

Meeting Title: Moorebank Intermodal Precinct Community Consultative Committee

Date: Thursday 7 December, 2023

Time: 6 pm

Location: Microsoft Teams

Attendees: Dr Colin Gellatly (Chair), Ellie Robertson (CCC member), Ian Pryde (CCC member), Jeffrey Thornton (CCC member), Eric Rakowski (CCC member), Michael Russel (CCC member), Luke Oste (Liverpool Council), Megan Kovelis (Aspect Environmental), Westley Owers (National Intermodal), Rob Stendrup (LOGOS), Alison Miller Swan (LOGOS), Anna Kovryga (TSA).

Apologies: Julia Lefort (National Intermodal), Lachlan Benson (Qube).

Distribution: As above.

Item	Discussion Point	Speaker
1.0 Apologies and Introductions	<p>Meeting started 6pm</p> <ul style="list-style-type: none"> The Chair welcomed the CCC. Apology from Julia Lefort and Lachlan Benson. 	CG AK
2.0 Welcoming Alison	<p><i>LOGOS representative, Robert Stendrup, introduced Alison Miller Swan, a new Communications manager, LOGOS and Stakeholder Engagement Manager, MIP.</i></p> <p><i>The Chair suggest proceeding with Actions from last CCC meeting.</i></p>	RS CG
3.0 Actions from last meeting	<p><i>TSA representative, Anna Kovryga, provided an update on action item: Nominations open for the appointment of a new community member to the Community Consultative Committee:</i></p> <p>Nominations for the appointment of a new community member to the Committee have been initiated. The Community Consultative Committee guidelines, outlined by the Department of Planning and Environment (DPE), involve the following steps:</p> <ul style="list-style-type: none"> A formal request for expressions of interest has been published on the project's website, with availability ensured for a minimum duration of 28 days. The advertisement was posted on November 20, 2023. Applications are due by the end of the day on Monday, January 8, 2024, and will be sent directly to the Chairman's email address as specified in the ad. Following the closure of this advertisement, all received applications will be reviewed by the Chairman, who will provide recommendations to DPE within two weeks. The Planning Secretary will subsequently appoint the community representative and notify unsuccessful candidates of their non-appointment within 4 weeks. The appointed representative will be required to sign the Committee Members Code of Conduct and will be prepared to participate in the CCC meetings. 	AK
	<p><i>TSA representative, Anna Kovryga provided an update on air quality monitoring request by Jeffrey Thornton:</i></p> <p>Aspect Environmental replied to Jeff's request in September with a reference to two documents: 'The MPW Stage 2 Summary of Monitoring Results (2022)' and 'The MPE Stage 2 Annual Environmental Review 2022'. Both documents are now available on the project's website at moorebank.au and can be found in the document library applying the following filters:</p>	AK

For The MPE Stage 2 Annual Environmental Review 2022: Precinct → MPE; Instrument Numbers → Stage 2-Warehousing (SSD-7628); Post approval documents → Reports (Compliance, Monitoring, Reviews)

[0.pdf \(moorebankintermodalprecinct.com.au\)](#)

For The MPW Stage 2 and Stage 3 Summary of Monitoring Results (2022): Precinct → MPW; Instrument Numbers → Stage 2-Intermodal Facility & Warehousing (SSD-7709); Post approval documents → Reports (Compliance, Monitoring, Reviews)

[Summary of Monitoring Results \(moorebankintermodalprecinct.com.au\)](#)

LOGOS representative, Alison Miller Swan, provided an update on eliminating the challenges with navigating through the documents within the document library on the Project's website.

AMS

Explained that the current difficulties are attributed to ongoing efforts by a web developer to enhance the search functionality of the document library. The forthcoming project aims to render the document library more user-friendly and intuitive, enabling users to conduct searches based on keywords. The anticipated deployment for this enhancement is scheduled for next Wednesday, 13 December 2023, contingent upon successful testing and resolution of any potential technical issues.

Action > AMS to provide a detailed walkthrough of the new document library during the subsequent meeting.

Informed of an email earlier in the day to the Chairperson, Mr. Colin Gellatly, and TSA representative, Anna Kovryga, regarding a completed nomination form for Michael Byrne. Sought confirmation of receipt and inquired if there were any additional steps required for Michael Byrne, as he had submitted the form but did not receive a response.

ER

Informed the Committee his email address colgellatly@cgaa.com.au is no longer active. Therefore, all correspondence to be directed to colingellatly@hotmail.com

CG

Confirmed he will forward the email to the right email address.

ER

Raised an inquiry regarding the MPE Stage 2 Annual Review and whether MPE Stage 1 activities were included within this report, or separate.

ER

Action > MK to review the specific requirements and provide a response to the inquiry.

No further questions. The Chair invited to move to the Reports.

KG

4.0 Quarterly report

Aspect Environmental representative, Megan Kovelis provided a summary of the Quarterly Report:

MK

MPE

- WH7 Construction completed and occupied by Mainfreight.
- Continued construction of Warehouse 6.
- Continued construction of IMEX West rail infrastructure.
- Continued Moorebank Avenue upgrade works.
- Commenced construction Onsite Detention (OSD) basin 10.

Out of Hours Works – Infrastructure (utilities) investigation and relocation, sewer main installation.

MPW

- Bulk earthworks for warehousing continuing at Warehouse pads 3 and 4, and in the Southern area of site.
- Continued Construction of Warehouse N1 and N2.
- Woolworths Warehouse 6, currently commissioning.
- Woolworths Warehouse 5 construction ongoing.
- Continued Moorebank Avenue / Anzac (MAAI) intersection upgrade.
- Continued construction for Interstate rail.
- Construction of substation pad complete.

Out of hours works – service investigation and relocation / installation works, rail possessions surveys and installation works, drainage works, and concrete pours.

Inquired about the impact of Martinus Rail construction contract cancellation, as reported in an article a couple of months ago and sought clarification on whether the cancellation is likely to result in an extension of the project completion timeframe.

JT

LOGOS representative, Robert Stendrup, provided an update on recent developments following discussions with Qube:

RS

John Holland has been appointed as the principal contractor, taking over from Martinus in the delivery of the Interstate terminal. The completion the Interstate terminal, including rail installation, is expected to be finalised by the end of January, aligning with the original contract program. Operational trains are anticipated to commence in first half of 2024, with a gradual increase in operational activity within the Interstate terminal over the next 12 months. This phased approach is designed to ensure a steady and controlled implementation as the terminal comes online.

No further questions. The Chairman suggested to proceed with the three-months lookahead.

CG

4.0
Three-month
project lookahead

Aspect Environmental representative, Megan Kovelis provided a summary of the three-month lookahead:

MPE

- Moorebank Avenue upgrade works (Sydney water effluent transfer line replacement).
- Continued construction of OSD 10.
- Continued construction of and practical completion WH 6.
- Continued Construction of IMEX West rail infrastructure.

MPW

- Bulk earthworks (fill placement) for warehousing Southern area of site.
- Woolworths Warehouse 5 construction and warehouse 6 commissioning.
- Warehouse N1 and N2 constructions ongoing.
- MAAI intersection upgrade (Stage 1 completion).
- Interstate terminal and rail construction (hardstand areas, rail ballast and rail placement).
- Substation construction.
- Construction of OSD (5,6 and 8) outlet structure maintenance tracks.

Out of Hours Works – Rail procession – service investigation and relocation / installation works, asphaltting related to MAAI, construction of rail link and concrete pours, helicopter lifts WH5.

Sought information on the status and accessibility of the specific documents related to traffic modelling, monitoring, and certification for warehouses N1 and N2 – inquired about the current or potential publication of this documentation in the document library on the project’s website. ER

Action > MK to consult with LOGOS regarding the distribution of the documentation and get back with an update. MK

4.0 Environmental Reports

Aspect representative, Megan Kovelis provided a summary of Environmental Reports: MK
 The current list of the reports and anticipated date of publishing as follows:

Consent	Report	Expected Publication
MPE 1	Construction Compliance Report #11 (Dec 22-Dec 23)	Feb-24
	Independent Environmental Audit	Mar-24
MPE 2	Construction Compliance Report #15 (April-Sep23)	Dec-23
	Construction Compliance Report #16 (October-Feb 24)	Mar-24
	Biannual Trip Origin Destination Report	Dec-23
MPE Operations	Six Monthly Operations Compliance Report (May 23-Nov 23)	Feb-24
	Independent Environmental Audit	Dec-23
MPW 2	Construction Compliance Report (September-February)	Mar-24
	Construction Compliance Report #6 (June- December 23)	Feb-24
	Operational Management Plans	Mar-24
	Pre-Operations Compliance Report	Mar-24
MPW 3	Independent Environmental Audit	May-24

NB: Publication of management plans is dependent on receipt of DPE approval

Could the reports (the actual documents and not the links to them) be distributed to the CCC members until the next meeting while the website issues are being fixed? IP

Logos is working on the functionality of the document library on the Project’s website to make it more user friendly. The new Document Library is scheduled to go live on Wednesday, 13 December. AMS

Action > AMS to take the CCC members through the new functionality of the Document Library. TSA to send out emails with documents’ attachments when published on the Project’s website until the next CCC meeting in March 2024.

5.0 Biodiversity offset areas – native vegetation regeneration works

National Intermodal representative, Westley Owers, provided an overview of the Moorebank biodiversity offset improvement works. WO

Provided an overview of the Moorebank biodiversity offset improvement works conducted under Biodiversity Agreement 341. The project encompasses 105+ hectares around the precinct, where biodiversity areas have been established to offset the entire development. The agreement with the Biodiversity Conservation Trust involves improving the current biodiversity, addressing issues like waste removal, and fostering areas along the Georges River. The efforts include weed removal, improving ground cover, and releasing a controlled biological agent to stimulate aquatic species.

In the northern part of the site, additional improvements are planned outside the biobanking agreement area. Measures include releasing a native biological agent to control algae, following DPE guidelines and consultation with relevant authorities. The lantana removal, along the Georges River is being undertaken through a targeted approach involving cutting, and poisoning. The focus extends to supporting fauna habitat, including nest boxes for birds and repurposing tree stumps as shelter for small mammals and reptiles.

These comprehensive biodiversity initiatives aim to enhance the natural environment, adhering to environmental guidelines and fostering a sustainable ecosystem within adjacent to the Moorebank Intermodal Precinct.

Where is this protection of state and Commonwealth listed for fauna?

ER

The protection of state and Commonwealth-listed fauna is ensured through designated areas set aside for biodiversity conservation. These fenced-off regions, currently inaccessible to the public, serve primarily for enhancing the area. Activities focus on fostering native vegetation, creating favourable conditions for growth. The initiative, guided by a biodiversity agreement with NSW, contributes to habitat improvement for native fauna, supporting their overall well-being. The area encompasses both Commonwealth-listed (EPBC) and NSW state-listed species, aligning with conservation objectives.

WO

What do you mean by protection?

ER

The agreement spans a 20-year duration, with the initial five years dedicated to intensive efforts aimed at enhancing the area for native species, both flora and fauna. These activities include weed removal, targeted poisoning, and various initiatives to eliminate exotic vegetation. Subsequently, the following 15 years involve active monitoring, allowing the site to stabilise. Importantly, the entire area is safeguarded against future development, as specified by BA 341. This preservation ensures the retention of the site throughout our lifetimes.

WO

There will be no more development on this land?

ER

The designated land is unequivocally excluded from any development. The stipulations of BA341, the biodiversity agreement, firmly prohibit any modifications to these areas. The sole entity with development authority on this land is the transportation department. However, there are currently no proposed transportation projects within these areas. Consequently, all areas covered by BA341, apart from potential transport-related considerations, are secured against development.

WO

Could you please comment on a 20-year program? It seems like a very, very long time for 105 hectares.

ER

The 20-year program operates on a strategic basis, considering the practical constraints of weed clearance and monitoring. Due to the logistical challenges of monitoring extensive cleared areas, a progressive approach is necessary. Considerable areas have already been cleared, and visuals can be provided during the next CCC meeting. The method involves clearing specific sections and subsequently monitoring to prevent rapid weed regrowth. In accordance with the partnership with the Biodiversity Conservation Trust, allocated funds are released annually to manage the process in a targeted and systematic manner. This approach ensures sustained progress and avoids depleting funds prematurely.

WO

Does sterilised from development mean sterilised from human access as well?

ER

The current intent and primary use of the designated area is for conservation purposes. While the term "sterilised from development" is aligned with conservation, it does not necessarily imply restriction from human access. There are plans for

WO

ecological tours as part of a pilot program in the coming year. These tours, led by an experienced ecologist, will offer limited access to specific groups, enhancing awareness of the area's biodiversity. Access would be regulated to ensure visitors stay within designated areas.

Inquired about the potential long-term public access to the designated conservation area, citing Muttonbird Island as an example where elevated walkways allow public access without disturbing threatened species. The question sought clarification on whether similar possibilities, such as elevated walkways could be considered in the future for the designated preservation area. ER

The focus is on preservation first and human access second. The prospect of having a boardwalk throughout the entire area is not currently under consideration. WO

Action > National Intermodal to check terms of the BA341 and provide information back to the CCC.

Raised a concern about the prominent white wall on the western side of the Georges River, adjacent to the railway tracks, which currently lacks natural coverage. Expressed the view that waiting for natural growth over 20-30 years is not an acceptable solution and requested consideration for addressing the issue and giving the wall a more neutral colour to mitigate its visual impact. MR

During the last CCC meeting, the concern about the visible white wall on the western side of the Georges River was discussed and documented as an action item. The team has been actively examining landscaping options and has conducted a preliminary survey of the portion of the wall visible from the other side of the river. The intention is to replicate the successful landscaping done on the inside of the wall, which has shown significant progress within 18 months. RS

Action > A plan to assess options to address this concern will be presented by LOGOS at the next CCC meeting.

The issue is not connected to the conditions of consent but rather to the RMS design guidelines for noise walls. There's a necessity for adherence to these guidelines, e.g. the recessive designs like the green noise walls on the M5. The current implementation, including painting the wall beige, does not align with the required shades of green. He inquired correction, potentially using a sleeve or covering over the concrete wall, to ensure consistency with RMS guidelines for noise walls. ER

Identified two key questions: the acoustic treatment, which is the primary purpose of the wall, and whether there are regulations specifying a particular colour or design for the wall. Acknowledging these concerns, the team is actively exploring solutions, particularly addressing the visual aspect. RS

Action > While ongoing efforts are underway to understand and address the issue, further comments and input from the CCC will be considered in the process.

Asked for native vegetation regeneration works report for Casula and Wattle Grove offset areas. MR

Action > National Intermodal to provide an update at the next CCC meeting. WO

	Observed ongoing activity at the Casula Offset Area (access from Powerhouse Road, adjacent to the Casula Train Station), particularly noting a number of trucks engaged in various tasks. Inquired about plans for the cleanup and potential public opening of an old heritage-listed site in the vicinity.	MR
	<p>The primary focus remains on preservation and enhancing biodiversity at the site. National Intermodal is committed to avoiding any impact on heritage items if present at the location is at place.</p> <p>Action > WO to get and provide the information regarding the ongoing works on Casula Offset site at the next CCC.</p>	WO
	Inquired about the use of external bird boxes and whether there is a new approach involving chainsaw cuts into live trees to create bird nests. Michael sought information on the effectiveness of these methods in deterring predators compared to traditional add-on boxes. Additionally, he requested a report on the performance of bird boxes over the past 12 months.	MR
	Monitoring of nest boxes is conducted periodically, with a commitment to leaving stags in dead trees intact, provided they serve as potential nesting sites for birds or other mammals. It is understood that the ongoing monitoring of nest boxes is in compliance with the requirements of the SSD framework.	WO
6.0	<p>Complaints <i>TSA representative, Anna Kovryga provided a summary of complaints received since the 24 August 2023 CCC meeting. Two complaints received:</i></p> <p><i>1 complaint related to noise:</i></p> <p>At the beginning of September, a community member reported noise in the late-night hours near the Fire and Rescue Station on Anzac Road. The area is outside of MIP development boundary, hence there are no construction works or operations being undertaken within the vicinity of the Fire and Rescue station on Anzac Road. The noise appears not related to the MIP development. The complaint has been closed.</p> <p><i>1 complaint related to traffic lights:</i></p> <p>At the end of September, a road user made a complaint about traffic congestion at the intersection of Moorebank Avenue and Anzac Road during peak morning and evening hours. According to the complainant, the congestion was attributed to an auto-sensor system on Anzac Road that caused delays for road users traveling on Moorebank Avenue. The traffic signals are controlled by TfNSW and not by the Precinct, therefore the project team advised the complainant the concern is to be raised with TfNSW. The complaint has been closed</p>	AK
7.0	<p>Other Business <i>The Chair invited other business.</i></p> <p>Expressed concern about a significant increase in light spill, attributing it to two newly erected towers. The towers might belong to Woolworths buildings. The intensity and extent of the light spill resemble a substantial development. Sought clarification on whether this is a temporary or permanent situation, as the increased light is impacting his residence.</p> <p>A lot of infrastructure installations are currently underway, including lighting for the Interstate terminal, Western Ring Road, and Woolworths entry which is mix of</p>	KO MR RS

permanent and temporary lights on-site. Permanent lights will be shaded to direct light towards the Western estate. While some lighting may be temporary during Woolworths' construction. Any concerns about the identification and purpose of the lights can be addressed by emailing MIP Community Relations, allowing the team to investigate and provide feedback.

Asked to avoid highlighting of certain areas in the minutes of CCC meetings in yellow, expressing difficulty distinguishing between yellow and white. Requested using of an alternative colour to address the visibility issue. MR

Action > TSA to avoid using yellow colour in the minutes documents. AK

Raised a concern regarding the reliability of Teams platform for online meetings. IP

Suggested to hold the next CCC meeting offline CG

Confirmed LOGOS is happy to accommodate the next CCC meeting in the Sales Gallery of Moorebank Intermodal Precinct. RS

Expressed an interest to have a specialist involved to gain a comprehensive understanding of the monitoring data. Expressed a concern that the reports lack a presentation of trends, making it challenging to interpret the information effectively. JT

Emphasised the importance of defining specific topics for discussion to ensure a targeted and productive conversation. MK

Action > MK to discuss the possibility of involving a specialist with LOGOS and come back to CCC members at the next CCC meeting.

Sought confirmation on whether the Commonwealth is both funding and overseeing the construction of the Moorebank Avenue realignment (MAR). Referencing the initial estimate of \$300 million from the Environmental Impact Statement (EIS), inquired whether this cost has changed. Additionally, sought clarity on how the MAR project is currently funded—whether it is from the previously allocated funds or separate funding from the federal government. ER

Confirmed the Commonwealth is funding and delivering the MAR. WO

Action > WO to seek additional information and provide a response to address the second part of the question.

There was a map of two possible future bridge/walkway locations presented at the previous CCC meeting. Is it possible to have the map shared with the CCC? ER

There was a concept drawing presented to inform the community of two potential bridge locations: one down near Casula train station and one adjacent to the M5. RS

Action > RS to check the presentation materials shared at the previous CCC meeting and get back to the Committee.

Inquired about the classification of vehicles as AR (Articulated Heavy Rigid) and HR (Heavy Rigid) in the biannual reports, noting discrepancies with the descriptions in assessments and modelling. Expressed confusion about the nomenclature and sought clarification on how these classifications align with the assessment descriptions. ER

Action > MK to clarify and provide information. MK

Minutes.

8.0	Next meeting	The Chair proposed the next meeting to be held in person on March 14th, 2024, at 6.00 pm.	CG
		CCC accepted meeting format and time proposed.	All
		Meeting closed at 7.30 pm.	

Meeting Action Log: (grey = completed)

Note: As of 7 December, actions numbered for easy reference in future meetings.

Meeting	Action	Response
7-Dec-2023	28. Classification of heavy vehicles in the biannual reports. Discrepancies with the descriptions in assessments and modelling. Aspect to clarify and provide information.	
7-Dec-2023	27. A request for email distribution of a concept drawing of two potential bridge locations: one down near Casula train station and one adjacent to the M5. LOGOS to share the materials with the CCC members.	
7-Dec-2023	26. Clarification on how the MAR project is currently funded. National Intermodal to seek additional information and provide CCC with a response.	
7-Dec-2023	25. A request to have a specialist involved to interpret comprehensive environmental monitoring data and understand the trends. Aspect and LOGOS to discuss the possibility of involving a specialist and advise CCC members at the next CCC meeting on 14 March 2024.	
7-Dec-2023	24. A request to avoid highlighting of links in the minutes of CCC meetings in yellow as it is difficult to distinguish between yellow and white.	TSA to avoid yellow and use an alternative colour to address the visibility issue of the minutes documents.
7-Dec-2023	23. A request regarding plans for the cleanup and potential public opening of an old heritage-listed site at the Casula Offset Area. The primary focus remains on preservation and enhancing biodiversity at the site. National Intermodal is committed to avoiding any impact on heritage items if present at the location is at place. NI to get and provide the information regarding the ongoing works on Casula Offset site at the next CCC.	
7-Dec-2023	22. A request for a native vegetation regeneration works report for Casula and Wattle Grove offset areas.	

National Intermodal to provide an update at the next CCC meeting on 14 March 2024.

7-Dec-2023 21. Visual impact mitigation of a white wall on the western side of the George River, adjacent to the railway tracks.

LOGOS team has been actively examining landscaping options and has conducted a preliminary survey of the portion of the wall visible from the other side of the river. The intention is to replicate the successful landscaping done on the inside of the wall, which has shown significant progress within 18 months.

A plan to assess options to address this concern will be presented by LOGOS at the next CCC meeting on 14 March 2024.

7-Dec-2023 20. Clarification on a possibility of building elevated walkways to allow public access to the designated conservation areas without disturbing threatened species.

The focus is on preservation first and human access second. The prospect of having a boardwalk throughout the entire area is not currently under consideration.

National Intermodal to check terms of the BA341 and provide information to the CCC.

7-Dec-2023 19. A request for the reports (actual documents) be distributed to the CCC members via email until the CCC meeting on 14 March 2024 while the Document Library Functionality improvement project is underway.

TSA to send out emails with documents' attachments when published on the Project's website until the next CCC meeting in March 2024.

LOGOS to take the CCC members through the new functionality of the Document Library at the next CCC meeting on 14 March 2024.

7-Dec-2023 18. The status and accessibility of the documents related to traffic modelling, monitoring, and certification for warehouses N1 and N2 – potential publication of this documentation in the Document Library on the Project's website.

Aspect to consult with LOGOS regarding the distribution of the documentation and provide an answer.

7-Dec-2023 17. An inquiry regarding MPE Stage 2 Annual Review and whether MPE Stage 1 activities were included within this report, or separate.

Aspect to review the specific requirements and provide a response to the inquiry.

7-Dec-2023	16. Difficulties navigating Document Library on the project's website.	<p>A project underway to enhance the search functionality of the Document Library.</p> <p>LOGOS to provide a detailed walkthrough of the new document library during the CCC meeting on 14 March 2024.</p>
24-Aug-2023	<p>15. Report RE: Air quality monitoring request by Jeffrey Thornton</p> <p>Aspect to share relevant reports with the CCC members.</p>	<p>Two reports have been shared with the Committee and are also available in the Document Library on the project's website Planning and Approvals Moorebank Intermodal Precinct:</p> <p>The MPW Stage 2 and Stage 3 Summary of Monitoring Results (2022) Summary of Monitoring Results (moorebankintermodalprecinct.com.au)</p> <p>The MPE Stage 2 Annual Environmental Review 2022' 0.pdf (moorebankintermodalprecinct.com.au)</p>
24-Aug-2023	14. Nominations open for the appointment of a new community member to the Community Consultative Committee	<p>The advertisement posted on November 20, 2023. Applications are due by 23:59 pm on Monday, January 8, 2024, and will be sent directly to the Chairman's email address colingellatly@hotmail.com.</p> <p>The Community Consultative Committee guidelines, outlined by the Department of Planning and Environment (DPE), involve the following steps:</p> <ul style="list-style-type: none"> • A formal request for expressions of interest to be published on the project's website, with availability ensured for a minimum duration of 28 days. • Following the closure of the ad, all received applications will be reviewed by the Chairman, who is to provide recommendations to DPE within two weeks. • The Planning Secretary to subsequently appoint the community representative and notify unsuccessful candidates of their non-appointment within 4 weeks. • The appointed representative to sign the Committee Members Code of Conduct before participating in the CCC meetings.
18-May-2023	<p>13. Policy RE: engine braking in and around MIP</p> <p>LOGOS and/or Aspect to find out what the policy is and how far this policy extends (outside of the precinct) and supply to CCC.</p>	<p>A Drivers Code of Conduct applied to the Project site aims to minimise the impacts of construction and operational traffic on the external road network, including adjoining properties. The Code of Conduct specifies the responsibilities of drivers including (for the purpose of this request):</p> <ul style="list-style-type: none"> • Drivers must not use engine braking on or within the vicinity of the site.

- As a courtesy to individuals who may be impacted by driver behaviour, drivers will not use compression braking unless it is an emergency situation.
 - Use of tonal-reversing alarms must be minimised as far as possible, except as required in an emergency or by legislation. Where possible tonal alarms should be replaced by quieter options.
- The Vehicle Movement Plan in the Construction Traffic and Access Management Plan nominates construction truck routes, and the Operational Traffic and Access Management Plan nominates heavy vehicle access routes as well as operational site access.

18-May-2023	<p>12. Floodlights near the corner of Anzac Road shining directly into lounge room</p> <p>LOGOS to investigate further and provide further information to MR.</p>	
18-May-2023	<p>11. Separate right hand turn lane on Moorebank Ave into Bapaume Rd</p> <p>LOGOS to find out if there will be a separate right hand turn lane into Bapaume Road and advise CCC.</p>	<p>The final configuration of Moorebank Avenue (southbound lanes) will be:</p> <ul style="list-style-type: none"> • Two straight through from the M5 interchange to intersection of Moorebank Ave & Anzac Ave. • Two turning right lanes into Moorebank Precinct West. • One left turn into Anzac Road. <p>There will be no righthand turn into Bapaume Road. Access to ABB will be via the MAAI intersection onto Bushmaster Road.</p>
18-May-2023	<p>10. Questions submitted by IP on 17 May 2023 via email.</p> <p>LOGOS to respond in writing directly to IP.</p>	
18-May-2023	<p>9. Request to increase level of detail included in Minutes.</p> <p>LOGOS to distribute more detailed Minutes to CCC in a timely fashion and include initials against points raised.</p>	<p>More detailed minutes are distributed to the participants.</p>
18-May-2023	<p>8. Noise wall construction – provision for future connectivity</p> <p>LOGOS to provide CCC with diagram showing early indications of where this connectivity provision will be.</p>	<p>During 24 August CCC meeting, LOGOS representative, Kate O’Connell showed two possible options on the map and informed the meeting participants that the options are highly indicative due to large amount of work and funding still to be allocated and multiple issues to be resolved, incl. adjacent biobanking area which is preserved for the conservation of the species.</p>
18-May-2023	<p>7. How traffic cameras determine origin and type of traffic</p> <p>Aspect to find out from Ason how this works and explain to CCC.</p>	<p>Some cameras do Classified Intersection Counts and are located at the MPE access so they can clearly identify precinct traffic from background. Other cameras do Origin-Destination surveys and run Number Plate Recognition software so they can identify where individual vehicles arriving</p>

to/departing from the precinct have come from or go to.

18-May-2023	<p>6. Separation of light and heavy vehicles in EOD Tables in BTODR Report</p> <p>Aspect to investigate if it is possible to separate light vs. heavy vehicles in OD tables to improve visibility.</p>	<p>Please refer to the Origin-Destination are provided within each BTODR report publish in the documents' library on the website.</p> <p>MPE-S2-Biannual-Trip-Origin-Destination-Report-No.05-May-2023.pdf (moorebankintermodalprecinct.com.au)</p>
18-May-2023	<p>5. Report RE: possible breaches</p> <p>ER to submit report prepared of possible breaches by vehicles to LOGOS for consideration.</p>	
18-May-2023	<p>4. CCC Definition of heavy vehicles as it applies to MIP</p> <p>Aspect to find definition of heavy vehicle that applies to MIP and provide to CCC.</p>	<p>As MPE Stage 2 is the operational consent in respect of present BTODR documentation, the definition of heavy vehicles under SSD 7628 (MPE Stage 2) is: Heavy vehicle is a vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of more than 4.5 tonnes. SSD 7709 (MPW Stage 2), comparably, defines heavy vehicles as: Heavy Vehicle has the same meaning as the Heavy Vehicle National Law (NSW)*.</p> <p>*Heavy Vehicle National Law (NSW): A heavy vehicle is defined in the Heavy Vehicle National Law (HVNL) as a vehicle that has a gross vehicle mass (GVM) or aggregate trailer mass (ATM) of more than 4.5 tonnes. The GVM of a vehicle is the maximum it can weigh when fully loaded, as specified by the manufacturer.</p>
16-Feb-2023 and 18-May-2023	<p>3. Woolworths warehouses visual amenity – western walls</p> <p>LOGOS to provide feedback to Woolworths as per the CCC discussion</p>	<p>LOGOS provided Woolworths with the CCC members feedback. Opportunities to making amendments to the façade of the warehouse are very slim as national distribution centre construction reached its practical completion.</p>
16-Feb-2023 and 18-May-2023	<p>2a. Acoustic wall visual amenity – vegetation Casula side.</p> <p>2b. Obligation to vegetate both sides of wall as part of approval conditions.</p> <p>LOGOS to check conditions of consent; review compliance and provide information back to the CCC.</p>	<p>LOGOS investigated wall treatment suggested by ER – found unsuited for this location.</p> <p>The (western) noise wall design requirements are identified in consent SSD 7709 sections for Urban Design and Landscaping and Noise and Vibration. The guidelines stress minimizing visual and amenity impacts. A 5m high noise wall is mandated along the entire western road before development operation. An independent peer review report is required with Urban Design, Landscape, and Architectural documents to ensure compliance.</p>
16-Feb-2023	<p>1. Moorebank Avenue Realignment (MAR) funding</p> <p>National Intermodal to confirm whether NI is now responsible to fund MAR.</p>	<p>National Intermodal has confirmed that the Commonwealth is (has always been) responsible for the funding of Moorebank Avenue Realignment and has now- through National Intermodal - also taken on responsibility for its construction.</p>

Minutes.

16 Feb 2023	CCC is seeking clarity on Commonwealth funding still committed to the precinct (unspent to date). Suggested figure was circa \$375m.	If not Commercial-in-Confidence, National Intermodal to provide CCC with funding figure for precinct.
16-Feb-2023	BTODR Latest report	Aspect provided a summary of key outcomes of the latest report to the CCC on 9 May 2023.
9-Nov 2022	CCC seeking clarity around Precinct noise conditions, management plan requirements, and how this relates to the latest LEC condition.	Aspect to prepare a short backgrounder document on noise conditions to be tabled at February 2023 meeting. Aspect distributed backgrounder document 16 Feb 2023.
9-Nov 2022	Quarterly emissions reporting	Information is addressed within the Compliance reporting. Report to be sent to CCC when it becomes available every 6 months. Most recent report emailed to members 17 Nov 2022. Next report is expected May 2023.
9-Nov 2022	BTODR Heavy vehicle movements, construction vehicle traffic and forecast	Aspect to provide a summary of key outcomes to be provided to the CCC. The summary was distributed 16 Feb 2023.
9-Nov 2022	Acoustic wall visual amenity	LOGOS is exploring options to discuss with CCC. LOGOS provided a summary of visual amenities.
10-Aug 2022	Invite Transport for NSW to present at next CCC on local infrastructure funding	Transport for NSW held community information sessions providing an update on the M5 Motorway Upgrade (westbound from Moorebank Avenue to the Hume Highway) in September and the Review of Environmental Factors (REF) assessment which was available for public comment until 29 September 2022. Information was circulated to CCC members. Community update is also available via the website: M5 Motorway Westbound - Projects - Roads and Waterways – Transport for NSW
10-Aug 2022	LOGOS/NI to share high-level description on employment pathways, expected skill demand, range of jobs as project moves from construction to operation.	Updated shared at 9 November meeting. Further detail to be shared at future meeting as it becomes available.
10-August 2022	Provide CCC member, Ellie Robertson with standard responses to topics raised on behalf of community members, approvals documents and SIMTA Community Relations contact details.	Link to approvals documents provided 10/8, SIMTA Community Relations contact details provided 11/8. Standard responses – underway, will circulate once updated noise monitoring wording is approved.
10-Aug 2022	CCC Member Jeff Thornton to share data demonstrating seasonal windspeed trends	Information circulated 15/8
18-May 2022	TSA to circulate approved CCC membership ad to current members to share among networks	Ad circulated to CCC members on 27/5

Minutes.

18-May 2022	Aspect to investigate feasibility of noise monitoring during times of high wind speed	Feedback from Acoustic Engineers shared at August meeting. Summary: <ul style="list-style-type: none">• All MLP environmental measurements for MLP construction work use a windscreen around the microphone.• While wind screens shield wind induced microphone self-noise on the microphone, it cannot reduce the increased levels of ambient environmental noise not related to construction.• The EPA Noise Policy for Industry does not relate to construction activities.
18-May 2022	National Intermodal to provide feedback on concerns relating to diesel particulate emissions to National Intermodal Company	NI Actioned 19/5
18-May 2022	LOGOS to provide summary update on pollution monitoring and mitigation initiatives at each CCC meeting	Update on pollution monitoring and mitigation initiatives provided at meeting on 10/8. <i>Slides attached</i>
18-May 2022	LOGOS to provide Liverpool City Council with information to inform the MPW2 advocacy strategy	LOGOS Actioned 18/5