda

member could not find a document they were looking for online they can email him directly and he will send out.

» Dust, noise and vibration data overview

SW advised he would take questions on this item when the group next meets.

FM asked whether there have been any recent construction noise complaints.

SW advised that there has not been.

» Carbon emission achievements

Senior environmental and sustainability consultant, Claire Hodgson from Arcadis delivered a presentation on Sustainability and the Moorebank Logistics Park (MLP). Arcadis has been working with Qube for 5 years on the project to ensure sustainable long-term infrastructure. The presentation covered freight and modal efficiencies, sustainability initiatives and sustainability outcomes.

JA questioned the legitimacy of the facts provided and stated that he believes the goods coming into the area are not staying local.

CH explained that the figures her presentation is based on is that of freight being distributed to Moorebank, and not to other areas of Sydney.

CG commented that the MLP would see great benefits for Sydney and Australia, however the CCC is concerned about the local community and there are concerns that the MLP isn't resolving local issues

JA commented that he does not believe Qube's claim that the MLP will be taking trucks off the road and believes that there will be an increase of trucks to the Moorebank area. JA stated that his research has shown that the number of trucks won't fit on the local roads.

DB requested that JA share the research he has sighted for the next CCC meeting.

CH reiterated that Arcadis only looked at and modelled their findings on freight data that was going into the Moorebank catchment area

DB explained that the intermodal only operates commercially successfully if the goods being brought into the area are being delivered within 15km of the site.

DB pledges to provide Commonwealth customs data which tracks containers arriving at Port Botany right through to its final destination to the next meeting. The 2010 data can provide single TEU numbers which demonstrates the number of volumes coming into Moorebank. When the MLP is fully operational it won't be able to cope with all the deliveries to the region as the numbers are already so large.

FM sought confirmation that that the statistics CH presented only look at the trucks that were coming to Moorebank in the first instance.

CH confirmed this and stated that Arcadis took a second month of data to compare and ensure that the data was correct from their initial findings.

JT stated that the assumption was that the freight coming into Moorebank would then be going onto places such as Eastern Creek and sought confirmation that this is not the case.

DB stated that the customers will determine what makes commercial sense. It does not make sense to put freight onto a train to Moorebank and then onto other mean to get to Eastern Creek. The project works best for those companies who want to have warehouse space on the MLP site.

DB reiterated that the truck movements are already happening, so whichever way you look at it, it's a reduction of movements. The trucks from the MLP will move straight onto the M5 or M7. DB explained that as a general principal you look at the volume of containers that are currently landing at addresses in the Moorebank area which are in the tens of thousands of TEU. The volume of goods coming into Port Botany is increasing, the Ports capacity to receive the containers is much greater than how the roads can cope with these shipments, which is why the intermodal networks are so important. There is normally great difficulty in finding the space, however the space was already at Moorebank due to it being Defence land.

DB stated that Sydney South and South West of Sydney are the biggest are for good deliveries due to the immense population and business growth of the area.

SC asked whether the project has water management plan, has the project for a network of rain water tanks and what is the planned use of those.

SR commented that the opportunity to harvest rainwater is high and the project will use rain water wherever they can for irrigation, toilet flushing etc. SR noted that opportunity to use the collected water is limited on the site however they endeavour to capture what they can use on site.

SC commented that hard roof surfaces, high bare building walls and asphalt generate local heat and effect the micro climate. SC questioned how this has been included in the sustainability plan.

CH explained that mitigation strategies will be in place such as urban heat planning, solar panels which absorb rather than reflect heat, landscaping. It is noted that the Georges River helps with the natural dissipation of heat.

CH noted that the urban heat strategy needs to be approved with the DPE prior to commencing operations of warehouse stages.

SC suggested the project look at creative strategies for heat mitigation such as wall gardens.

CH explained that in terms of roof space available, the project is looking at ways they can reduce the heat. The warehousing rooves are relatively

flat with a shallow slope that will be on tilt angles. The orientation of the building means that the whole roof can be covered in solar panels. The detail of how this will look is still being finalised.

SC requested to see the map of the urban and landscape plans as well as the stormwater design.

DB advised that the documents are all publicly available on the SIMTA website.

The Chair will circulate the link to the EIS document which details the information SC requested to see.

- » Georges River Causeway methodology summary was distributed to the CCC members

The Chair requested that questions around the hand out are added to the Agenda for the next CCC meeting.

SC questioned where the vegetation restoration is documented as she could not see it in the summary.

SR advised that there is a separate vegetation management plan for the banks of the Georges River .The map of the vegetation management plan can be found online.

- » Hibbertia Fumana report presented by DB

4. Flora and Fauna Management

JA voiced his concerns around local koalas as there have been many killed. JA asked whether Qube has a conservation plan for native fauna and whether there is a proper management plan to save the koalas.

SR advised that there is a construction flora and fauna management plan which details how to treat and act with potential fauna, including what to do in the case of discovering injured fauna, details of who to contact and what to do in those circumstances.

The Chair requested that the Fauna and Flora Management plans be shared with the group.

SC suggested the proponent look at the NSW fauna atlas to see if there is updated information on local koalas

- » Proponent to share Fauna and Flora management plan link

5. Other Business

CG presented his findings from his action item from CCC Meeting 1.

CG to investigate what the strategy is for preventing and following up with charges of trucks being illegal weight on ANZAC Rd

CG advised that Anzac Rd is owned by Defence. He noted that the 5 tonne load limit is an issue of compliance and one that council and RMS can enforce. It has been difficult to enforce the 5 tonne truck limit as trucks that exceed that weight can still access the road if they are making local deliveries. CG reiterated that controlling and charging over weight vehicles on Anzac Rd is hard to police.

JT noted that the road is already a rat run, and the community concern is that when the Moorebank Logistics Park is open for business it will be made worse.

JA suggested cameras be put into place to enforce truck weight limits.

The Chair questioned whether Anzac Rd will remain Defence land.

CG advised that he believes the land will stay as Defence land. CG suggested that the CCC members write to the council with their concerns around Anzac Rd.

SW noted that this issue does not relate to the Moorebank Logistics Park project. SW noted that it is important to be mindful of how the CCC represent concerns around the issue to RMS and Council, there is a need to distinguish between the construction traffic issue and separately that there might be a traffic issue broadly in Moorebank.

The Chair suggested the committee raise the concern as a general issue which may become a problem in the future. The Chair stated that he would send out draft correspondence for the CCC members to review before issuing to Council.

JT raised concerns that Moorebank's air quality will be impacted more than anywhere else with the construction and running of the MLP.

JT pointed to the website of Office and Heritage monitoring station at Liverpool which demonstrates that the current ozone concentrations are exceeding the maximum by a lot. The annual exceedances from 2012-2015 show that there were 0 exceedances of particulate matter 10 and 2.5, however this appears in 2016 for the first time. IP explained that these come out of diesel. IP would like to know how this are being measured and monitored.

SR advised that he will get a list of the particular matter that the project monitors.

JT commented that his concerns are around the diesel trains and trucks that the project will be using and their effects on the local atmosphere.

SR advised that he would look at what detail has been put in the EIS and what background data has been taken into account as air quality specialists look at what the impact of the project would be.

- » The Chair to draft correspondence to Liverpool Council with the CCC members raising concerns of overweight trucks using Anzac Ave
- » SR to get a list of the particular matter that the project monitors
- » SR to check what background data has been taken into account in the EIS.
- » SR to confirm truck number figures at next CCC meeting

JT questioned what the movements for the area are forecasted to be.
SR mentioned that from memory for both heavy and light vehicles it would be approximately 10,000 movements.

6. Next meeting » None noted
6pm Tuesday 30 October 2018

Actions

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