

Meeting note

SIMTA

Date 15 February 2020

Time 6pm

Purpose CCC Meeting

Chair Dr Col Gellatly

Recorder Steve Nguyen

Attendees Richard Johnson – RJ

Apologies

Scott Warren – SW

Michael Russell – MR

Fiona McNaught – FM

Jeffery Thornton – JT

Ian Pryde – IP

Sharyn Cullis – SC

Luke Oste – LO

Erik Rakowski - ER

Item	Discussion Point	Actions
1. Greeting from The Chair and apologies	» The Chair welcomed the CCC	The Chair to invite the CEO from MIC to attend the next CCC meeting
2. Actions from last meeting	» The chair informed the CCC that, unfortunately, James Baulderstone (CEO of MIC) could not make this evening's meeting but would try for the next meeting. » SW advised that he was unable to organise a site visit for the CCC on this occasion but would try for the next meeting. » LO advised the CCC that there has been no further progress about the biodiversity offset area. LO inform the CCC if/when he has more information. SC asked: If this is a biodiversity offset area and being offset against the project, why are the federal government being asked and not SIMTA? SW responded: The Commonwealth is still the landowner, and SIMTA only have the lease over the land and is not the decision-maker on the land. SC asked: In term of council benefiting from the land, when does it begin to be managed in a way that maintains its quality or improves its quality? RJ responded: It is managed under the biodiversity Implementation Management Plan and funding comes from Moorebank Intermodal Company, who ultimately manages this land. SC asked: When does the work start? RJ replied: No works have started on the Casula area SC asked: When was it supposed to have started and when would it start? RJ replied: He would find out and report back to the CCC	RJ to find out when works would start on the Casula area and circulate to the CCC

3. Quarterly report

RJ provided an update on the past three months of works undertaken on-site

RJ to check what the monitoring requirements are for trucks coming and leaving MPE?

MPE

- » Operational management plane approved in December 2020
- » Works on warehouses 6/7/8 continuing
- » Earthworks have been completed and the pad areas stabilised
- » Drainage directed towards a portion of OSD 2
- » Warehouses 1/3/4/5 now have operational tenants
- » No other construction works on MPE

MPW

- » Approval received from site-auditor in November 2020. The site audit identified that the site is suitable for its intended use, enabling construction to commence.
- » East-West channel remediation works continuing
- » Preparation for the loop road works commencing
- » Concept design planning underway for Moorebank Ave and Anzac Road intersection, currently in discussion with TfNSW
- » Some excavation works for the service controls on the western boundary of the site

Discussion

SC asked: Who are the tenants in WH 1/3/4/5?

RJ replied: Target, Qube, CaesarStone and Australian Timber Supplier

SC asked: Which warehouses (6, 7 or 8) will have the increased in height?

RJ answered: none of those

» RJ noted, associated with MPE is the Moorebank Ave upgrade works. Moorebank Ave Diversion Road is currently underway for construction.

ER asked: Are the vendors of warehouses 1,3,4 and 5 aware of vehicles capping limit on the precinct?

RJ responded: Under the lease agreement, all warehouse tenants have to comply with the conditions of consent and comply with all of the approved management plans.

ER asked: Are there CCTV monitoring real-time data on the number of trucks coming and leaving MPE precinct?

RJ replied: He would need to check what the monitoring requirements are?

RJ noted, there are the biannual trip origin and destination report primary record this data.

ER sought clarification that Moorebank Avenue upgrade is part of MPE 2 consent conditions.

RJ confirmed it is. RJ also clarified with ER that an independent auditor performed the auditing process prior to issuing the site audit statement, which indicates the site is suitable for its intended use.

ER asked: Whether the site audit statement approval for MPE overlap with site audit statement approval for MPW?

RJ replied: No, both site audit statements work complementary.

ER asked: When would Moorebank Ave upgrade be finished and the diversion removed?

RJ responded: No fixed timeline at this stage because there is an

interrelated dependency with the Moorebank Avenue and Anzac Road intersection upgrade. Under the voluntary Planning Agreement, it is to be constructed by 2023.

ER asked: Has the design for Moorebank Avenue and Anzac Road intersection upgrade factored in the movement of A-doubles trucks?
RJ replied: He does not know

ER advised that the approval for Woolworths modification seek to introduce A-doubles as per their architectural plans and has no modelling that would give rights to consent for A-doubles.

RJ responded that the operational concept design for Moorebank Ave and Anzac Road intersection is being undertaken in consultation with TfNSW.

SC sought clarification about the PFAS contamination basins on site. RJ responded: There were basins on-site during MPW stage 1 works, three to four years ago. The basins in place at the time were sediment erosion control structures because there was low level of PFAS in the soil, which gets picked up when water runs across the surface. The project had 14 basins at the time, which intermittently may have PFAS water reporting to them from surface water runoffs. Over time, the basins have been removed and consolidated. There are now two basins remaining which have PFAS reporting to them in accordance with PFS management plan. The water is treated and process, and all discharging meets EPA criteria.

SC asked: What is the ongoing management plan of PFAS on-site once the terminal is operational?

RJ replied: As the development progresses, you are taking away the migration method of surface water infiltration in the current surface. There would still be low levels of PFAS presence in the soils, but the ability for it to migrate is significantly cut down and would be further reduced when you have pavements and other services in place.

SC asked: Is there any monitoring of future PFAS level in the groundwater?

RJ replied: Moorebank Intermodal Terminal does not have any influence over groundwater monitoring and the condition of consent does not let them dig down to where the groundwater table is.

Complaints

SW advised the project received four complaints since last CCC.

» The project received three complaints from MR about noisy works during construction hours and night works.

SW advised MR the project team conduct noise monitoring using personnel attending Casula at night with monitoring equipment and confirmed noise level is within the approval level. The project team also moved out-of-hours work to a section of the site located further away from homes in Casula. Noise monitoring indicates that these initiatives appear to be working in helping reduced noise impacts from night works.

» The other complaint was from a resident about dust on her home.

SW advised, the project team discussed with the resident about dust mitigation and how dust is managed during high wind. The resident was satisfied with the remedy.

4. Three-month project look-ahead

Discussion

ER asked if permissible noise level during standard construction hours and out-of-hours works are different.

RJ confirmed that they are different.

RJ presented the project three months works ahead.

» Moorebank Avenue road works and Moorebank Avenue diversion works continuing.

» Moorebank Avenue realignment assessment process had been referred to the Commonwealth and the Department of Agriculture, Water and the Environment to identify whether or not there is any adjustment needed. It is anticipated that the assessment would be on public exhibition by early March.

MPW

» RJ advised Woolworths's modification to increase building height and operational footprint on MPW 2 approved on 24th December 2020. Within three months of the approval, the management plans are reviewed. After the review period, construction would commence.

» Interstate terminal is progressing. The rail connection would be progressing in parallel to Moorebank Avenue diversion road works

» MPW Stage 3 SSD draft conditions of consent received from the Department of Planning, Industry and Environment. It is anticipated that the IPC hearing to be around March 2021.

» Consent for Mod 3 on MPE site, which is the subdivision modification, was approved on the 18th of December 2020.

» Mod 4 was also approved with one change to the condition of the landscaping in the target car park.

Discussion

RJ shared his screen and talked through with the CCC about the modifications mentioned above. Richard also noted that all modifications and plans are available on SIMTA website should the CCC wish to obtain a more detail.

SC asked: In relation to the IPC hearing in March for MPW Stage 3, what development does this relates to?

RJ replied: It relates to the construction of the balance of the perimeter road. The road that would extend down around the outside and down to the southern portion of the site, including the subdivision of the site. And it includes subdivision works to support the subdivision. It also includes a compound area with a number of hardstands and lay down areas.

ER asked: Is the subdivision land in Mod 3 MPE Stage 3 part of the biodiversity buyback?

RJ replied: No, it isn't. This is RailCorp land.

ER asked: Would the EIS for the realignment be out by the end of the month?

RJ replied: That depends on the department discussions with the Commonwealth.

ER asked: Is there discussion or plans to find more offset areas?

RJ responded: There is a portion of land, which is commonwealth land and a portion that is currently sitting in MPE 2 site.

ER asked: Does the project need to find fresh offset area?

RJ advised: Within the defined biobanking area, there are areas excluded from the biobanking area for the provision for roads to go through. And the road footprint for Moorebank Avenue realignment won't take away any existing biodiversity credit. If, as it impacts vegetation, then it would need to retire credits additional to those that have been retired for MPE2 and MPW.

ER asked: Is there a proposal for a noise wall along the edge close to Wattlegrove residents?

RJ responded: The impact assessment doesn't talk about requiring a noise wall.

ER asked: Is the approach to build the Loop road in one go after the project gets Stage 3 approval, or would it be built in two halves?

RJ replied: At the moment, approval has been given to build the road right down to facilitate Woolworths development, and MPW 3 would enable the team to build the residual road down to the south.

ER asked: Would there be a noise wall built on the edge or within the corridor of the Loop Road?

RJ responded: The consent has a requirement for a noise wall in it. The noise wall must have breaks to provide access for maintenance and biodiversity implementation. Not all the areas that are green and to the west of the OSD basins are biodiversity conservation areas. There is provision for a maintenance track on the eastern side around the basins outline of the biodiversity area. The access track is not for general public recreation.

ER sought clarification about public access from the other side of the river to the area South and West of the OSD in the biodiversity area.

RJ clarified: Because of the biobank credits, the area has to be preserved in perpetuity. SW noted that this area of land previously was a defence site, so there wasn't public access to that land

ER sought clarification on the subdivision of the entire site, which has been attached to Stage 3 and why wasn't it done in Stage 1?

RJ advised: Stage 1 was the concept and early works. The lot sizes of 100 hectares was the condition placed in the LEP. The subdivision is a form of development and it wasn't included in the original concept application.

ER asked: Why a further 820,000 square meters of fill was required?

RJ responded: MPW 2 application and concept asked for 1.6 million cubes of fill. The Department has identified that the 1.6 million cubes that they've approved previously were unconsolidated material. Once compacted, additional fills are required to meet the 1.6 million cubes.

ER asked: Is there plan for another modification to concept plan or another staged application that would allow for more than 600,000 square metres of warehousing?

RJ responded: The concept modification for MPW, which identifies just the IMEX intermodal facility has been removed to provide for additional warehousing. The additional warehousing isn't quantified. As a result of removing the intermodal facility, it now allows for additional space for warehousing.

5. General Business

In response to SC agenda item: Contamination within the Moorebank biobank (Riparian lands)

RJ advised, the site audit statement that was mentioned previously is the site audit Statement A, which is under condition B169 of the consent and is issued for the whole site. It includes all of the conservation areas or the biobanking areas. The site audit statement said there is no remediation of the conservation area or the rest of the developable area. All the remediation being undertaken to date is sufficient for it to be suitable for its intended use. For the development, no further remediation required across the site.

In response to SC agenda item: Implementation of actions outlined in the Koala Planning Management

RJ advised: The koala management plan comes into effect once construction on MPW started in November 2020. At the moment, there are mitigation measures which are the re-establishment of the North-South corridor, to facilitate the movement of koalas on the Eastern bank of the Georges River (western bank of the perimeter of the site). The Koala impact assessment identified that there wasn't really significant availability of connectivity from that area across to the boot land area. And that the access was the connectivity North-South on both sides.

On the MPW side, the koala management plan applies to the availability to move underneath the two rail bridges of East Hill rail link and are being maintained. As clearings are undertaken, it is undertaken from the North of the site down to the South and Southwest of the site. The koalas would still have access to the conservation area. Once clearing on the developable land is completed, then temporary construction fencing will be erected. At the time of operation, it becomes palisaded fencing. There will be rural fencing down underneath the bridge areas and there will be climbing poles installed for the koalas to get over the fencing.

SC asked: What kind of fencing will be installed?

RJ advised: First temporary construction fencing will be cyclone mesh. Once operational, it becomes palisade fencing.

SC asked: Is there any road at the south end that could be a problem for the koalas to cross?

RJ responded: He does not know if there's access further south. By having the fencing, it stops the koalas from coming onto the developable land. Moorebank Intermodal Terminal corridor stops at the East Hill line. Beyond that is Department of Defense land.

In response to SC agenda item: Arrangements around the storage and installation of retrieved nesting hollows from cleared old-growth trees.

RJ advised: There are processes in place where any hollow-bearing trees are marked before clearing. Any portion of the tree that's hollow is relocated into the riparian area in the interim for future use in the biobanking area and their riparian area.

ER sought clarification on the term "land forming."

RJ advised that land forming is just earthworks with respect to construction activities

6. Next meeting Next meeting Monday 3 May 2021 with possible site tour at 4:00pm
and CCC meeting starting 6:00pm

Meeting closed