

MINUTES
MEETING # 24
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: ILC
 Enfield Site Office, Cosgrove Rd, Enfield
 Date: Monday 22 June 2015
 Time: 4.00 pm

Attendees	
<p>Community Members: Jenny Maddocks Bill Thompson</p> <p>Strathfield Municipal Council Frankie Liang</p> <p>Independent Chair Ian Colley</p> <p>Minute taker Sandra Spate</p>	<p>NSW Ports Matthew Fahey Alison Wedgwood Ian Henderson</p> <p>HLA Raymond Hohle</p> <p>ACFS Don Hughes</p>
<p>Apologies: Graham Humphrys, David Hazeldine, Adem Long, Daniela Vujic, Trevor Brown</p>	

Action Items:
<p>1. Actions from previous meeting NSW Ports (Alison) to provide a brief summary of monitoring for NSW Ports and HLA. This Item remains open. It will be held over till finalisation of HLA Management Plans.</p> <p>The minutes from the February meeting were accepted.</p>
<p>2. Project Update</p> <ul style="list-style-type: none"> • Construction/Operations – NSW Ports update Matthew reported NSW Ports work on the southern precinct included the viewing area and the footpath to Mt Enfield. There are also some sewer works and landscape maintenance. • Construction/Operations – Hutchison Logistics Australia (HLA) update Raymond reported that the majority of works are complete with some fencing work continuing. Work should be finished before the end of next month. There will be 3m high fencing around the Intermodal Terminal for customs purposes. Raymond reported senior management are discussing when Hutchison will start up operations. Alison noted that approval of Operational Management Plans is still required. • Operations – Australian Container Freight Services (ACFS) Don reported that ACFS is a privately owned transport and logistics company based at Port Botany. Operations at Enfield commenced on 28 March 2015. They transfer containers from Botany to Enfield at night to be picked up and delivered elsewhere during the next day. There is less traffic at night and they are using the bridge from Wentworth Avenue for entry and exit. Trucks then travel to main arteries such as the M4 during the day. About a dozen trucks are involved in this operation moving from 50 to 60 shipping containers a day. The site occupied is 10,000sq m.
<p>3. Development update</p> <ul style="list-style-type: none"> • Southern Precinct Matthew reported on works on the access path and viewing areas. Next will be the heritage signage and interpretation of the turntable. Designs for the heritage signage are being finalised within NSW

Ports then a consultant will be engaged to draw them up then signs will be fabricated and installed. There will be signage for the frog pond and about the operation of the Intermodal Terminal and the flow of containers.

Alison reported input has been sought from ARTC around the history of the rail marshalling yards, this historical information along with information about the Intermodal terminal operations will be included with the heritage signage. . The four main signage display points will be the tarp shed and the heritage pillar water tank; the turntable; the frog ponds and the Intermodal terminal operations.. Bill asked whether durability of signs has been considered. He has been to sites where signs have become weathered and unattractive.

Alison said it would be part of the consultants brief to consider materials.

- **Tarp Shed**

Matthew reported there has been direct marketing to people who may align with community preferences for the area. This was gained through consultation about favoured uses.

- **Warehouse sites**

Matthew reported it is hoped construction will commence on two warehouse sites this year, the first in two or three months and the second after that. Once agreements have been signed NSW Ports hopes to provide the CLC with information on what these may look like.

Alison hopes to be able to provide an update at the next meeting.

4. Other

- **Operational and Environmental Management Plans**

Alison reported the NSWPorts OEMP is on the website. HLA plans are in draft form waiting finalisation and approval. Once plans are finalised Alison will provide a summary of monitoring to the CLC as requested.

- **Annual Compliance Tracking**

Alison reported NSW Ports has completed the annual compliance tracking report at the end of May which was submitted to the Department of Planning in early June. NSW Ports are awaiting comment. There have been no non-compliances with the Project Approval. When the Department of Planning & Environment has approved this will go on the website.

- **CLC Membership – Community Representation**

Matthew drew attention to the advertisement in the resident update asking people to contact NSW Ports if they are interested in joining the CLC. So far no one has applied. It will be a standing item in resident updates.

Bill suggested there may be more interest once there is more activity on site.

- **NSW Ports Master Plan**

Alison reported that as discussed at last meeting, NSW Ports is developing a 30 year Master Plan which is a strategic planning document covering all four of NSW Ports operational areas: Port Botany, Port Kembla, Cooks River and Enfield. This is being currently being finalised after feedback was received from stakeholders during targeted consultation. There was information on the website asking people to submit issues for consideration. NSW Ports received feedback from tenants, government departments and some community members in Botany. The previous date for release was mid-year but this has been pushed back till later in the year with the exact release date unknown at this stage. CLC members will receive a copy when available. The Master Plan includes long term forecasting and looks at how to support growth in a sustainable manner. It looks at land use planning, where we are going and how to get there sustainably.

- **NSW Ports Sustainability Plan**

Alison reported that she and Trevor Brown have been working on the NSW Ports Sustainability Plan which is an accompanying document to the Master Plan. It covers the four areas of operation and includes community and stakeholder relations, sustainable development, what NSW Ports has done, and the focus areas and strategic directions for the future. Once finalised both plans will be released.

- **Communications/ NSW Ports Update]**

Matthew reported on a further application from Strathfield Council to rezone the southern end of the ILC to RE2. NSW Ports are developing it in accordance with the Part 3 Project Approval and our position has not changed. The Department of Planning & Environment has supported NSW Ports in retaining the zoning as is in previous applications. This application is currently with the Department for determination.

Alison reported on two noise complaints received in regards to beeping and trains.. NSW Ports doesn't think the noise issues raised relates to the Intermodal Logistic Centre site as complainants said the noise has been going on in excess of 12 months. ACFS has only operated since early April. They also mentioned train noise and trains aren't running yet on the IMT site. NSW Ports has suggested they talk to the EPA and have also called EPA and Council on their behalf.

Matthew has offered for them to come to the site and look at operations. They live to the east of the tarp shed (Cecily Street). Noise from ACFS doesn't travel to this (NSW Ports) office so it is unlikely this is the source of the noise. The EPA suggested it may be a council issue but it is difficult to determine as the source is not identified.

Jenny reported she has also received a call from a medical practitioner whose patient has complained of lack of sleep due to train noise. Jenny was hoping for some information from noise monitoring.

Alison reported that NSW Ports monitoring hasn't been required to be undertaken yet. Apart from ACFS, the IMT site is not operating. The fact the problem has been occurring for a number of months indicates the source is outside the ILC site. NSW Port's investigation is limited to the ILC site. She noted the Operational Management Plan requirement for no beepers on site.

Bill noted discussion at previous meetings about reversing vehicles having a sound other than beepers.

Alison replied that forklifts and other equipment on the ILC site are required to have quackers rather than beepers. If the noise issue is beeping it is likely to be coming from elsewhere.

Don noted trucks don't reverse on site as there is one way traffic through the site.

Alison suggested NSW Ports is happy to work with Council and the EPA. NSW Ports can't control trucks' beepers as there are various transport operators but confirmed trucks generally travel in a forward direction through site. The terminal is surrounded by other industrial areas.

Jenny asked whether HLA has conducted their baseline noise monitoring which they said they would undertake.

Alison is not aware that it has occurred, but she and Raymond suggested this needs to be confirmed in the finalised OEMPs and should occur before operations start.

Don suggested noise could be coming from operations such as K&S which is a seven day operation. Alison said NSW Ports can control the ILC site and is happy to take complaints and talk people through them but it has to be a joint effort.

Matthew has spoken to the Council noise coordinator who reported Council undertakes monthly monitoring and didn't find an issue in the local area.

Jenny said the noise seemed to be constant. She can hear beepers all day from around the industrial precinct to the east of the ILC site.

Alison suggests sharing the complaints with Council.

Matthew noted newspaper reports of a Council noise monitoring program. He asked Council whether this data is available.

Frankie reported there was a Council resolution to do benchmarking.

Alison had emailed David Hazeldine to seek information about what monitoring was or is being undertaken and in what locations.

Action: Frankie to get a response from Council on whether Council has done baseline monitoring and whether the results can be shared.

- **Comments/ questions**

Frankie asked when ACFS had started operations and whether these operations require specific approval.

Matthew reported operations started on Saturday 28th March.

Don reported some testing done on Saturday 28th March and operations really started on 1st April.

Matthew replied it is operating under the ILC project approval which for the whole site is a 24/7 operation except the lots on Cosgrove Road which are currently 12 hours from 7am to 7pm.

Frankie asked whether this also applied to freight trucks.

Mathew confirmed this is the case. Don reported all their trucks were entering and exiting from Wentworth Avenue.

Matthew reported there is no limitation on access at Cosgrove Road if containers need to use that access, but frequency would be controlled during peak hours. Under project approval trucks can go via Cosgrove Road but have to enter and exit from the north. There is no left turn to the site when travelling north along Cosgrove Road. They have to come from the Hume Highway.

Jenny noted the minutes from the RTCG meeting said approval was being sought for B-Doubles to turn left from Roberts Road to Norfolk Street.

Matthew reported Adem Long is dealing with that and as yet there is no approval from RMS. During construction RMS conducted a pre-opening road safety audit which had B-Doubles going around safely but it is not yet included on the RMS heavy vehicle map.

Frankie asked what the timeframe is for train operations.

Matthew replied there is no anticipated time yet. NSW Ports are waiting to hear from HLA senior management on the timing for the commencement of train operations.

Jenny asked with the Moorebank site being openly discussed with a throughput of 1m and Enfield at 300,000 where is the other 700,000 coming from when talk is of 2m moved by rail in the future.

Matthew replied that the plan is to initially utilise Enfield, Moorebank and other smaller existing Intermodals such as Minto, Yennora and Chullora. Currently 14% of freight is on rail and NSW Ports wants to double that. There will be 7m containers through Port in the future. The need for an additional intermodal terminal has been flagged, possible in the Eastern Creek area..

Don noted suggestions of a depot at Penrith which is a key catchment for containers and warehousing, with around 60% of containers going to the western Sydney Area.

Jenny asked if this would entail a western Sydney freight line.

Don suggested it would have to.

Ian C asked whether there is currently an undersupply of rail infrastructure.

Jenny suggested that with Enfield operational later than planned and Moorebank being built it looks as if the rail proportion is going down.

Alison noted rail is a key focus in the Masterplan, with NSW Ports focusing on increasing the movement of freight by rail as a business objective.

Date of next meeting: Monday 28th September TBC

These minutes have been endorsed by the Chair, Ian Colley