

MEETING NOTE



SIMTA

Date 3 May 2021

Time 5:30pm

Purpose CCC Meeting

Chair Dr Col Gellatly

Attendees Richard Johnson – RJ
Scott Warren – SW
Fiona McNaught – FM
Ian Pryde – IP
Sharyn Cullis – SC
Luke Oste – LO
Erik Rakowski - ER
Jeffery Thornton – JT

Recorder Steve Nguyen

Apologies
Michael Russell – MR

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	<p>» The Chair informed the CCC that, unfortunately, CEO of MIC could not attend this meeting but would try for the next</p> <p>» RJ to check what the monitoring requirements are for trucks coming and leaving MPE?</p> <ul style="list-style-type: none"> - RJ informed CCC that there are two documents, which talks about the monitoring of heavy vehicles. One is the MPE Precinct Operational Environmental Management Plan (POEMP). The second document is the MPE Stage 2 Operational Traffic and Access Management Plan. 	RJ to find out when work will start on the Casula area and circulate to the CCC
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 day » Works on Moorebank Avenue upgrade and Moorebank Avenue diversion continuing <p>MPW</p> <ul style="list-style-type: none"> » Ongoing importation of fill » Preparation of pad areas for warehouse construction » Preparation works for the perimeter road » Stormwater and services commenced on site <p>Discussion</p> <p>RJ informed the CCC that MPW Stage 3 SSD application subdivision and construction of the compound had an IPC hearing with representation by DPIE and the applicant, followed by a site visit by IPC and members of the CCC. Following this was an independent public hearing with the IPC. SIMTA is currently waiting for a response from the IPC.</p> <p>RJ also informed the CCC that Moorebank Avenue realignment works SSD application exhibition has closed and that response to submission is currently being prepared.</p> <p>SC asked: how many submissions is the project responding to? RJ replied: twenty-nine in regard to Moorebank Avenue realignment</p>	

Complaints

SW advised; the project received six complaints in total since last CCC of which three complaints were not relevant to the project.

» The project received two complaints from ABB about water entering into their site from the March storm event.

- SW advised the project team made changes to the drainage to avoid future reoccurrence.

» The other complaint was from a road user about truck drivers' and driver's behaviour at the intersection of Moorebank Ave and Anzac Road.

- SW advised, the project team placed a traffic observer to observe vehicular activities and drivers' behaviours at this intersection and report back.

4. Three-month project look-ahead

RJ presented the project three-month works lookahead

» Moorebank Avenue road works and Moorebank Avenue diversion works continuing

» Other works on MPE & MPW would be consistent to what had occurred in the last three months

Discussion

RJ noted that no significant changes to current work programmes until October, when works on the interstate terminal start.

ER sought clarification about works on the interstate terminal and Moorebank Avenue road diversion switch over

RJ clarified the interstate work will begin in October

ER asked: When is Moorebank Avenue upgrade expected to be complete?

RJ replied: Completion of construction is expected by 2023

ER asked: Why does the application for the SSI identify that the realignment would be an alternative to the upgrade of Moorebank Avenue?

RJ responded: The baseline option is "do nothing", which in this case would be the updated in-situ roadway.

ER asked: Has the project generated a system for responding to the noise quota from trucks and ensure that there is a way to map out the quota?

RJ advised: The way that the condition was written for both MPE and MPW is that it's a cumulative noise criterion that is to be achieved for that precinct. That level was not an achievable level and didn't consider the actual noise assessment in the EIS.

ER asked: Has there been progress in consultation with TfNSW about the Moorebank Ave and Anzac Rd interchange, which catered for A-doubles?

RJ replied: There hasn't been any discussion on A-doubles that he's aware of.

ER sought clarification about consulting with the community on after-hour operations as it was mentioned in the meeting with IPC for MPW Stage 3

RJ replied: Current out of hours work protocol for MPW Stage 3 only apply to the importation of fill. The project sought an extension to the current OOH protocol to apply to other activities which would be advantageous to the project. Depending on the nature of the out of hours works, there's an escalating scale of assessment and that goes from the local assessment discussion with the ER to the approval with the ER and community notifications.

SC asked: Has the project consider the option of raising the road and providing a culvert underneath for Koalas to move across?

RJ responded: The concept design of the road can be found in the EIS. It will also show what the road elevation looks like. Only under MPW Stage 2, there's a condition that talks about the provision of a border crossing for connectivity and this would continue to be applicable for the Moorebank Rd realignment.

SC asked: Will there be fencing to channel the wildlife to go through the underpasses?

RJ responded: Fencing is not necessarily the best option because it creates a funnel that can end up being a trap for predators to use.

ER sought clarification about the noise abatement plan for MPE next to Moorebank Ave realignment road and a possible noise wall to manage noise to Wattle Grove residents.

RJ advised: The means of noise mitigation does not specify a noise wall. There is a suite of mitigation options put in place by the project to help manage noise.

5. General Business

The Chair advised the CCC that Wolfpeak was seeking consultation with CCC members on the operational scope audit of MLP. And that CCC members can contact the auditor directly.

RJ clarified the independent audit process for the CCC. Richard advised that DPIE has issued Independent Audit Post Approval Requirements (IAPAR). There are two sets of these requirements, June 2018 and May 2020. The audits are required to be undertaken in accordance with the scope in the IAPAR document and the provision for additional scope is that the independent auditor speaks to key stakeholders to identify any other particular item(s) to be included in their audit.

ER sought clarification that the audit is of operational scope for MPE Stage 1 and Stage 2
RJ confirmed it is.

JT sought clarification that rainwater stored in the pond also flows out to Anzac Creek.
RJ advised that this depends on the catchment. There are basins on both MPE and MPW which discharge into Anzac Creek.

IP asked: When will construction on Woolworths's warehouses start?

RJ replied: The project team don't have a starting date yet

ER asked: Would construction of MPW warehouses still be under Qube responsibility?

RJ replied: Qube is still responsible for construction

SC sought clarification to the modification for landscaping near Target car park on MPE

RJ clarified that as part of the original condition, a tree planting bay was required for every 6 to 8 car spaces. The Target car park runs East-West, which meant that they would have had canopy trees providing shade on the southern part of the car park and to a drive-through area of the loading bay which does not provide any shade to the cars. The project provided and presented to the department an alternative, which doubles the planting bays in that car park space to maximise the shade areas.

SC asked: Who would be responsible for stormwater infrastructure into the future?

RJ replied: The estate managers would be responsible for all stormwater infrastructure

6. Next meeting

Next meeting Monday 2 August 2021 at 6:00pm

Meeting closed