

Meeting Title: Moorebank Intermodal Precinct Community Consultative Committee

Date: Thursday 14 March, 2024

Time: 6 pm

Location: Microsoft Teams / On site

Attendees: Dr Colin Gellatly (Chair), Ellie Robertson (CCC member), Ian Pryde (CCC member), Michael Byrne (CCC member), Eric Rakowski (CCC member), Michael Russel (CCC member), Nancy-Leigh Norris (Liverpool Council), Megan Kovelis (Aspect Environmental), Westley Owers (National Intermodal), Rob Stendrup (LOGOS), Alison Miller Swan (LOGOS), Thomas D’Arcy (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. Mix up with onsite meeting moved to online meeting. 3 CCC members still attended on site. Apology from Tom D’Arcy who sent the updated location email out to CCC members. 	CG TD
2.0 Welcoming Michael Byrne	<p>CCC Chair Dr Colin Gellatly introduced new community representative, Michael Byrne. Michael provided background information as introduction.</p> <p>The Chair suggest proceeding with Actions from last CCC meeting.</p>	CG MB CG
3.0 Actions from last meeting	<p>TSA representative, Thomas D’Arcy, provided an update on action item (28) - Classification of heavy vehicles in the biannual reports. Discrepancies with the descriptions in assessments and modelling:</p> <p>Aspect environmental provided written update in Action response. Issued with updated minutes for CCC member perusal.</p> <p>LOGOS representatives, Alison Miller Swan and Robert Stendrup, provided an update on action item (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:</p> <p>LOGOS do not have concept designs at this stage. Still investigating ideas for the bridge and are yet to reach the concept design stage. The land is owned by a multitude of stakeholders including Council and Dept Planning, Housing and infrastructure.</p> <p>Transport for NSW plans for the M5 works include a pedestrian crossing across the Georges River at the northern end of the site. Currently, any bridge structure would be located on land that is not owned by LOGOS. LOGOS is continuing to try to find the right solution, however, we are not at concept stage yet.</p> <p>National Intermodal representative, Westley Owers, provided an update on action item (26) - Clarification on how the MAR project is currently funded.</p> <p>Project is fully funded. WO requests additional information from Eric (who had previously raised question) to ensure the answer is suitable to the original question.</p> <p>Additional questions raised by Eric in relation to action item 26 –</p> <p>Where had the funds come from? Has this funding been drawn from the original MIK</p>	TD AMS RS WO

funding of \$887m or from a specific funding from the Federal Government? MIK has now changed existence, and is totally responsible for the MAR? Has the 300+million come from the original allocation? Does NI have a proper operating budget?

Westley Owens response:

The delivery MA would be dedicated to either Transport or Council. NI is also responsible for legacy remediation on site that's now being covered off and we're also responsible for biodiversity improvement work. These are completely different budgets and different funds. Ultimately the operating costs really only speak to biodiversity improvements. In response to the broader question NI has committed funds to deliver the works.

Action > NI to provide information on where specific budget has been sourced from for the completion of the MAR Project.

LOGOS representatives, Alison Miller Swan, provided an update on action item (25) - A request to have a specialist involved to interpret comprehensive environmental (air quality) monitoring data and understand the trends. AMS

Separate email received from Jeff addressing this issue. AMS to follow up with Jeff to confirm item has been sufficiently addressed.

National Intermodal representative, Westley Owens, provided an update on action item (23) - A request regarding plans for the cleanup and potential public opening of an old heritage-listed site at the Casula Offset Area. WO

NI has not identified any evidence of the Heritage site listed in the Casula area – this item will be addressed in WO’s presentation later.

TSA representative, Thomas D’Arcy, provided an update on action item (22) - A request for a native vegetation regeneration works report for Casula and Wattle Grove offset areas: TD

National Intermodal provided written update in Action response. Issued with updated minutes for CCC member perusal.

Westley Owens to provide update on Shore offset area in presentation and Wattle Grove offset area in future presentation. Site visit offered to walk through and show progress.

TSA representative, Thomas D’Arcy, provided an update on action item (21) – Visual impact mitigation of a white wall on the western side of the George River, adjacent to the railway tracks: TD

LOGOS provided written update in Action response. Issued with updated minutes for CCC member perusal.

ACTION > LOGOS to respond to CCC members at the next meeting.

TSA representative, Thomas D’Arcy, provided an update on action item (20) - Clarification on a possibility of building elevated walkways to allow public access to the designated conservation areas without disturbing threatened species: TD

National Intermodal provided written update in Action response. Issued with updated minutes for CCC member perusal.

TSA representative, Thomas D’Arcy, provided an update on action item (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.

TD

Document library has been updated with each item, and AMS will conduct a walk through of new library functionality and demonstrate how to locate each document.

Action> TD to send link to each document in email to CCC members.

LOGOS representatives, Alison Miller Swan, provided an update on action item (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:

AMS

The warehouse certification for N1 and N2 has been granted and each document is now on the document library. Under the consent, only the certification is published.

Additional question from Eric relating to supporting documentation for the approved certifications and if this is made available? Is what is published the legal requirement and nothing more? Will this information be released to the committee? The obligation is to, as per the certification, is to remain or to not exceed the network capacity – how will LOGOS demonstrate this?

What we're doing through the consent process is confirming that the predicted traffic is within the broader consent parameters from a traffic volume perspective, and we provide that confirmation. If the question is in relation to the broader traffic modelling, then this would be a question for TfNSW.

We make an assumption in the same way as we did in the overall traffic modelling for the original consent. We made an assumption on a per square metre basis for the number of inbound outbound heavy vehicles and then all we're doing through the consent process is confirming that we're still developing within those original constraints. LOGOS will publish the documents required under the consent to be made public to the website.

Additional items raised about Cambridge Avenue upgrade as a route for trucks from MIP, and the concern that this upgrade has been made due to vehicle demand from MIP. Original proposal had no trucks using south connections and directed to Linked to questions on the traffic volumes in the supporting documentation of N1 and N2 certification and if they will be made public.

Questions in relation to the M5 upgrades and Cambridge Avenue upgrades need to be addressed by TfNSW. These are not projects led by LOGOS or Moorebank Intermodal. LOGOS will publish the documents required under the consent for the N1 and N2 certification. Request has been made to TfNSW for representative to attend CCC meeting and speak to these questions.

Under the existing consents for East and West heavy vehicles are not permitted to make the turn to make a turn that would allow them to travel South and onto Cambridge Ave. As far as LOGOS is aware there is no intention for TfNSW to alter the consent for heavy vehicle routes.

Action > Col to contact Josh Murray in relation to TfNSW attendance at next CCC meeting.

Action > Alison to follow up existing TfNSW enquiry.

Action > Michael Byrne to provide documentation showing TfNSW decision to use Cambridge Avenue as a heavy vehicle alternative.

Action > Alison to follow up with Eric regarding availability of documents and the documentation process that support the consent on N1 and N2.

Aspect representative, Megan Kovelis, provided an update on action item (17) - An inquiry regarding MPE Stage 2 Annual Review and whether MPE Stage 1 activities were included within this report, or separate:

Aspect provided written update in Action response. Issued with updated minutes for CCC member perusal.

The MPE Stage 2 annual review was able to talk to the 2022 data and to its compliance with the thresholds that are within the consent. What it was not able to do was provide historical data to provide an assessment of the development's performance and environmental trends over time. This was due to the data generated, not being able to be distilled into a meaningful data set in a reasonable amount of time to be included in the report.

We had to make a decision as to whether or not we put out the report with the data missing or whether we hold the report and further lag it. The report was packaged up without the data and sent it through to the department to see if it was accepted on that basis and the department did accept it.

Now whilst that process was underway, we obviously didn't forget that the data would be required in future annual reviews. The data has now been processed, and we are expecting within the next month or so the MPE stage two annual review for 2023 will be released containing air quality data that dates right back to 2019.

This data will be legible through sets of graphs and data plots. That can show the developments performance. over time and environmental trends. As the development matures, the more data we have, the more that we can speak and talk to the environmental performance of the project in relation to trends.

TSA representative, Thomas D'Arcy, provided an update on action item (16) - Difficulties navigating Document Library on the project's website:

TD

LOGOS provided written update in Action response. Issued with updated minutes for CCC member perusal.

Alison to provide presentation on how to navigate document library.

No further questions. The Chair invited to move to next item.

CG

4.0 Changes to Chapter 6 - Transport and Infrastructure State Environmental Planning Policy (T&I SEPP)

LOGOS representatives, Alison Miller Swan, discussed the Changes to Chapter 6 - Transport and Infrastructure State Environmental Planning Policy (T&I SEPP):

AMS
RS

Chapter 6 - Transport and Infrastructure State Environmental Planning Policy specifically relates to Moorebank Intermodal. The Department of Planning, Housing and Infrastructure are proposing changes to the SEPP that will enable multi storey warehouses and increases to the GFA and warehouse height.

The proposed changes are designed to respond to the shortages of industrial space in metropolitan Sydney and encourage a smarter use of space on a smaller footprint. With

the changes it is important to note, there are no changes to traffic limits, as increasing the GFA and increasing the height does not actually impact traffic volumes. The maximum capacity of 10,798 heavy vehicles per day as part of the consent remains in place, with independent traffic audits still mandatory. With the proposed increases to building heights, the existing sightline controls remain. LOGOS is looking to prioritise buildings further away from residential areas for height increases, in order to protect the sight lines of Casula.

Eric questions if the DPHI was the source of the change or if it was in response to an application by LOGOS? Specific question to be answered: 'has the department been inaccurate when it states and I quote, the department has received a request from the precinct manager to enable multi-storey warehousing options including increases to the existing 850,000 square metres of gross floor area'.

The Department of Planning, Housing, and Infrastructure had a consultation process for the development of the changes, which LOGOS was involved in. Question taken on notice to provide more information.

Additional question from Eric in relation to traffic impacts from the changes to SEPP - how it was calculated that this change would not increase the vehicle numbers using the facility?

The traffic limits under the SEPP remain unchanged. So even though there are changes to the GFA that have been proposed, there has not been changes to the traffic in terms of things like more jobs. LOGOS is investing how to get people on and off site without cars.

LOGOS forecasts to try and understand what our tenants may or may not bring to the estate relative to heavy vehicle movements and we're motivated to make sure that we're doing business with tenants who have a maximum volume through the rail infrastructure that's being delivered.

Additional question relating to number of smaller vehicles permitted under the SEPP – will this change if the heavy vehicle number remains unchanged?

The number of small vehicles is approximately 6000. Aspect will provide the exact number as an action.

ACTION> LOGOS to provide information on involvement on initial consultation process at next CCC meeting

ACTION> LOGOS to investigate distribution of collateral to inform community of DPHI updates relevant to Moorebank.

ACTION> Aspect to provide number of small vehicles daily in SEPP and confirm this has not changed.

5.0	Air Quality Monitoring Results (Annual Review – MPE – Stage 2) – response to inquiries by Jeff Thornton	TD
	Jeff absent from meeting – Alison/Tom to follow up with Jeff to clarify question and provide response. See response in PREVIOUS ACTION ITEM XX	

6.0	CNVMP December 2021 – response to inquiries by Michael Russell	RS AMS
	Question 1 – regarding the use of helicopter as opposed to on-site cranes to lift solar	

panels onto the roofs of the warehouses, and how can this minimise the noise?

Answer 1 – Due to the size of the warehouses once the roof sheets go on, you can't actually get mobile cranes to reach far enough to place the solar panels. We would always prefer to use mobile cranes as I'm sure everyone appreciates using a mobile crane is a lot cheaper than using a helicopter to lift anything.

If we were to use cranes, we would have to load the solar panels into zones around the edge, and when we did the engineering review on that, what you would be doing is loading enough solar panels onto the edges of the roof to make it unsafe from a structural perspective. The helicopter loop is the only way you can get access into the middle of these large roof spaces. The reality is that we're driven primarily by safety and speed. The use of helicopters allows us to complete the work as quickly as possible so the disruption is, whilst noisy, limited to a relatively short period of time.

Question 2 – Section B126 – and the prescribed one hour rest fight between ceasing and recommencing of any work that is the subject of the helicopter work.

Answer 2 – LOGOS did revise Quad Souls schedule to align with this. We had identified a four-hour period before the one hour break followed by three hour period. So it appears that yes, the respite break did occur, but it did occur in the wrong time and that's something that we will certainly be communicating with Quad Souls. We've also taken Michael's feedback that when the helicopters cabin faces the residents it generates less noise and that's something we'll also be communicating to the contractors. Mid-week helicopter lifts were conducted due to previous complaints about Saturday lifts.

Ian Pryde – has had to leave the meeting due to another planned engagement at 7:30pm.

CCC members on site (Colin, Michael and Michael) have left the meeting due to overheating Iphone (video has dropped out).

7.0	Environmental Management Report: <ul style="list-style-type: none"> - Quarterly report (December 2023 – February 2024) - Quarterly lookahead (March – May 2024) - Environmental Reporting Asp 	MK
-----	--	----

Environmental update placed on hold due to limited CCC members remaining in the meeting.

8.0	"Hour glass" biodiversity area update	WO
-----	---------------------------------------	----

Hour Glass Biodiversity update placed on hold due to limited CCC members remaining in the meeting. To be presented during walk through during May/June CCC meeting.

9.0	Complaints	TD
-----	------------	----

TSA representative, Thomas D'Arcy provided a summary of complaints received since the 7 December 2023 CCC meeting. 4 complaints received:

3 complaints related to noise:

Of the three noise complaints, 2 were linked to helicopter noise, with one not related to MIP and in response to a Police POLAIR Helicopter flying low of adjacent suburbs, and one for the noise generated from soil being loaded onto a truck. All complaints has been closed.

1 complaint related to development impacts:

The complaint related to development impacts was a community member identified a substance spilled on her car from construction activities. The construction activity was identified and the car was cleaned up by the contractor. Resident was happy with response and complaint was closed.

10	Other Business	<i>The Chair invited other business.</i>	CG
		Next meeting to be held earlier to ensure walk through can be completed during day light hours.	
		Meeting agreed to be ended early due to members unable to remain in the call.	

8.0	Next meeting	The Chair proposed the next meeting to be held in person on Thursday May 11, 2024, at 3.00 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.	<p><u>The BTODR's classify vehicles are AR and HR:</u></p> <p>The BTODR follows a framework set out within a previously prepared Arcadis Report, which has been included as Appendix A of each BTODR. This framework outlines that the classification of vehicles be consistent with the Austroads vehicle classifications. See breakdown of how the classification system works and how it is applied to this BTODR austroads classes.xls (dit.sa.gov.au).</p> <p>Section 4 of the BTODR refers for traffic volumes. In this section, the breakdown of vehicles relates to Light Vehicles (LV) and Heavy Vehicles (HV) only.</p> <p>Section 5 of the BTODR relates to the Origin-Destination (OD) surveys being undertaken for all vehicles accessing or passing through the broader Moorebank Intermodal Precinct. This section breaks down the vehicles a little further and includes Rigid Heavy Vehicles (HR) and Articulated Heavy Vehicles (AR) – with the main point of difference being Articulated Heavy Vehicles having a ‘truck and trailer’ type arrangement, while a Heavy Rigid does not (think of a bus, where it is all a single vehicle).</p> <p><u>This is inconsistent with how they are described in the assessments and modelling (presumably the EIS).</u></p> <p>The BTODR is a document that is prepared twice a year based on the framework developed by Arcadis. The framework was developed in conjunction with TfNSW over a 5-month period, and clearly outlines how the BTODR needs to be structured. As such, the nomenclature of the breakdown in vehicle classification may be different from other traffic-based reports prepared for the Moorebank Precinct.</p> <p><u>Is this a nomenclature that has been introduced by Ason and how would the CCC differentiate between this and what's been previously modelled?</u></p> <p>The Heavy Vehicle nomenclature includes the Rigid Heavy Vehicles and Articulated Heavy Vehicle classifications (see attached). In the event reference is made to Heavy Vehicles (HV) only, then it would be safe to assume that it covers all classes of heavy vehicles, including Rigid Heavy Vehicles and Articulated Heavy Vehicles.</p>
7-Dec-	27. A request for email distribution of a concept	

2023 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.	Project is fully funded and money has been committed.
------------	---	---

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 (air quality) 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.	<p>Biodiversity works - National Intermodal continues to undertake weed management and improvements to the Biodiversity offset areas under the Biodiversity Agreement 341 (BA 341). This includes:</p> <ul style="list-style-type: none"> - Moorebank Offset Area (Georges River) – continued weed removal of this area, also earth preparation works within the area known as the ‘dustbowl’ (Management Zone 12 – BA341) to facilitate replanting of this area, which is anticipated for pre-Spring 2024. Also ongoing monitoring of water based exotic species, which was previously treated through the targeted release of a biological agent. - Casula Offset Area (Hourglass land) – recently commenced weed removal on this area (located
------------	---	---

to the southeast of the existing Casula station commuter car park), with tritter machine (vehicle on tracks with a mulching head on it) supported by hand removal. Liaison with Council to support the new bike path and walkway adjacent to the site.

- Wattle Grove Offset Area (Boat land) – monitoring site, investigating and targeting imported waste for removal and undertaking specific activities to control and remove water based exotic species.

All the above activities are tracking well against our biodiversity commitments.

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 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.	The BA 341 does not allow for these works. National Intermodal plans to provide select guided access ('Ecotours') to these areas to provide education to the community while ensuring biodiversity preservation remains the primary focus. More information to follow in relation to these tours, noting that we welcome another separate site visit (outside the ecotours) from this group.
	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	On the MPE Stage 2 Annual Review (2022), it is correct that the document was prepared and

included within this report, or separate.

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

submitted in the absence of some air quality data.

The existing air quality datasets did not align to the reporting criteria and could not be distilled into meaningful trend data in a timely manner. To include the data without alignment would have led to erroneous or misrepresentative conclusions. To wait for completion of alignment steps would have further delayed completion of the 2022 report.

The report was subsequently provided to the Department and accepted.

The process of aligning the dataset is currently underway for inclusion of accurate trend reporting in the forthcoming 2023 report. This process will also facilitate consistent trend reporting for future reports.

The Construction Compliance Reports for MPE Stage 2 include dust depositional results – but not other elements of air quality (PM, NO₂, CO) otherwise covered in the MPE Stage 2 Annual Review. Compliance Reports do not report on environmental trends, but rather a ‘yes or no’ in relation to dust depositional levels meeting the requirements of the consent. These are placed on the Project website once they have been received and approved by the Department.

It is agreed that as the Precinct grows and develops, establishing and monitoring environmental trends (including air quality) is important. This is a requirement under the MPE Stage 2 consent, as part of the purpose of the Annual Review. Recognition of the significance of this requirement is why alignment of the datasets is critical, to ensure accurate and consistent presentation of site environmental performance against respective environmental reporting criteria.

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 n 14 March 2024.</p>
24-Aug-2023	15. Report RE: Air quality monitoring request by Jeffrey Thornton Aspect to share relevant reports with the CCC members.	<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: Summary of Monitoring Results (2022) Summary of Monitoring Results (moorebankintermodalprecinct.com.au)</p>

The MPE Stage 2 Annual Environmental Review 2022'
[0.pdf \(moorebankintermodalprecinct.com.au\)](https://moorebankintermodalprecinct.com.au)

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	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.	<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. <p>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.</p>
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-	11. Separate right hand turn lane on Moorebank	The final configuration of Moorebank Avenue

2023	Ave into Bapaume Rd LOGOS to find out if there will be a separate right hand turn lane into Bapaume Road and advise CCC.	(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 LOGOS to provide CCC with diagram showing early indications of where this connectivity provision will be.	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.
18-May-2023	7. How traffic cameras determine origin and type of traffic Aspect to find out from Ason how this works and explain to CCC.	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.
18-May-2023	6. Separation of light and heavy vehicles in EOD Tables in BTODR Report Aspect to investigate if it is possible to separate light vs. heavy vehicles in OD tables to improve visibility.	Please refer to the Origin-Destination are provided within each BTODR report publish in the documents’ library on the website. MPE-S2-Biannual-Trip-Origin-Destination-Report-No.05-May-2023.pdf (moorebankintermodalprecinct.com.au)
18-May-2023	5. Report RE: possible breaches ER to submit report prepared of possible breaches by vehicles to LOGOS for consideration.	
18-May-2023	4. CCC Definition of heavy vehicles as it applies to MIP Aspect to find definition of heavy vehicle that applies to MIP and provide to CCC.	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)*.

*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.

16-Feb-2023 and 18-May-2023	3. Woolworths warehouses visual amenity – western walls LOGOS to provide feedback to Woolworths as per the CCC discussion	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.
16-Feb-2023 and 18-May-2023	2a. Acoustic wall visual amenity – vegetation Casula side. 2b. Obligation to vegetate both sides of wall as part of approval conditions. LOGOS to check conditions of consent; review compliance and provide information back to the CCC.	LOGOS investigated wall treatment suggested by ER – found unsuited for this location. 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.
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	Aspect to provide a summary of key outcomes to be provided to the CCC.

traffic and forecast

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
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

Minutes.