

MEETING NOTES



SIMTA

Date 1 November 2021
Time 6:00 pm
Purpose Community Consultative Committee Meeting
Chair Dr Col Gellatly
Attendees Richard Johnson – RJ
Scott Warren – SW
Fiona McNaught – FM
Paul Layton – PL
Ian Pryde – IP
Jeffery Thornton – JT
John Anderson - JA
Chris Larsen (Elton Consulting) - CL

Recorder Steve Nguyen
Apologies Sharyn Cullis – SC
Luke Oste – LO
Erik Rakowski - ER
Michael Russell – MR

Item	Discussion Point	Actions
1. Apologies and Introductions	<ul style="list-style-type: none"> » The Chair welcomed the CCC » The Chair advised apologies from SC and LO » SW explained movement to new employer, however, will still be involved with this project and with the CCC. » SW explained that CL is working with SN at Elton Consulting / WSP <ul style="list-style-type: none"> - Advised this means business as usual for the CCC » CL introduced himself and outlined Elton Consulting is now a subsidiary of WSP » The Chair introduced PL, who is an advisor to Qube, and is assisting in the delivery of roadworks packages. 	
2. Actions from last meeting	<ul style="list-style-type: none"> » CL advised that an invitation was extended to MIC – unable to make this meeting, but will look to attend next meeting » RJ advised he and PL will provide a presentation on the Anzac Rd intersection <ul style="list-style-type: none"> - PL to provide a graphical overview of the Moorebank Avenue/ Anzac Road Intersection » SW advised that an email of train schedule has been sent to CCC member Michael Russell, as requested at the previous meeting. 	
3. Quarterly report	<p>RJ provided update on the past three months of construction:</p> <p>MPE</p> <ul style="list-style-type: none"> » Construction undertaken on the crane workshop » Additional cranes assembly » Moorebank Avenue upgrade works continuing, as diversion road has been shifted across onto MPW site » Corrected previous statements about train frequency into IMEX rail terminal <p>MPW</p> <ul style="list-style-type: none"> » Bulk earthworks (fill import) are continuing, though these have been intermittent during lockdown <ul style="list-style-type: none"> - Earthworks also undertaken for the Interstate terminal and the rail connection west of the diversion road » Out of hours works undertaken to import additional fill » Construction of the on-site detention basins and stormwater systems on the western side of the precinct » Woolworths warehouse construction has commenced » Modification made for: <ul style="list-style-type: none"> - An adjustment to out of hours works - Adjustment to the requirement for fauna underpasses under constructed road because koala management plan had identified it wasn't required - Adjustment to enable services to be included in roadways - Adjustment to stockpile shaping requirements for stability » State significant infrastructure impact assessment approved for Moorebank Avenue Realignment 	<ul style="list-style-type: none"> » SW to refresh discussions around dust suppression, water cart usage, and sealing with construction team. » IP to save dashcam footage of dust storm to send to SW.

- Commonwealth are currently reviewing to provide their conditions of approval

PL provided a graphical update for MAAI intersection

Moorebank Avenue upgrade

- » Works approved as part of the MPW Stage 2 development
- » North of Moorebank Avenue, there is currently one lane in each direction – 1 north-bound and 1 south-bound
- » Currently TCS signals (traffic light control) at the intersection, while the Bapaume Rd intersection is priority controlled (no signals – T intersection)
- » work includes upgrade to the Moorebank Avenue and Anzac Rd intersection, as well as adjustment to Bapaume Rd Moorebank Avenue intersection
 - Currently finishing design in consultation with TfNSW
- » Upgrade work includes reconstruction and widening of Moorebank Avenue, approximately 470 metres from southern side of M5
 - Two through-lanes north-bound and two through-lanes south-bound
 - Includes provision for turn movement
- » South-bound – this will bring in two right-turn lanes, which go into Moorebank Precinct West
- » Also provides for existing north-bound right turn movements into Anzac Rd
- » Caters for vehicles coming out of the western precinct
- » Includes reconstruction of approximately 225 metres of Anzac Rd, down to Secombe Place
 - Upgrade intersection to cater for traffic into western precinct, and background traffic
- » Traffic modelling conducted with TfNSW
- » Establishment of entrance into western precinct
 - Vehicles from the M5 will be able to turn right into precinct
- » Secombe Place and Yulong Close to be serviced to ensure movements are catered for
- » Shared paths will connect into existing network of pedestrian crossings across all four legs – intersection will remain fully signalised
- Adjustments to stormwater infrastructure and bus stops

Discussion

IP asked about access to go straight onto Anzac Rd out of the western precinct: how will trucks be stopped?

PL explained that there is provision designed for small/light vehicles. None of the trucks are going into Anzac Rd – this will be ensured through operational requirements, and briefings to those using the precinct. PL explained that Anzac Road becomes a five-tonne load limit once on the far side of Yulong Close. None of this is changing.

- SW confirmed through design of this project, engineering treatments were included to prevent large vehicles from

turning right from Moorebank Ave to Anzac Rd. However, trucks need to be able to turn right to access the Goodman facility, which they are entitled to do.

- RJ added that ABB traffic exiting from Bapaume Rd requires access to turn out of the precinct, either heading south or straight across

IP raised a question about traffic forming between the M5 and western precinct, near Anzac and Bapaume roads, impacting traffic intending to go straight through Moorebank Avenue or left on Anzac Rd.

- PL explained modelling has been done with TfNSW to ensure sufficient storage capacity to prevent queueing on Moorebank Ave.
- PL also explained that Bapaume Rd becomes left-turn-only in the end-state of construction

JT asked whether there will be policies or designs to prevent semis from going directly onto Anzac Rd from the precinct, other than the five-tonne load limit?

- PL confirmed, and referred to SW's earlier comment that there will be operational protocols in place, regarding the precinct traffic
- PL confirmed that there will be no removal of existing movements

JT asked RJ about how intermodal traffic will be distinguished from other traffic? How will intermodal traffic be filtered?

- RJ explained there is an obligation under the bi-annual trip origin and destination reporting requirements, which monitors where vehicles are going.

JT asked if there are cameras involved in this.

- RJ explained that he would need to confirm if cameras are involved in this monitoring/reporting.
- SW explained there is also GPS monitoring of vehicle fleets which allows for identification of specific vehicles and drivers, and the option to take action accordingly.

IP asked whether consultation with TfNSW is a medium- or long-term plan with the M5 west changes.

- PL explained fortnightly meetings with TfNSW were ongoing for purpose of integrating and interfacing designs and works.

JT asked for a completion estimate for the M5 west project.

- PL explained that he is not clear on their timeline, but that they are doing various releases about this.

The Chair asked PL what his timing was on MLP development?

- PL explained works are planned to be completed within the next 12 months, i.e. end of November 2022.

JT asked SW about the estimated completion time for the intermodal itself – asked whether this is still 2022, or now 2023 due to COVID disruptions.

- SW asked for clarification.

- JT clarified that he's looking for when the heavy traffic is going to start developing from the intermodal site
- SW clarified timeline of Moorebank Avenue upgrade, then development of roads within MPW precinct, then completion of the rail terminal. Following that, community will find warehousing completion less noticeable in comparison because imported fill will have prepared the pads by that time. So, construction impact should taper off throughout that time.
- RJ confirmed rail traffic was intended for Q1 2023, Woolworths warehouses were planned for completion at the same time as the main intersection, so Q4 2022. Also explained that the rail movements are highly tenant- and market-driven.

IP asked about the timeline of the tenant factories with regards to dirt in the air from the groundwork element.

- RJ explained that the sites will have all earthworks done to it under the MPW Stage 2 and MPW Stage 3 consents – i.e. no set end date.

IP asked whether the stockpiles will be sealed?

- RJ explained there was an obligation to stabilise the site to a certain soil erosion standard – that members will see the green polymer go over the site. If there's dust issues, there will be an additional layer of polymer applied where practicable, otherwise suppression is limited to water carts.

IP said Friday's dust storm was big, and that he will look to get his dashcam footage.

- RJ replied that stockpiles need to be managed, and that as warehouses come in, they may adjust surface exposure again, but they will attempt to manage this.
- SW said this will be taken on board, and that he will ensure talks are had about dust suppression, water cart usage, sealing – as these things can be controlled, to an extent.
- IP thanked SW and explained that it had been under control, however, has recently become inconsistent and out of hand.

IP asked whether PL is going to talk about the Moorebank realignment, or whether that is still going through approvals.

- RJ confirmed this has been approved and mentioned a timeline of approximately 8 months from commencement.

RJ asked IP whether the dust was high in the precinct generally, or particularly from the west or east side.

- IP confirmed the west side, with the main part down the southern end – but coming from the west side.
- IP said he will save video from his dash cam and send it through, noting it was also a very windy day.

JT asked whether train scheduling could occur to avoid peak traffic times out of the intermodal and up to the M5, and alleviate gridlock.

- RJ answered that this would have been addressed in the EIS, where the traffic impact assessment talks to congestion at the intersections, and does not address train scheduling.

JA raised the following points:

- Increased population in the Southwest has been forgotten.
- An AAMI article said the M5 was one of the two worst traffic spots in Sydney.

The Chair asked PL about the traffic modelling work from TfNSW and whether they've taken into account the increasing population

- PL confirmed that is part of the work – looking at broader network impacts and projecting forward traffic growth.
- JA feels the real problem of congestion and accidents is not being addressed, and that he is always hearing the sound of ambulances.
- SW replied that focus needs to be on where things are currently at with the project delivery, and improving outcomes where we can.
- SW mentioned that at the most recent SSDA display, JA's submission has said there shouldn't be an intermodal on site. SW said we need to get past that as a group, because there is an intermodal on site. We need to address issues around making sure it's the best it can be for the community as an employment source and minimising impacts, not prosecuting that it shouldn't be there, as this was not productive.
- JA said that he understands what SW is saying, and if he believed it will work, he would probably agree, but he doesn't think the work is sustainable.
- The Chair then referred JA to direct any further issues with general congestion onto TfNSW.

- 4. Complaints
 - » CL listed five complaints since previous meeting:
 - Three from community members
 - One from a member of the CCC
 - One from a road user

Three complaints were about noise. Two of those were investigated and found to be off site from the project – one was a fire truck that was inspecting a business and the other was from the Holsworthy Army base, and the last is being investigated.

One complaint was about the height of warehousing on MPW. Additional information about the planning instruments has been provided to that stakeholder, and the engagement team will be following up with a meeting to answer any questions.

One complaint was about the condition of Bapaume Road. This is a council road, but the team will continue to investigate ways to make temporary repairs and to do patching, where possible.

- 5. Three-month project look-ahead

RJ presented the project three-month works lookahead

MPE

- » Limited to the construction of the maintenance workshop at the top of the IMEX and the MAUW construction.
- » No significant change in operations

- » RJ to confirm Christmas shutdown period, and notifications to be placed on website
- » Elton Consulting

MPW

- » Upgrade of Bapaume Road access to Moorebank Avenue
 - Discussions with council, for their section 138 approvals, and with ABB, to make sure requirements are satisfied for that access point.

Moorebank Avenue / Anzac Road Intersection

- » Construction was dependent on TfNSW signoff on the authorisation deed.
- » Continuing earthworks and OSD construction, in conjunction with site leveling and transport of materials through to Woolworth's sites will continue
- » Additional stockpiling from imported fill, which will continue out of hours.

Other

- » Christmas shutdown TBC
- » Continuing interstate terminal construction and the rail corridor
- » Construction of the perimeter road, services, and drainage on the western side of the west site
- » Woolworths warehouse progression – existing and preliminary works for the second warehouse, including provision of services to those sites
- » The construction noise vibration management plan will be distributed to members of CCC. Comments from the CCC are required by 15th November.

FM asked whether comments on noise vibration management plan are to be sent through the Chair, or to liaise directly with RJ or SW.

- RJ confirmed to go through project email:
SIMTA@elton.com.au

JA made comment that you can't mitigate noise in the area.

- RJ clarified that mitigate does not mean eliminate – but rather to reduce to a level identified by the EPA
- JA said the noise places a big burden on a big population in a small area

JT asked whether there is still air quality monitoring, and that the impact of some earlier matters are being created by the dust.

- RJ answered that there is a weather monitoring station, which is ongoing as part of operational requirements
- JT asked if recordings could be distributed from the past few months
- The Chair said that would be a good action for RJ, and that they will take that out of session
- RJ said he will have a look at the available data

JA mentioned again that you can't mitigate noise in the area, and that the traffic situation is worsening with the population having more than doubled. Also mentioned that he doesn't believe the government has the money for the upgrades because the project depends on the capacity of the road network to handle the traffic. Believes there needs to be a more sustainable look at the development.

to distribute
construction noise
vibration
management
planner to members
of CCC

6. Other business

» RJ to confirm if the weather station is also monitoring the western precinct.

» RJ to source available data on air quality monitoring over the past three months, and distribute to CCC members.

JA mentioned that Liverpool is one of the worst health areas in NSW, which is neglected and overlooked.

- The Chair said the committee is not in a position to assist with the issues raised
- JA replied if he can't raise it here, what is the point of having a committee?
- The Chair said he can raise the issues, but are there any specific steps you would like taken?
- JA replied these things should have more scrutiny, and the impact on the residents and the area as a whole.
- The Chair said the planning process has a mechanism for taking into account the issues raised.
- JA disagreed and said they're not taking them into account.
- The Chair explained the planning authorities having undertaken studies and developed traffic modelling as mentioned in the meeting.
- JA said he will continue to raise the issues and that we can't overlook these issues.
- CL confirmed this has been noted.
- JA asked to comment and said that during lockdown the planning department and others putting on exhibitions are utterly disgusting, because the majority of people had problems with their family in terms of health and employment, and that it should have been held off until lockdown was finished.
- SW said it's worth reflecting on the amount of local jobs that rely on the construction sector, and that the sector relies on approvals being given to the projects. SW said that suggesting these works should have shut down for 18 months in a global city needs to be reflected on in terms of the local jobs that would have ceased.
- SW continued that what has happened has been a balance of acknowledging that we've been living in a different world, and not removing jobs.
- JA said that during that 18 months, the area was in lockdown.
- The Chair asked JA if he wanted to comment any further.
- JA said no.

7. Next meeting

The Chair proposed the next meeting to be Monday 7th February 2022 at 6:00pm

- SW suggested we will likely be able to have this meeting in person

The Chair thanked the CCC membership for their contributions throughout the year, wished them a safe break, and confirmed next meeting for Monday 7th February, 6:00pm.