

Meeting note

SIMTA

Date 10 August 2020

Time 6pm

Purpose CCC Meeting

Chair Dr Col Gellatly

Recorder Steve Nguyen

Attendees Richard Johnson – RJ

Apologies John Anderson

Scott Warren – SW

Fiona McNaught – FM

Michael Russell – MR

Ian Pryde – IP

Jeffery Thornton – JT

Sharyn Cullis – SC

Luke Oste – LO

Item	Discussion Point	Actions
1. Greeting from The Chair and apologies	» The Chair welcomed the CCC	
2. Actions from last meeting	» SW detailed the responses to the questions on notice from the May meeting.	
3. Quarterly report	<p>RJ provided an update on the past three months of works undertaken on-site</p> <p>MPE</p> <ul style="list-style-type: none">» Warehouse 5 is almost complete. Works undertaken include landscaping, internal and external finishing touches» Construction of OSD2 continuing» Drainage works on Moorebank Avenue diversion continuing. <p>Discussion</p> <ul style="list-style-type: none">» RJ informed the CCC that Qube had lodged a consolidated landscape plan with Council. Other plans submitted are in response to OSD2 modifications to reflect boundary change. <p>MPW</p> <ul style="list-style-type: none">» Early works continuing, mainly demolition and utility removalApplication lodged for separation of ground layers as part of the service management» Some services work on the east-west channel. <p>Discussion</p> <ul style="list-style-type: none">» RJ informed the CCC that there is additional surveying work undertaken under Stage 2 approval. Only other work currently under stage 2 approval is rock crushing and stockpiling.	

-
- » RJ stated the two scar trees have not been removed and are still on-site.
 - » SC asked for a web link to the stormwater management plan
 - SW informed SC that all documents are available on the SIMTA website.

Complaints

- » SW advised that one complaint received since the last meeting
 - The complaint was regarding noise from the trucks' movement. The complaint was forwarded to the project team to investigate. The result was the trucks were operating within permitted noise levels and work hours. The complaint has been closed out.
 - There was also a mention about light spill from daymakers on MPW site directed towards MR's home. The project team has remedied the light spill by fitting isolators and shielding on the lights to direct the spill away from the resident's house. This had also been closed out, but MR then mentioned new light issues. SW to visit MR to ensure no future issues.

» SW to send SC weblink to approval documents for MLP

Discussion

- » SW informed the CCC that a complaint register for MLP could be found on the SIMTA website.
- » MR stated the truck movements themselves are not the source of his previous noise complaint, but the banging of the trucks' tailgate as they unload.
 - SW will follow up with the project team to investigate.

4. Upcoming Consultation

- » SW informed the CCC that Woolworths had signed an agreement with Qube to develop two warehouses on MPW. The development of these warehouses will require modification to the SSD. Woolworths will be seeking community consultation for these developments.
- » SW also informed the CCC about social impact assessment for Moorebank Avenue realignment, which will go to public consultation at the end of the year. Elton Consulting will notify affected residents once the survey for the impact assessment goes on public consultation.

Discussion

- » SC mentioned about a notification she received from DPIE which talks about warehouse modification and the storage of hazardous material on MPW.
 - RJ clarified that the modification she is referring to is Woolworths's concept design for its warehouse to shift a small amount of its footprint further south and does not affect the overall ground-level coverage at MPW. Concerning the storage of hazardous materials in these warehouses, Richard explained that Woolworths's high volume of small packages of deoderant aerosol
-

containers; which are classified as dangerous goods. They trigger the approval conditions' dangerous goods threshold and thus requires a separate assessment.

- » IP sought clarification that the dangerous goods pertain to Woolworths only.
 - RJ confirmed that the modification relates to Woolworths only.
- » MR asked about the modification to increase Woolworths' warehouse height from 21 metres to 45 metres.
 - RJ confirmed that this is part of the modification Woolworths is seeking; which would enable the warehouse to be fully-automated.
- » SW reaffirmed the CCC that once these modifications go on public consultation, the community would be able to provide feedback through the appropriate channel.
- » MR asked why Woolworths is extending the warehouse height.
 - RJ explained that the warehousing market is trending towards high bay racking for goods, and this extra height extension will allow Woolworths to run a more optimised operation.

5. Three-month project look-ahead

RJ provided a three-month project look-ahead

MPE

- » Warehouse 5 near completion
- » OSD 2 is expected to be completed
- » Moorebank Avenue diversion road works continuing
- » Subdivision modification has been lodged to formalised lot division with Rail Corp land
- » Once a contractor is confirmed, work will start on the rehabilitation of the disused rail spur out of MPE site.

MPW

- » Continuing works with ground remediation, removal of surfaces and utilities
- » Minor demolition, crushing and stockpile continuing
- » Early construction works expected to start in the coming months
- » Progressive trees removal.

Other potential work

- Pending design approval, commencement of work for Moorebank Avenue and Anzac Road intersection
- Lodgement of EIS for Moorebank Avenue realignment.

Discussion

- » The Chair asked how many warehouses are still to be developed on MPE.
 - RJ responded that there are still three warehouses (6,7 and 8) to be constructed at the south end of MPE.

-
6. Responses to questions taken on notice
- » Erik Rakowski (RAID alternate attendee, May 2020 meeting): Can we confirm the number of trains per day/week using the IMEX?
 - Between the CCC on 17 Feb and 11 May, there were 92 total train movements to and from the IMEX.
 - » Erik: Is there any mechanism that requires you to report the number of trains accessing the site?
 - Data about all rail movements on the project rail link are provided at <https://moorebanknoisemonitor-emsbk.trackiq.net/NoiseMonitor/> (direct link to document that can also be accessed via the SIMTA website).
 - » Erik: MWP soil work – auditor needed to sign off on the soil with consideration for PFAS as an extra development before the fill could be imported. At the time the response was not clear as to whether that audit had been completed or submitted to the secretary. Could we have an update on that?
 - The Site Audit Statement for MPW has not been completed. Levels of PFAS in soils at MPW is below the threshold requiring remediation.
 - » Erik: Koala Management Plan – has the work been suspended, or has access been denied because of the legal action?
 - The Koala Management Plan has been approved by DPIE and is available on the SIMTA website.
 - » Erik: If the information that Sharon is seeking (Koala Management Plan and soil work information) is predicated on a time delay due to legal proceedings, why is QUBE proceeding with Stage 3?
 - The current SSD application covers subdivision of the site, subdivision works across the site and a revised construction compound location. It doesn't represent any additional land disturbance or construction/operation footprint than is already approved.
 - » Michael: Noise receiver located at 7 Rushton Place? If that is the location, it's in the shadow of the powerhouse which would be blocking the sound getting to the receiver. Could I please have a line of sight picture from that receiver to the construction on-site? A tall building would be blocking a lot of noise and not giving a fair and accurate logging of noise. I can provide a receiver on Marsh Parade if necessary.
 - We do not appear to have used 7 Rushton Pl for noise monitoring, though we have used 2 Rushton Place. There is also a noise monitor located on Dunmore Cr at a higher altitude, overlooking our site.
 - » Erik: Are you also monitoring PM10, if not why not given that trains are accessing the site?
 - Yes, PM10 is part of the operational air monitoring.
 - » Erik: Federal Government has told us that QUBE is managing legacy contamination on its site in consultation with NSW EPA, so they are indicating that you are responsible for that land.
-

So, we are seeking clarity as to whether QUBE has, or is required to have a PFAS plan for the sites that QUBE own and operate.

- The PFAS management plan for MPW Early Works is available on the SIMTA website.
- » Jeffrey: Air quality – currently monitoring just the particulate matter. The intention to monitor for the other gases dioxides, ozone etc. Is there any intention to do that during construction stage or operations? It's during operation not construction. How far away are we from monitoring that?
- Operational monitoring comprises: real-time boundary monitoring to measure PM10, PM2.5, NO2 and CO emissions throughout Operation.

7. General Business	<ul style="list-style-type: none"> » SC sent her questions via email because her internet connection was unstable and she could not be heard. SW responded to those questions emailed by SC below. » SC asked where can she view the Koala Management Plan? <ul style="list-style-type: none"> - SW advised, the Koala Management Plan is available on the SIMTA website along with all other documents related to MPW Stage 2. (https://simta.com.au/wordpress/wp-content/uploads/2020/06/Report-18194RP1_20200312.pdf) » SC asked whether RJ had presented the EPL 21054? <ul style="list-style-type: none"> - SW advised that the CCC had moved past the relevant section of the meeting for the EPL by the time SC joined us. Richard can present on that again at the November meeting. » SC asked why B162, 163 and 166 documents are not publicly available on SIMTA website? <ul style="list-style-type: none"> - SW informed that these documents have not yet been uploaded because construction under MPW Stage 2 has not commenced, which is the trigger for those documents to be completed and made available. Under the MPW 2 approval: <ul style="list-style-type: none"> • B162 requires documents to be provided to the EPA prior to commencement of construction – and this will be done prior to commencement of construction. • B163 isn't triggered until B162 is completed and provides for discussions with the EPA re: any requirement for community consultation. • B166 is triggered only following vegetation clearing. » JT asked how the project will ensure trucks do not use Cambridge Avenue or Anzac Road way when they leave MLP. <ul style="list-style-type: none"> - RJ responded that Anzac Road has a heavy vehicle load limit restriction. The tare weight of some of these trucks are over this limit and therefore are not permitted to use these roads. Also, the swept path analysis in the Traffic Impact Assessment shows the turning radius does not 	<ul style="list-style-type: none"> » SW to circulate the web link of upcoming public consultation once it is made available » SW to circulate the latest SIMTA newsletter to CCC members » SW will try and organise a site tour for the CCC before the next meeting
---------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

allow for heavy vehicles to make the turn safely. With respect to Cambridge Avenue, Council prohibited heavy vehicular movements over the causeway at Cambridge Avenue.

- » JT asked whether trains that come into the IMEX terminal are only Qube trains.
 - RJ responded that it would be a mix of Qube containers and other operators
- » SW reiterated that as part of the federal government investment in the project, one of the conditions is that the intermodal is an open-access terminal and is available to any operators.
- » JT asked whether any of the containers coming into the terminal could be carrying hazardous or dangerous goods.
 - RJ stated that Qube has provision for hazardous and dangerous goods consent which apply to all operators using the terminal. There is a dangerous goods assessment process that would manage tenants who trigger the hazardous and dangerous goods threshold.
- » FM sought clarification that the latest MPW modification only relates to Woolworths and that Woolworths is the one applying for the provision of the hazardous good?
 - RJ confirmed that modification is only for the two Woolworths buildings
- » MR asked if a second crane will be installed at the IMEX terminal.
 - RJ responded, yes
- » MR stated that he cannot find any documents mentioning the colours of the IMEX crane and that the yellow colour on the crane is unpleasant to look at. He would like to know if Qube could change the yellow to blend in more with the natural background.
 - SW informed MR that the colours on the crane are MLP colours which is part of MLP marketing branding and logo.

-
- | | | |
|-----------------|----------------------------------------------------------------------------------------|----------------------------|
| 8. Next meeting | » The next meeting will be held at 6.00 pm Monday 9 November 2020.
» Meeting closed | » Location to be confirmed |
|-----------------|----------------------------------------------------------------------------------------|----------------------------|
-