

Moorebank Intermodal Precinct Community Consultative Committee – Minutes from Meeting #28

Meeting title:	Moorebank Intermodal Precinct Community Consultative Committee – Meeting #28
Date/Time:	Thursday 20 February 2025, 11am
Location:	Microsoft Teams
Attendees:	Jeff Thornton (CCC member), Luke Oste (Liverpool City Council), Michael Russel (CCC member), Michael Byrne (CCC member), Eric Rakowski (CCC member).
Project team attendees:	Dr Colin Gellatly (Chair), Megan Kovelis (Aspect Environmental), Westley Owers (National Intermodal), Rob Stendrup (LOGOS), Alison Miller Swan (LOGOS), Thomas D’Arcy (TSA Riley), Carla Trainor (National Intermodal).
Apologies:	Ellie Robertson (CCC member), Ian Pryde (CCC member), Lachlan Benson (Qube), Nancy-Leigh Norris (Liverpool Council), Julia Lefort (National Intermodal).

1. APOLOGIES AND INTRODUCTIONS

The meeting started at 11am and the Chair welcomed the CCC.

2. MINUTES FROM LAST MEETING

The Chair asked for the confirmation and acceptance of minutes from the previous CCC meeting. *Minutes accepted.*

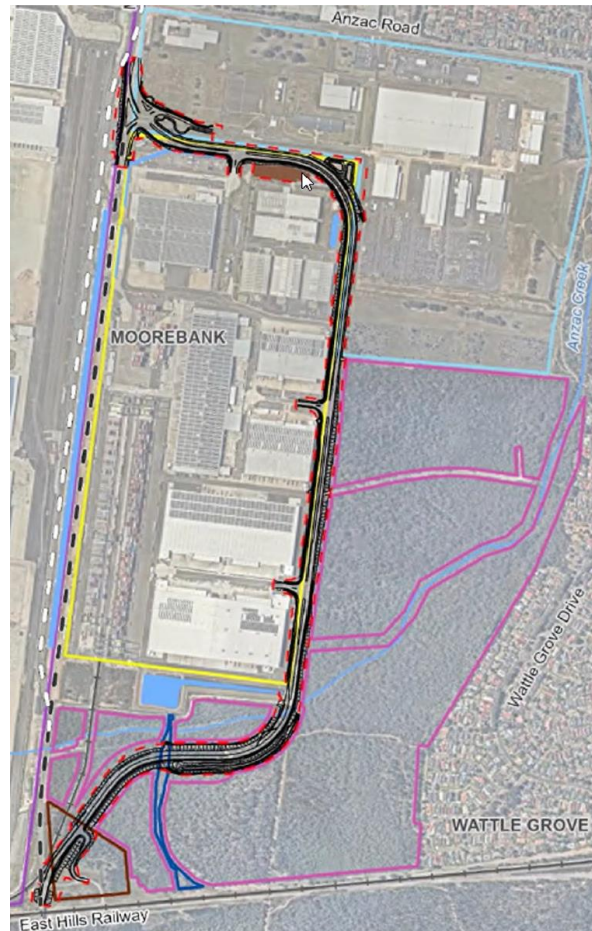
3. ACTIONS FROM LAST MEETING

Actions from the 21 November 2024 meeting were discussed and are itemised in the Action Log below from #31 to #35.

4. NATIONAL INTERMODAL PRECINCT UPDATE

Westley Owers (WO) provided an update on the Moorebank Avenue Realignment (MAR):

- Head contractor BMD are now on board to deliver the construction of MAR. BMD are also delivering intersection and precinct upgrades.
- Design refinements along with the Construction Environment Management Plans have now been completed.
- An initial construction compound has been established at the northeast corner of MPE (shown in brown in below map) and notification of site mobilisation issued to local community.
- Preliminary works to commence late February 2025 with construction works commencing in March.
- Majority of works will be completed offline and won’t impact traffic arrangements on Moorebank Road.
- Minor traffic disruptions expected during the connection of the new road at the northern and southern tie-ins with Moorebank Avenue (to occur in approximately 16 months’ time).
- Feedback can be provided via the MIP hub.
- Map of alignment below.



Questions:

- **Michael Byrne:** Are there two entry points into the warehouses? What is the closest distance between the MAR and houses at Wattle Grove?
 - **WO response:** The existing Moorebank Avenue alignment will be used for operational purposes only and become a private terminal access (therefore not intersecting with public traffic). There will be two entry points on the eastern side (shown in yellow of the map) for warehouse access traffic (container trucks, light vehicles and staff access). Distance between MAR and Wattle Grove is approximately 450m at the narrowest point.
- **Erik Rakowski:** Clarification sought around the number of lanes at Cambridge Avenue and MAR and if there has been modelling done to understand the pinch point where traffic condenses from four to two lane traffic? Is there any coordination with Transport on the intersection and interface works with Cambridge Avenue? Who will be responsible for the bridge?
 - **WO Response:** MAR will be four lanes all the way around until towards the southern point of IMEX where it becomes two lanes. Design refinements have considered traffic modelling and not changed from the approved EIS. There is a works authorisation deed with Transport for NSW who are a key stakeholder and received ongoing design updates to provide inputs before regularly signing off. Transport would be required to build the bridge and any upgrades, changes or considerations that would tie into Cambridge Avenue in future.

5. ESR PRECINCT UPDATE

Rob Stendrup (RO) provided an update on the ESR Precinct:

- The Moorebank Avenue and Anzac Road intersection works are progressing well.
- A live electrical powerline strike occurred towards the end of last year which closed Moorebank Avenue for a couple hours.

- From a safety perspective, a two-vehicle accident occurred at the intersection into Piccolo Me. Police and ambulance were called, closing the road for a few hours but thankfully there were no serious injuries.
- The Moorebank Avenue section of the Anzac/Moorebank intersection is on track to be completed over the next two months with the Anzac Avenue section over the next six or so months.
- Bulk earthworks on the western estate are now complete, along with PFAS management.
- Working with NIC on the tree planting on the biodiversity zone which is on track with water discharges being carefully monitored during heavy period of rain.
- Also working on negotiations with some new tenants, along with shuttle bus route investigations.

Questions

- **Erik Rakowski (ER):** If there was a change in the design of MI from the model to what is built, who would have signed off on this and how? As part of completing his analysis, Erik will send through his plans with overlaid drawings **ACTION 36**.
 - **RS Response:** Transport signs off and any modifications to the design would require a ward amendment as part of the construction works access deed.
- **ER:** How strictly controlling will we about the type of tenants entering the northern zone as there is nothing in the legislation that precludes something unwanted (e.g. brothel). He believes there has been mistruths told in the past such as in October 2014 when community were advised that MAR would not be -realigned.
 - **RS Response:** Investors and Treasury Corp who approve all tenant deals would not approve any unwanted uses and tenancies with the asset management team also assisting. On Erik's request for a 'statement of commitment', ESR is happy to provide a written statement of intent around tenancy limited use **ACTION 37**.
- **ER:** Is the power being generated solely for use on site?
 - **RS Response:** The simple answer is that the ideal scenario has power generation on site which feeds as much as possible to tenants and back into the grid. In reality, the surrounding power network has limited capacity to feed into the grid (current ability around 5-7 megawatts). ESR are not currently feeding back into the grid, but Energy Bay may have the commercial imperative to do so – question to be taken on notice **ACTION 38**.
- **ER:** Is the water discharge testing mentioned during rain events, is that something being published online or internal?
 - **RS Response:** There are obligations to test the water quality in the OSD (onsite detention) tanks before it gets discharged and also responsible for testing in the Georges River at the discharge point. Information where this can be found in the relevant report can be taken offline and advised (Megan or Alison) **ACTION 39**.

6. QUARTERLY ENVIRONMENTAL REPORT (MEGAN KOVELIS)

Megan Kovelis (MK) provided a summary of activities for the last quarter:

MPE

1. Continued construction Onsite Detention (OSD) basin 10
2. Out of Hours Works undertaken - infrastructure (utilities) investigation and relocation

MPW

1. Earthworks for warehousing in the southern area complete
2. Woolworths Warehouse 6, operational
3. Woolworths Warehouse 5 currently commissioning
4. Continued Moorebank Avenue / Anzac (MAAI) intersection upgrade
5. Substation construction
6. WH3 and 4 pads stormwater management complete

Out of Hours works undertaken – service investigation and relocation / installation works, drainage works, asphaltting related to MAAI.

3 months lookahead activities:**MPE**

1. East west culvert drainage apron works
2. Continued construction of OSD 10

MPW

1. MAAI intersection upgrade ongoing
2. Substation construction
3. OSD 3 construction
4. Northern warehouse pads 3 and 4, and southern warehouse pads care and maintenance (environmental controls)

Out of Hours –Service investigation and relocation / installation works, drainage works, asphalting related to MAAI.

Consent	Report	Expected Publication
MPE 1	MPE Stage 1 Construction Environmental Management Plans (updated suite)	Apr-25
MPE S2	MPE Stage 2 Construction Compliance Report #17	Feb-25
	MPE Stage 2 Independent Environmental Audit (Construction)	Feb-25
	MPE S2 Construction Environmental Management Plans (updated suite)	Mar-25
MPW S1	Completion Compliance Report	Feb-25
MPW S2	MPW S2 Construction Compliance Report #08	Mar-25
	MPW S2 Operational Compliance Report #01	Mar-25
	MPW S2 Construction Environmental Management Plans (updated suite)	Mar-25
	MPW S2 Operational Environmental Management Plans (updated suite)	Mar-25
	MPW S2 Summary of Monitoring Results	Apr-25

Note: Expected publication dates are intended to be indicative only, ability to publish reports can be impacted by numerous factors

Questions/Comments:

- **ER:** Regarding groundworks for warehousing – is there a distinction between ‘non-warehouse’ land works and the estate?
 - **RS Response:** What is completed are the bulk earthworks as it relates to the contractor Georgios which are effectively preparations for warehouse construction, whereas MK was speaking to the next phase with works relating to drainage works and warehouse pads.
- **ER:** Are the planning documents for the current and subsequent warehouses published on the website?
 - **MK Response:** All the documents mentioned for MPW in the north N3 and N4 all form part of the Stage Two consent, so all their relevant approvals are attached and already online. ER is concerned that the built heights differ from the architectural drawings in the Masterplan (although permissible) and would like to see the built form plans for reference. Question to be taken on notice **ACTION 40.**
- **Michael Byrne:** Michael commented that he is not convinced that traffic will work in this area with the precinct being built so close to the river, housing and confined bridges. He is currently working on a document (letter) to send off to authorities including the PM on behalf of the community group RAID and will advise the CCC when sent **ACTION 41.**

7. COMPLAINTS FROM LAST QUARTER

Tom Darcy (TD) provided an overview of the three complaints received since the last meeting.

1 relating to dust:

Complaint regarding airborne dust from the precinct reaching a property in Wattle Grove. This has required an increase in the number of times the pool needs to be cleaned. Requested improvements to dust management on site. Investigation undertaken, noting the property is 1.76kms away from earthworks. Complaint passed on to teams to ensure dust management remains a focus.

1 relating to vegetation management:

Statement of disapproval in relation to the revegetation approach from a community member. Complaint was acknowledged and possible options for improvements discussed with the stakeholder. Revegetation plans were also discussed with the stakeholder who was referred to the precinct library for documents with additional information.

1 relating to building design and visual impact:

A stakeholder from Glenfield voiced dissatisfaction with the buildings and loss of city views due to the Moorebank development. Complaint was acknowledged and plantings to reduce visual impact discussed with the stakeholder.

ER asked if TD recalls the names of these stakeholders and TD advised that he does however they are not to be publicly identified on the complaints register online.

8. ADDITIONAL ITEMS / ERIK RAKOWSKI

ER presented his three questions which are addressed to the three parties - NIC, ESR and the Department:

The principal question pertains to traffic generation which has been quoted as 10,798 heavy vehicles and 9,337 light vehicles. ER has found no foundation in the literature for that being the approved limit and he believes the approved limits are set out by cumulative scenario b which are much lower numbers. ER would like to know how those numbers were assessed and approved.

Megan Kovelis (MK) shared screen and presented the mapped information prepared around Moorebank Intermodal Precinct works (MPW and MPE) and the consent instruments used throughout the various stages of approvals for concept and development application.

RS and AMS held an additional meeting with ER to discuss these figures in further detail **ACTION 42**. ER has contacted DPHI for further clarification.

9. OTHER BUSINESS

No other business was raised.

10. NEXT MEETING

There is a preference for an afterhours meeting.

Next potential meeting dates were discussed and decided for **Thursday 15 May 2025 at 6pm**.

MEETING ACTION LOG (grey = closed)

Item	Meeting date	Action details	Response
42	20 Feb 2025	Erik Rakowski (ER) requested more information in response to his email with three main questions around the principal question of traffic generation and referenced vehicle numbers for approved limits. Offline meeting to be held between Erik Rakowski (ER) and Megan Kovelis to discuss particulars around traffic generation.	Additional meeting held with ER, AMS and ER on 12/3/25.
41	20 Feb 2025	Michael Byrne to advise the CCC when he has sent a letter off to authorities including the PM regarding concerns about traffic in the area with the precinct being built close to the river, housing and confined bridges.	TBA
40	20 Feb 2025	ER enquired about planning documents for the current and subsequent warehouses and if these are published on the website. He would like to see the different as-built drawings from the original Masterplan.	TBA

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39	20 Feb 2025	ER asked where further information around water quality testing and discharge activities can be found online.	Project Wide Approvals - Environmental Licences. Link shared with February minutes. See above the website location for the monitoring completed as part of EPL requirements. Additional monitoring will be triggered when OSD basins become 'operational'.
38	20 Feb 2025	Request to understand power generation on site and if this feeds back into tenants and the grid. While ESR are not currently feeding back into the grid due to limited capacity in the surrounding network, it is unsure if Energy Bay are. ER requested taking this question on notice.	ESR to advise if Energy Bay are currently feeding power generated on site back into the grid.
37	20 Feb 2025	ER requested a 'statement of commitment' from the investors regarding the intention for tenancy types in the precinct.	ESR to provide a written statement of intent around tenancy limited use.
36	20 Feb 2025	With respect to any changes in design of the NI from the model to what is built and the approval process, ER will send through his plans with overlaid drawings.	TBA.
35	21 Nov 2024	ESR to provide a map of the IMAX terminal with QUBE container area shown.	Qube IMEX map provided and shared with February minutes.
34	21 Nov 2024	Plan of Anzac Road and Moorebank Avenue to be shared with CCC members.	MAAI intersection Plan provided and shared with February minutes.
33	21 Nov 2024	Confirm date of next BTOR report (#9)	This report is about to be issued to DPHI. Following Department approval it will be uploaded to the website.
32	21 Nov 2024	Rob Stendrup to attend Michael Russel's house to ascertain levels of light pollution.	A few attempts have been made to tee up a time, however these were unsuccessful. Currently on hold. Rob to attend at end of Daylight savings to note light spill when dusk has fallen.
31	21 Nov 2024	Question raised by Jeff around the Annual Review (report) and emissions monitoring data.	ESR to take this offline, noting that Alison has sent a couple reports through to Jeff. Megan explained that the annual review covers everything required in the consent. Last annual review looked at not only the current year but trend lines back to 2018. The requirement of the consent is only to report exceedances. The current annual review available is for the 2023 year.

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			<p>The 2023 Annual Review will be circulated with the February minutes.</p> <p>Preparations for the 2024 annual review is underway with the aim to issue in the first quarter of the year, following review and approval by the Department of Planning.</p>
30	23 May 2024	Confirm semi-trailers would be unable to turn right from Moorebank Avenue into Anzac Road. Comments made by Richard Johnson and Scott Warren at early CCC meeting – inference of this comment to be understood.	The original comment from Richard was that intersection would be designed to not facilitate the swept paths of Semi-Trailers. This was in response to questions about how trucks would be prevented from turning into Anzac Road from Moorebank Avenue.
29	23 May 2024	Biannual reports show trucks leaving the south of the site – who and what are these vehicles? Confirm that these vehicles are for Glenfield Waste	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.
28	7 Dec 2023	Classification of heavy vehicles in the biannual reports. Discrepancies with the descriptions in assessments and modelling.	<p>28. Classification of heavy vehicles in the biannual reports. Discrepancies with the descriptions in assessments and modelling.</p> <p>The BTODR's classify vehicles are AR and HR:</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'</p>

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			<p>type arrangement, while a Heavy Rigid does not (think of a bus, where it is all a single vehicle).</p> <p>This is inconsistent with how they are described in the assessments and modelling (presumably the EIS).</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>Is this a nomenclature that has been introduced by Ason and how would the CCC differentiate between this and what's been previously modelled?</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>
27	7 Dec 2023	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>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 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>
26	7 Dec 2023	<p>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>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</p>

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		Additional question - 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?	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.
25	7 Dec 2023	<p>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> <p>Providing context on environment data presented in CCC meetings – ensuring data is up to date – does emission reporting show micrograms per cubic metre.</p>	<p>The most comprehensive information are the annual reviews and the environmental monitoring summary reports. Reports are made available on website. The annual reviews will report on the year that has been, and reports on performance trends (from approx. 2018). Data in annual reports will cover Jan-Dec 2023.</p> <p>Dust is reported on micrograms per cubic metre, other items have different criteria and thresholds. The project monitors against the stipulations of the conditions of consent.</p> <p>Full data is made available to professional agencies who distil and analyse for use on project. it would be really difficult to get insights out of full data sheets and might not be helpful.</p> <p>Additional information in action 17.</p>
24	7 Dec 2023	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.
23	7 Dec 2023	<p>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 has not identified any evidence of the Heritage site listed in the Casula area. Walk through and presentation to be provided at May 2024 CCC meeting (on site walk through).</p>
22	7 Dec 2023	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,

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			<p>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.</p> <ul style="list-style-type: none"> • 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. • All the above activities are tracking well against our biodiversity commitments.
21	7 Dec 2023	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.</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>
20	7 Dec 2023	<p>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>
19	7 Dec 2023	A request for the reports (actual documents) be distributed to the CCC	TSA to send out emails with documents' attachments when published on the

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		members via email until the CCC meeting on 14 March 2024 while the Document Library Functionality improvement project is underway.	Project's website until the next CCC meeting in March 2024. LOGOS demonstrated to CCC members through the new functionality of the Document Library at the CCC meeting on 23 May 2024.
18	7 Dec 2023	<p>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>
17	7 Dec 2023	<p>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.</p>

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			<p>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 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.</p>
16	7 Dec 2023	Difficulties navigating Document Library on the project's website.	A project underway to enhance the search functionality of the Document Library. LOGOS to provide a detailed walkthrough of the new document library during the CCC meeting n 14 March 2024.
15	24 Aug 2023	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:</p> <p>The MPW Stage 2 and Stage 3 Summary of Monitoring Results (2022) Summary of Monitoring Results (moorebankintermodalprecinct.com.au)</p> <p>The MPE Stage 2 Annual Environmental Review 2022' 0.pdf (moorebankintermodalprecinct.com.au)</p>
14	24 Aug 2023	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.

Item	Meeting date	Action details	Response
			<ul style="list-style-type: none"> • 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.
13	18 May 2023	<p>Policy RE: engine braking in and around MIP</p> <p>LOGOS and/or Aspect to find out what the policy is and how far this policy extends (outside of the precinct) and supply to CCC.</p>	<p>A Drivers Code of Conduct applied to the Project site aims to minimise the impacts of construction and operational traffic on the external road network, including adjoining properties. The Code of Conduct specifies the responsibilities of drivers including (for the purpose of this request):</p> <ul style="list-style-type: none"> • Drivers must not use engine braking on or within the vicinity of the site. • As a courtesy to individuals who may be impacted by driver behaviour, drivers will not use compression braking unless it is an emergency situation. • Use of tonal-reversing alarms must be minimised as far as possible, except as required in an emergency or by legislation. Where possible tonal alarms should be replaced by quieter options. <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>
12	18 May 2023	<p>Floodlights near the corner of Anzac Road shining directly into loungeroom.</p> <p>LOGOS to investigate further and provide further information to MR.</p>	
11	18 May 2023	<p>Separate right hand turn lane on Moorebank Ave into Bapaume Rd</p> <p>LOGOS to find out if there will be a separate right hand turn lane into Bapaume Road and advise CCC.</p>	<p>The final configuration of Moorebank Avenue (southbound lanes) will be:</p> <ul style="list-style-type: none"> • Two straight through from the M5 interchange to intersection of Moorebank Ave & Anzac Ave.

Item	Meeting date	Action details	Response
			<ul style="list-style-type: none"> • Two turning right lanes into Moorebank Precinct West. • One left turn into Anzac Road. <p>There will be no righthand turn into Bapaume Road. Access to ABB will be via the MAAI intersection onto Bushmaster Road.</p>
10	18 May 2023	<p>Questions submitted by IP on 17 May 2023 via email.</p> <p>LOGOS to respond in writing directly to IP.</p>	LOGOS Actioned.
9	18 May 2023	<p>Request to increase level of detail included in Minutes.</p> <p>LOGOS to distribute more detailed Minutes to CCC in a timely fashion and include initials against points raised.</p>	More detailed minutes are distributed to the participants.
8	18 May 2023	<p>Noise wall construction – provision for future connectivity</p> <p>LOGOS to provide CCC with diagram showing early indications of where this connectivity provision will be.</p>	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.
7	18 May 2023	<p>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>	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.
6	18 May 2023	<p>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>
5	18 May 2023	<p>Report RE: possible breaches</p> <p>ER to submit report prepared of possible breaches by vehicles to LOGOS for consideration.</p>	Not actioned, closed.

Item	Meeting date	Action details	Response
4	18 May 2023	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.
3	16 Feb 2023 and 18 May 2023	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.
2	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.
1	16 Feb 2023	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.

Item	Meeting date	Action details	Response
	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	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 prepare a short backgrounder document on noise conditions to be tabled at February 2023 meeting.
	9 Nov 2022	Acoustic wall visual amenity	Aspect to provide a summary of key outcomes to be provided to the CCC. The summary was distributed 16 Feb 2023.
	9 Nov 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.
	10 Aug 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.
	10 Aug 2022	CCC Member Jeff Thornton to share data demonstrating seasonal windspeed trends	Information circulated 15/8

Item	Meeting date	Action details	Response
	10 Aug 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. Slides attached
	18 May 2022	LOGOS to provide Liverpool City Council with information to inform the MPW2 advocacy strategy	LOGOS Actioned 18/5