



SSFL – MINUTES OF MEETING

Fairfield Community Liaison Group Meeting 32

Wednesday 04 May 2011 at 6:10 pm

Chair:	Rowena Lennings	
Community Representatives:	Ken Chapman Tony Fornasier Ray Zygadlo	
ARTC	Natalie Boog	
Stations First	Brad Begley Coral Reynolds	
3A Rail	Coral Reynolds	
ICLR	Rowena Lennings	Integrated Analysis Pty. Ltd.
EMR	Tim Cook	GHD
Council	Marzi DeSanti	Fairfield City Council (FCC)
Guests	Haline Ly	Popper Box
Apologies:	Donna Sowry John Medich	
Minutes Taken:	Natalie Boog	

1) Welcome, introductions, Apologies

The Chair welcomed attendees and introduced Haline from Popperbox.

Apologies noted.

Coral advise the CLG of the resignation of Donna Sowry. Marzi DeSanti wanted to officially express Council's appreciation for Donna's professionalism, dedication and commitment to the Project.

2) Minutes

Corrections to Previous Minutes:

- Marzi de Santi asked to change point 2 to read 'Council advise that ARTC would need to address this issue';

Further comments on previous minutes

- Point 3) "70m of open cut will be required" is most likely to be "potholing every 70m for open cut will be required" – Coral will check with 3A Rail and confirm.
- Point 5) to read "for its support in agreeing to a suggested white eagle design" (design has not been done yet).
- Ray Zygadlo questioned the mapping on the Broomfield Street notification as this was not clear. Coral will send the approved Traffic Control Plan to Ray which clearly depicts the area of the works.

Matters arising from previous Minutes: Handled in Contractor Overviews.

No further Questions

3) **Contractor Overviews**

A status update was given of the various sites as per the presentation.

Woodville Road to Bareena Street

- Concrete type F barrier and galvanised W beam crash barrier works on Villawood Road (on top of the Blue Circle area) to commence in late May.
- Temporary fencing is to be removed around the Carramar Station underpass.
- Continuing site maintenance in May including grass cutting, environmental and fencing repairs.

Broomfield Street Sewer Works

- Works to commence 9 May due to inclement weather.
- Blocking off parking bays on Broomfield Street and setting up new traffic configuration.
- Saw cutting asphalt and excavating the launch pit for the underbore which will initially be heading north.
- Excavating the receiving pit and constructing a manhole.

Ken enquired if the railway would be closed and was advised that RailCorp would be scheduling closures.

Cabramatta Station

- Station work is continuing with work to the platforms.
- Carparking at Area 5 on Railway Parade has commenced and will be completed late May 2011 including completion of the retaining wall.
- Paving and kerbing to be undertaken after completion of the Broomfield Street Sewer Diversion Works.

No further Questions

4) **Out of Hours Work**

No OOH work was presented. All upcoming OOH works were covered in the CLG presentation on 20 April 2011.

The question was raised regarding paving at Cabramatta Station. Brad advised the paving would start after the sewer works was completed, and Stations First would meet with the Chamber of Commerce regarding this matter.

Marzi advised the CLG that Council spoke to DoP and advised they should approve all OOH works. Marzi was informed by the EMR and ICLR that DECCW approves out of hours works.

No further Questions

5) **General Business and Action items.**

Ken enquired about lengths of car spaces on Broomfield Street. Marzi advised he would check the drawings and advise, Coral will check with Stations First.

Ken enquired about the corner of Fisher Street and Broomfield Street – there is no pedestrian crossing there, would a safety island be possible? Marzi advised the decision was not finalised if it would be a marked crossing or not.

Ken enquired if Broomfield Street would be changed to a 40km/h speed zone along the length of the road. Marzi advised this was still to be finalised.

Ken enquired how long it would be to have the bike racks installed at Cabramatta Station – Brad Begley advised the racks were ready to be installed but was waiting on

finalisation of the artwork.

Ken expressed concern that lifts were not only being used for commuter use, but also to transport bikes from one side of Cabramatta Station to the other. Ken was advised that the lifts were a public amenity and the bikes could not be stopped otherwise wheelchair access would also need to be stopped.

No further items

6) **Public Art**

The Chair opened the discussion with a comment that prior to the CLG determining their preferred design it was important that the group reflect on what evaluative criteria they are bringing to bear in their considerations.

CLG community representatives expressed disappointment that the designs did not reflect the historical significance of the area associated with Henry Parkes and the Federation of Australia. The Chair confirmed that the design development process was now concluded and the CLG is required to choose one of the three final designs presented to them.

During discussion it was proposed that the CLG should not vote simply according to each individual's personal opinion but they should also closely consider the results of community consultation to date. This was considered to be important in light of the role of the CLG being to reflect community interests and not personal interests.

The overarching consideration that achieved general support was that the mural design selected needs to be appropriate for Cabramatta now and into the future. Therefore, the views of young people and the fact of the changing demographic character (specifically, the growing population of African ethnicity) should be taken into account. It was also noted that the views of the businesses located opposite the mural should be given particular weighting.

Other considerations raised included:

- The need for the design to provide a suitable motif that will link the noise walls with this public art work.
- how well the design suits its location (wall space)
- longevity – how well the design will stand the test of time

Haline from Popperbox presented the three final designs as follows.

- The Journey
- Horses
- Chinese Dragon

She expanded upon their background and meanings, and provided an overview of the outcomes of the consultation process with the community and Fairfield Councillors.

Fairfield Council representative Marzi provided additional information on the Councillors individual viewpoints and feedback on the designs.

Feedback received from the CLG members as follows:

Tony: His first preference was the Horses design as it represents strength and the Warwick Farm raceway. Tony said he would be democratic and if the majority preferred the Journey design he would support this decision also.

Marzi: Marzi supported the feedback and design chosen by Council, which is the



Journey.

Ken: Ken's preference was the Horses design as he felt the Journey was too busy. When asked the level of attachment he stated he preferred the horses but had no great concerns if the Journey was chosen.

Ray (representing John Medich): Ray expressed his dislike for all three designs and chose to leave the discussion.

The Chair proposed that it was inappropriate for the CLG to come to a decision with so few members present. It was confirmed that Fairfield CLG was the only CLG that was making the final decision of the selection of the public art design within the SSFL project. This had been agreed to by ARTC further to the request of the CLG. It was therefore decided that the remaining CLG members not present at the meeting would also be consulted in the coming week. All views would then be circulated and discussed, following which the CLG would collectively decide if they were comfortable to come to a consensus and make a final decision. The Chair made the point that if the CLG could not come to a consensus decision an alternative process would be discussed.

7) Next Meeting

Cabravale Leisure Centre

Wednesday 1 June 2011

8) Meeting Close

Meeting closed: 8.00 pm