

Meeting Title: Moorebank Intermodal Precinct Community Consultative Committee
Date: Thursday 24 August, 2023
Time: 6pm
Location: Microsoft Teams
Attendees: Dr Colin Gellatly (Chair), Ellie Robertson, Ian Pryde, Jeffrey Thornton, Luke Oste, Kate OConnell, Megan Kovelis, Julia Lefort, Anna Kovryga (recorder).
Apologies: Erik Rakowski, Michael Russell, Rob Stendrup.
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 Erik Rakowski, Michael Russell, Rob Stendrup. The Chair suggest proceeding with Actions from last CCC meeting. 	CG KO CG
2.0 Actions from last meeting	<p><i>Status of actions refer to Action Log for more detail.</i></p> <p><i>LOGOS representative, Kate O’Connell provided an update on action item: Moorebank Avenue Realignment Funding:</i></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>	KO
	<p><i>LOGOS representative, Kate O’Connell provided an update on action item: Obligation to Vegetate Both Sides of Wall as Part of Approval Conditions:</i></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>	KO
	<p><i>LOGOS representative, Kate O’Connell provided an update on action item: Definition of Heavy Vehicles ss It Applies to MIP and Separation of Light and Heavy Vehicles in EOD Tables in BTODR Report:</i></p> <p>The answers to the questions about traffic and transport as well as the definition of heavy vehicles and light vehicles and how the Project reports on the data can be found in BTODR (Biannual Trip Origin Destination Report) on the Project’s website in the ‘Planning and Approvals’ documents’ library. The CCC members have been previously provided with the link.</p>	KO
	<p><i>LOGOS representative, Kate O’Connell provided an update on action item: How Traffic Cameras Determine Origin and Type of Traffic:</i></p> <p>Some cameras do Classified Intersection Counts and are tasked solely with that and are located at the MPE access so they can clearly identify the Precinct’s traffic from background. Other cameras do Origin-Destination surveys and run Number Plate Recognition software so they can identify where individual vehicles arriving to/departing from the Precinct have come from or go to. The information the data can also be found in BTODR reports on the website.</p>	KO

Asked whether the new report is expected shortly and ask for help with the BTODR search on the website document library.	IP
Welcomed the feedback and suggestions for the documents' library on the website and informed that the next BTODR report is still going through the internal approvals. The latest version is dated May 2023. Kate provided the link to the document. MPE-S2-Biannual-Trip-Origin-Destination-Report-No.05-May-2023.pdf (moorebankintermodalprecinct.com.au)	KO
Asked whether light vehicles be using Anzac Road as an exit out of the Precinct area or are there any prohibitions on that?	JT
Referred to the Operational Traffic and Transport Access Management Plan and informed that the access routes apply to heavy vehicles and not light vehicles. Nothing restricts light vehicles from using Anzac Road when exiting the Precinct area.	KO
Are traffic levels being monitored? Would the cameras be monitoring the light vehicle traffic increase?	JT
BTODR covers both heavy and light vehicles and shows the traffic level increase against the previous year.	MK
<i>LOGOS representative, Kate O'Connell provided further update on action item: Woolworths warehouses visual amenity:</i>	KO
Kate has provided Woolworths with the CCC members feedback as per previous meeting on 18 May 2023. LOGOS did not receive any more information from Woolworths and anticipated opportunities to making amendments to the façade of the warehouse would be very slim as the practical completion had been reached on the national distribution centre (NDC) construction. However, as the Precinct develops and the landscape grows, there will be other warehouses built around the Woolworths NDC and it won't seem as dark as it currently does.	
<i>LOGOS representative, Kate O'Connell provided update on the possible connections between the Precinct and the Casula side of the bridge - noise wall construction provision for future connectivity:</i>	KO
Showed two possible options on the map and informed the CCC members that the options are highly indicative due to huge amount of work and funding still to be allocated. There are multiple issues to be resolved including adjacent biobanking area which is preserved for the conservation of the species.	
<i>No questions. The Chair invited to move to the Reports.</i>	KG

3.0 Quarterly report	<p><i>Aspect representative, Megan Kovelis provided a summary of the Quarterly Report:</i></p> <p>MPE</p> <ul style="list-style-type: none"> Continued construction of Warehouse 6 and 7. Continued construction of Western Rail infrastructure for IMEX terminal. Continued Moorebank Avenue upgrade works. <p>Out of hours works – road line marking.</p> <p>MPW</p> <ul style="list-style-type: none"> Chatham Road closed – entry to the construction site is via Bapaume Road. – to the North of the Precinct. Continued bulk earthworks for warehousing. Construction of Warehouse 2 pad completed. Construction of OSC 6 and OSC 8 – detention bases – ongoing. 	MK
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- Woolworths NDC warehouse construction achieved completion and entered commissioning phase.
- Another Woolworths warehouse – construction ongoing.
- Continued Moorebank Avenue / Anzac Road intersection upgrade.
- Continued construction of the Western acoustic wall and Western rail terminal.
- Western ring road – the perimeter road goes through the Western side of MPW – landscaping works completed.
- Completed ABB boundary retaining wall.
- Construction of Warehouses 1 and 2 – on the Northern part of the site – as well as the construction of the pad for the substation commenced.

Out of hours works – service investigation, railway works, and concrete pours.

4.0
Three-month
project lookahead

Aspect representative, Megan Kovelis provided update on lookahead activities:

MPE

- Moorebank Ave upgrade works will continue.
- Helicopter lifts of solar panels onto warehouse roofs will continue.
- Continued construction of Warehouses 6 and 7 and likely their practical completion.
- Continued construction works at the rail terminal for IMEX.

MPW

- Bulk earthworks to continue.
- Both Woolworths warehouses to enter their commissioning phase.
- Warehouses 1 and 2 on the Northern part of MPW – ongoing construction.
- Moorebank Ave / Anzac Road intersection upgrade – ongoing construction.
- The Interstate Rail terminal – works continue and the construction of the pad for the substation is expected to be completed.

Out of hours works over the next quarter relate to the rail line construction.

Aspect representative, Megan Kovelis provided a summary of Environmental Reports:

Megan informed the CCC members that a range of reports – construction compliance, annual reviews, and operational plans – are prepared quarterly and are go through an internal approval process as well as an approval through the Environmental Representative (ER) or the Department or both.

It is impossible to anticipate the date of an approval either from the Department or the ER, therefore delays should be expected for the reports to be published on the website.

Megan to provide the CCC members with the list of the reports on the quarterly basis.

Any questions regarding any of the Environmental Reports to be directed to Megan.

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-Dec23)	Feb-24
MPE 2	Construction Compliance Report #14 (Oct-March23)	Sep-23
	Construction Compliance Report #15 (April-Sep23)	Nov-23
	Annual Review 2022	Sep-23
	Biannual Trip Origin Destination Report	Dec-23
MPE EPBC	Pre-Operations Compliance Report (Area 3)	Aug-23
MPE EPBC	Commonwealth Compliance Report	Sep-23
MPE Operations	Six Monthly Operations Compliance Report (Nov 22-May 23)	Sep-23
	Independent Environmental Audit	Dec-23
MPW 1	Construction Compliance Report (March-August23)	Oct-23
MPW 2	Construction Compliance Report #5 (Dec-May 23)	Aug-23
	Independent Environmental Audit	Dec-23
	B171 Staging Plan	Sep-23
	B2 Plan Updates	Oct-23
	Operational Management Plans	Dec-23
	Pre-Operations Compliance Report	Dec-23
MPW 2/3	Construction Management Plans	Oct-23
MPW 3	Independent Environmental Audit	Sep-23
MPW EPBC	Commonwealth Compliance Report	Oct-23

What would be the levels the pollutants that require to be monitored and how many months before the data released?

JT

Referred to the Compliance report that includes measurements of noise, air, and water as well as a summary of what is required and what has been undertaken in operations and construction and noted that takes up to 60 days for the report to be approved. Therefore, it may take between 2 and 3 months for the data to be released.

MK

5.0 Other Business *The Chair invited other business.*

CG

- In case of questions regarding post approval requirements, direct them to Derek Low*.
- John Anderson will no longer be able to attend CCC meetings and suggested Michael Burn to replace him.

**Derek Low is an Independent Environmental Auditor endorsed by the Department to undertake independent audits of various Development consents. Mr. Low does not represent the Development; post approval requirements should be directed to LOGOS either via the CCC forum or the contact details listed on the MIP website.*

LOGOS
post
meeting
amend
ment

6.0 Complaints *LOGOS representative, Kate O’Connell provided summary of complaints received since the 18 May 2023 CCC meeting. Three complaints received:*

KO

2 complaints related to noise:

- At the end of May, a Wattle Grove resident complained about noise in the early hours of the morning. The project team investigated and found no works were being undertaken within the Precinct on the night in question. The complaint has been closed.
- In August a complaint received from a Wattle Grove resident regarding a metallic clunking noise at nighttime – no specific information provided regarding dates/times for the noise. Under Investigation.

1 complaint related to dust:

- In June a Wattle Grove resident provided feedback about black dust generation on Moorebank Avenue. The project team investigated and found no exceedances of the criteria for deposited dust in the last three months. The complaint has been closed.

Kate welcomed any feedback from the community and encouraged the CCC members to inform the residents they should provide date and time of the event with any noise or traffic complaint for the purpose of more efficient investigation.

What could have potentially caused black dust? ER

Black dust is usually associated with wood burning or diesel. The Environmental Protection Authority (www.epa.nsw.gov.au) has useful information on air pollution. KO

Where can the pollution compliance report be found? JT

The report can be found in the website documents' library:
Precinct -> Post Approval Documents -> Reports (compliance, monitoring, reviews). KO

7.0 Next meeting The Chair proposed the next meeting to be held on Thursday 7 December 2023 at 6.00pm. CG

CCC accepted meeting time proposed. All

Meeting closed at 6.45 pm.

Meeting Action Log: (grey = completed)

Note: As of 18 May, actions will be numbered for easy reference in future meetings.

Meeting	Action	Response
18-May-2023	13. Policy RE: engine braking in and around MIP 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.	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): <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	12. Floodlights near the corner of Anzac Road shining directly into lounge room LOGOS to investigate further and provide further information to MR.	
18-May-2023	11. Separate right hand turn lane on Moorebank Ave into Bapaume Rd LOGOS to find out if there will be a separate right hand turn lane into Bapaume Road and advise CCC.	The final configuration of Moorebank Avenue (southbound lanes) will be: <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. There will be no righthand turn into Bapaume Road. Access to ABB will be via the MAAI intersection onto Bushmaster Road.
18-May-2023	10. Questions submitted by IP on 17 May 2023 via email. LOGOS to respond in writing directly to IP.	
18-May-2023	9. Request to increase level of detail included in Minutes. LOGOS to distribute more detailed Minutes to CCC in a timely fashion and include initials against points raised.	More detailed minutes are distributed to the participants.
18-May-2023	8. Noise wall construction – provision for future connectivity	During 24 August CCC meeting, LOGOS representative, Kate O’Connell showed two possible options on the map and informed the meeting

LOGOS to provide CCC with diagram showing early indications of where this connectivity provision will be.

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.

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 to/departing from the precinct have come from or go to.</p>
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 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</p>

LOGOS to check conditions of consent; review compliance and provide information back to the CCC.

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.

16-Feb-2023	1. Moorebank Avenue Realignment (MAR) funding National Intermodal to confirm whether NI is now responsible to fund MAR.	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.
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.

Minutes.

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
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