

Moorebank Intermodal Precinct Community Consultative Committee – Minutes from Meeting #29

Meeting title:	Moorebank Intermodal Precinct Community Consultative Committee – Meeting #29
Date/Time:	Thursday 29 May 2025, 6:00pm-7:00pm
Location:	Microsoft Teams + MIP Sales Suite (above Piccolo Me at 400 Moorebank Avenue)
Attendees:	Jeff Thornton (CCC member), Michael Byrne (CCC member), Ian Pryde (CCC Member), Diane Wills (CCC Member).
Project team attendees:	Dr Colin Gellatly (Chair), Westley Owers (National Intermodal), Julia Lefort (National Intermodal), Megan Kovelis (Aspect Environmental), Alison Miller Swan (ESR), David Brandon Cooper (ESR), Grace McDonald (ESR), Selene Seet (TSA Riley).
Apologies:	Eric Rakowski (CCC member), Michael Russell (CCC member), Lachlan Benson (Qube), Nancy-Leigh Norris (Liverpool Council), Carla Trainor (National Intermodal).

1. APOLOGIES AND INTRODUCTIONS

The Chair opened the meeting and welcomed new participants including CCC member Diane Wills, Selene Seet from TSA Riley, David Cooper from ESR and Grace McDonald from ESR.

Discussion around the next meeting date and time was brought forward to ensure alignment with those present. Consensus was reached for the next meeting to be held **Wednesday 10 September 2025 at 11am**, subject to availability of other members not present. Selene will circulate this date and confirm with the group.

2. MINUTES AND ACTIONS FROM LAST MEETING

Open actions from the previous meeting on 20 February 2025 were discussed. These included items #41, #40, #38, #37 and #36 which has been updated/closed in the corresponding Action Log at the end of the minutes.

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

3. NATIONAL INTERMODAL PRECINCT UPDATE

Westley Owers provided a National Intermodal Precinct update.

Moorebank Avenue Realignment (MAR) and Precinct

- Most MAR works are being done offline and not interacting with traffic movements through Moorebank Avenue.
- Head contractor BMD mobilised to site in February 2025 – they are also working on the Anzac Road intersection upgrade.
- Earthworks, vegetation clearing, erosion and sediment control has commenced.
- Some out of hours (OOH) work is required; this involves NIC and the contractor making an evaluation to confirm that noise is minimal and within approval limits and that there is benefit of doing nightworks. Notifications are also issued to community.
- Regulators including DPPI, EPA, the independent auditor and various environmental representative regularly attend site.
- Construction completion is expected towards the end of 2026.

Query: There was mention of putting a road in off Anzac Road near the power station predominantly for employees only, a few years ago. Is this now being dropped? **Response:** Previously there was meant to be a driveway installed for Defence about halfway down Anzac Road but that has now been removed with the driveway coming off the main intersection. As result, there will be no further use or access from Anzac Road.

Disused Rail Spur (DURS)

- 105 hectares being undertaken for biodiversity preservation.
- As part of MPE precinct approval stage 1 there was opportunity to remove the previous Defence rail line built in the 1980s and return to nature.
- This is being done as part of the MAR works with approximately 500m of rail to be rehabilitated (being delivered by National Intermodal and ESR).
- Methodology for removal includes three key steps: 1) Removal of rail, ballast and engineered pad with materials recycled where possible, 2) Salvaging topsoil, trees and timber and 3) Establishment of revegetation through seeding and maintenance (the area is then brought into a biodiversity offset agreement to remain as a preservation site in perpetuity).
- Community tours have been conducted to date including two eco-tours with Years 5 and 6 from Wattle Grove School and the local Scouts group. The project is looking to organise more including with ecology students from university. There was interest expressed in attending a walking tour for CCC members and Wes suggested organising this for the same date as the next meeting **NEW ACTION**.
- Request for a copy of the first two presentation slides to be circulated **NEW ACTION**.

4. ESR PRECINCT UPDATE

Query: Anzac Road is not in good shape and works seem to be going on longer than advised. When is it supposed to be finished? **Response:** The MAAI project has been significantly delayed due to industrial action affecting Endeavour Energy last year and was set back by recent rainfall. The final switch is now scheduled for July 2025.

Alison Miller Swan provided an ESR Precinct update. Rob Stendrup has moved on from the project and David Brandon Cooper has replaced Rob as Senior Project Manager for the Moorebank Project (ESR) and Grace McDonald is the NSW Planning Manager supporting the project.

Masterplan update



- Kmart Group (including Target) has just announced a new 100,000 m² facility in the southern end of the site, shown as 'S4' on the masterplan. Construction has begun and the site is scheduled to be operational by the end of 2027.

Query: How high will the building be? **Response:** It is single storey.

Query: What is the status of Woolworths? **Response:** Woolworths is operating at both sites in their compound.

5. QUARTERLY ENVIRONMENTAL REPORT

Megan Kovelis provided a quarterly environment report.

The following reporting documents are expected to become publicly available on the website over the next quarter, following Departmental review and endorsement once approved.

Development	Report	Expected Publication
MPE 2	MPE S2 Construction Compliance Report #18	Jun-25
	MPE S2 Annual Review	Jun-25
MPW 1	Completion Compliance Report	May-25
MPW 2	MPW S2 Construction Compliance Report #8	May-25
	MPW S2 Construction Compliance Report #9	Aug-25

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

Summary of activities for the last quarter:

MPE

- OSD Basin 10 – construction continues
- East-West drainage apron ongoing
- Some out of hours (OOH) works undertaken related to utilities, investigation and relocation.

MPW

- Woolworths continuing their commissioning works and soon to be operational
- Continued Moorebank Avenue / Anzac (MAAI) intersection upgrade
- Substation is being constructed
- Warehouse pads 3 and 4 that sit just south of N1 and N2 but north of Woolworths will sit under care and maintenance
- Stormwater works on Bushmaster Avenue
- Earthworks and warehouse pad construction in the southern part
- OOH works undertaken were related to services investigation/relocation, drainage and asphaltting works for the MAAI intersection.

Lookahead of activities over the next 3 months:

MPE

- Same package as mentioned above
- Disused Rail Spur.

MPW

- MAAI intersection upgrade finishing
- Substation construction ongoing
- Warehouse pads will sit under care and maintenance with respective environmental controls
- General earthworks in the southern area
- Some OOH works flagged related to services investigation/relocation and asphaltting for the MAAI intersection.

Query: Are the compliance reports publicly available? **Response:** They are all available on the website.

6. COMPLAINTS FROM LAST QUARTER

Selene Seet provided an overview of key project enquiries and a summary of complaints received in the last quarter.

Enquiries

- Approximately 69 enquiries/interactions
- Topics included noise, CCC, general project info, traffic/access, construction and environmental
- Sentiment – 23% positive/mixed; 49% neutral; 28% negative

Complaints

- **Noise:** 1 received at the end of March around upcoming MAR works and the impact to residents on the western side of Wattle Grove; 2 night time complaints received at the end of April from Casula on the western side of Georges River which was investigated and MIP works were eliminated (thoughts that it could possibly be related to works by Council, Sydney trains or external operators nearby in the precinct).
- **General/MAR:** A couple complaints received around the location of MAR and request for noise walls – the Approved EIS and further noise impact assessment undertaken as part of detailed design confirms that potential noise impacts will be below the relevant criteria. As a result, it is considered that there is enough of a buffer between the houses but there is commitment to undertake ongoing monitoring including post operation to assess any potential changes; 1 complaint received around ongoing noise and bushfire risk due to increases in traffic accessing the terminal and this was acknowledged and passed on the team but noted as not being a construction based comment.
- **Environment:** 1 received around the inability to access specific reporting and emissions data.
- **Traffic:** 2 complaints received at the end of March around general traffic disruptions from the Anzac Road closure between Moorebank Avenue and Delfin Drive; a few general complaints received around traffic and excessive congestion in the area including mornings heading north towards Liverpool, on Moorebank Avenue, Cambridge Avenue and Canterbury Road.

7. ANY OTHER BUSINESS

Query: How does the site handle water disbursement from all the rain? **Response:** For the MAR (which is in construction) there are earth bunds and mulch compacted around the boundary of the site which acts as a barrier. Additionally, water basins and bunds adjacent to Anzac Creek assist and environmental staff from both National Intermodal and BMD are regularly on site to monitor.

Query/Discussion: Jeff advised he made the complaint around accessing emissions data. Whilst various reports supplied have assisted, none of them show trend lines but only exceedance levels. However, the most recent correspondence sent from Selene with attached Operational Air Quality Compliance Report (showing the current 6-monthly data) will assist. Preceding yearly data may indicate if any increases are as result of one-off activities or point to a consistent trend. Jeff understood the data to indicate a 40 per cent increase to PM 3.9 micrograms/cubic metre within 12 months from the November 2023 rolling annual averages. He also commented that the emissions recorded at AQM3 exceeded the impending 7 micrograms/cubic metre limit on 3 occasions and these readings were significantly higher than other monitoring stations. **Response:** There are huge volumes of data which is difficult to provide. Alison / Selene will share preceding reports dating back to the last 2 years and follow up with Jeff offline **NEW ACTION.**

Query: Can you give us a percentage indication of precinct completion works? **Response:** In reference to the Masterplan, what we haven't built is the N3 and N4 buildings, S8 and S9, E2A and E2B, and we have just commenced building S4 (Kmart). Following completion of all that, there are six more warehouses and retail villages to go.

Query: What is the update on anticipated truck numbers? **Response:** There is an agreement between tenants and Qube that all containers must come by rail and these are delivered by auto-strad or internal vehicles to warehouses. Trucks are not supposed to go directly to warehouses with containers from the Port. Materials are unpacked and repacked in the warehouses and moved out from there, so truck numbers should be reduced significantly as it's run on the trains. A full study is now being done and if completed by the next meeting, a report can be made back to the group. Additionally, the interstate terminal is now operational with the first incoming interstate train due on 16 June.

Comment: While discussed in the past, it was requested that meeting minutes be circulated in a timelier manner such as 2-3 weeks' following the meeting, rather than a few weeks ahead of the next one. Noting recent changes in staff, TSA Riley will endeavour to do this moving forward.

8. NEXT MEETING

As discussed earlier in the meeting, the next CCC meeting will be held **Wednesday 10 September 2025 at 11am**, subject to availability of other members not present.

MEETING ACTION LOG (grey = closed)

Item	Meeting date	Action details	Response
45	29 May 2025	Preceding 6 monthly data up to 2 years to be shared with Jeff Thornton for his analysis of emissions data and any potential trend lines.	Issued to Jeff on email 30/5/25 and further queries to be followed up offline.
44	29 May 2025	Circulate first two NIC presentations slides to CCC members.	Issued with meeting minutes 18/06/25.
43	29 May 2025	Suggestion to arrange a CCC walking tour of the site to view biodiversity works, potentially on the same day prior to a meeting	TBA
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.	29/5/25 update: Letter still in progress.
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.	29/5/25 update: AMS has followed up offline with Erik due to the complexity.
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 advised that Energy Bay are not feeding power back to the grid but onsite operations.

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37	20 Feb 2025	ER requested a 'statement of commitment' from the investors regarding the intention for tenancy types in the precinct.	29/5/25 update: AMS has contacted Erik to seek clarification about his intent for this request.
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 from ER.
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.	<p>A few attempts have been made to tee up a time, however these were unsuccessful.</p> <p>Currently on hold. Rob to attend at end of Daylight savings to note light spill when dusk has fallen.</p>
31	21 Nov 2024	Question raised by Jeff around the Annual Review (report) and emissions monitoring data.	<p>ESR to take this offline, noting that Alison has sent a couple reports through to Jeff.</p> <p>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.</p> <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

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			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' 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</p>

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			<p>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>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?</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>
25	7 Dec 2023	A request to have a specialist involved to interpret comprehensive environmental (air quality) monitoring data and understand the trends.	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

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		<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>been, and reports on performance trends (from approx. 2018). Data in annual reports will cover Jan-Dec 2023. 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, 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)

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			<p>supported by hand removal. Liaison with Council to support the new bike path and walkway adjacent to the site.</p> <ul style="list-style-type: none"> • 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 members via email until the CCC meeting on 14 March 2024 while the Document Library Functionality improvement project is underway.	<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> <p>LOGOS demonstrated to CCC members through the new functionality of the Document Library at the CCC meeting on 23 May 2024.</p>
18	7 Dec 2023	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	<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</p>

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		<p>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>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. 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.</p>

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			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.
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 on 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.	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 : The MPW Stage 2 and Stage 3 Summary of Monitoring Results (2022) Summary of Monitoring Results (moorebankintermodalprecinct.com.au) The MPE Stage 2 Annual Environmental Review 2022' 0.pdf (moorebankintermodalprecinct.com.au)
14	24 Aug 2023	Nominations open for the appointment of a new community member to the Community Consultative Committee	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 . The Community Consultative Committee guidelines, outlined by the Department of Planning and Environment (DPE), involve the following steps: <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.

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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 lounge room.</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. • 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.

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9	18 May 2023	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.
8	18 May 2023	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.
7	18 May 2023	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.
6	18 May 2023	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)
5	18 May 2023	Report RE: possible breaches ER to submit report prepared of possible breaches by vehicles to LOGOS for consideration.	Not actioned, closed.
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

Item	Meeting date	Action details	Response
			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.
	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.

Item	Meeting date	Action details	Response
	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
	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	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

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			<p>environmental noise not related to construction.</p> <ul style="list-style-type: none"> • 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