

Meeting Title: Moorebank Intermodal Precinct Community Consultative Committee

Date: Thursday 23 May, 2024

Time: 3 pm Biodiversity walkthrough /5pm

Location: On site / Microsoft Teams

Attendees: Dr Colin Gellatly (Chair), Ellie Robertson (CCC member), Jeff Thornton (CCC member), Michael Byrne (CCC member), Eric Rakowski (CCC member), Megan Kovelis (Aspect Environmental), Westley Owers (National Intermodal), Rob Stendrup (LOGOS), Alison Miller Swan (LOGOS), Thomas D’Arcy (TSA), Julia Lefort (National Intermodal)

Apologies: Michael Russel (CCC member), Ian Pryde (CCC member), Lachlan Benson (Qube), Nancy-Leigh Norris (Liverpool Council),

Distribution: As above.

Item	Discussion Point	Speaker
1.0 Apologies and Introductions	<p>Meeting started 5pm</p> <ul style="list-style-type: none"> The Chair welcomed the CCC. New Liverpool Council member introduced. 	CG
2.0 Welcoming new Liverpool City Council member	<i>CCC Welcomes new member of CCC from Liverpool Council.</i>	CG
3.0 Minutes from last meeting	<p><i>The Chair asks for the confirmation and acceptance of the minutes from the previous CCC meeting</i></p> <p>Eric noted incorrect initials in document, and no other issues. Minutes accepted.</p>	CG ER
4.0 Actions from last meeting	<p>Actions relate to additional follow up questions and related actions from actions of previous meeting (14 March 2024)</p> <hr/> <p><i>National Intermodal representative, Westley Owers, provided an update on action item: 26 - NI to provide information on where specific budget has been sourced from for the completion of the MAR Project.</i></p> <p>Wes to complete – Transcript and notes do not cover this item.</p> <hr/> <p><i>LOGOS representatives, Alison Miller Swan, 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:</i></p> <p>Plantings to be investigated to block out white sections. It will take some time for this planting to grow and block the wall. LOGOS will continue to monitor.</p> <hr/> <p><i>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.</i></p> <p>Tom to send out expected publications (provided by Aspect Environmental) for the month ahead prior to the distribution of minutes. Improved document library to be more user friendly.</p> <hr/> <p><i>TSA representatives, Thomas D’Arcy, provided an update on action item (18) - The status</i></p>	WO AMS TD TD

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/ Cambridge Avenue access and traffic impacts. Erik
MK
RS

Tom distributed project email for Cambridge Avenue contact. TfNSW not willing to attend CCC meeting. Happy to answer questions via email.

Regarding the possible use of Cambridge Avenue for heavy vehicles. The existing consents in place, do not permit any vehicle to turn south, and all freight traffic must leave to the north of MIP.

ERIK – Biannual reports show trucks leaving the south of the site – who should this be reported to?

MEGAN – BTODR would be the reporting mechanism to identify this. Vehicles are permitted to leave the south of the site to access Glenfield Waste, but not to access Cambridge Avenue or local roads.

ROB - identification of the individual trucks relating to the individual tenants is something that we're talking to the tenants about trying to get data on. Obligation of LOGOS to manage road use for the estate, but challenging to get tenants to agree, due to privacy and commercial competition regarding source and destination data for trucks.

ERIK – Any way to confirm the trucks moving south are confirmed to be going to Glenfield Waste? Need to investigate trucks moving east as well. Under the destination report, there is an average 136 movements a day moving east, which as per documents says should be capped at 2%.

ACTION – *confirm that trucks using south gate are specifically for Glenfield Waste.*

Changes to Chapter 6 - Transport and Infrastructure State Environmental Planning Policy (T&I SEPP) to detail LOGOS involvement in process, and to confirm the number of small daily vehicles listed in SEPP. RS
MK

Rob - department planning driven process and it's looking at transport and infrastructure changes in Sydney, so the broader push for the set as far as I understand was looking at transport infrastructure related works and where infrastructure and warehousing, zoning, landing in Sydney was located looking at potentially increasing density on that warehouse. LOGOS is in support of the process and spoke to the Department explaining as such. Rob is aware of Liverpool Council’s opposition. Erik requests submission be shared, and Rob notes that LOGOS did not make a formal submission on the SEPP, and meets with the department as part of our responsibilities to Government

Megan – SEPP doesn’t include numbers of heavy or light vehicles that are permissible for the precinct. It does note the traffic certificate process. The cumulative consent, so the MPE concept approval and the MPW concept approval, the daily light vehicle cap is 9337.

Noted that Erik does not agree with the Department of Planning’s process for consultation for changes to the SEPP.

Erik – *Questioned response to Jeff’s email (Action Item 5). Response had been provided to Jeff via email, and resolved.* Erik

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

5.0 Environmental Management Report: MK

- Quarterly report (March – May 2024)
- Quarterly lookahead (June – August 2024)
- Environmental Reporting Asp

Quarterly Report:

MPE

1. WH6 Construction completed and occupied.
2. IMEX west container storage area beams complete.
3. Continued Moorebank Avenue upgrade works.
4. Continued construction Onsite Detention (OSD) basin 10.

Out of Hours Works undertaken: infrastructure (utilities) investigation and relocation, sewer main installation.

MPW

1. Bulk earthworks for warehousing continuing including in the southern area of site.
2. Southern area warehouse pads 1, 2 and 5 complete.
3. Continued Construction of Warehouse N1 and N2.
4. Woolworths Warehouse 6, currently commissioning.
5. Woolworths Warehouse 5 construction ongoing
6. Continued MAAI upgrade, MAAI intersection open and traffic moved west to enable construction of the next phase.
7. Substation construction
8. Continued construction for Interstate rail

Out of Hours works undertaken – service investigation and relocation / installation works, rail possessions surveys and installation works, drainage works, asphaltting related to MAAI and concrete pours.

Quarterly Lookahead:

MPE

1. Moorebank Avenue upgrade works.
2. Continued construction of OSD basins.

MPW

1. Fill placement for warehousing southern area of site.
2. Woolworths warehouse 5 construction/commissioning and warehouse 6 commissioning.
3. Warehouse N1 construction completion and N2 constructions ongoing.
4. Warehouse NI fit out
5. MAAI intersection upgrade.
6. Interstate terminal and rail construction (hardstand areas, rail ballast and rail placement) construction completion.
7. Substation construction
8. OSD 3 construction and outlet structure maintenance tracks.
9. WH 4 Pad, construction of stormwater drainage from Interstate terminal to Bushmaster trunk line.

Out of Hours – MPW – Rail procession – service investigation and relocation / installation works, construction of rail link and concrete pours.

ERIK – Are the Woolworths/Primary Connect trucks permissible using the Woolworths building, are they moving office furniture etc? Can we confirm these are not Operational trucks?

Megan / Wes - ER are the Independent advisor to the Department. Keep tabs on auditing every 6 months looks through all conditions, whether or not you're in a construction operations pre construction phase. Any miss, is deemed a non-compliance.

Rob – Trucks are for commissioning not operational. The NDC won't be operational probably for another four or five months. The RDC won't go into operations mode for approximately 10 months. Any formal complaint can be submitted to the Department.

Forecast Environmental Reporting

Documents due to be uploaded in the next quarter.

Development	Report	Expected Publication
MPE 2	Construction Compliance Report #16 (October-Feb 24)	Jun-24
	Annual Review	Jun-24
MPE Operations	Independent Environmental Audit	Jun-24
MPW 1	Construction Compliance Report (September-February)	May-24
MPW 2	Construction Compliance Report #6 (June- November 23)	May-24
	Construction Compliance Report #7 (December- May 24)	Jul-24
	Pre-Operations Compliance Report	May-24

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

6.0 Complaints

TSA representative, Thomas D'Arcy provided a summary of complaints received since the 14 March 2024 CCC meeting. 7 complaints received:

TD

4 complaints related to noise:

Of the four noise complaints, three were linked to container movement (operational) noise, with one related to an unknown noise within the precinct. This unidentified noise was reported during a rain event, and there was no work occurring on site, and the team were unable to identify the source of the noise.

The operational noise complaints have been raised to QUBE to toolbox with operators.

1 complaint related to light pollution:

Relating to a resident who observed the Woolworths building lit up through incorrectly positioned lights. Lights were identified to not be in the correct angle, so they've been switched off, corrected their angle and turned back on again and so that's greatly reduced the light spill.

1 complaint related to traffic impacts:

Concerned about traffic bottleneck moving north towards the M5. Final layout was explained, and current traffic arrangement is in place to facilitate works.

1 complaint related to personal injury:

This was linked to a cyclist accident which occurred in the construction area on Moorebank Avenue.

7.0 Other Business

The Chair invited other business.

CG

Previous question on N1 and N2 to be addressed again. As action

Erik

Condition 12 mentions warehouse throughput has to be associated with terminals. Will the privacy issues raised earlier in the meeting impact this condition? Erik to write this up and formally submit it.

What is the public interphase going to be on MAR?

Wes notes bike paths and footpaths will be included in MAR.

1) The redesigned Moorebank Ave and Anzac Rd Intersection.

JT

Previous advice provided by Richard Johnston of Aspect Environmental and Scott Warren of TSE stated that semi-trailers leaving the Intermodal would find it prohibitive to turn right into Anzac Rd. Currently, the layout of the intersection provides free

passage to all vehicles, including semi-trailers (as witnessed) to turn right into Anzac Rd. Presumably, Richard was referring to a future time when Moorebank Ave is repositioned back to its original position which is potentially, 1- 2 years from completion.

From memory, a request was made at a previous meeting to distribute a final version of the plans for the redesigned Moorebank Ave and Anzac Rd intersection. I've checked previous emails and don't recall getting a copy. Can we arrange for a copy of the final plan of the intersection to be distributed?

Action – confirm inference from Richard.

2) Request for up-to date data of emissions to be provided at CCC meetings

As far as I'm aware, the Intermodal project is required to monitor the following emissions: Solid particles i.e. particulate matter 2.5 & 10, Sulphur oxides, Nitrogen oxides and hydrocarbons. The major source for these emissions come from diesel trucks, diesel locomotives etc. Whilst truck numbers are currently small, as the project ramps up so too, will the truck numbers.

As per Section 5 - Responsibilities of the Proponent in the Community Consultation Committee Guideline-

The proponent must give the committee (amongst other things) prompt and accurate reports and information on the project including:

- the status of the project
- existing operations
- environmental performance

This does not include information of a financial or commercial nature.

The proponent must also give the committee (amongst other things) current or relevant copies of:

- the projects approval or consent and other relevant documents, including management plans
- results of environmental monitoring
- annual review or compliance reports
- audit reports
- any other information requested by the committee, chairperson or department that is not financial or commercial in nature.

The proponent must respond to any questions or advice from the committee about the project's environmental performance, complaints, investigations and community relations. These responses should be given to members within 28 days of a committee meeting unless the meeting minutes specify otherwise.

Action – Respond to above.

The annual report that's still just a summary, it doesn't actually publish the data behind it. I just wanted to clarify what is included. When statements are made there is no data to explain the conclusions. Are there other reports behind the annual report that we that you would recommend looking at to understand how these conclusions have been reached? Is water quality monitored with live reporting?

Erik

Answer from Megan: There is there is some data provided. Not all of the data is provided because in some cases like which one was, it was it dust or NO, it's a huge amount of data. It's taken a very long time for us to process, though. If this was attached, it would be absurdly long document. So no, there is some data behind it, but

MK

the data is on it on its own is not easy to digest. It's got summary tables and then graphs to show those trends. If you are interested in something that requires further clarification, you can let us know, and we can look to see if any supporting report will be of use to answer the question.

Answer from Wes: Water monitoring is presented in the Annual report. Live reporting is not used, however team is investigating monthly monitoring, to ensure trends can be identified, and likely correlating items can be identified.

WO

8.0 Next meeting

The Chair proposed the next meeting to be held online on Thursday August 22, 2024, at 5.00 pm.

CG

CCC accepted meeting format and time proposed.

All

Meeting closed at 6.30 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	LOGOS do not have concept designs at this stage. Still

2023	<p>drawing of two potential bridge locations: one down near Casula train station and one adjacent to the M5.</p> <p>LOGOS to share the materials with the CCC members.</p>	<p>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 to include a pedestrian crossing across the Georges River at the northern end of the site. Currently, any bridge structure at the Casula end 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>
7-Dec-2023	<p>26. Clarification on how the MAR project is currently funded.</p> <p>National Intermodal to seek additional information and provide CCC with a response.</p> <p><i>Additional question</i> - Where had the funds come from? Has this funding been drawn from the original MIK 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?</p>	<p>Project is fully funded and money has been committed.</p> <p>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.</p> <p>Ultimately the operating costs really only speak to biodiversity improvements. In response to the broader question NI has committed funds to deliver the works.</p>
<p>Additional response from NI to be provided.</p>		
7-Dec-2023	<p>25. A request to have a specialist involved to interpret comprehensive environmental (air quality) monitoring data and understand the trends.</p> <p>Aspect and LOGOS to discuss the possibility of involving a specialist and advise CCC members at the next CCC meeting on 14 March 2024.</p>	
7-Dec-2023	<p>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.</p>	<p>TSA to avoid yellow and use an alternative colour to address the visibility issue of the minutes documents.</p>
7-Dec-2023	<p>23. A request regarding plans for the cleanup and potential public opening of an old heritage-listed site at the Casula Offset Area.</p> <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>NI to get and provide the information regarding the ongoing works on Casula Offset site at the next CCC.</p>	<p>NI has not identified any evidence of the Heritage site listed in the Casula area.</p> <p>Walk through and presentation to be prov</p>

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 (Boot land) – monitoring site, investigating and targeting imported waste for removal and undertaking specific activities to control and remove water based exotic species. <p>All the above activities are tracking well against our biodiversity commitments.</p>
7-Dec-2023	21. Visual impact mitigation of a white wall on the western side of the George River, adjacent to the railway tracks.	<p>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.</p>
7-Dec-2023	<p>20. Clarification on a possibility of building elevated walkways to allow public access to the designated conservation areas without disturbing threatened species.</p> <p>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.</p> <p>National Intermodal to check terms of the BA341 and provide information to the CCC.</p>	<p>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.</p>
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	<p>TSA to send out emails with documents’ attachments when published on the Project’s website until the next CCC meeting in March 2024.</p>

improvement project is underway.

LOGOS to take the CCC members through the new functionality of the Document Library at the next CCC meeting on 23 May 2024.

7-Dec-2023	<p>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. Are the supporting documents made available? If only certification is published, will any supporting documents be made available to the CCC?</p> <p>Additional objections raised with Cambridge Avenue upgrade.</p> <p>Aspect to consult with LOGOS regarding the distribution of the documentation and provide an answer.</p>	<p>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.</p> <p>The consent process confirms that the predicted traffic is within the broader consent parameters from a traffic volume perspective, and LOGOs provide that confirmation. Any questions relating to the broader traffic modelling, would need to be a question for TfNSW.</p> <p>Questions relating to Cambridge Avenue upgrade are outside LOGOS scope and should be addressed to cambridgeavenue@transport.nsw.gov.au</p>
7-Dec-2023	<p>17. An inquiry regarding MPE Stage 2 Annual Review and whether MPE Stage 1 activities were included within this report, or separate.</p> <p>Aspect to review the specific requirements and provide a response to the inquiry.</p>	<p>On the MPE Stage 2 Annual Review (2022), it is correct that the document was prepared and submitted in the absence of some air quality data.</p> <p>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.</p> <p>The report was subsequently provided to the Department and accepted.</p> <p>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.</p> <p>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.</p> <p>It is agreed that as the Precinct grows and develops, establishing and monitoring environmental trends (including air quality) is important. This is a</p>

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) (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	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>

- 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 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	<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

18-May 2022	Aspect to investigate feasibility of noise monitoring during times of high wind speed	<p>Feedback from Acoustic Engineers shared at August meeting. Summary:</p> <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