

Meeting Title: Moorebank Logistics Park Community Consultative Committee
Date: Wednesday 18 May 2022
Time: 6pm
Location: Microsoft Teams
Attendees: Dr Colin Gellatly (Chair), John Anderson, Jeffrey Thornton, Luke Oste, Scott Warren, Megan Kovelis, Courtney Harrington, Kylie Hargreaves, Rob Stendrup, Aaron Smith
Apologies: Ian Pryde, Michael Russell, Sharyn Cullis
Distribution: As above.

Item	Description	Discussion Point	Actions
1.0	Apologies and Introductions	<ul style="list-style-type: none"> - The Chair welcomed the CCC and guest attendees, Kylie Hargreaves representing the National Intermodal Company (NI) and Rob Stendrup and Aaron Smith representing LOGOS - Apologies from Ian Pryde and Michael Russell noted. - SW shared recent correspondence received from Sharyn Cullis' family confirming she will not have any further participation on the CCC due to illness. - Therefore, there will be 3 membership places to fill – for discussion in <i>Item 5.0 Membership Update</i>. 	
2.0	Actions from last meeting	<ul style="list-style-type: none"> - Two provisional reports were provided to committee members via email with the meeting agenda: - Spring Nest Box Monitoring 2021 - Biannual Trip Origin Destination Report (traffic survey) for 1 May 2021 – 31 October 2021 - The dust report remains outstanding but currently being developed and will be shared with committee members once finalised. - Chair noted CCC members may provide any comments or questions on reports. 	
3.0	Introduction to National Intermodal	<p>Chair invited Kylie Hargreaves from the National Intermodal Corporation (formerly the Moorebank Intermodal Company) to present.</p> <p>KH shared PowerPoint slides to explain the functions and responsibility for Moorebank per the tripartite agreement between NI, LOGOS and Qube. A summary of the information presented is shared below:</p> <ul style="list-style-type: none"> - In February 2022, Minister Paul Fletcher announced Moorebank Intermodal Company (MIC) would be given a broader remit and rebranded to the National Intermodal Corporation (NI). - Both MIC and NI have been fully owned by the Commonwealth Government however the former MIC only facilitated the Moorebank Intermodal Logistics Precinct whereas the NI will now be responsible for delivery and operation of terminals in Melbourne and Brisbane as well. - NI is now focused not only on Moorebank, but also on how other interstate modals can support the Commonwealth Government's \$14.5 billion Inland Rail Project to increase competition across the eastern states. - KH presented on the importance of rail which has fallen behind for non-bulk goods movement, which is mostly still travelling by road. 	

- Only about 1% of freight between Melbourne and Sydney travels by rail.
- There is a demand for highly automated and efficient precincts to ensure a smoother pathway to using rail in the supply chain and reducing reliance on transportation by road.
- Also, a strong focus on bolstering resilience and security in the supply chain.
- MIC's original strategic objectives are still relevant to the NI remit: to increase supply chain resilience, get more trucks off the road by converting to rail freight, and to drive competition.

KH explained how NI, LOGOS and Qube are engaging and their responsibilities for the precinct:

- In December 2021, LOGOS purchased the land and warehouse assets from Qube Logistics.
- LOGOS has responsibility and development rights for the land and warehouses for non-BioBanking Areas, internal roadways, MAAI and M5.
- NI has taken on the obligations of the BioBanking Conservation Areas (about 100 hectares of BioBanking areas around the precinct), delivery of the Moorebank Avenue Realignment around the precinct and has retained the role of maintaining the Open Access Terminal Regime for the IMEX and interstate rail terminals.
- Qube has retained the terminal assets, being the rights and obligations for the IMEX Terminal and yet to be built interstate rail terminal.

Chair thanked Kylie for presenting and invited questions – nil received.

Chair mentioned the residuals from firefighting / military activities from the site (PFAS) and queried which organisation is responsible for these assets.

- KH confirmed both NI and LOGOS are interested in these and want to do the right thing by regulation, the community and the precinct.
- The development consents sit with LOGOS however the BioBanking agreement sits with the Commonwealth.
- Various management actions undertaken onsite.
- AS confirmed LOGOS engages routinely with the EPA on regulations, and
- Multi-faceted approach – remediation from previous site user, sustainability initiatives (renewables, performance of the buildings, green star connections) which are a focus for LOGOS

JT asked whether LOGOS will be responsible for the design of the buildings, specifically relating to the heat island effect and queried how materiality selection would be used to reduce the impact of heat on warehouses:

- AS introduced RS and referred answer until after LOGOS introduction agenda item.

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| Moorebank Logistics Park | <ul style="list-style-type: none"> - Fund and logistics development management business operating in 10 countries in the Asia Pacific and headquartered in Sydney. - Moorebank is the single biggest investment to date. LOGOS represents 4 investors on Moorebank: Australian Super, NSW Treasury Corporation, AXA IM Alts and Ivanhoé Cambridge). - LOGOS intends to present again at the next CCC to share more about their aspirations for Moorebank. - Currently considering a range of sustainability and community initiatives, including the heat island effect - PV installation on warehouse rooves - LOGOS is also in discussion with Liverpool City Council (LCC) regarding potential job skills training facilities and the bike path on the Casula side of the Georges River. - LOGOS has a Stakeholder Manager starting in June 2022 and will introduce this person to the CCC members at the August meeting. |
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| 5.0 Membership update | <p>Chair introduced SW to update.</p> <ul style="list-style-type: none"> - SW confirmed the Department has approved the request to fill empty CCC membership positions. - Now that the CCC has been briefed, the approved ad will be circulated this week among local groups with an interest in the project and community facilities. - Noted the Moorebank project has advanced significantly since the CCC was established and there may be new interest now that the project has progressed from solely being a construction site. - Applications must be sent to the Chair. - Aiming to have new members in place to join the next CCC meeting to be held in August. - AS asked whether the CCC has been refreshed before and what the framework is: - SW confirmed there is a regulatory process, prescribed by the Department for Planning, which this group must enact. - CCC was established in 2019. This is the first time it will be refreshed. - There are stipulations e.g., must live within LGA and be able to demonstrate proof of residency. - Each applicant must demonstrate how they meet criteria and how they think they will be able to constructively contribute. - Department makes it clear that members of a CCC, regardless of their viewpoint, are required to undertake to participate constructively in the committee to ensure it remains productive. - Chair asked about the advertisement process. - SW confirmed the ad will be shared with local groups, library, emailed to CCC members to share. - JA mentioned the ad had previously been distributed in local newspapers which are no longer operating. - SW confirmed that in lieu of local media, the ad must be promoted in local places where people are likely to see it e.g., Council chambers. - Chair queried closing date for applications. - SW confirmed there is a minimum two-week application period. If applications close mid-June, it would allow 2 months for CCC |
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Action: Circulate approved ad to CCC members to share among their networks.

members and the Department to finalise new members in time for them to attend the August meeting.

6.0 Quarterly report Chair invited MK (representing Aspect) to provide Quarterly Report in Richard Johnson's absence.

Moorebank Precinct East (MPE)

- Pavement upgrade works for crane workshop
- Moorebank Avenue upgrade works – surfaces and corridor
- Works to raise IMEX entrance to final level
- Out of hours works undertaken:
 - Concrete pours
 - Electrical isolation works
 - Road line marking work

Moorebank Precinct West (MPW)

- Bulk earthworks – fill importation to warehousing areas
- Continued construction of the stormwater management – OSD basins and outlet structures
- Installation of services
- Continued construction of Woolworths warehousing – northern warehouse is further progressed than southern
- Internal road pavement works
- Out of Hours work undertaken:
 - Service investigation works
 - Concrete pours
 - De-watering of site
 - Utilities removal
 - Sandstone import

SW confirmed significant impacts on construction program due to rain events and requirement for ongoing de-watering the site. Construction has been severely limited, other than the Woolworths National Distribution Centre, which is largely covered, and internal works have been able to continue.

Chair invited questions from CCC members present – nil.

7.0 Power upgrade consultation SW provided an update:

- Pre-consultation has been underway since December 2021, included letterboxing, doorknocking and meeting to brief LCC officers in February 2022.
- Subsequent correspondence has been received while the REF has been under development.
- The REF has been adapted as a result of the early consultation.
- The next stage in the process is the upcoming public exhibition period calling for formal submissions.

MK shared further information on REF timing:

- Draft REF was recently provided to Endeavour Energy for consideration.
- Feedback provided was that additional information needed to be incorporated into the document to ensure it is sufficient to go on public exhibition.

- Aspect will update the REF and anticipate it will go on public exhibition in the next 1-2 weeks (i.e., by early June 2022). This process will be advertised.

JA raised anecdotal concerns about the number of public exhibitions running at the same time in 2021 and felt the process should have been postponed due to COVID-19.

- SW noted JA's concerns had been raised previously, confirming that this was a consideration of local authorities in evaluating projects during the early stages of the COVID-19 pandemic however it was imperative to continue with public exhibition processes to ensure project continuation.
- Communications strategies were adapted to include more online engagement.
- REF materials will be letterboxed to ensure those community members and businesses impacted by the proposed power upgrade will have an opportunity to have their say.

Chair asked KH to provide an update on the Moorebank Avenue realignment project:

- Project has received consent and is now in the ops-consent phase.
- GHD is currently preparing management plans associated with the construction of Moorebank Avenue and eventual dedication as a public road
- Once finalised, they are subject to the normal consent process through the Department for Planning.
- Construction will start once the Environmental Protection License (EPL) is granted and is expected to take approx. 18 months with anticipated completion by end of 2024, weather permitting (indicative timelines only).

JT raised the discussion around noise monitoring from the February 2022 CCC meeting.

- Feedback had been sought previously on the ruling that no noise monitoring would be undertaken when windspeed is greater than 20km/h
- RJ had confirmed this is due to the high level of background noise
- JT has since reviewed the EPA and Planning Authority's noise policy for industry and note that in high wind speed areas, such as Moorebank, monitoring can be undertaken if it can be proven that high windspeed is a site feature.
- JT's understanding is that Wattle Grove has regular high winds (above 20km/h) most afternoons in summer and autumn, and therefore believes this should be adopted for Moorebank.
- Further, a reference was made to the installation of wind barriers around the microphone to prevent some wind noise.
- JT noted significant traffic noise from the M5 (depending on wind direction) which impacts residential areas.

Action: MK will discuss with acoustic expert (whether it can be practically implemented on the site and whether there will be any tangible benefit).

JT also raised the pollution problem in southwest Sydney, citing the Department for Planning and Environment's daily graph which shows annual exceedances of noxious toxins.

- Chart from 2016-2021 shows an increasing level of particulate matter.
- Noting the intermodal will reduce the number of diesel trucks on the road in the long-term, there are concerns these emissions will be concentrated in a small area near the Moorebank site (instead of those emissions being spread over a larger transport corridor).
- JT would like the monitoring to be widened and is generally concerned about potential pollution and impacts on health.
- KH noted comments and will table with NI.
- Commonwealth would like to move as many freight and logistics vehicles to less-emission intensive, currently looking at hydrogen in trains, trucks and warehouse vehicles (e.g., forklifts)
- Noted that tenants such as Woolworths also have their own initiatives e.g., using electricity to replace fuel, where possible to reduce emissions.
- There is a general push to achieve a 'best in class' sustainability at Moorebank, including by adopting hydrogen and electrification where possible.

Action: KH to provide this feedback to NI complete

RS added the following comments:

- Current route for container movement from Port Botany to western Sydney is primarily along the M5.
- Intermodal will take traffic off the M5 – it is estimated that 1-1.5 million container/truck movements per year will come into the terminal via rail from Port Botany, therefore reducing the volume of diesel trucks travelling the M5. There will potentially be 20 rail movements once the development is complete, which is significantly more environmentally effective.
- JA contested this figure.
- LOGOS has traffic analysis to support this statistic and will provide to CCC.
- LOGOS is also installing 60 megawatts of solar panels on warehousing roofs, supplemented with battery to achieve a carbon neutral stance.
- All container movement around site will be electrified (auto-straddle carrier movements).
- There are a few diesel machines on site currently for testing, but these will be electrified and automated within 12 months. Therefore, the only diesel truck movements will be to or from the site.
- Woolworths has fully electrified its operations and will have hydrogen and electric powered truck movements on site in future.
- Noted JT's concerns about PM2.5 and PM10.
- LOGOS will be working on a response to monitoring strategies for the future, and landscape-based reduction work, noting the significant buffer zone adjacent to the Georges River.
- LOGOS will continue to engage with the CCC on this strategy into the future.
- JT requested information on how LOGOS will determine what is ambient pollution and how the community can feel assured in knowing there is no increase in other toxins emanating out of other trucks entering the area.

Action: LOGOS to provide traffic analysis data on container

- RS noted question on background monitoring and testing regime now versus into the future and will take question on notice. movement to CCC.

MK answered query about operational monitoring:

- As part of the operational environmental management plan for MPE and MPW (once the site becomes operational), the conditions of consent require an air quality plan to be developed by a specialist who will identify the emissions of concern.
- This plan will include background/ambient air quality monitoring and is a live document.
- Once prepared, there are ongoing requirements to measure the air quality against these measures and implement mitigation measures if the air quality is found to be outside of the target ranges.

Action: LOGOS to provide a summary update on pollution monitoring and mitigation initiatives at each CCC meeting.

8.0 Complaints

Received 2 complaints between the February and May 2022 CCC meetings, both from CCC member Michael Russell:

- 1 complaint received in February about works undertaken on a Saturday.
- MR was advised the State Government renewed the extended COVID-19 construction hours order which was in place for most of the last two years and allows additional standard hours.
- It was confirmed this work was undertaken within the approved hours and the complaint was closed.
- 1 complaint received on 26 April regarding noise from a water pump operating on the eastern bank of the Georges River opposite the residential area of Casula. The pump had been running 24/7 and was making a non-standard noise at night.
- An investigation found the pump had started to malfunction after water levels dropped after de-watering of the site. The pump has been taken out of use and manually operated during construction hours only. The pump will not be in use out of hours until acoustic blankets are installed.
- The complaint was closed to the complainant's satisfaction and demonstrated an opportunity for improved site operations.

JA raised concerns about traffic and was encouraged to make the complaint formally through the complaints handling process.

JA referred to a complaint listed on the SIMTA website which was made regarding works carried out in the early hours of the morning.

- SW confirmed this complaint was investigated thoroughly and found the noise was not related to any Moorebank activities and no works were occurring on site at the time of the complaint.
- LOGOS values the complaints process and is seeking to demonstrate good intent with site neighbours.
- AS stated LOGOS is committed to improve on any potential construction-related impacts and noted the current complaint process has been successful and had been shown to improve process (referencing the most recent noise complaint which not only identified a faulty pump but also provided an opportunity to implement an additional noise mitigation measure, being acoustic blankets).

Chair encouraged JA to make any complaints through formal channels (phone or email) to ensure they are logged and investigated.

Action: JA to lodge complaint formally.

9.0 Three-month project lookahead

MK provided update on lookahead activities:

MPE

- IMEX entrance will be raised to final level and opened
- Moorebank Avenue upgrade work continuing
- Completion of pavement upgrade works for crane workshop

MPW

- Bulk earthworks and fill importation continuing to future warehousing
- Continued construction of the OSD basins and installation of services
- Western acoustic wall will be installed
- Internal road pavement works will continue
- Commencement of construction of Bapaume Road upgrade works
- Commencement of construction of the Moorebank Avenue and Anzac Road intersection upgrade works
- Commencement of construction for the interstate terminal and rail
- OOH scheduled:
- Bapaume Road upgrade works

10.0 Other business

The Chair invited Luke Oste to raise any LCC issues:

- LO noted mentions of LCC during the meeting
- Confirmed a resolution was raised by LCC for MPW2 and eventual consent through IPC, and specific noise measures
- LCC has resolved to undertake an advocacy strategy and requested information as part of this process
- AS confirmed the requested information will be provided to LCC shortly and a body of work was undertaken to inform the information which will be provided.

Action: LOGOS to provide requested information to LCC.

Chair invited any further questions or comments from members:

- JT queried whether recent train derailment on the southern line near Moorebank had any impact on the intermodal– LOGOS confirmed no impact.
- JA stated he will raise awareness of the formal complaints process among his networks.

Chair thanked CCC members and additional attendees

11.0 Next meeting

The Chair proposed the next meeting to be Wednesday 10th August 2022 at 6.00pm.

Meeting closed at 7.25pm.