

MEETING NOTE



SIMTA

Date 2 August 2021

Time 6:00 pm

Purpose CCC Meeting

Chair Dr Col Gellatly

Recorder Steve Nguyen

Attendees Richard Johnson – RJ
Scott Warren – SW
Fiona McNaught – FM
Ian Pryde – IP
Sharyn Cullis – SC
Luke Oste – LO
Jeffery Thornton – JT
Michael Russell – MR
John Anderson - JA

Apologies

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, CEO of MIC could not attend this meeting but would try inviting for the next online meeting	
3. Quarterly report	<p>RJ provided an update on the past three months of work undertaken on-site</p> <p>MPE</p> <ul style="list-style-type: none"> » Rail operation is about one locomotive a month Note: this was an error, the correct figure in recent months is about a service a week. » Crane assembly continuing » Moorebank Avenue diversion road opened in July » Moorebank Avenue upgrade commenced <p>MPW</p> <ul style="list-style-type: none"> » Progressive earthworks ongoing » Installation of services » Work around the construction of the access point for the site between Anzac Rd, Moorebank Ave and Bapaume Rd intersection. <p>Discussion</p> <p>RJ informed the CCC that the response to MPW 3 consent conditions is being prepared and management plans are being updated for both MPW Stage 2 and Stage 3 to align with the conditions.</p> <p>The IPC consent for MPW 3 SSD 10431 required modification of MPW 2 SSD 7709 and MPE 2 SSD 7628 consents to reduce the maximum traffic volumes for the construction field down to 13,000m³ per day for the precinct. These modifications have been affected across both consent instruments.</p> <p>RJ also informed the CCC that the revised construction traffic access management plans are being prepared and submitted to the Department of Planning.</p> <p>The response to submissions for Moorebank Avenue realignment had been completed and draft conditions have been issued for the applicant to consider.</p>	

Complaints

SW advised; the project received one complaint since last CCC. There were also two other complaints, which were not relevant to the project.

» A neighbour advised a vehicle leaving site failed to stop at a stop sign.

- SW advised that the project team conducted toolbox talk and reminded workers to obey all road rules when entering or leaving the site. In addition, a traffic observer was also placed at the location for a week to observe vehicular activities and drivers' behaviours.

4. Three-month project look-ahead

RJ presented the project three-month works lookahead

» Construction on site is currently on hold due to The NSW Government Public Health Order.
» Only work on-site are works being performed to stabilise the site and maintaining safety and environmental controls.
» Pending the NSW Government directive after lockdown. Work on the interstate may commence.

5. General Business

SC sought clarification about who to send the operational scope audit response to.

The Chair advised the CCC; it is best to engage with him on anything relating to consultation on the operational scope audit of MLP.

SC asked: Is there some approval for controlled action or licence given for integrated development related to stormwater works in the riparian area?

RJ replied: Under SSD assessment process, a controlled activity permit under the Water Management Act isn't required to be obtained. The EIS process and approval process takes this into consideration. If SC wants to know more about the outlets, she can refer to the original EIS.

SC commented that the visual impact of MPW from the Casula side is unpleasant to look at.

SC asked: What's happening with the biobanking parkland on the Casula side and when would it be restored, and will there be any access for the public to walk through or cycle through?

RJ responded: The management obligation is the responsibility of Moorebank Intermodal Company.

SC commented that it would be good if fencing could be designed in a way that keeps people out and allow some kind of wildlife movement into the areas because it's pretty sterile if you restore an area and you have nothing there.

» RJ to circulate and invite subject expert to present an overview of the proposed intersection design for Moorebank Ave and Anzac Rd intersection at the next CCC.

» SW to email MR train schedule into IMEX

» RJ to provide a graphical plan representation of the design of the culverts for the proposed Moorebank Ave realignment.

IP asked: When is the plan for Anzac Rd and Moorebank Ave intersection works going to start?

RJ replied: At the moment, it's subject to a Transport for New South Wales Work Authorisation Deed and this is still under review by them.

IP asked: Is the restriction of large trucks turning at the intersection still part of the plan?

RJ Replied: There will still be trucks moving through the intersection, but trucks from the intermodal won't be turning into Anzac Rd.

JA asked: Is there a plan to further investigate contamination from past usage of the land on MPE where the proposed Moorebank Ave realignment would be?

RJ replied: Contamination across the precinct has been assessed under each of the environmental impact statements and both sites are subjected to a site audit report and site audit statement. This was prepared by an independent contaminated sites auditor appointed by the EPA. The site auditor has provided a site audit statement identifying that the site is suitable for its intended use.

JA commented that he is concerned about the contamination in Anzac Creek, which prevents the proper creek flow and whether SIMTA would investigate this?

RJ responded: He is doubtful that the flow in the Creek is associated with contaminants from upstream as Anzac Creek is an ephemeral stream, and it doesn't flow constantly. The precinct has maintained catchments that represent the existing or pre-existing catchments and so it's not doing anything to impede flow. There's not a sediment load or anything going into the Creek. It's not a contaminant issue that would result in a reduction flow.

MR asked: Could the project team share the proposed design plan for Moorebank Ave and Anzac Rd intersection?

RJ replied: yes, he could circulate a simple plan that shows the intended design of the intersection.

MR expressed concerns that if the intersection at M5 is blocked and traffic, including large trucks, would be using Anzac Rd and through Wattle Grove as a rat run, which might also cause traffic to be blocked.

MR asked: Is the one train per month coming into IMEX a regularly scheduled train or ad-hoc train?

RJ replied: he cannot confirm and that train movement into the site is dependent on demand. Note: per correction further up, this is a train a week in recent months.

SC asked: Can the project circulate the design for the culverts

under the proposed Moorebank Avenue realignment? SC is interested to see whether there are opportunities for wildlife to move around using these culverts under the road.
RJ replied that he could try and provide a graphical design

6. Next meeting

Next meeting Monday 1st November 2021 at 6:00pm

Meeting closed