

# MINUTES | Community Consultative Committee

## MEETING No. 31

<b>Meeting</b>	Moorebank Intermodal Precinct, Community Consultative Committee   Meeting No.31		
<b>Date/Time</b>	Tuesday 2 December 2025, 6:00pm -7:30pm		
<b>Location</b>	MIP Sales Suite (above Piccolo Me Moorebank: 400 Moorebank Ave, Moorebank NSW 2170)		
<b>Attendees</b>	<b>CCC Members</b>	<b>Project Team</b>	<b>Council Representatives</b>
	<ul style="list-style-type: none"> <li>• Jeff Thornton</li> <li>• Michael Russell</li> <li>• Michael Byrne</li> <li>• Eric Rakowski</li> <li>• Diane Wills</li> <li>• Ian Pryde</li> </ul>	<ul style="list-style-type: none"> <li>• Dr Colin Gellatly (Chair)</li> <li>• Alison Miller Swan (ESR)</li> <li>• Grace McDonald (ESR)</li> <li>• Westley Owers (NIC)</li> <li>• Carla Trainor (NIC)</li> <li>• Nina Macken (CUP)</li> <li>• Anna Paton (CUP)</li> <li>• Zandile Chivizhe (CUP)</li> </ul>	None
<b>Apologies</b>	Scott Sidhom (Liverpool City Council), Dan Riley (Liverpool City Council), Qube Representative, David Brandon Cooper (ESR).		

Item	Description
<b>1.0</b>	<p><b>Welcome and introductions</b></p> <p>The Chair opened the meeting with an Acknowledgement of Country and reminded members to declare any updates to their conflict of interest. No new conflicts were noted.</p> <p>The Chair recorded the non-attendance of Liverpool City Council) and noted that Qube declined to attend.</p> <p>ESR and National Intermodal introduced the current team members, along with the new community engagement consultant team from Colliers Urban Planning. Updated community contact channels were also shared.</p> <p>Confirms presentation will be shared to CCC members. <b>ACTION #51.</b></p> <p><b>Query :</b> Asks if the project team explain where Qube fits into the precinct partnership. <b>Response:</b> Qube makes up the MIR partnership along with ESR and National Intermodal. Qube operates and manages the IMEX terminal and they are part owners of the Interstate terminal.</p> <p><b>Query :</b> Should Qube be in this meeting? <b>Response:</b> ESR and National Intermodal (NI) continue to encourage Qube's participation and have addressed this in the proposed Draft Terms of Reference, which specify that Qube are expected to attend at least two meetings per year, noting that meetings are held quarterly.</p> <p><b>Comment:</b> Qube not attending the CCC is very disappointing. <b>Response:</b> ESR and NI are actively engaging Qube to engage with the CCC so they can share insights on their role within the precinct, particularly given their operation of the Intermodal.</p>

**Query:** Asks if ASPECT still on the project **Response:** ASPECT remains on the project and will continue in their current capacity helping with the management of environmental approvals, audits and quarterly reporting.

## 2.0 Minutes and actions from last meeting - 30 September 2025

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### Light spill issue management plan (MINUTES ACTION ITEM #48)

- ESR undertook a site visit on 17 September to view light spill matters into Casula. Three concerns raised:
- (1) Qube CAMCO Truck Gates
  - Qube is investigating options to shield CAMCO Truck Gates. ESR to continue seeking updates from Qube on this matter.
- (2) Woolworths hardstand parking
  - ESR undertook site visit with Woolworth on 2 December
  - External double lights have diffusers but investigating if they can be angled down more
  - Large lights under awning under review on minimizing light spill to receivers
- (3) Reflection of plant equipment on Catch warehouse
  - ESR approved works on plant equipment, which is underway. Proposed mitigation measure is matte paint finish on plant equipment. First step is trialing a portion of equipment to ensure paint stays on and reflectivity is eliminated.

**Response:** ESR continues to press Qube for a response on CAMCO and is working on mitigation options for Catch Warehouse to reduce reflectivity. Contractor scheduled to install a matt-painted cover before Christmas on a trial basis; feedback will be sought once in place

**Comment :** Expressed appreciation for ESR visiting home and working to resolve issues.

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### Air quality information (MINUTES ACTION ITEM #49)

- Additional detail and data were requested in respect to Cumulative Air Quality monitoring for the estate.
- ESR confirmed that air quality at Moorebank Intermodal Precinct is managed in line with NSW statutory requirements and approved environmental documentation, and commentary is limited to the scope of these obligations and associated monitoring.
- ESR confirmed that no concerns were raised by DPHI regarding the specified reports.

**Comment :** Noted that a CCC member requested to leave the air quality query until the end of the meeting

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### Update on rolling stock enquiry – QUBE (MINUTES ACTION ITEM #47)

- Qube has an ongoing programme of capital investment for rolling stock to meet needs across its operational network, and all new acquisitions are of the highest standard. However, replacement rolling stock is a long-term programme based on asset life and operational need and the Moorebank equipment needs fit into this overall programme.

**Query :** Why doesn't Qube attend? **Response:** Chair explained that for most CCC usually only one proponent member attends CCC, this CCC is unique as there are three proponents (ESR, NI and Qube).

**Comments** (various CCC members):

- Qube should be buying new rolling stock; they've had decades to plan.
- Commitment to new stock is buried in REMs and is a condition stipulated by TfNSW and EPA.
- Dissatisfaction with Qube's response; concerns about pollution from old stock.
- Qube needs to take responsibility and comply with conditions of consent.

	<p><b>Response:</b> ESR and NI is working to get Qube to address these concerns.</p>
<b>3.0</b>	<p><b>Introduction of a draft Terms of Reference</b></p> <p>Introduction and detailed review of a draft Terms of Reference (ToR) to help guide the Community Consultative Committee</p> <p><b>ESR:</b> Explains ToR purpose: to provide more structure and transparency to the CCC process.</p> <p><b>Colliers Urban Planning (CUP):</b> Leads page-turn review of the draft and notes feedback deadline <u>12 January</u> and need for a new agenda item for out-of-scope issues.</p> <p><b>Comment:</b> The CCC has needed a ToR since it's first year.</p> <p><b>Query:</b> Asks what guidelines does the draft ToR adhere to.  <b>Response:</b> Department-issued guidelines but it's up to us as a group and as the Chair to then say, what we think is appropriate for this particular group. It will be sent to the Department for information. The Department does not need to endorse it as such but have agreed that incorporating one is appropriate.</p> <p><b>Query –</b> Asks for definition of project scope – what is in or out of scope in terms of community impacts? <b>Response:</b> If it affects the MIP, it's in scope; if it relates to the cumulative impacts from the surrounding project these need to be considered and raised with the proponents of those projects i.e. TfNSW and Liverpool City Council.</p> <p><b>Comment:</b> Raised line-of-sight issues and cumulative impacts of surrounding projects that related to MIP, M5 bypass and VPAs.</p> <p><b>CUP:</b> Recognises some questions fall outside project scope; CCC can facilitate answers but these will sit outside formal meeting and minutes.</p> <p><b>ESR:</b> Explains planning challenges – consents captured at a point in time; future consents must consider cumulative impacts and previous approvals. TfNSW will need to consider the cumulative impacts. We will investigate seeking out a representative from those projects to attend future CCC's to address impacts that are out of scope.</p> <p><b>Comment:</b> Highlights past piecemeal approach to responding to issues across the Precinct depending on consent; welcomes new format. Encourages internal teams to provide consolidated responses.</p> <p><b>NI:</b> Explains that National Intermodal's role in Precinct and clarifies NI acts on behalf of the Commonwealth. NI are the landowner for the majority of the precinct, looks after biodiversity offsets that surround the land and are delivering the Moorebank Avenue realignment.</p> <p><b>Comment (various CCC members):</b> Notes there is confusion amongst community about who is responsible for managing and responding to which parts of the precinct.  <b>Response:</b> Proposes mapping out precinct partner responsibilities to break down barriers and clarify confusion.  <b>ACTION#52.</b></p> <p><b>Comment:</b> Suggests members be given 10 days to review the minutes, matching time for the Precinct partners to prepare and allow flexibility around other work/study/life commitments. The Terms of Reference will also outline the timing of quarterly meetings. <b>ACTION #53.</b></p> <p><b>Query:</b> Request for clarification on the current number of truck movements within the Precinct, confirmation that these are within allowable limits, and an indication of how they compare to the projected numbers once the precinct is fully operational.  <b>Response:</b> ESR advises that they will consult with ASON (traffic consultant) and confirms that data is available on planned versus actual movements, which can be broken down as needed. <b>ACTION #54.</b></p>
<b>4.0</b>	<p><b>National Intermodal update</b></p> <p>Moorebank Avenue Realignment Update</p> <ul style="list-style-type: none"> <li>The main activities that have been undertaken in the last quarter include stormwater drainage, retaining wall construction and continuing earthworks</li> </ul>

- There are no planned works on the project site between 20th Dec – 4th Jan
- Earthworks phase to be completed mid next year, then pavement finishing works commence
- Continuing to see minimal road interruption with 90% works offline - may be some minor changes to thoroughfare as we get nearer to completion next year

**NI:** Presents overview of different zones of work

- Zone 1: Bulk earthworks started.
- Zone 2: Biodiversity upgrade to old rail spur; earthworks further north.
- Zone 3: Alignment works underway.

**Query:** Will trucks have right of way – will they have priority? **Response:** TfNSW designs traffic signals considering flow and peak periods; signals are regularly updated. MAR is the primary arterial road.

**Comment:** Expresses serious concern about trucks causing congestion (notes up to 15,000). **Response:** Operators must adhere to consent conditions. Compliance issues can be raised with the Department of Planning (DPHI) and that appropriate truck and driver will be dealt with and the appropriate customer who's not adhering to those consent requirements will be investigated.

**Query:** How can current construction conditions be changed if issues arise? **Response:** Requires modification of conditions for consent.

**Query:** Request for clarification if conditions of consent will ever change in future (e.g., after Cambridge Avenue upgrades) to accommodate and reflect cumulative impacts? **Response:** Unlikely; DPHI does not typically change consent conditions.

**Query:** Concern about biodiversity land protection during Cambridge Avenue upgrades. **Response:** Noted upgrades and missing sections on map.

#### 5.0 ESR Precinct update

ESR provides construction status update and presents to several site photos.

**Query:** Questions if roof of the Kmart warehouse will have solar panels? **Response:** No – not the whole roof as it is too large, ESR do have sustainability goals across their sites and will be exploring solar panels across the site generally.

**Query:** Concerns with colour of roof and potential for reflectivity (warehouses 4 & 5). **Response:** ESR will investigate the materiality of the roof for the Kmart warehouse and report back noting concerns with reflectivity.

**ACTION#55.**

**Query :** Request for clarification around overall warehouse construction status. **Response:** Confirms there are 5-6 warehouses remaining, but it depends on the tenants fit out and preferences.

#### 6.0 QUBE update

Not available for the session

#### 7.0 Quarterly environmental update

- Summary of activities for the last quarter (MPE and MPW)
- Lookahead of activities over the next 3 months (MPE and MPW)
- Reports anticipated for publication within the next three months

*Refer to presentation attached for details on the above as presented to the CCC.*

**Discussion:**

- Moorebank Avenue upgrade works, site stabilisation and closure,
- OSD Basin installation and stormwater infrastructure
- Removal of the disused rail spur and rehabilitation in the biodiversity area

- Bushmaster Ave and trunk line stormwater extension
- Dust management

**Query:** Requests update on Woolworths warehouse robotics (automation)? **Response:** Woolworths is still in the process of commissioning these.

#### 8.0 Project enquiries, complaints and website updates

- Enquires
- Complaints
- Website updates

*Refer to presentation attached for details on the above as presented to the CCC.*

**Query:** Raises confusion regarding the recent Cambridge Avenue upgrade fact sheet that was disseminated to the community and truck access. **Response:** ESR clarifies that the project operates under conditions of consent and has been in contact with TfNSW about the misleading fact sheet. ESR suggests Michael contact TfNSW directly.

#### 9.0 Community member questions and any other business

**Comment:** CCC member notes that he will record his presentation on traffic concerns and share it with the project and members of the CCC offline, acknowledging the importance of keeping everyone informed and that there is limited time left in the meeting. **Response:** ESR appreciates offer of recording and suggests that the team bring in subject matter experts (i.e. traffic, air quality) if needed for next CCC meeting.

**Query:** Requests for clarification on the working relationship with Glenfield Industrial Estate given CUP's previous work with Glenfield and now Moorebank. Queries regarding Glenfield Industrial Precinct and traffic generation limits. **Response:** ESR confirms there is no formal relationship; consultants may be shared across different projects. Confirms there are no acquisition discussions with Glenfield Industrial Estate. **ACTION #56.**

**Query:** When will answers be provided on latest set of documents issued to project team. **Response:** Relates to Eric's email; needs clarity on what is being sought. Project team suggests exploring options and reviewing data and documents before is formerly GIPA requested. **ACTION #57.**

**Query:** What do the cameras (on site) record? **Response:** Cameras monitor trip generation and HVR compliance (weight). There is one on the precinct private road, others on Cambridge Ave.

**Comment:** Asks if other cameras can be added for monitoring. Expresses concern about transparency and reliance on public reporting for compliance. **Response:** Noted. **ACTION #58.**

#### Discussion - air quality concerns:

**Community member** presents concerns on air quality monitoring and reporting:

- MQ3 monitor closest to sensitive receptors (residents, school, retirement village).
- Rolling 12-month average exceeded PM2.5 annual limit (10.5  $\mu\text{g}/\text{m}^3$  vs 8  $\mu\text{g}/\text{m}^3$ ).
- Concern about averaging across 4 monitors masking hourly spikes.
- Sensitive groups (pregnant, elderly) may be misled by monthly reporting.

**Response:** Notes concerns and appreciates due diligence. **ACTION #59.**

#### 10.0 Next meeting date and close

All in agreement of next meeting Tuesday 3 March 2026 from 6-7:30pm.

Meeting closed by Chair.

Moorebank Intermodal Precinct CCC – Meeting Action Log  
Updated: 10 December 2025

	OPEN
	CLOSED

Item	Meeting date	Action details	Response
59	2 Dec 2025	Provide sample of hourly air quality data for months where AQM3 exceeded annual PM2.5 levels (Jeff’s request).  ESR Investigate if current air quality readings include hourly data; reach out to air quality consultant and report back (Grace).	ESR to provide response and will look into recent compliance reporting and will discuss with consultant. Will come back with a response by end of January 2026.
58	2 Dec 2025	ESR to investigate adding another compliance camera post-completion to ensure conditions of consent and monitor truck usage (ESR).	ESR to meet with TfNSW to discuss.
57	2 Dec 2025	NI to respond to Eric’s previous email re: traffic generation and compliance.	NI to review documentation provided by Eric and provide initial response by end of January 2026.
56	2 Dec 2025	Take on notice Eric’s queries regarding Glenfield Industrial Precinct and traffic generation limits.	Presentation was not received as of 16/12/25 and therefore was not disturbed to CCC.
55	2 Dec 2025	ESR to provide update on roof materiality for Kmart Warehouse in response to reflectivity concerns.	ESR Project Manager to put together information on roof material ESR will aim to bring a sample to next CCC.
54	2 Dec 2025	Prepare truck movement data for next meeting - include capacity vs allowable limits. ESR to liaise with traffic consultant ASON.	ESR to liaise with ASON to investigate further. Will aim to report back end of Jan 2026.
53	2 Dec 2025	Update draft ToR to include quarterly meeting schedule (First Tuesday of each quarter).  Request that Draft ToR to allow members 10 business days to review minutes instead of 5.	Noted by CUP and will be incorporated in the final ToR along with other feedback from community members.
52	2 Dec 2025	Project team (QUBE, ESR, NI) to prepare package or visuals that documents the history of site ownership and current responsibility	ESR to work with team on obtaining visual mapping – potential to map out: <ul style="list-style-type: none"> <li>• Map 1: Site ownership</li> <li>• Map2: Surrounding context</li> </ul>

over the life of the project for next meeting.			
<b>51</b>	2 Dec 2025	Colliers Urban Planning to share presentation with CCC after the meeting.	CUP issued presentation to CCC members on 5/12/25 via email.
<b>50</b>	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.
<b>49</b>	10 Sep 2025	Request to share air quality information with the group in response to Jeff Thornton's email of 7/9.	ESR sought further clarification, responded 14/11.
<b>48</b>	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.	<p>Update provided in CCC meeting 2/12/25. ESR undertook a site visit on 17 September to view light spill matters into Casula</p> <p>Three concerns raised:</p> <p><b>Qube CAMCO Truck Gates</b></p> <ul style="list-style-type: none"> <li>• Qube is investigating options to shield CAMCO Truck Gates. ESR to continue seeking updates from Qube on this matter.</li> </ul> <p><b>Woolworths hardstand parking</b></p> <ul style="list-style-type: none"> <li>• ESR undertook site visit with Woolworth on 2 December</li> <li>• External double lights have diffusers but investigating if they can be angled down more</li> <li>• Large lights under awning under review on minimizing light spill to receivers</li> </ul> <p><b>Reflection of plant equipment on Catch warehouse</b></p> <ul style="list-style-type: none"> <li>• ESR approved works on plant equipment, which is underway. Proposed mitigation measure is matte paint finish on plant equipment. First step is trialing a portion of equipment to ensure paint stays on and reflectivity is eliminated.</li> </ul>
<b>47</b>	10 Sep 2025	Request for Qube to attend CCC meetings and to provide an update on the rolling stock query.	<p>Response from QUBE provided in CCC meeting on 2/12/25.</p> <p><i>Qube has an ongoing programme of capital investment for rolling stock to meet needs across its operational network, and all new acquisitions are of the highest standard. However, replacement rolling stock is a long-term</i></p>

			<i>programme based on asset life and operational need and the Moorebank equipment needs fit into this overall programme.</i>
<b>46</b>	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.
<b>45</b>	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.
<b>44</b>	29 May 2025	Circulate first two NIC presentations slides to CCC members.	Issued with meeting minutes 18/06/25.
<b>43</b>	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.
<b>42</b>	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. Letter was not sent.
<b>41</b>	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.	
<b>40</b>	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.

Item	Meeting date	Action details	Response
39	20 Feb 2025	ER asked where further information around water quality testing and discharge activities can be found online.	<a href="#">Project Wide Approvals</a> - 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.	No follow up provided 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.

Item	Meeting date	Action details	Response
			<p><b>The 2023 Annual Review will be circulated with the February minutes.</b></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 <a href="#">austroads classes.xls (dit.sa.gov.au)</a>.</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</p>

Vehicles (HR) and Articulated Heavy Vehicles (AR) – with the main point of difference being Articulated

Item	Meeting date	Action details	Response
			<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 is 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>

<b>26</b>	7 Dec 2023	Clarification on how the MAR project is currently funded.	Project is fully funded, and money has been committed.  The delivery MA would be dedicated to either Transport or Council. NI is also
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<b>Item</b>	<b>Meeting date</b>	<b>Action details</b>	<b>Response</b>
		<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>
<b>25</b>	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>
<b>24</b>	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.
<b>23</b>	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>	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).

<b>22</b>	7 Dec 2023	A request for a native vegetation regeneration works report for Casula and Wattle Grove offset areas.	Biodiversity works - National Intermodal continues to undertake weed management and improvements to the Biodiversity offset areas under the
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<b>Item</b>	<b>Meeting date</b>	<b>Action details</b>	<b>Response</b>
			<p>Biodiversity Agreement 341 (BA 341). This includes:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• All the above activities are tracking well against our biodiversity commitments.</li> </ul>
<b>21</b>	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>

<b>20</b>	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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Item	Meeting date	Action details	Response
		National Intermodal to check terms of the BA341 and provide information to the CCC.	
<b>19</b>	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.
<b>18</b>	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 <a href="mailto:cambridgeavenue@transport.nsw.gov.au">cambridgeavenue@transport.nsw.gov.au</a></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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Item	Meeting date	Action details	Response
			<p>The Construction Compliance Reports for MPE Stage 2 include dust depositional results – but not other elements of air quality (PM, NO<sub>2</sub>, CO) otherwise covered in the MPE Stage 2 Annual Review.</p> <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.</p> <p>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>

<b>16</b>	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.
<b>15</b>	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 <a href="#">Planning and Approvals   Moorebank Intermodal Precinct:</a> The MPW Stage 2 and Stage 3 Summary of Monitoring Results (2022) <a href="#">Summary of Monitoring Results (moorebankintermodalprecinct.com.au)</a> The MPE Stage 2 Annual Environmental Review 2022' <a href="#">0.pdf (moorebankintermodalprecinct.com.au)</a>
<b>14</b>	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 <a href="mailto:colingellatly@hotmail.com">colingellatly@hotmail.com</a> .  The Community Consultative Committee guidelines, outlined by the Department of

Item	Meeting date	Action details	Response
			<p>Planning and Environment (DPE), involve the following steps:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The Planning Secretary to subsequently appoint the community representative and notify unsuccessful candidates of their non-appointment within 4 weeks.</li> <li>• The appointed representative to sign the Committee Members Code of Conduct before participating in the CCC meetings.</li> </ul>

<b>13</b>	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"> <li>• Drivers must not use engine braking on or within the vicinity of the site.</li> <li>• As a courtesy to individuals who may be impacted by driver behaviour, drivers will not use compression braking unless it is an emergency situation.</li> <li>• 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.</li> </ul> <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>
<b>12</b>	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>	

<b>Item</b>	<b>Meeting date</b>	<b>Action details</b>	<b>Response</b>
<b>11</b>	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"> <li>• Two straight through from the M5 interchange to intersection of Moorebank Ave &amp; Anzac Ave.</li> <li>• Two turning right lanes into Moorebank Precinct West.</li> <li>• One left turn into Anzac Road.</li> </ul> <p>There will be no righthand turn into Bapaume Road. Access to ABB will be via the MAAL intersection onto Bushmaster Road.</p>
<b>10</b>	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.

<b>9</b>	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.
<b>8</b>	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.
<b>7</b>	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.
<b>6</b>	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.  <a href="https://moorebankintermodalprecinct.com.au/MPE-S2-Biannual-Trip-Origin-Destination-Report-No.05-May-2023.pdf">MPE-S2-Biannual-Trip-Origin-Destination-Report-No.05-May-2023.pdf</a>

<b>Item</b>	<b>Meeting date</b>	<b>Action details</b>	<b>Response</b>
<b>5</b>	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	<p>CCC Definition of heavy vehicles as it applies to MIP</p> <p>Aspect to find definition of heavy vehicle that applies to MIP and provide to CCC.</p>	<p>As MPE Stage 2 is the operational consent in respect of present BTODR documentation, the definition of heavy vehicles under SSD 7628 (MPE Stage 2) is: Heavy vehicle is a vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of more than 4.5 tonnes. SSD 7709 (MPW Stage 2), comparably, defines heavy vehicles as: Heavy Vehicle has the same meaning as the Heavy Vehicle National Law (NSW)*.</p> <p>*Heavy Vehicle National Law (NSW): A heavy vehicle is defined in the Heavy Vehicle National Law (HVNL) as a vehicle that has a gross vehicle mass (GVM) or aggregate trailer mass (ATM) of more than 4.5 tonnes. The GVM of a vehicle is the maximum it can weigh when fully loaded, as specified by the manufacturer.</p>
3	16 Feb 2023 and 18 May 2023	<p>Woolworths warehouses visual amenity – western walls</p> <p>LOGOS to provide feedback to Woolworths as per the CCC discussion.</p>	<p>LOGOS provided Woolworths with the CCC members’ feedback. Opportunities to making amendments to the façade of the warehouse are very slim as national distribution centre construction reached its practical completion.</p>
2	16 Feb 2023 and 18 May 2023	<p>2a. Acoustic wall visual amenity – vegetation Casula side.</p> <p>2b. Obligation to vegetate both sides of wall as part of approval conditions.</p> <p>LOGOS to check conditions of consent; review compliance and provide information back to the CCC.</p>	<p>LOGOS investigated wall treatment suggested by ER – found unsuited for this location.</p> <p>The (western) noise wall design requirements are identified in consent SSD 7709 sections for Urban Design and Landscaping and Noise and Vibration. The guidelines stress minimizing visual and amenity impacts. A 5m high noise wall is mandated along the entire western road before development operation. An independent peer review report is required with Urban Design, Landscape, and Architectural documents to ensure compliance.</p>
1	16 Feb 2023	<p>Moorebank Avenue Realignment (MAR) funding</p> <p>National Intermodal to confirm whether NI is now responsible to fund MAR.</p>	<p>National Intermodal has confirmed that the Commonwealth is (has always been) responsible for the funding of Moorebank Avenue Realignment and has now-</p>

Item	Meeting date	Action details	Response
			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: <a href="#">M5 Motorway Westbound - Projects - Roads and Waterways – Transport for NSW</a>
	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.

Item	Meeting date	Action details	Response
		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"> <li>• All MLP environmental measurements for MLP construction work use a windscreen around the microphone.</li> <li>• 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.</li> <li>• The EPA Noise Policy for Industry does not relate to construction activities.</li> </ul>
	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	<b>LOGOS Actioned 18/5</b>