

Moorebank Intermodal Precinct Community Consultative Committee – Minutes from Meeting #30

Meeting title:	Moorebank Intermodal Precinct Community Consultative Committee – Meeting #30
Date/Time:	Wednesday 10 September 2025, 11:00am-12:00pm
Location:	Microsoft Teams + MIP Sales Suite (above Piccolo Me at 400 Moorebank Avenue)
Attendees:	Michael Byrne (CCC member), Ian Pryde (CCC Member), Diane Wills (CCC Member). Dr Colin Gellatly (Chair), Westley Owers (National Intermodal), Megan Kovelis (Aspect Environmental), Alison Miller Swan (ESR), David Brandon Cooper (ESR), Grace McDonald (ESR), Dan Riley (Liverpool City Council), Scott Sidhom (Liverpool City Council), Selene Seet (TSA Riley).
Apologies:	Jeff Thornton (CCC Member), Eric Rakowski (CCC member), Lachlan Benson (Qube).

1. APOLOGIES AND INTRODUCTIONS

The Chair opened the meeting noting apologies from Jeff Thornton and Eric Rakowski and welcomed new representatives from Liverpool City Council – Dan Riley (Manager Development Engineering) and Scott Sidhom (Manager Infrastructure Planning).

2. MINUTES AND ACTIONS FROM LAST MEETING

Minutes of the last meeting held on 29 May 2025 were accepted.

Open actions were discussed with nothing outstanding to report; items updated or closed appropriately in the action log.

Diane requested a larger version of the precinct masterplan map **ACTION 46**.

3. NATIONAL INTERMODAL PRECINCT UPDATE

Carla Trainor provided a National Intermodal Precinct update.

Moorebank Avenue Realignment (MAR) project

- The project is going well with key milestones being met and currently undergoing earthworks phase to continue over the next couple months.
- Main activities include stormwater basin construction and work around the south end of the Disused Railed Spur (DURS).
- The contractor has managed to integrate some out of hours works into daytime works and the community continues to be informed via notifications, online website and newsletters.
- 90% of works are being undertaken offline with minimal disruption to community and tracking well towards completion which is estimated for December 2026/January 2027 depending on construction timeframes and handover to Transport to bring the new road online.

Query: What are the daily truck movements? **Response:** This is being monitored independently via cameras at key locations as part of planning requirements. Information is available on the website (<https://moorebankintermodalprecinct.com.au/community/document-library/>) with numbers tracking below forecasted.

4. ESR PRECINCT UPDATE

David Brandon Cooper provided key updates:

- Main intersection works are in its final stages; the final configuration is now operational with remaining two months' of work involving a final asphalt coating and landscaping activities.

- The scope of works for the Onsite Detention Basin (OSD) is being finalised with approximately 8-9 months of work to be completed by mid to end-2026.
- Discussion held and clarification provided on the number of lanes in each direction in/out of the precinct and the operation of the new Moorebank Avenue. The new Moorebank Avenue realignment (MAR) will consist of four lanes (two in each direction) around the eastern precinct. It will then transition back to two lanes as it continues south to connect with the existing Moorebank Avenue bridge over the East Hills Rail Corridor. A plan will be included with the meeting minutes to illustrate the completed layout (The map shows MAR North (green) and MAR Central (blue) which are the four lane extent and MAR South (brown) which is the two lane extent).
- Three warehouse buildings have been completed with new construction started in the southern region area.

Query: Is it still the case as previously stated, that no trucks would be leaving the site heading south to Cambridge? **Response:** Yes, this is still under the conditions of the approval with the exception of trucks in construction and heading to the waste facility.

Query: Are there any dates for when the TfNSW's M5 westbound project starts? **Response:** Communication was issued advising of investigative works starting 3 September however the team has not observed any activities as yet.

Alison Miller Swan advised that the distribution area for the quarterly newsletter will return to the original area of 10,000 properties as set up in the conditions of consent and not the revised 23,000 area. This follows a review of procedures, minimises wasted paper and provides a more sustainable outcomes for the project.

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	MPE S2 Construction Compliance Report #18	Sep-25
	MPW S2 Construction Compliance Report #19	Nov-25
	MPE S2 Annual Review	Sep-25
	MPE EPBC Compliance Report	Sep-25
MPW	MPW EPBC Compliance Report	Oct-25
	MPW S2 Construction Compliance Report #9	Sep-25
	MPW S3 Independent Environmental Audit	Oct-25
<i>NB: Expected publication dates are intended to be indicative only, ability to publish reports can be impacted by numerous factors</i>		

Summary of activities for the last quarter:

MPE

1. Continued Moorebank Avenue upgrade works.
2. Continued construction Onsite Detention (OSD) basin 10.
3. Partial removal of disused rail spur

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

MPW

1. Woolworths Warehouse 6, operational
2. Woolworths Warehouse 5 currently commissioning.
3. Moorebank Avenue / Anzac (MAAI) intersection stage 5a complete (all lanes currently open for traffic)
4. Substation construction
5. WH3 and 4 pads stormwater management ongoing.
6. Implemented a medium-term solution to for OSD (5,6 and 8) outlet structure maintenance tracks.

7. Southern warehouses 1 and 2 complete, Warehouse 2 operational
8. Southern warehouse 4 construction underway.
9. Ongoing environmental controls maintenance

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

Lookahead of activities over the next 3 months:

MPE

1. Moorebank Avenue upgrade works paused
2. Continued construction of OSD 10 works paused
3. Maintenance of environmental controls
4. Removal of Disused Rail Spur

MPW

1. Substation construction
2. Southern Warehouses 5 and 4 continued construction
3. Maintenance of environmental controls

Out of Hours –Import of structural fill for warehousing.

6. ENQUIRIES/COMPLAINTS FROM LAST QUARTER

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

Enquiries

- Approximately 151 recorded interactions/enquiries
- Majority of these were related to reporting, CCC related communications and traffic management. Other topics included road conditions and damage to vehicle tyres, vehicle movements and congestion, website documentations, works notifications, noise and general project enquiries.
- Sentiment – 65% neutral, 23% positive/mixed; 12% negative

Complaints

A total of 10 complaints were received. These are reported in the fortnightly complaints register available on the project website.

Traffic management and road conditions (6)

- Unsafe road conditions with exposed steel plates, uneven surfaces and insufficient signage were reported along Anzac Avenue near the intersection. This led to some claims of car damage and one near-miss accident due to the merging of two lanes into one without adequate warning and space to manoeuvre. The team investigated and it was determined that these complaints related to separate works being undertaken by Vaughan Civil as part of the Endeavour Energy's 33kw transmission infrastructure project. The matters were referred to the contractors to address any necessary rectifications and Council were also made aware to help follow up separately.
- One report received around the behaviour of a traffic controller and the management of contraflow along Anzac Avenue. Our contractor followed up with the TC company who conducted an investigation and provided a response report with its findings. Different accounts of the event were recorded between the community member and staff however the company implemented reinforcement measures including additional staff briefings for adherence to safety protocols.

Noise (1)

- One report was received around excessive truck, forklift and banging noises during the evening in late August. The project team investigated and as there were no overnight activities taking place at the ITS site, the matter was referred to Qube for follow up on any IMEX related activities. Our contractor still implemented precautionary measures with noise curtains around localised works and tool boxing with staff around noise-generating behaviours.

Truck movements and traffic congestion (3)

- The project received three complaints around general traffic congestion and commuter delays, including a query around traffic light sequencing, truck movements and Cambridge Avenue upgrade. Community were provided project information including the importance of truck movements to support warehousing and logistics operations, and mitigation strategies underway such as the delivery of the MAR project and the MIT Road Access Strategy with TfNSW. Feedback was also passed on to the project team and TfNSW as the responsible authority for any traffic signalling operations.

7. ANY OTHER BUSINESS

Query/Discussion: Enquiry into the request around 12 months ago for Qube to attend the meetings to provide an update on the purchase of rolling stock. There are two engines that are currently very noisy and smelly, and it would be good to have some decent infrastructure in place. **Response:** Qube has not responded to requests to attend meetings nor the rolling stock queries. The project team will follow up with Qube again **ACTION 47.**

Query/Discussion: There is significant light spill in the area affecting residents in Casula and Glenfield, however no towers are shown on any plans and it has never been discussed. Request for a meeting with local residents to inspect the light spill in affected areas, preferably during the evening before daylight saving begins. **Response:** The project team will follow up and arrange a meeting **ACTION 48.**

Query/Discussion: Enquiry into the email Jeff Thornton sent 7/9 around air quality information and request for written information to be shared with the group. **Response:** ESR are reviewing compliance reports and compiling information to provide a response back **ACTION 49.**

8. NEXT MEETING

The project team is happy to facilitate either daytime or after-hours times based on agreement with members of the group. Discussion followed and it was suggested that both daytime and evening options would be circulated to all following the meeting to reach an agreement. It was decided that options will include **Tuesday 2 December** (evening) and **Wednesday 3 December** (both daytime and evening) **ACTION 50.**

MEETING ACTION LOG (grey = closed)

Item	Meeting date	Action details	Response
50	10 Sep 2025	Next meeting date options for Tues 2 Dec (evening) and Wed 3 Dec (day and evening) to be circulated to the group for agreement post-meeting.	SS sent an email with dates 10/9/25.
49	10 Sep 2025	Request to share air quality information with the group in response to Jeff Thornton's email of 7/9.	ESR are reviewing compliance reports and will compile information for a response.
48	10 Sep 2025	Request for an evening meeting with local residents in Casula and Glenfield to inspect light spill from the towers before daylight savings begin.	Executed by ESR team on 17 September 2025.
47	10 Sep 2025	Request for Qube to attend CCC meetings and to provide an update on the rolling stock query.	Request put through to Qube.
46	10 Sep 2025	Request for larger version of precinct masterplan map for easier readability	An A3 copy was printed and given to the CCC member at the end of the meeting.
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	Held 10:15am-11am prior to the CCC meeting on 10 September 2025.
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.

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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 advised that Energy Bay are not feeding power back to the grid but onsite operations.
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.	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</p>

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			<p>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 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	Clarification on how the MAR project is currently funded.	<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</p>

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		<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>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	<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	<p>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>
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	<p>A request for a native vegetation regeneration works report for Casula and Wattle Grove offset areas.</p>	<p>Biodiversity works - National Intermodal continues to undertake weed management and improvements to the Biodiversity offset areas under the</p>

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			<p>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. • 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>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>

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		National Intermodal to check terms of the BA341 and provide information to the CCC.	
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.	TSA to send out emails with documents' attachments when published on the 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>

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			<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. 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) 0.pdf (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</p>

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			<p>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.
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>	

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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.
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>

Item	Meeting date	Action details	Response
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 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-

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			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.
	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,	Link to approvals documents provided 10/8, SIMTA Community Relations contact details provided 11/8.

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		approvals documents and SIMTA Community Relations contact details.	
	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	<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