

MOOREBANK INTERMODAL PRECINCT

Moorebank Precinct East: Six-Monthly Operations Compliance Report

Report: #12

Period: November 2025 – April 2026

19 JUNE 2026

MOOREBANK INTERMODAL PRECINCT

November 2025 – April 2026

Author		
Checker		
Approver		

Date 19/06/2026
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Author Details

Author Details	Qualifications and Experience
	BSc Environmental Science and over 20 Years Environmental Management Experience.

REVISIONS

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KEY TERMS AND ACRONYMS

Acronym/Term	Meaning
CNBMP	Container Noise Barrier Management Plan
CoC	Conditions of Consent
DPE	Department of Planning and Environment
DPH&I	Department of Planning, Housing and Infrastructure
EPBC Act	Environmental Protection and Biodiversity Conservation Act 1999
ERP	Emergency Response Plan which includes the Bushfire Emergency and Evacuation Plan (BEEP), Bushfire Management Plan (BMP) and Flood Emergency Management Plan (FEMP)
IMEX	Import Export
MLP	Moorebank Logistics Park
OAQMP	Operational Air Quality Management Plan
OCR	Six Monthly Operational Compliance Report
OCCS	Operational Community Communication Strategy
OEMP	Operational Environmental Management Plan
ONVMP	Operational Noise and Vibration Management Plan
OTAMP	Operational Traffic and Access Management Plan
OWRMP	Operational Waste and Resource Management Plan
POCR	Pre-operations Compliance Report
POPD	Program for Operational Phase Delivery
SIOMP	Operational Stormwater Infrastructure and Operation and Maintenance Plan
SSD	State Significant Development
UDLP	Urban Design and Landscape Plan
WTP	Workplace Travel Plan
SSD 6766	Stage 1 of the MPE Concept Approval (MP 10_0193) as approved under SSD 6766. It involves the construction and operation of an IMEX terminal and associated Rail Link.
SSD 7628	Stage 2 of the MPE Concept Approval (MP 10_0193) as approved under SSD 7628. It involves the construction and operation of warehousing and distribution facilities on the MPE site and upgrades to approximately 1.5 kilometres of Moorebank Avenue from

Acronym/Term	Meaning
	approximately 35 metres south of the northern boundary of the MPE site to approximately 185 metres south of the southern MPE site boundary.

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1 EXECUTIVE SUMMARY

In accordance with SSD 7628 Condition of Consent (CoC) C21(c)(iii), a Six-monthly operational compliance report (OCR) must be prepared.

The Department approved the Program for Operational Phase Delivery (POPD) on 21 May 2019 which outlined the staged submission of operational documents under condition A14 of SSD 7628. The Department also considered the combining of strategies, plans or programs to be acceptable, provided that all relevant conditions across both SSD 6766, and SSD 7628 are met.

Regular reviews of compliance against the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC 2011/6229) Conditions of Approval are undertaken but are not the subject of this compliance report.

This OCR has been prepared in accordance with the requirements of the *Compliance Reporting Post Approval Requirements (NSW DP&E, June 2018)* and has been prepared to outline the progress of compliance for all operational requirements against the Project Approvals from November 2025 to April 2026.

2 INTRODUCTION

2.1 Project Overview

Application Number	
Project name:	Moorebank Intermodal Precinct – Operational Area 1 and 2
Proponent	Moorebank Intermodal Precinct
Site Address	MIP East Precinct site, Moorebank Avenue, Moorebank
Project Phase	Six Monthly Operation Compliance Report (OCR)
Project Activity	Operation of an import-export terminal, rail link and warehouse and distribution facilities and associated infrastructure.
Report date	Friday, 19 June 2026

2.2 Project Approvals

Approval for the construction and operation of the MIP East Precinct was obtained progressively as follows:

- The Project obtained (EPBC 2011/6229) approval dated 6 March 2014
- Moorebank Precinct East (MPE) Concept Approval – 10_0193
- MPE Stage 1 – SSD 6766
- MPE Stage 2 – SSD 7628
- MPE Stage 2 – SSD 7628 – Subdivision partial development consent
- MPE Stage 2 – SSD 7628_MOD 1 – Modification 1
- MPE Stage 2 – SSD 7628_MOD 2 – Modification 2
- MPE Stage 2 – SSD 7628_MOD 3 – Modification 3
- MPE Stage 2 – SSD 7628_MOD 4 – Modification 4
- MPE Stage 2 – SSD 7628_MOD 5 – Modification 5
- MPE Stage 2 – SSD 7628_MOD 6 – Modification 6

2.3 Scope and Purpose

In accordance with SSD 7628 Condition C21 (c) (iii), a Six-Monthly Operation Compliance Report (OCR) is required to outline progress of compliance for all operation requirements against the MPE Stage 1 and Stage 2 approval.

There is no specific requirement under SSD 6676 for the submission of an OCR, however this report has been prepared to address the operational requirements for both SSD 6766 and SSD 7628 and has been prepared in accordance with the requirements of the *Compliance Reporting Post Approval Requirements* (NSW DP&E, June 2018).

3 PROJECT DESCRIPTION

3.1 Site Location

The Moorebank Intermodal Precinct (MIP) is an integral component of the Freight, Ports and Transport strategies of both the NSW and Commonwealth governments to help manage the challenges of an expected tripling of freight volumes at Port Botany by 2031.

The MIP aims to streamline the freight logistics supply chain from port to store, deliver savings to businesses and consumers, and help service the rapidly growing demand for imported goods in south-west Sydney. It is located approximately 27 kilometres (km) south-west of the Sydney Central Business District and approximately 26 km west of Port Botany within the Liverpool Local Government Area. The MIP is divided into an East Precinct and a West Precinct, located east and west of Moorebank Avenue, respectively.

The MIP East Precinct commenced operations in May 2020 and is the subject of this Operation Compliance Report (OCR). The MIP West precinct is also now operational.

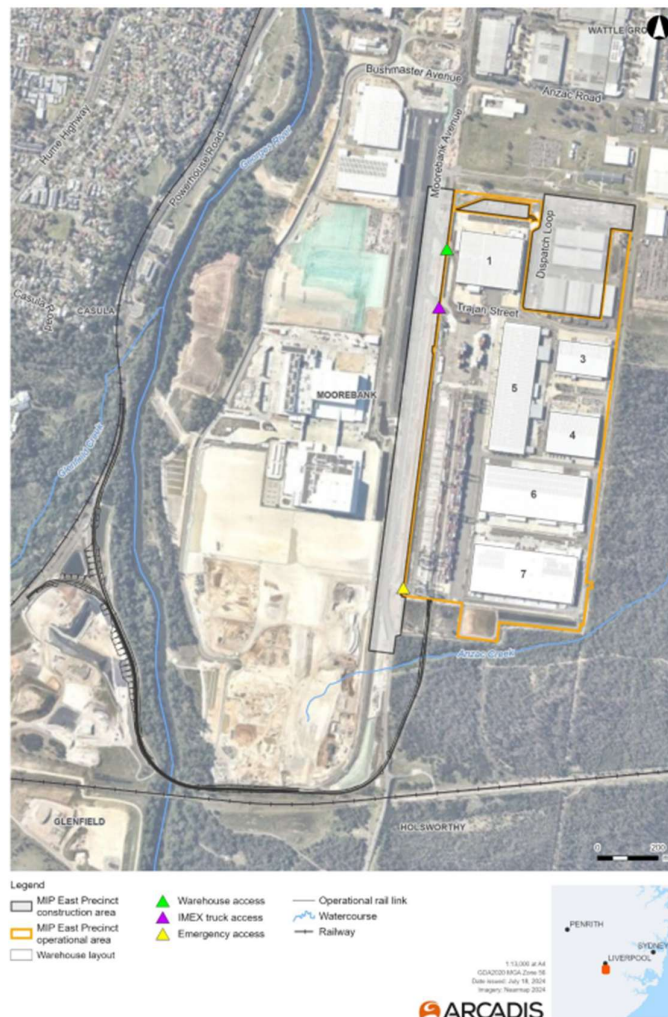


Figure 1 MLP East Precinct Layout – sourced MPE STAGE 2 OEMP Rev 19

3.2 Scope of Works

The main features of the MIP East Precinct include:

- The Import Export (IMEX) Terminal. The IMEX Terminal comprises:
 - Truck processing, holding, and loading areas with an entrance and exit from Moorebank Avenue.
 - Rail loading and container storage areas serviced by container handling equipment.
 - An Administration facility and associated car parking with light vehicle access from Moorebank Avenue.
- A Rail Link connecting the IMEX terminal and the Southern Sydney Freight Line (SSFL) traversing Moorebank Avenue, Anzac Creek and Georges River.
- Associated ancillary infrastructure including signage, lighting, landscaping, water management.
- Warehouse and distribution facilities including warehousing up to 21 m in height, typically ranging in size from 20,000 m² to 62,000 m². Individual warehouses typically comprise the following:
 - Office and administration facilities
 - Amenities
 - Car parking
 - Truck loading/unloading docks
 - Internal parking for pick-up and delivery vehicles (PUD)
 - Specialised sortation and conveyor equipment
 - Hardstand areas that provide trailer parking spaces, external PUD parking spaces, vehicle manoeuvring areas and access to the main internal site road
 - Signage for business identification purposes, including backlit illuminated signage on each warehouse
 - Internal fit out, comprising racking and storage.
- A freight village including a mix of retail, commercial and light industrial spaces typically up to 15 m in height and varying in size and design.
- An internal road network to enable efficient movement of vehicles, dispatch of freight from the warehouses and transport of containers between the IMEX Terminal and warehouse and distribution facilities.
- Security and Administration offices and demountable.

3.3 Operational Activities Undertaken

Documents can be submitted in stages as permitted by CoC A14 and CoC A15. The application of the operational documents will be staged to take progressive affect across the MIP East Precinct site as construction is completed, and operations commences was detailed in the POPD approved by the DPIE on 21 May 2019.

This OCR has been prepared in accordance with the requirements of the Compliance Tracking Program (CTP) to outline progress of compliance for all operation requirements against both SSD 6766 and SSD 7628. This OCR covers the period from November 2025 – April 2026.

The following works have been undertaken:

- Movement and storage of containers in and out of the terminal via rail
- Truck processing, holding, and loading areas
- Primary and secondary container loading/ unloading areas
- Transfer of containers between terminal and warehouses vi internal transfer vehicles
- Pickup and delivery of goods to warehouses via truck movements
- Warehouses 1, 3a, 3b, 4a, 4b, 5, 6, and 7 are occupied and operational
- Warehousing and Administrative Activities
- Security, maintenance and monitoring of all infrastructure and equipment related to the above activities

No major construction related activities occurred in this reporting period, with only internal fit-out and preparation for operations occurring. These activities were undertaken during standard working hours, unless stated otherwise.

Project Compliance Summary

This OCR outlines the progress of compliance for all operational requirements against Project Approvals. Compliance against the project CoC and the Final Compilation of Mitigation Measures (FCMM) are outlined in SSD 6766 Conditions of Consent and SSD 7628 Conditions of Consent, Appendix A and B respectively.

A declaration of compliance is available in Appendix L.

3.4 Operational Compliance

In accordance with the CoC and OEMP, environmental monitoring activities are required to be undertaken for the operation phase of the MPE Stage 1 and Stage 2 project. These activities include air quality monitoring, noise monitoring, storm water infrastructure and water quality monitoring, Biodiversity Monitoring, and Biannual trip and origin destination reports. A summary of the monitoring results required for this reporting period is addressed in the following sections. The full reports for each of these monitoring requirements are available in the appendices section.

3.4.1 Operations Reporting

3.4.1.1 Operations Compliance Report #8

Eight non-compliances remained open from the previous compliance report (OCR #8, November 2023 to April 2024 reporting period). The status of these non-compliances have been identified in table 1.

Table 1: Non-compliances in reporting period Nov 2023 – Apr 2024

CoC Ref	Type	Detail	Proposed or Completed Action	Current Status
SSD 6766 - G15	Non-compliance	According to the dates for the Annual Noise Review Reports for Year 2 - 2022 and Year 3 - 2023, reports have not been submitted to the DPHI and the EPA within 60 days of completion of the monitoring (as required by CoC G15(h)).	The Annual Noise Review Report was submitted within 60 days of completion of monitoring for the next reporting period.	Closed
SSD 7628 - B28	Non-compliance	No evidence was sighted to verify that the BTODRs for November 2022 and May 2023 reports were submitted to the Department within one month of their preparation.	DPHI receipts were filed for evidence to ensure the document was submitted within the time frame for the next reporting period.	Closed
SSD 7628 - B85	Non-compliance	No evidence was presented to verify that that the Operational Compliance Measurement Reports from Renzo Tonin for WH5, WH4A, WH4B, WH3B, WH3A and WH1 were submitted to the DPHI within 2 months of occupation or each warehouse.	DPHI receipts were filed for evidence to ensure the document was submitted within the time frame for the next reporting period.	Closed
SSD 7628 - B87	Non-compliance	According to the dates of monitoring specified within the Annual Noise Review, the Reports for Year 2 and Year 3 Operations have not been submitted to the EPA within 60 days of completion of the	Email receipts were filed for evidence to ensure the document was submitted within the time frame for the next reporting period.	Closed

CoC Ref	Type	Detail	Proposed or Completed Action	Current Status
		monitoring as required by this condition.		
SSD 7628 – B114A	Non-compliance	A Final Hazard Analysis for Warehouse 7 with the Department's Hazardous Industry Planning Advisory Paper No. 6, 'Hazard Analysis' has not been prepared as per condition B114A (b).	A Final Hazard Analysis for Warehouse 7 was submitted to the Department for the next reporting period.	Closed
SSD 7628 - B114B	Non-compliance	A document setting out a comprehensive Safety Management System, covering all on-site operations, associated transport activities involving hazardous materials for Warehouse 7, safety related procedures, responsibilities and policies and mechanisms ensuring adherence to the procedures has not been developed for Warehouse 7.	A Safety Management System report for Warehouse 7 was submitted to the Department for the next reporting period.	Closed
SSD 7628 - B114C	Non-compliance	Warehouse 7 started being occupied on the 30/10/2023 and then started their operation from the 26/02/2024. This condition is not triggered yet.	A Hazard Audit for Warehouse 7 was submitted to the Department after operations began in the next reporting period.	Open
SSD 7628 - B114D	Non-compliance	As the Applicant has not prepared all the Plans and Fire Studies as per the requirements from the conditions B114A and B114B yet, this condition is considered not triggered.	Any further requirements for Warehouse 7 as requested by the Department were followed in the next reporting period(s).	Closed

3.4.1.2 Operations Compliance Report #9

There were no non-compliances from the previous compliance report (OCR #9, May 2024 to November 2024 reporting period).

3.4.1.3 Operations Compliance Report #10

There were no non-compliances from the previous compliance report (OCR #10, November 2024 to April 2025 reporting period).

3.4.1.4 Operations Compliance Report #11

There was one non-compliance from the previous compliance report (OCR #11, May 2025 to November 2025 reporting period).

Table 2: Non-compliances in reporting period May 2025 – Nov 2025

CoC Ref	Type	Detail	Proposed or Completed Action	Current Status
SSD 7628 – B28	Non-compliance	The BTODR was not submitted to the Department within one month of its preparation	The BTODR was submitted to the Department as soon as this non-compliance was made aware. The next BTODR will be submitted within one month.	Closed

3.4.1.5 Operations Compliance Report #12 (Current Reporting Period)

There was one non-compliance from the current compliance report (OCR #12, November 2025 to April 2026 reporting period).

Table 3: Non-compliances in reporting period Nov 2025 – Apr 2026

CoC Ref	Type	Detail	Proposed or Completed Action	Current Status
SSD 7628 – B80	Non-compliance	There were several noise level exceedances	Noise monitoring was completed to investigate these exceedances. Recommendations were provided for implementation to ensure there are no further noise level exceedances. This will be reported under MPW Stage 2 SSD 7709 B131.	Open

3.4.1.6 DPHI Notifications

A notice to furnish was received from the Department in relation to noise-related complaints. Put document reference number.

3.4.1.7 Independent Environmental Audit

The next independent audit for the SSD 7628 consent is scheduled to take place in 2027.

3.4.1.8 Incidents Management

There were 5 operational incidents reported in MPE operations in the reporting period.

Of the 5 recorded, none were significant (resulting in Environmental damage or reportable).

All incidents are managed in accordance with the incidents reporting procedure.

Incidents are summarized in Appendix I.

3.4.1.9 Complaints Management

24 complaints were received relating to MPE operations in this period.

These complaints were managed in accordance with the complaints reporting procedure.

Complaints are summarized in Appendix F.

3.4.1.10 Conditions of Consent

Compliance against the CoC is outlined in Appendix A and B. The status of each compliance requirement during the reporting period is recorded using the descriptors prescribed by the CRPAR (DPHI, 2018). These are provided in table 2.

Table 4: Compliance status descriptors (CRPAR 2018)

Status	Description
Compliant	The proponent has collected sufficient verifiable evidence to demonstrate all elements of the requirement have been complied with.
Non-compliant	The proponent has identified a non-compliance with one or more elements of the requirement.
Not triggered	A requirement has an activation or timing trigger that has not been met at the phase of the development when the compliance assessment is undertaken, therefore an assessment of compliance is not relevant.

4 AIR QUALITY MONITORING

The Six-Monthly Compliance Operational Air Quality reports completed during this period are available in Appendix C of this report. Actioning requirements and recommendations raised from the report are consistently being addressed as a part of daily operations.

Air quality monitoring and compliance results are summarised in the sections below for the last reporting period:

4.1 Dust Deposition

Dust deposition data from seven DDGs located around the site is provided by SERS and have been provided for incorporation into the monitoring program since May 2021.

NSW DCCEEW has set the criteria for dust deposition rates, and these are provided in Table 3.

Table 5: Dust deposition criteria

Averaging Period	Maximum increase in deposited dust* level	Maximum total deposited dust level
Annual	2 g/m ² /month (incremental)	4 g/m ² /month (cumulative)

* Deposited dust is assessed as insoluble solids. This is the mass of the insoluble portion of the deposited matter, as defined under AS 3580.10.1: 2016.

4.2 Dust Deposition Gauge results

The results of the collection period November 2025 to April 2026 as provided by SERS are shown in Table 4.

Table 6: Dust deposition (insoluble solids g/m²/month) results

Date	Stage 1 DDG 1	Stage 2 DDG 1	Stage 2 DDG 2	Stage 2 DDG 3	Stage 2 DDG 4	Stage 2 DDG 5	Stage 2 DDG 6	MPW1	MPW2	MPW3	Average
November 2025	0.9	1.3	2.3	1.7	2.1	1.9	4.8	2.7	2.7	6.8	2.9
December 2025	3.2	1.9	2.7	1.6	N/A*	0.8	7.2	3.3	6.5	7.0	3.9
January 2026 [#]	3.8	1.5	1.6	1.5	N/A*	1.6	5.4	4.1	1.9	16.0	4.2
February 2026	0.1	0.2	1.4	0.3	N/A*	0.3	1.0	5.3	12.0	1.6	2.8
March 2026 ^{**}	<0.1	1.8	2.3	1.1	N/A*	0.6	0.9	5.3	11.0	2.9	3.2
April 2026 [#]	<0.1	1.1	0.3	0.9	N/A*	1.1	0.7	3.9	16.0	3.3	3.0

NOTE: Bold/grey indicates an exceedance of the criteria.

*Two reports were used to capture the entire month

*Stage 2 DDG4 was unavailable for the reporting period

** Gap in data from 6 March to 16 March

As shown in Table 4 there were 13 individual gauge exceedances between November 2025 and April 2026. The majority of these exceedances are likely to be attributed to fugitive dust from construction activities across MPW, Moorebank Avenue upgrade works and the commencement of MARW excavation works.

4.3 Continuous Monitor Results

Monitoring data for PM_{2.5}, PM₁₀, NO₂ and CO for the reporting period have been summarised into tables and graphs and are provided in Appendix A of Appendix C. The following sections summarise the results for this reporting period.

4.3.1 Annual exceedances

Twelve months of air quality monitoring are provided graphically and in table form in Appendix A of Appendix C. All monitors had an average availability of 100% during the reporting period. The NO₂ at monitor AQM03 had 84% availability in April 2026, all other parameters for the month had 100% availability. Overall, there is adequate monitoring available for the reporting period. See Table 5 for the monitoring station availability (%) over a 12-month period.

Table 7: Monitoring station availability (%)

Monitoring station	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026	Apr 2026	Average %	Latest calibration date
	% availability each month							
AQM01	100	100	100	100	100	100	100	April 2026
AQM02	100	100	100	100	100	100	100	April 2026
AQM03	100	100	100	100	100	100	100	April 2026
AQM04	100	100	100	100	100	100	100	April 2026

4.3.1.1 PM_{2.5} and PM₁₀ Monitoring

The 12-month rolling annual average for the period May 2025 to April 2026 for all four monitors combined was below the annual average criteria (i.e. 7.0 µg/m³ for PM_{2.5} and 25.0 µg/m³ for PM₁₀) for each month.

As of April 2026, the 12-month rolling annual average for all four monitors was 3.9 µg/m³ for PM_{2.5} and 10.5 µg/m³ for PM₁₀.

See Appendix A.1 and Appendix A.2 of Appendix C for more details.

4.3.1.2 NO₂ Monitoring

The 12-month rolling annual average for all four monitors for the period May 2025 to April 2026 was below the annual average criteria (0.03 ppm) for each month.

As of April 2026, the 12-month rolling annual average for NO₂ for all four monitors is 0.005 ppm, well below the annual average criteria of 0.03 ppm.

4.3.1.3 CO Monitoring

CO does not require annual reporting.

4.3.2 24-hour exceedances

4.3.2.1 PM_{2.5} Monitoring

A review of the data for the reporting period (November 2025 to April 2026) identified 1 exceedance of the 24-hour average criteria (20 µg/m³) for PM_{2.5} for the 6-month reporting period. It should be noted this was an exceedance of the Air NEPM goal of 20 µg/m³ set in January 2025, not the Air NEPM standard PM_{2.5} of 25 µg/m³. It was also recorded on a Sunday and is therefore unlikely to be related to construction activities associated with MPW. It is also noted that Sunday 1 February 2026, had a 'fair' PM_{2.5} (23.0 µg/m³) reading at the Liverpool monitoring station suggesting broader scale influences of air quality e.g. bushfires.

- 1 February 2026 (24-hour average of 20.29 µg/m³) at monitor AQM03, mainly between 12am and 10am.

4.3.2.2 PM₁₀ Monitoring

A review of the data for the reporting period (November 2025 to April 2026) identified 1 exceedance of the 24-hour average criteria (50 µg/m³) for PM₁₀ for the 6-month reporting period. The exceedance of PM₁₀ at AQM02 could be related to the construction of MARW due to the proximity of works to the monitor (approximately <50 metres). However, the government's Liverpool air quality monitoring station recorded a 'fair' reading on the same day possibly indicating broader scale air quality impacts.

- 15 December 2025 (24-hour average of 50.2 µg/m³) at monitor AQM02, mainly between 12am and 12pm.

4.3.3 NO₂ 1-hour exceedances

No exceedance of NO₂ 1-hour criteria (0.12 ppm / 120 ppb) were observed during the 6-month reporting period.

4.3.4 CO 8-hour exceedances

No 8-hour criteria exceedances for CO occurred during the 6-month reporting period.

4.4 Air Quality Complaints

A total of 5 complaints relating to air quality were received during the reporting period. Complaints varied from visible dust to how air quality is monitored and reported. Complaints are detailed below.

December 2025

- One complainant stated dust emissions impacted driving visibility and possible health impacts to local residents. An investigation revealed that no works were being undertaken at MARW at the time and date the alleged dust emission occurred. Additionally, areas closest to the complainant's claim have been stabilised for some time. This suggests that the dust was potentially arising from another source, not specifically related to the Project.
- The other complaint related to dust and air pollution in the Casula area, and included a request for consideration of monitoring, potential mitigation measures, and clarification of responsibilities within the precinct partnership. The complaint also included the need for more localised air monitoring stations. A response provided information on the Projects air quality management plans (construction and operation), MIP East and West Precincts Operational Air Quality Six Monthly Compliance Report #12 – November 2025 to April 2026, the government agency overseeing the compliance reporting for the Project (DPHI), the Projects air quality monitoring and reporting requirements and where to find all the publicly available information.

February 2026

- One complaint related to air pollution data being shared. The concerns were acknowledged and the Precinct team was following up.
- The second complaint related to air quality issues (general). Clarification was made that monitoring locations are determined by specialists to represent conditions across the broader area, and additional monitoring at an individual property would not provide more meaningful data. Existing fixed monitoring stations meet regulatory requirements, with reports publicly available.

March 2026

- The complaint related to dust impacting the Piccolo Me café at MPE adjacent to Moorebank Avenue. Dust may have been generated by MARW, with the workforce given a 'toolbox talk' on dust management, including potential impacts and mitigation measures to be implemented. A water trailer was deployed for use where the plant generating the dust was located. The complaint was reported to the EPA under environmental protection licence conditions by the contractor. No other formal complaints were received during the reporting period relating to air quality.

4.5 Air Quality Recommendations

To prevent further exceedances and complaints the following measures (but not limited to) could be applied, if not already:

- Reduce areas of exposed soil
- Use of water suppression if earthworks or dust generating activities are occurring e.g. watercarts, water misters
- Staging of works to be intermittent, particularly during periods of high wind and dry conditions.
- Any visible dust noticed on site by the construction site teams and operational staff should be rectified immediately.

It is recommended that monitors continue to be consistently maintained and calibrated every two years as per operational requirements and device specifications. The monitors were last calibrated in April 2026.

5 NOISE MONITORING

Noise monitoring measurements have been performed, consistent with the requirements of SSD 6766 and SSD 7628 and the Operational Noise and Vibration Management Plan. During this reporting period the following noise measurements were undertaken:

5.1 Continuous Noise Monitoring

Continuous noise monitoring at sensitive receivers was undertaken. It is required to be undertaken in accordance with the approval conditions for MPE Stage 2 (SSD 7628 CoC B64). The primary purpose of the permanent noise monitoring systems is to measure construction-related noise in accordance with the requirements of SSD 7628 Condition B64. Whilst this condition relates to construction noise, the noise monitoring results can also be utilised for operational noise reviews/assessments and to investigate noise complaints (if required). Details of the continuous noise monitoring and measurement locations (CM1 to CM4) are provided in Section 3.1.1 (Figure 3-1) of the MPE ONVMP (Rev 14, 13/12/2024). The measurement systems comprise four Envirosuite permanent noise monitors. The monitoring locations are:

- CM1: 10 Talbot Court, Wattle Grove
- CM2: 24 Glenelg Court, Wattle Grove North
- CM3: 14 Dunmore Crescent, Casula
- CM4: 26 Goodenough Street, Glenfield

For conditions G7 and G7A under MPE Stage 1 SSD 6766, the first five years of operations required continuous rail link noise monitoring and Angle of Attack (AoA) monitoring. This year marks the completion of this requirement, and a technical memorandum was developed to outline how these requirements were satisfied. This technical memorandum can be found in Appendix D and also this has been lodged on the Major Project Portal.

5.2 Complaints Noise Monitoring

In the current reporting period, there were 14 operational noise-related complaints reported by residents (complaints confirmed to relate to construction or non-MIP noise are excluded). The operational noise complaints related predominantly to container-handling noise from the IMEX terminal during the night and early hours of the morning. Noise monitoring was conducted in response to these complaints, and preliminary outcomes have found that maximum (LA_{max}) noise levels from MIP and IMEX operations were generally compliant with the applicable LA_{max} noise limits, although several events have been identified above the LA_{max} limit for Casula; these exceedance events were infrequent and short-lived, generally occurred under very-noise enhancing conditions. The full noise monitoring in response to complaints can be found in the Annual Noise Review 2026 report in Appendix D.

5.3 Other Relevant Consent Monitoring

Noise monitoring was undertaken during February 2025 for Moorebank Precinct West (MPW) to address SSD 7709 CoC B140A. As the MPW noise requirements are cumulative this monitoring also considered MPE noise emissions.

The noise monitoring surveys determined that the noise emissions from MIP operations were less than the SSD 7709 Conditions of Consent (CoC) $LA_{eq15min}$ noise limits at all surrounding receiver locations, and that typically, the maximum noise levels from MIP operations were generally compliant with the LA_{max} noise, however, a number of periods were identified where the LA_{max} noise levels were above the LA_{max} noise limit for residences in Casula, which were on occasions from MPE activities.

Acoustic mitigation was installed in May 2026 for the existing Dangerous Goods exhaust fan at Warehouse E7. The mitigation was required to achieve a 12 dB(A) reduction at the nearest noise-sensitive receivers in Wattle Grove, approximately 450m east of the site, in response to noise emissions from the fan.

5.4 Warehouse Noise Mechanical Plant Monitoring

Warehouse mechanical plant and other noisy equipment noise monitoring is required following the occupation of each warehouse in accordance with SSD 7628 CoC B85. Noise monitoring of warehouse mechanical plant and other noisy equipment has not been performed during the 2025-2026 review period as no additional warehouses in MPE have become newly occupied within this reporting period.

6 WATER QUALITY MONITORING

The baseline monitoring forms the basis for the ongoing Biodiversity Monitoring Strategy (BMS) to assess stream health in accordance with CoC B106, to determine any change in stream health or water quality throughout the life of the Project and to ascertain whether these changes can be attributed to the Project works. The BMS outlines monitoring requirements and includes the Stormwater Monitoring Strategy required by CoC B43 and B44.

Examination of the results from the spring 2025 monitoring event found no evidence of changes in the indicator variables (surface water and sediment quality, assemblages of aquatic macroinvertebrates and fish) that could be attributed to the Project works. Thus, in accordance with the Biodiversity Monitoring Strategy, no adaptive management contingency measure was triggered.

Concentrations of lead in sediments collected at Site AQ1 (range = 21 to 130 mg/kg) continue to exceed the guideline value (50 mg/kg), including at the time of the baseline (91 mg/kg) survey whereas nickel and zinc have occasionally exceeded guideline values. Site AQ1 is situated upstream of potential inputs from the Project, so no additional testing at this site is considered necessary.

Compounds measured in sediments at Site AQ4 remain similar to previous surveys and below the ANZECC/ARMCANZ (2000) guideline values despite removal of vegetation and disturbance of sediments within the riparian zone. Total petroleum hydrocarbons and poly-fluoroalkyl substances (e.g. PFAS and PFOS), that were monitored in sediments at the sites downstream (i.e., Sites AQ4 and AQ14) in the spring 2025 surveys continue to comply with guideline levels.

Reduced dissolved oxygen levels, elevated nitrogen, aluminium and copper measured at the refuge pool (Site AQ12), including prior to commencement of the Project, have consistently suggested that aquatic habitat and biota within Anzac Creek are influenced by various types of anthropogenic disturbance. Importantly, the data collected to date indicate that there has been no further degradation of water quality since the Project related construction work began.

Over the course of the monitoring programme, the diversity of aquatic macroinvertebrates, Australian River Assessment System (AUSRIVAS) and Stream Invertebrate Grade Number Average Level (SIGNAL2) scores have been relatively low, indicating that the aquatic macroinvertebrate fauna have experienced one or more forms of human impact. Despite this, some pollution tolerant taxa have commonly been identified, including dragonfly, caddis fly and mayfly families. Importantly, comparison of the AUSRIVAS and SIGNAL2 scores between the baseline and construction phase continue to indicate an overall stability in aquatic health.

Altogether, ten species of fish have been collected from within the refuge pool: three native species of gudgeon, two native species of eel, one native galaxiid species, one native cat-fish species and three introduced species (Gambusia, Goldfish and Oriental weatherloach), confirming that the creek does provide some habitat for native species of fish. All of the species caught are common within NSW. No threatened species of fish listed under the NSW Fisheries Management Act, 1994 or the Environment Protection and Biodiversity Conservation Act, 1999 have been recorded.

The water quality monitoring report and infrastructure inspection reports are available in Appendix E of this report. Actioning requirements and recommendations raised from the report are consistently being addressed as a part of daily operations.

7 STORM WATER INFRASTRUCTURE

Stormwater infrastructure managed under the Stormwater Infrastructure Operation and Maintenance Plan has continuously been attended to and managed by our engaged stormwater infrastructure contractor. An annual independent audit is going to be undertaken per SSD 7628 CoC B51 during the next reporting period by a suitably qualified WSUD professional.

The stormwater infrastructure audit report will be finalized and appended in the next 6-monthly compliance report.

8 FLORA AND FAUNA MONITORING

Biodiversity monitoring will now be managed internally with no separate reporting required under SSD 6766 and 7628.

Monitoring activities undertaken in the period included:

- Monitoring of weed cover
- Monitoring of threatened species occurrence
- Monitoring of viability of native vegetation adjoining the rail easement
- Monitoring of feral fauna occurrence
- Monitoring of nest boxes

The biodiversity (Flora and Fauna) monitoring report has been provided to the department for information. Actioning requirements and recommendations raised from the report are consistently being addressed as a part of daily operations.

8.1 Weed Monitoring

Weed monitoring has been continued to be conducted across MPE. The MPE operational facility includes the Import and Export Terminal (IMEX), Rail Access Land Package (RALP), warehouses, distribution facilities and freight village, and stormwater trunk drainage infrastructure and landscaping areas. Monitoring involved traversing the MIP operational facility on foot, surveying landscaped areas, stormwater infrastructure and soft batters adjoining the RALP. Results of the weed monitoring surveys during the December 2025, February 2026 and April 2026 surveys are summarised below in table 7, 8 and 9. Full reports are available upon request.

Table 8: Weed Monitoring Results for December 2025

Inspection area	Weed abundances for current survey
Rail Access Land Package (RALP)	• Weed growth continuous to be suppressed, particularly in the areas immediately adjacent to the BioBank site. Large instances of native grasses (<i>Themeda triandra</i> and <i>Dichanthium</i> sp.) are growing substantially • Steep areas along berms are being avoided for slashing due to safety concerns. Additionally, the small amounts of exotic vegetation are currently stabilising these berms, and will be targeted once construction is finalised in the MPW areas.
IMEX building	• <i>Acacia falcata</i> (Hickory Wattle) continue to grow unimpeded by weeds. • No significant instances of weed growth in the landscaped areas, which may spill into the drainage infrastructure
Warehouse areas	• Majority of this area has now been claimed by the Moorebank Avenue Upgrade project and is unable to be surveyed adequately • Occurrences of weeds in the warehouse area and the adjacent drainage infrastructure is restricted to scattered individuals of <i>Senecio madagascariensis</i> (Fireweed), <i>Plantago lanceolata</i> (Plantain), <i>Trifolium arvense</i> (Clover) and exotic grasses like <i>Chloris gayana</i> (Rhodes Grass), <i>Sporobolus africanus</i> (Parramatta Grass), <i>Paspalum urvillei</i> (Giant Paspalum) and <i>Ehrharta erect</i> (Panic Veldtgrass).
Eastern boundary drainage infrastructure	• Majority of this area has now been claimed by the Moorebank Avenue Upgrade project and is unable to be surveyed adequately • Drainage infrastructure dominated by <i>Bulboschoenus fluviatilis</i> (Marsh club-rush) whilst other are dominated by <i>Typha orientalis</i> (Bulrush). Where space is present between stands of these native emergent species small clumps of

	Persicaria decipiens (Slender Knotweed), Daviesia ulicifolia, Ficinia nodosa (Knotted Club-rush), Carex tereticaulis and Juncus usitatus are present. Other native species such as Imperata cylindrica and Lomandra longifolia were observed in the drainage channels.
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Table 9: Weed monitoring results for February 2026

Inspection area	Weed abundances for current survey
Rail Access Land Package (RALP)	Steep areas along berms are being avoided for slashing due to safety concerns. Additionally, the small amounts of exotic vegetation are currently stabilising these berms and will be targeted once construction is finalised in the MPW areas.
IMEX building	- Acacia falcata (Hickory Wattle) continue to grow unimpeded by weeds. - Areas adjacent to the fenceline show significant grow of Melinis repens (Red Natal Grass), which should be removed to avoiding spreading through the drainage infrastructure
Warehouse areas	- Majority of this area has now been claimed by the Moorebank Avenue Upgrade project and is unable to be surveyed adequately. - Occurrences of weeds in the warehouse area and the adjacent drainage infrastructure is restricted to scattered individuals of Senecio madagascariensis (Fireweed), Plantago lanceolata (Plantain), Trifolium arvense (Clover) and exotic grasses like Chloris gayana (Rhodes Grass), Sporobolus africanus (Parramatta Grass), Paspalum urvillei (Giant Paspalum) and Ehrharta erect (Panic Veldtgrass).
Eastern boundary drainage infrastructure	Majority of this area has now been claimed by the Moorebank Avenue Upgrade project and is unable to be surveyed adequately.

Table 10: Weed Monitoring Results for April 2026

Inspection area	Weed abundances for current survey
Rail Access Land Package (RALP)	- New occurrences of Asparagus asparagoides (Bridal Creeper) was observed between the IMEX terminal and Moorebank Avenue bridge. - Hyparrhenia hirta (Coolatai Grass) and Themeda quadrivalvis (Grader Grass) have increased in cover between the IMEX terminal and Moorebank Avenue bridge.
IMEX building	- Acacia falcata (Hickory Wattle) continue to grow unimpeded by weeds. - Areas adjacent to the fenceline show significant grow of Melinis repens (Red Natal Grass), which should be removed to avoiding spreading through the drainage infrastructure.
Warehouse areas	- Majority of this area has now been claimed by the Moorebank Avenue Upgrade project and is unable to be surveyed adequately. - Occurrences of weeds in the warehouse area and the adjacent drainage infrastructure is restricted to scattered individuals of Senecio madagascariensis (Fireweed), Plantago lanceolata (Plantain), Trifolium arvense (Clover) and exotic grasses like Chloris gayana (Rhodes Grass), Sporobolus africanus (Parramatta Grass), Paspalum urvillei (Giant Paspalum) and Ehrharta erect (Panic Veldtgrass)

Eastern boundary drainage infrastructure	Majority of this area has now been claimed by the Moorebank Avenue Upgrade project and is unable to be surveyed adequately
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8.2 Artificial Hollow Management Strategy

Based on the results of nest box monitoring over the past six years, it was recommended that the artificial hollow management strategy at MIP be revised. Thus, in 2025, an Artificial Hollow Management Strategy was developed to supersede the Nest Box Strategy (CPB 2017) and provide direction to ESR going forward for how artificial hollows will be managed across MIP to maintain the required tree hollow offset.

A summary of the results of the implementation of this new Artificial Hollow Management Strategy is outlined below. The full report and outcomes can be found in the Spring Nest Box Monitoring 2025 report which can be found in Appendix K.

A total of 208 nest boxes were located by Arcadis during the spring 2025 survey period: 52 in the Bootland and 156 in the Georges River corridor. Of the 208 nest boxes located during the 2025 survey period, 173 nest boxes were internally inspected using a pole-mounted camera or had fauna observed from outside the box. The remaining 35 were not inspected internally due to accessibility issues.

Only nest boxes that could be internally inspected or nest boxes with fauna observable from the outside were assessed for occupancy. The following occupancy rates were recorded for nest boxes during the spring 2025 monitoring period:

- 56 nest boxes were occupied by native fauna, 24 nest boxes in the Bootland and 32 nest boxes in the Georges River corridor.
- Five nest boxes were occupied by invasive fauna, all located in the Georges River corridor
- Signs of movement were observed in two nest boxes in the Georges River corridor. The fauna species was not visible for identification.

A summary of nest box utilisation observed during the spring 2025 survey event includes:

- 87 nest boxes are considered to be utilised by native fauna, 33 in the Bootland and 54 in the Georges River corridor, equating to a utilisation rate of 42 per cent for all nest boxes in the 2025 survey period.
- Five nest boxes are considered to be utilised by invasive species, all of which are located in the Georges River corridor, equating to an overall utilisations rate of two per cent.

A summary of nest box utilisation by invasive fauna during the spring 2025 survey event includes:

- Three nest boxes contained old or active European Honeybee hives.
- Two nest boxes showed signs of utilisation by Common Myna, containing nesting material (litter) used by the species.

Of the 208 nest boxes located, 52 were identified as requiring assessment for maintenance actions for the following reasons:

- A total of 26 were nest boxes identified as damaged and in poor condition for use by fauna. Damages included missing bottoms and lids and lack of drainage for pooling water. Of the 26 nest boxes, four were found to have fallen from the tree.
- Nest box installed at a height above 10 metres: 14 nest boxes were installed too high and were unable to be internally inspected due to the camera being unable to reach the box.
- Seven nest boxes were unable to be accessed due to dense Lantana camara blocking access.
- Nest box unstable on the tree due to incorrect mounting: A total of two nest boxes were loose on the tree.

- Nest box installed in an inappropriate location (i.e., no shade): One nest box was found to have little shade cover and had potentially resulted in a fauna fatality.
- Two nest box was installed too low to the ground (below three metres).

9 BIANNUAL TRIP AND ORIGIN DESTINATION REPORT

The biannual trip and origin destination report (BTODR) has been undertaken for the November 2025 to April 2026 reporting period and addresses the relevant requirements of the Project Approvals and other guidelines and standards applicable during operations of MPE. The BTODR is developed to keep an accurate record of shipping containers and vehicle arrivals / departures against approved volumes.

The BTODR report has been completed for this period and will be provided to the Department for information in accordance with CoC B28 separately.

APPENDIX A - SSD 6766 CONDITIONS OF CONSENT

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
A1	The Applicant shall carry out the development generally in accordance with the: a. State Significant Development Application SSD 6766; b. SMTA Intermodal Terminal Facility – Stage 1 – Environmental Impact Statement (Hyder Consulting Pty Ltd, May 2014); c. SMTA Intermodal Terminal Facility – Stage 1 – Response to Submissions (Hyder Consulting Pty Ltd, September 2015); and d. The conditions of this consent.	All	General	Compliant	Compliant	Monitoring Documentation	Development in Accordance with Plans and Documents	Interview with auditees 8-9/05/24 SMTA Intermodal Terminal Facility – Stage 1 – Environmental Impact Statement, Hyder, May 2015 SMTA Intermodal Terminal Facility – Stage 1 – Response to Submissions, Hyder, September 2015 Evidence referred to elsewhere in this Audit Table Project records indicate that the project is being operated in general accordance with the EIS and RIS. 2/6/2026 - Compliance tracker is maintained and updated as required to satisfy this condition including submission of the 6 monthly compliance report under C21 MPE Stage 2 SSD 7628. No file required in condition folder.	Ongoing
A2	In the event of an inconsistency between: a. the conditions of this approval and any document listed from condition A1(a) to A1(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and b. any document listed from condition A1(a) to A1(c) inclusive, and any other document listed from condition A1(a) to A1(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.	All	General	Compliant	Compliant	Monitoring Documentation	Development in Accordance with Plans and Documents	Interview with auditees 8-9/05/24 No inconsistencies identified	Ongoing
A3	The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of: a. any reports, plans or correspondence that are submitted in accordance with this consent; and b. the implementation of any actions or measures contained within these documents.	All	General	Compliant	Compliant	Monitoring Documentation	Development in Accordance with Plans and Documents	Interview with auditees 8-9/05/24 Letter DPHI to ESR (address to Tactical), 7/5/24 (Six monthly Compliance Report No.7 June-Oct 2023, 3/4/24 Letter from DPHI to Tactical, 7/9/2023 re. Revised OMPs approval. 28/3/2025 - Compliance Reports have been provided to the DPHI as required. Sighted evidence for the Compliance Report for June to October 2023, dated 3/4/2024 Report No.7 was submitted to the DPHI on the 5/3/2024 and received comments from the DPHI on the 7/5/2024 indicating that are generally satisfied with the report, and exceedances recorded for the dust depositions are to be managed through the POACMP. Additionally, evidence of the OEMP Rev.18 and sub-plans submission to the DPHI was sighted including the approval of the Plan which was received on the 7/9/2023. DPHI letters of approval of Operational Management Plans indicate they are generally satisfied with the plans. The evidence indicates that in instances where comments were provided by DPHI the requirements of the Department have been addressed. 30/06/2025 - Compliance report #10 (Nov 2024 to May 2025) lodged with DPHI. No further comments or actions were required by the Department. 19/12/2025 - Compliance report #11 (May 2025 to Nov 2025) lodged with DPHI. No further comments or actions were required by the Department.	Ongoing
A4	This approval will lapse ten years from the date of this approval unless works the subject of this approval are physically commenced, on or before that lapse date.	All	General	Compliant	Compliant	Monitoring Documentation	Approval will lapse ten years from the date of this approval	This consent was granted 12/12/16 and the project commenced operations on 17/05/2020.	Ongoing
A5	In the event of a dispute between the Applicant and a public authority, in relation to this approval, either party may refer the matter to the Secretary for resolution. The Secretary's resolution of the matter shall be binding on the parties.	All	General	Not Triggered	Not Triggered	Condition of Consent Monitoring	Any advice or notice to the consent authority shall be served on the Secretary	27/11/2025 - No formal disputes have been identified to date.	Ongoing
A6	Any advice or notice to the consent authority shall be served on the Secretary	All	General	Not Triggered	Not Triggered	Condition of Consent Monitoring	Any advice or notice to the consent authority shall be served on the Secretary	27/11/2025 - No legal notices applicable to operations have been identified to date.	Ongoing
C19	The Applicant shall ensure that the construction and operation of the proposed development will not prevent the existing use of Moorebank Avenue as a public road to a standard commensurate to its current use prior to the development. Note: temporary closures or part closures and changes to the operation of Moorebank Avenue may occur for limited periods during construction as detailed in the Construction Traffic Management Plan	All	Traffic	Not Triggered	Not Triggered	Operational Traffic Management Plan	An Operational Traffic Management Plan (OTAMP) has been prepared to address this condition	4/2/2025 - OTAMP revision 15 has been received, filed and implemented by tenants to comply with this condition. 5/6/2026 - OTAMP revision 16 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Ongoing
F4	The Applicant shall prepare and implement (following approval) an Operation Environmental Management Plan (OEMP). The Plan shall outline the environmental management practices and procedures that are to be followed during operation, and shall be prepared in consultation with relevant agencies and in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Plan shall include, but not necessarily be limited to: a) a description of activities to be undertaken during operation (including staging and scheduling); b) statutory and other obligations that the Applicant is required to fulfil during operation, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and policies; c) overall environmental policies, guidelines and principles to be applied to the operation of the project; d) a description of the roles and responsibilities for relevant employees involved in the operation of the project, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under these conditions of approval; e) an environmental risk analysis to identify the key environmental performance issues associated with the operation phase; f) details of management and monitoring of environmental performance, including the actions to be taken to address identified potential adverse environmental impacts (and any impacts arising from staging of the project construction). In particular, the following environmental performance issues shall be addressed in the Plan: (i) noise emissions including measures for regular performance monitoring of noise generated by the project and measures to proactively respond to and deal with noise complaints; (ii) a description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations; (iii) procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks; (iv) air emissions including measures for regular performance monitoring of air quality generated by the Project and measures to proactively respond to and deal with air quality complaints. The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. Operation shall not commence until written approval has been received from the Secretary.	Pre-Operation	OEMP	Compliant	Compliant	Operation Environmental Management Plan	An Operation Environmental Management Plan (OEMP) has been prepared and uploaded on the project website	12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. https://moorebankintermodal precinct.com.au/precincts/moorebank-precinct-east/ 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
F5	Prior to the commencement of operation, the Applicant shall prepare a Brake Squeal Report on brake squeal identifying the following: a) The extent of brake squeals across the fleet of rail vehicles that will frequently use the terminals. This should identify the number of occurrences of brake squeal, the typical noise levels associated with brake squeal (including the frequency content), and the operational conditions under which brake squeal occurs (e.g. under light braking, hard braking, low / medium / high speed, effects of temperature and weather, etc.); b) The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging; c) Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and d) Any monitoring system proposed to capture brake squeal.	Pre-Operation	Noise	Compliant	Compliant	Brake Squeal Report	A Brake Squeal Report has been prepared to address this condition	Brake Squeal Report, Renzo, 02/07/19 27/06/2025 - The Brake Squeal Report was prepared prior to operations and addresses the requirements from this condition. Refer comments related to condition G7. The permanent noise monitoring system is positioned at a location on the rail link where it can capture noise levels associated with curve brake squeal should this occur. 1/6/2026 - Addressed in Operational Noise and Vibration Management Plan (ONVMP) which has been submitted to the DPIE for review and approval on 28/6/19.	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
F5A	The Applicant shall prepare and implement (following approval) a Container Noise Barrier Management Plan (CNBMP). The plan shall be prepared by a suitably experienced and qualified acoustics consultant and shall outline the management practices and procedures that are to be followed during night-time operation of the site and for the stacking of containers to be used as noise barriers. The plan shall include, but not necessarily be limited to: a) the preparation of a specification for the stacking of containers to achieve the required level of noise reduction so as to comply with the project specific noise levels** and the sleep disturbance trigger levels*** for the night-time period* at the nearest affected residential receivers and which is to include such details as the minimum numbers of containers, their locations, stacking heights, orientation and maximum gap between containers. The Plan shall include any restrictions on stacking of containers above two high if this is found necessary. b) the measurement of noise from operation of the site and an assessment of compliance with the project specific noise levels and the sleep disturbance trigger levels at the nearest affected residential receivers at the following times: i. not less than 3 months and not more than 6 months after commencement of operation, noise surveys shall be conducted on three separate nights for a period of not less than 2 hours whilst train wagons are being loaded with containers; ii. thereafter for 6 months on one night per month for a period of not less than 2 hours whilst train wagons are being loaded with containers. Noise measurements shall be conducted in accordance with the EPA's Industrial Noise Policy. c) the details of each noise survey shall be documented in a report with a drawing showing the observed location of containers which are subject to the Plan, the measurement equipment used, its calibration status, environmental conditions, receiver locations, methodology, a detailed description of the activities on site, the results obtained and whether or not compliance has been achieved with the project specific noise levels and the sleep disturbance trigger levels at the nearest affected residential receivers. d) if the report concludes that the project specific noise levels and the sleep disturbance trigger levels for the night-time period at the nearest affected residential receivers are not being complied with, then recommendations shall be made by the acoustic consultant to amend the Plan accordingly and the Applicant shall implement those recommendations as soon as practical provided they are feasible and reasonable. e) the Plan shall include a description of the roles and responsibilities for relevant employees involved in the operation of the CNBMP, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under the Plan.	Pre-Operation	Noise	Compliant	Compliant	Noise Management Plans and Reporting	Noise management plans and reporting measures have been prepared to address this condition	Container Noise Barrier Management Plan, SIMTA, 19/03/20 (The CNBMP) Letter DPHI to Qube, 16/08/19 (approval of F5A, G6(b), G7A, and G7 reports) Email: DPHI to Tactical, 19/11/19 CNBMP 28/03/2023 Rev.7, updated 22/11/2023 Rev.8 Letter from DPHI to Aspect, 13/5/2024 re. Container Noise Barrier Management Plan (Condition F5A) approval Annual Noise Review Reports from Renzo Tonin for: - From Feb 2020 to Mar 2021 (Y1 Ops), 21/6/2021, Issue 2 - From Apr 2021 to Apr 2022 (Y2 Ops), 23/05/2022, Issue 2 - From Apr 2022 to Apr 2023 (Y3 Ops), 6/07/2023, Issue 2 Operational Noise Monitoring Report (50% occupation) for Moorebank Logistics Park (MPE), from Renzo Tonin for Q1 2021, 21/6/2021, Issue 3 28/03/2025 - Revision 7 of the CNBMP (PREC-QPMS-EN-PLN-0004_CNBMP_Rev 7_clean) filed 26/03/2025 - Revision 8 of the F5A management plan (Condition-F5A-MP_-Rev6_Redacted10) filed 13/02/2025 - Revision 14 of ONVMP received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 17/6/2025 - Annual Noise Review (May 2024 to May 2025), revision 2 has been received, filed and lodged. 5/6/2026 - ONVMP revision 15 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
F5B	Industrial noise (excluding activities covered by the NSW Rail Infrastructure Noise Guideline) generated by the development is to be measured and evaluated for compliance generally in accordance with the relevant requirements of the NSW Industrial Noise Policy (as may be updated from time to time). Table A: See table in Conditions doc for Noise Criteria. Note: References to sensitive receivers should be read in conjunction with the description of sensitive receivers in the EIS noting that Casula includes Glenfield Farm.	Pre-Operation	Noise	Compliant	Compliant	Noise Management Plans and Reporting	Noise management plans and reporting measures have been prepared to address this condition	Operational Noise and Vibration Management Plan Rev 13, SIMTA, 24/01/23 (ONVMP) Post Approval Submission (DPHI portal) undated re: submission of ONVMP to DPHI Container Noise Barrier Management Plan, SIMTA, 19/03/20 (The CNBMP), 28/03/2023 Rev.07 updated 22/11/2023 Rev.8 Letter from DPHI to Aspect, 13/5/2024 re. Container Noise Barrier Management Plan (Condition F5A) approval Letter DPHI to ESR, 7/9/23 (approval of OMPs) Annual Noise Review Reports from Renzo Tonin for: - From Feb 2020 to Mar 2021 (Y1 Ops), 21/6/2021, Issue 2 - From Apr 2021 to Apr 2022 (Y2 Ops), 23/05/2022, Issue 2 - From Apr 2022 to Apr 2023 (Y3 Ops), 6/07/2023, Issue 2 26/03/2025 - Revision 7 of the CNBMP (PREC-QPMS-EN-PLN-0004_CNBMP_Rev 7_clean) filed 26/03/2025 - Revision 8 of the F5A management plan (Condition-F5A-MP_-Rev6_Redacted10) filed 13/02/2025 - Revision 14 of ONVMP received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 17/6/2025 - Annual Noise Review (May 2024 to May 2025), revision 2 has been received, filed and lodged.	Open
F5C	The noise criteria in Table A of condition F5B are to apply under all meteorological conditions except the following: a) wind speeds greater than 3 m/s at 10 metres above ground level; or b) stability category F temperature inversion conditions and wind speeds greater than 2 m/s at 10 m above ground level; or c) stability category G temperature inversion conditions.	Pre-Operation	Noise	Compliant	Compliant	Noise Management Plans and Reporting	Noise management plans and reporting measures have been prepared to address this condition	Operational Noise and Vibration Management Plan Rev 13, SIMTA, 24/01/23 (ONVMP) Post Approval Submission (DPHI portal) undated re: submission of ONVMP to DPHI Container Noise Barrier Management Plan, SIMTA, 19/03/20 (The CNBMP), 28/03/2023 Rev.07 updated 22/11/2023 Rev.8 Letter DPHI to ESR, 7/9/23 (approval of OMPs) Annual Noise Review Reports from Renzo Tonin for: - From Feb 2020 to Mar 2021 (Y1 Ops), 21/6/2021, Issue 2 - From Apr 2021 to Apr 2022 (Y2 Ops), 23/05/2022, Issue 2 - From Apr 2022 to Apr 2023 (Y3 Ops), 6/07/2023, Issue 2 26/03/2025 - Revision 7 of the CNBMP (PREC-QPMS-EN-PLN-0004_CNBMP_Rev 7_clean) filed 26/03/2025 - Revision 8 of the F5A management plan (Condition-F5A-MP_-Rev6_Redacted10) filed 13/02/2025 - Revision 14 of ONVMP received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 17/6/2025 - Annual Noise Review 2025, revision 2 has been received, filed and lodged. 5/6/2026 - ONVMP revision 15 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
F6	The Applicant shall prepare and implement (following approval) an Operational Traffic Management Plan to for the proposed vehicle booking system. The plan shall be prepared in consultation with the Cargo Movement Coordination Centre and include details on container turnaround times and interoperable technology (such as Port Botany RFID tags). The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary.	Pre-Operation	Traffic	Compliant	Compliant	Operational Traffic Management Plan	An Operational Traffic Management Plan (OTAMP) has been prepared to address this condition	Operational Traffic and Access Management Plan Moorebank Logistics Park – East Precinct, Rev 14, SIMTA, 20/01/23 Post Approval Submission (DPHI portal) undated re: submission of OTAMP Rev 14 to DPHI Letter DPHI to ESR, 7/9/23 (approval of OMPs) 25/2/2025 - Revision 15 of the OTAMP (OTAMP_Rev 015_compiled_Nov2024) and Nov 2025 revision of the BTODR (106510v02_BTODR Nov 2024) has been received and filed. 4/05/2026 - May to November 2025 BTODR has been filed and lodged. 5/6/2026 - OTAMP revision 16 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026	Open
F7	The Applicant shall undertake signal decommissioning (where required) in consultation with RMS prior to the commencement of operation. The Applicant shall bear the full cost associated with the decommissioning/removal/disposal of the traffic signals and associated equipment.	Pre-Operation	Traffic	Not Triggered	Not Triggered	Signal Decommissioning	RMS Consultation	Interview with auditees 8-9/05/24 27/06/2025 - This is not relevant for SSD 6766. Moorebank Avenue Works are being completed under SSD 7628.	Closed
F8	The Applicant shall create an easement within the site at the traffic signals to allow RMS to maintain traffic signal components, if required by the design and condition C24. If no easement is required, access to signals should be maintained for maintenance purposes at all times.	Pre-Operation	Traffic	Not Triggered	Not Triggered	Traffic Signal Easements	RMS Consultation	Interview with auditees 8-9/05/24 27/06/2025 - This is not relevant for SSD 6766. Moorebank Avenue Works are being completed under SSD 7628.	Closed

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G1	Within 6 weeks of commencement of operation, unless otherwise agreed by the Secretary, the Applicant shall undertake road pavement deflection testing of the truck routes as defined by Condition E34(a). If the deflection tests show an increase in deflection as a result of the truck routes associated with construction, the Applicant shall undertake pavement rehabilitation of the affected road pavements to achieve the pavement deflection that existing prior to the commencement of works.	Operation	General	Not Triggered	Not Triggered	Road Pavement Deflection Testing	Road Pavement Deflection Testing	Interview with auditees 8-9/05/24 27/06/2025 - The entire road will be realigned and dedicated to RMS under SSD 7628. This will never be triggered under SSD 6766.	Closed
G2	Within 3 months of commencement of operation, unless otherwise agreed by the Secretary, the Applicant shall carry out rectification work to the extent of the damage resulting from the construction works at the Applicant's expense and to the reasonable requirements of the owners.	Operation	General	Not Triggered	Not Triggered	Damage Assessment	Rectification work to the extent of the damage resulting from the construction works.	Interview with auditees 8-9/05/24 27/06/2025 - The entire road will be realigned and dedicated to RMS under SSD 7628. This will never be triggered under SSD 6766.	Closed
G3	Within 3 months of commencement of operation, the Applicant shall provide to the Certifying Authority evidence that all easements required by this approval, and other licences, approvals and consents, have been lodged for registration or registered at the NSW Land and Property Information.	Operation	General	Compliant	Compliant	Easement Lodgement	Provide to the Certifying Authority evidence to all easement required by this approval and other	Memo, Tactical to DPE, 030319 Interim Occupation Certificate, 19/124050-7, McKenzie Group, 16/07/19) Interface Deed – Moorebank Logistics Precinct, between Qube RE Services (Terminal Assets Co & Terminal Operations Co) and the Trust Company (Warehouse Development Co), 3/12/2021 27/06/2025 - No easements exist or are required under the MPE Stage 1 footprint. Easements will be required under MPE Stage 2 footprint (separate to this approval). This will not be triggered under MPE Stage 1.	Closed
G4	Signage shall be installed in accordance with Drawing A3001 Issue C (Terminal – Signage Details) dated 14/04/2015, unless otherwise agreed by the Secretary.	Operation	Signage	Compliant	Compliant	Road Pavement Deflection Report	Signage Installation	Urban Design and Landscape Plan Moorebank Precinct East Stage 1, SMTA, 19/12/18 Design Certification Statement, CPB Contractors, 02/05/19 RALP Fencing, Gate & Signage as Built Plans, 14/10/19 IMEX Road Signage, Linemarking & Furniture, Work as executed Plans, 23/10/20 Drawings: - Intermodal Terminal Facility (Stage 1), Terminal - Signage Details No. A3001, 23/03/2015 Issue C - Wayfinding Signage – Site Location Plan, No. 5697.SL1, 22/08/2018 Issue B - Concept Design – Signage Locations, No. PRECROG-AR-DWG-ASK-106, 10/10/2018, Issue A 28/3/2025 - On 02/05/19 the Principal Construction Contractor for RALP provided a statement that the signage had been installed as per the approved design. As built drawings were also prepared. Signage was installed as shown in Drawing A3001 Issue C (Terminal – Signage Details) dated 23/3/2015. Sighted, drawings for wayfinding signage and the most recent sign location plan dated 22/08/2018.	Closed
G5	The quantities of Dangerous Goods present at any time on the site or transported from and to the terminal site shall be kept below the screening threshold quantities listed in the Hazardous and Offensive Development Guidelines Applying SEPP 33, (DP&E 2011). The screening threshold quantities for each Dangerous Goods shall be defined in accordance with Table 1: Screening Methods of Applying SEPP 33.	Operation	Dangerous Goods	Compliant	Compliant	Dangerous Goods Tracking	Dangerous goods register(s) have been prepared to address this condition	April 2024 - 31/12/2025 (Update status) 28/3/2025 - Dangerous Good's through the Terminal are tracked via the Terminal Operating System N4. A report was run for the three-year period May 2021-April 2024 and confirmed that no DG container has passed through the IMEX during this period. Email was sighted from Qube Logistics dated 8/5/24. Within the terminal gas used for forklifts, 1 x 10kL bulk diesel tank is on site, this is held within a self-bunded purpose-built container. It is understood that only one tenant store dangerous goods, which is located in WH7; DG reports were sighted from Riskcon Engineering, 27/4/22 Rev.1. No Dangerous Goods have been transported during this reporting period for IMEX, Warehouses 1, 3, 4, 5 & 6. 15/6/2026 - Dangerous goods are currently not being transported to and from IMEX. Refer to email correspondence in condition folder.	Ongoing
G6	Port shuttle operations must use: a) Locomotives that incorporate available best practice noise and emission technologies. Prior to the construction of the rail link connecting to the site, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TNSW and the EPA that justifies the technology proposed and how it meets the objective of best practice noise and emission technologies; and b) Wagons that incorporate available best practice noise technologies such as "one-piece" freight bogies or three-piece freight bogies fitted with cross-bracing or steering arms; and including as a minimum permanently coupled 'multi-pack' steering wagons using Electronically Controlled Pneumatic (ECP) braking with a wire based distributed power system (or better practice technology). Prior to the commencement of operation, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TNSW and the EPA that justifies the technology proposed and how it meets the objective of best practice noise technologies.	Operation	Air	Compliant	Compliant	Best practice noise technologies	Submit a report that justifies the technology proposed and how it meets the objective of best practice noise technologies Arcadis provide an annual best practice progress review	Operational Air Quality Management Plan Rev 12, SMTA, 23/01/23 (OQMP) Post Approval Submission (DPHI portal) undated: submission of OQMP to DPHI Letter DPHI to ESR, 7/9/23 (approval of OMPs) Best Practice Wagon Report (Condition G6B), Renzo Tonin, 05/11/19 (Rev.10) Letter DPE to Qube, 16/08/19 (approval of FSA, G6(b), G7A, and G7 reports) Email DPE to Qube, 31/10/19 Container Noise Barrier Management Plan, SMTA, 19/03/20 (The CNBMP), 28/03/2023 Rev.07 updated 22/11/2023 Rev.8 Best Practice Progress review 2022, 28/7/2022 (report no.2), Rev.3 from Arcadis Best Practice Progress review 2023, 26/7/2023 (report no.3), Rev.2 from Arcadis - Best Practice Report DPHI outcome on 28/09/2024. Best Practice Progress review 2024, 28/8/2024 (report no.3), Rev.2 from Arcadis 16/07/2025 - Best Practice Progress Review 2025, received, filed and lodged with the Department. 2/06/2026 - Best Practice Progress Review 2026 will be received and lodged in the next reporting period	Open

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G7	The Applicant shall install and maintain a rail noise monitoring system on the rail link at the commencement of operation to continuously monitor the noise from rail operations on the rail link. The system shall capture the noise from each individual train pass by noise generation event, and include information to identify: a) Time and date of freight train passby; b) Imagery or video to enable identification of the rolling stock during day and night; c) LAeq(15hour) and LAeq(9hour) from rail operations; and d) LAF(max) and SEL of individual train passby, measured in accordance with ISO3095; or e) Other alternative information as agreed with the Secretary. The results from the noise monitoring system shall be publicly accessible from a website maintained by the Applicant. The noise results from each train shall be available on the website ideally within 24 hours of it passing the monitor. The LAeq(15hour) and LAeq(9hr) results from each day shall be available on the website within 24 hours of the period ending. Prior to the commencement of operation, the applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for rail noise monitoring including details of any alternative options considered and reasons for these being dismissed. The rail noise monitoring system shall not operate until the Secretary has approved the proposed monitoring location. The Applicant shall provide an annual report to the Secretary with the results of monitoring for a period of 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 5.	Operation	Noise	Compliant	Compliant	Rail noise monitoring system	Install and maintain a rail noise monitoring system on the rail link Renzo Tonin provide an annual noise review for MPE which covers this condition	17/6/2025 - Annual Noise Review 2025, revision 2 has been received, filed and lodged. 25/5/2026 - End of year 5 letter of completion of the monitoring and reporting has been received and filed. This condition will be closed off in the next reporting period.	Open
G7A	The applicant shall install and maintain a wayside angle of attack monitoring system on the rail link at the commencement of operation to continuously monitor the angle of attack to the rail of rolling stock wheels. The system shall capture the angle of attack from a wheel on each axle of every train, and include information to identify: a) Time and date of each axle pass by; and b) The identification number of each item of rolling stock. The results from the angle of attack monitoring system shall be: - accessible by train operators from a website maintained by the Applicant. Angle of attack results from each train shall be available on the website within 24 hours of it passing the monitor, unless unforeseen circumstances have occurred. - included in a six-monthly report to the Secretary. The report should at least identify the number of wagons with wheels that exceed the ASA standard angle of attack and the action taken by operators to improve steering performance. Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for angle of attack monitoring, the format of the information to be accessible to operators and the format of the public report. The angle of attack monitoring system shall not operate until the Secretary has approved the proposed monitoring location and reporting arrangements.	Operation	Noise	Compliant	Compliant	Angle of attack monitoring system	Install and maintain a rail noise monitoring system on the rail link Renzo Tonin provide an annual noise review for MPE which covers this condition	Angle of Attack and Rail Noise Monitoring System - G7, G7A (Revision 06 16/07/19) Letter DPE to Qube, 16/08/19 (approval of FSA, G6(b), G7A, and G7 reports) Email DPE to Qube, 31/10/19 https://morebanknoisemonitoremsbk.trackiq.net/NoiseMonitor/ current to May 2024 DPE post approval lodgement record 12/05/21 (Rail Link Noise Monitoring Report submission) Moorebank Intermodal Terminal - Six Monthly Review of AoA: - November 2021 (rail movements between 15 May 2021 and 25 October 2021) - May 2022 (rail movements between 26 October 2021 and 26 April 2022) - May 2023 (rail movements between: 1 December 2022 and 30 April 2023) Annual Noise Review Reports from Renzo Tonin for: - From Feb 2020 to Mar 2021 (Y1 Ops), 21/6/2021, Issue 2 - From Apr 2021 to Apr 2022 (Y2 Ops), 23/05/2022, Issue 2 - From Apr 2022 to Apr 2023 (Y3 Ops), 6/07/2023, Issue 2 Post Approval Form, 29/5/2022 re. Annual Noise Report (Y2 Ops - 23/5/2022) Container Noise Barrier Management Plan, SMTA, 19/03/20 (The CNBMP), 28/03/2023 Rev.07 updated 22/11/2023 Rev.8 - The AoA nov 23 was submitted to the department in the Compliance report OCR 8 in 23 July 24. - Angle of Attack nov 24. Dated 22 November 2024. Report to be submitted in the 6 months Compliance Report. 17/6/2025 - Annual Noise Review 2025, revision 2 has been received, filed and lodged.	Open
G7B	The Applicant shall: (a) not less than three months and not more than twelve months from commencement of operation, engage an appropriately qualified and experienced acoustic engineer to undertake a night-time noise survey at Glenfield Farm (or an equivalent location if access is denied); (b) the noise survey shall be conducted in accordance with the EPA's Rail Infrastructure Noise Guideline 2013 to determine: (i) the contribution of any new rail traffic travelling to and from the development; and, (ii) the increase in the total rail traffic noise level caused by any new rail traffic to and from the development. (c) the noise survey shall be conducted for not less than 12 contiguous days in the winter months (July, August or September). (d) if as a result of the noise survey there is a sustained increase in the total rail traffic noise level due to the noise level from rail traffic travelling to and from the development of more than 2dB(A) for more than 30% of nights surveyed, the Applicant shall within twelve months, construct a noise barrier along the relevant sections of rail link in accordance with the specifications provided by an appropriately qualified and experienced acoustic engineer so as to limit the increase in the total rail traffic noise level at Glenfield Farm caused by any new rail traffic to and from the development to not exceed 2dB(A). (e) the report of the noise survey including the results and recommendations shall be provided to the Secretary.	Operation	Noise	Compliant	Compliant	Annual Noise Review	Install and maintain a rail noise monitoring system on the rail link Renzo Tonin provide an annual noise review for MPE which covers this condition	25/5/2026 - End of year 5 letter of completion of the monitoring and reporting has been received and filed. This condition will be closed off in the next reporting period. The Locomotive Best Practice Review was developed in consultation with EPA and TNSW and a final document has been issued, with confirmation from both parties that consultation comments have been closed out in the final report. This was approved by DP&E on 17/09/2017 The Moorebank Intermodal Terminal Project Best Practice Wagon Report (Condition G6B) was published on 16 April 2019 by Renzo Tonin and is currently in consultation with TNSW Report submitted in 12 May 2021 13/02/2025 - Revision 14 of CNVMP received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 17/6/2025 - Annual Noise Review 2025, revision 2 has been received, filed and lodged. 2/06/2026 - Annual Noise Review 2026 will be received, filed and lodged prior to 30/06/2026.	Open
G8	The following measures must be implemented during operation: a) The use of top of rail friction modifiers and automatic rail lubrication equipment in accordance with ASA Standard T HR TR 00111 ST Rail Lubrication, where required; and b) Measures to ensure the rail cross sectional profile is maintained in accordance with ETN-01-02 Rail Grinding Manual for Plain Track to ensure the correct wheel / rail contact position and hence to encourage proper rolling stock steering.	Operation	Rail	Compliant	Compliant	Annual Noise Review	Use of Automatic Rail Lubrication Equipment / Maintain Rail Cross Sectional Profile Renzo Tonin provide an annual noise review for MPE which covers this condition	Interview with auditees 8-9/05/24 K48 Monthly Track Patrol, Laing O'Rourke Site inspection 8/05/24 Email Qube logistics 9/5/2024 confirmation on inspection of lubricators Daily Site Inspection Report (DSIR), Taylor Rail, 10/8/2023 for refilling greasespots Rail grinding April 2023 Defects report April and May 2023, JMDR Guidelines for Tracks Lubrication (ARTCO), March 2006 Rev.D Issue A Inspection Certification, Taylor Rail for: - May 2023 (6/4/23) - June 2023 (15/5/23) - February 2024 (22/1/24) - March 2024 (22/2/24) - April 2024 (18/3/24) - May 2024 (30/4/24) 10/12/2025 - Per the MPE annual noise review 2025, rail friction modifiers were installed on the rail link per ASA standard. Rail grinding has been performed so that the rail profile is consistent with maintenance standards. 27/05/2026 - November 2025 to May 2026 rail lubrication inspection reports from Qube received and filed	Open
G9	The transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.	Pre-Operation	Traffic	Compliant	Compliant	Containers	Ensure no train operations until the rail connection to the SSFL is operational	Interview with auditees 8-9/05/24 Independent Environmental Compliance Audit, SMTA Moorebank Precinct East (MPE) Stage 1 – Import Export Terminal (IMEX No 1), WolfPack, 17/01/20 16/7/2025 - Operations commenced on 17/05/20 and the connection has been operational since that time. Rail Connection to the SSFL is now operational. Train operations started after May 2020.	Closed

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G10	Containers must be transferred between the site and Port Botany predominantly by rail, unless where unforeseen circumstances have occurred (e.g. an incident, breakdown, derailment or emergency maintenance on the rail line). The Secretary may at any time request the Applicant to demonstrate that the transport of containers between the site and Port Botany container terminals is by rail. This is to be demonstrated upon request by the Secretary for the prior 12 month period.	Operation	Traffic	Compliant	Compliant	Biannual Trip Origin Destination Report (BTODR)	A BTODR will be prepared to address this condition The BTODR is completed by Ason on a six-monthly basis	25/06/2025 - May 2025 version of the BTODR (1065r11_MPE BTODR May 2025) has been received and filed on the Major Projects website 4/05/2026 - May to November 2025 BTODR has been filed and lodged. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026	Open
G11	The Applicant shall prepare a six-monthly report to the Secretary with the results of container and vehicle monitoring for a period of 3 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 3. The report shall include: a) The number of twenty foot equivalent units dispatched and received during the period; b) A record of heavy vehicle entry by date and approximate time; and c) The number of light vehicles turning right into the terminal site from Moorebank Avenue and turning left from the terminal site onto Moorebank Avenue for a representative day.	Operation	Traffic	Compliant	Compliant	Biannual Trip Origin Destination Report (BTODR)	A BTODR will be prepared to address this condition The BTODR is completed by Ason on a six-monthly basis	25/06/2025 - May 2025 version of the BTODR (1065r11_MPE BTODR May 2025) has been received and filed on the Major Projects website 4/05/2026 - May to November 2025 BTODR has been filed and lodged. 2/06/2026 - This condition is marked as compliant per the traffic consultant Ason. Refer to Ason MPE Compliance Report for November 2025 to May 2026 reporting period for additional details relating to this condition's compliance status. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026	Open
G12	All containers handling equipment, purchased after 2019 must meet US EPA Tier 4 or EU Stage IV emission standard or achieve an equivalent emission control performance to those standards listed in this condition.	Operation	Air	Compliant	Compliant	Precinct Operational Air Quality Management Plan (POAQMP)	A POAQMP and Best Practice Progress Review have been prepared to address this condition	Operational Air Quality Management Plan, SIMTA, 23/01/23 (OAOQMP), Rev. 12 Interview with auditees 8-9/05/24 Kaimar FastCharge Straddle Carrier Email Qube Project Manager 9/5/24 20/06/2025 - POAQMP revision 16 has been received, filed and lodged. 16/07/2025 - Best Practice Progress Review 2025 has been received, filed and lodged. 26/07/2025 - Best Practice Progress Review 2026 will be received and lodged in the next reporting period	Open
G13	The Applicant must carry out any activity, or operate any plant, in or on the premises by such practicable means as may be necessary to prevent or minimise air pollution.	Operation	Air	Compliant	Compliant	Precinct Operational Air Quality Management Plan (POAQMP)	A POAQMP has been prepared to address this condition	23/5/2025 - November 2024 to April 2025 6 monthly air quality compliance report received and filed 19/11/2025 - May 2025 to October 2025 6 monthly air quality compliance report received and filed 2/06/2026 - November 2025 to May 2026 6 monthly air quality compliance report received and filed	Open
G14	Heavy road freight vehicles are not permitted to use Moorebank Avenue south of the East Hills Railway corridor. A main gate monitoring system (e.g. CCTV) shall be installed to identify heavy vehicles turning left from the terminal site onto Moorebank Avenue, or turning right from Moorebank Avenue to the terminal site. The Secretary may at any time request the Applicant to provide a heavy vehicle monitoring report for the prior 12 month period.	Operation	Traffic	Compliant	Compliant	Heavy road freight vehicles monitoring report	A main gate monitoring system (eg CCTV) shall be installed/ Provide a heavy vehicle monitoring report for the prior 12 month period.	25/06/2025 - May 2025 version of the BTODR (1065r11_MPE BTODR May 2025) has been received and filed on the Major Projects website. Also refer to email from Piran Trethaway from 28/03/2025 for further clarification. 4/05/2026 - May to November 2025 BTODR has been received, filed and lodged. 2/06/2026 - This condition is marked as compliant per the traffic consultant Ason. Refer to Ason MPE Compliance Report for November 2025 to May 2026 reporting period for additional details relating to this condition's compliance status. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026	Open
G15	Within 12 months of the commencement of operation of the project, or as otherwise agreed by the Secretary, the Applicant shall undertake operational noise monitoring to compare actual noise performance of the project against noise performance predicted in the review of noise mitigation measures predicted in documents specified under condition A1 of this approval, and prepare an Operational Noise Report to document this monitoring. The Report shall include, but not necessarily be limited to: a) noise monitoring to assess compliance with the operational noise levels predicted in documents specified under condition A1 of this approval; b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (EPA, 2011); c) sleep disturbance impacts compared to those determined in Condition E25; d) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which project noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers; e) details of any complaints and enquiries received in relation to operational noise generated by the project between the date of commencement of operation and the date the report was prepared; f) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions; g) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures; and h) identification of additional feasible and reasonable measures to those predicted in the documents specified under condition A1 of this approval, that would be implemented with the objective of meeting the criteria outlined in the NSW Road Noise Policy (EPA, 2011), when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA. The Applicant shall provide the Secretary and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Secretary.	Pre-Operation	Noise	Compliant	Compliant	Operational Annual Noise Monitoring	An annual noise monitoring report has been addressed to address this condition	Annual Noise Review Reports (ANRR) from Renzo Tonin for: - From Feb 2020 to Mar 2021 (Y1 Ops), 21/6/2021, Issue 2 - From Apr 2021 to Apr 2022 (Y2 Ops), 23/05/2022, Issue 2 - From Apr 2022 to Apr 2023 (Y3 Ops), 6/07/2023, Issue 2 Submission of Y1 ANRR to DPHI, 23/6/2021 (via planning portal) Letter from DPHI to Qube 15/09/2021 re. Annual Noise Report for 2021 - late submission. Email Tactical to EPA, 24/6/2021 re. submission of Annual Noise Review for April 2021 Post Approval Form re. submission to DPHI of ANRR for Year 2 - 2022 report, 27/02/2023 13/02/2025 - Revision 14 of ONVMP received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 17/6/2025 - Annual Noise Review 2025, revision 2 has been received, filed and lodged. 5/6/2026 - ONVMP revision 15 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
G16	Within 12 months of the commencement of operation, and thereafter at any other stage bi-annually if required by the Secretary, the Applicant shall commission and pay the full cost of an Independent Environmental Audit of the SSD. This audit shall: be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary; include consultation with the relevant agencies and local Councils; assess the environmental performance of the SSD and assess whether it is complying with the requirements in this approval, and any other relevant approvals (including any assessment, plan or program required under these approvals); review the accuracy of predicted environmental outcomes discussed in the documents listed in condition A1 review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and recommend measures or actions to improve the environmental performance of the SSD, and/or any strategy, plan or program required under these approvals. Within 60 days of commissioning this audit, or as otherwise agreed by the Secretary, the Applicant shall submit a copy of the audit report to the Secretary and relevant public authorities, together with its response to any recommendations contained in the audit report. The audit report and response to any recommendations shall be published on the Project website.	Operation	General	Not Triggered	Not Triggered	External audit	Commission and pay the full cost of an Independent Environmental Audit of the SSD	Undertaken on 10 May 2021. Report submitted 28/06/21 Moorebank Precinct East Operations Independent Audit Program. WolfPeak, 24/02/20 Email: Tactical to WolfPeak, 12/10/2023 (commissioning of audit) Letter DPHI to Tactical, 22/4/2024 (approval of audit team) Email DPHI to Tactical 22/4/2024 re. endorsement of auditors Interview with auditees 8-9/05/24 Consultation records (attached to this audit report) 27/06/2025 - An independent environmental audit will commence if required by the Secretary.	Ongoing

APPENDIX B - SSD 7628 CONDITIONS OF CONSENT

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
A1	In addition to meeting the specific performance measures and criteria established under this consent all reasonable measures must be implemented to prevent, and if prevention is not reasonable, minimise, any harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.	All	General	Compliant	Compliant	General - Inspection and Audit	Section 5 of this OEMP identifies the management measures to be implemented to prevent and minimise environmental harm. Aspect-specific management measures are also identified in each sub-plan required under this OEMP. Section 6 sets out the processes for monitoring and reviewing the effectiveness of these management measures. Opportunities to further minimise environmental harm will be identified through the ongoing evaluation of environmental management performance and effectiveness of this plan.	Operational Environmental Management Plan Moorebank Logistics Park – East Precinct Rev 18, 13/01/23, SMITA (the OEMP). Warehouse Operational Environmental Management Plans (various) (WOEMP) as identified in Condition C9. Evidence referred to elsewhere in this Audit Table and the Audit Table for SSD 6766 Site inspection 8/05/24 12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
A2	The development may only be carried out: (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Secretary in relation to this consent; (c) in accordance with the ES, Submissions Report, Consolidated assessment clarification responses, and updated Biodiversity Assessment Report; (d) in accordance with the amended Development Layout Plans and Design Plans, amended WSUD plans and amended architectural plans to be submitted for the Secretary's approval as part of this consent; and (e) in accordance with the management and mitigation measures at APPENDIX B of this consent.	All	General	Compliant	Compliant	General - Inspection and Audit	This OEMP and associated sub-plans have been developed to comply with the Conditions of Consent (CoCs), written directions of the Secretary, amended development layout and management and mitigation measures.	12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
A3	The Secretary may make written directions to the Applicant: (a) as a result of the Department's assessment of any strategy, plan, program, review, audit, notification, report or correspondence submitted under or in relation to this consent; (b) as a result of the Department's assessment of any review, report or audit undertaken or commissioned by the Department regarding compliance with this consent or in relation to an incident (whether notified to the Department or not); and (c) in relation to the implementation of any actions or measures contained in any of the documents listed in condition A2.	All	General	Compliant	Compliant	General - Inspection and Audit	Note only.	12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
A4	The conditions of this consent and directions of the Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(e). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) and A2(e), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict. For the purpose of this condition, there will be an inconsistency between documents if it is not possible to comply with both documents, or in the case of a condition of consent or direction of the Secretary and a document, if it is not possible to comply with both the condition or direction and the document.	All	General	Compliant	Compliant	General - Inspection and Audit	Note only.	12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
A8	The container freight road volume must not exceed 250,000 TEUs p.a., subject to the exception identified in condition A9, which may only be considered under condition A8 after the facility has been in operation.	Operation	Traffic	Compliant	Compliant	Surveys will be conducted to monitor this condition. The scope of the surveys is based on the current network configuration, which assumes a single access to MPE for all warehouse & intermodal traffic. This includes the survey of a single internal MPE intersection to 'separate' warehouse traffic from intermodal traffic as required.	An Operational Traffic and Access Management Plan and Biannual Trip Origin Destination Report has been prepared to address the requirements of this condition. The BTODR is completed by Aeon on a six-monthly basis	Biannual Trip Origin Destination Report (MPE1 and MPE2), Aeon Group for: - Nov 2020, 15/02/21 - May 2021, 08/06/2021 - Nov 2021, 16/12/2021 - May 2022, 11/10/2022 - Nov 2022, 19/01/2023 - May 2023, 09/06/2023 - Nov 2023, 26/02/2024 Nov 2024, 25/02/2025 25/02/2025 - Revision 15 of the OTAMP (OTAMP_Rev 015_compiled_Nov2024) and Nov 2025 revision of the BTODR (1065r10v02_BTODR Nov 2024) has been received and filed. 25/06/2025 - May 2025 version of the BTODR (1065r11_MPE BTODR May 2025) has been received and filed on the Major Projects website 4/05/2026 - May to November 2025 BTODR has been filed and lodged. 5/6/2026 - OTAMP revision 16 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
A9	The movement of container freight by road may exceed the 250,000 TEU limit p.a. by up to a further 250,000 TEU p.a., if the Secretary is satisfied that traffic monitoring and modelling of the operation of the facility demonstrate that traffic movements resulting from the proposed increase in TEU will achieve the objective of not exceeding the capacity of the transport network.	Operation	Traffic	Compliant	Compliant	Surveys will be conducted to monitor this condition. The scope of the surveys is based on the current network configuration, which assumes a single access to MPE for all warehouse & intermodal traffic. This includes the survey of a single internal MPE intersection to 'separate' warehouse traffic from intermodal traffic as required.	An Operational Traffic and Access Management Plan and Biannual Trip Origin Destination Report has been prepared to address the requirements of this condition. The BTODR is completed by Aeon on a six-monthly basis	25/02/2025 - Revision 15 of the OTAMP (OTAMP_Rev 015_compiled_Nov2024) and Nov 2025 revision of the BTODR (1065r10v02_BTODR Nov 2024) has been received and filed. 25/06/2025 - May 2025 version of the BTODR (1065r11_MPE BTODR May 2025) has been received and filed on the Major Projects website 4/05/2026 - May to November 2025 BTODR has been received, filed and lodged. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026.	Open
A10	In determining the TEU limit, the Secretary may take account any roadworks or mitigation measures proposed under a Voluntary Planning Agreement to minimise traffic impacts.	All	Traffic	Compliant	Compliant	Surveys will be conducted to monitor this condition. The scope of the surveys is based on the current network configuration, which assumes a single access to MPE for all warehouse & intermodal traffic. This includes the survey of a single internal MPE intersection to 'separate' warehouse traffic from intermodal traffic as required.	An Operational Traffic and Access Management Plan and Biannual Trip Origin Destination Report has been prepared to address the requirements of this condition. The BTODR is completed by Aeon on a six-monthly basis	25/02/2025 - Revision 15 of the OTAMP (OTAMP_Rev 015_compiled_Nov2024) and Nov 2025 revision of the BTODR (1065r10v02_BTODR Nov 2024) has been received and filed. 25/06/2025 - May 2025 version of the BTODR (1065r11_MPE BTODR May 2025) has been received and filed on the Major Projects website 4/05/2026 - May to November 2025 BTODR has been received, filed and lodged. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026	Open
A11	The maximum GFAs for the following uses apply: (a) 300,000m ² for the warehousing and distribution facilities; and (b) 8,000m ² for the freight village.	Operation	General	Compliant	Compliant	GFA monitoring	Ensure the maximum GFAs for the following uses apply: (a) 300,000m ² for the warehousing and distribution facilities; and (b) 8,000m ² for the freight village.	Interview with auditees 8-9/05/24 Site inspection 8/05/24 Precinct Master Plan – Ultimate, Drawing No. 0006, Rev AL, 25 May 2023, Watson Young. 6/05/2025 - MP-WYA-006-ULTIMATE MASTER PLAN (B) 12-JULY-24-Reduced (1) master plan filed	Ongoing

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
A12	The warehousing and distribution facilities must only be used for activities associated with freight using the MPE Stage 1 rail intermodal terminal.	Operation	Traffic	Compliant	Compliant	Occupation Environmental - Implementation of OEMP, subplans, WOEEMP and lease	Warehouse Operational Environmental Management Plans and a Biannual Trip Origin Destination Report has been prepared to address the requirements of this condition The BTOODR is completed by Acon on a six-monthly basis	25/06/2025 - May 2025 version of the BTOODR (1065x11_MPE BTOODR May 2025) has been received and filed on the Major Projects website 4/05/2026 - May to November 2025 BTOODR has been received, filed and lodged. 5/06/2026 - Tenant lease and contract agreements have been filed to demonstrate that each warehouse will comply with this condition. BTOODR is further evidence to demonstrate transport modes used. 19/06/2026 - November 2025 to April 2026 BTOODR will be received, filed and lodged by June 2026	Ongoing
A13	Freight village tenants and occupations are restricted to those activities that provide: (a) ancillary support for the development, its tenants, worker population and visitors; (b) a nexus with activities undertaken in relation to the warehouse, logistics functions of the IMT development and/or; (c) provide aligned services to the intermodal functions. Prior to occupancy of any freight village tenancy, and every subsequent occupation of these tenancies, details of the tenant and occupation activity is to be submitted to the Secretary demonstrating that the proposed activity complies with this condition.	Pre-Operation	General	Not triggered	Not triggered	Details of the tenant and occupation activity is to be submitted to the Secretary demonstrating that the proposed activity complies with this condition.	Obtain occupation certificates	Interview with auditees 9-9/05/24 Site inspection 8/05/24 WH3, WH4, WH6 and WH7 Occupation certificates (Mckenzie Group) 2/6/2026 - No freight village developed as of yet.	Open
A14	With the approval of the Secretary, the Applicant may submit any strategy, plan or program required by this consent on a staged basis.	All	Reporting	Compliant	Compliant	Documentation Monitoring	Documentation Monitoring	2/6/2026 - The OEMP and sub plans are currently being updated on an annual basis to address the requirements set out under both MPE Stage 1 SSD 6766 and MPE Stage 2 SSD 7628. All other reports that fall under this consent are updated as required.	Ongoing
A15	If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program.	All	Reporting	Compliant	Compliant	Documentation Monitoring	Documentation Monitoring	2/6/2026 - All reports developed for MPE Stage 1 SSD 6766 and MPE Stage 2 SSD 7628 clearly describe the specific stage of the development to which the report is applicable for.	Ongoing
A16	With the approval of the Secretary, any strategy, plan or program required by this consent may be combined	All	Reporting	Compliant	Compliant	Documentation Monitoring	Documentation Monitoring	2/6/2026 - Any strategy, plan or program will be combined if necessary and with the approval of the Secretary.	Ongoing
A17	In seeking the Secretary's approval, a clear relationship must be demonstrated between the strategies, plans or programs that are proposed to be combined.	All	Reporting	Compliant	Compliant	Documentation Monitoring	Documentation Monitoring	2/6/2026 - Any strategy, plan or program that is to be combined if necessary and with the approval of the Secretary will have the relationship between each report clearly outlined	Ongoing
A18	The date of commencement of each of the following phases of the development must be notified to the Department, at least one month before that date: (a) early works; (b) fill importation; (c) construction; (d) operation; and (e) occupation. If the construction, operation or occupation of the development is to be staged, then the Applicant must notify the Department in writing at least one month before the commencement of each stage, and clearly identify the development to be carried out in that stage.	All	Reporting	Compliant	Compliant	Documentation Monitoring	The date of operation for the operation phase will be notified to DP&E at least one month before operation and occupation of the warehouses.	2/6/2026 - The Department will be notified prior to the commencement of each development phase.	Open
A19	Where conditions of this consent require a document to be prepared in consultation with an identified party, the Applicant must: (a) consult with the relevant party prior to submitting the subject document to the Secretary for approval; (b) provide evidence that at least two weeks was provided for the relevant party to comment on the document; and (c) include in the document: (i) details of the consultation undertaken; (ii) a description of how matters raised by those consulted have been resolved to the satisfaction of both the Applicant and the party consulted; and (iii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	All	Reporting	Compliant	Compliant	Documentation Monitoring	This OEMP and associated sub-plans have been developed in consultation with the identified parties prior to the submission of the document to DP&E. See Section 1.4, Table 1-1 and Appendix H for evidence of consultation with relevant parties.	Refer to evidence in condition folders that require reports prepared in consultation with a consultant	Ongoing
A28	Prior to operation of the development, a compliance certificate for water and sewerage infrastructure servicing of the site under section 73 of the Sydney Water Act 1994 must be obtained.	Pre-Operation	Water	Compliant	Compliant	Obtain a compliance certificate for water and sewerage infrastructure	Obtain a compliance certificate for water and sewerage infrastructure	Section 73 Compliance Certificates, Sydney Water, 19/07/19 1/05/2025 - Compliance certificates for water and sewerage infrastructure filed in condition folder.	Closed
A30	Unless the Applicant and the applicable authority agree otherwise, the Applicant must: (a) repair, or pay the full costs associated with repairing any public infrastructure that is damaged by carrying out the development; and (b) relocate, or pay the full costs associated with relocating any infrastructure that needs to be relocated as a result of the development.	All	General	Not triggered	Not triggered	Monitor any damage or rectification required should activities cause damage to public infrastructure.	Monitor and report any damage or rectification required should activities cause damage to public infrastructure.	2/6/2026 - The Applicant will repair or pay costs associated with any damages as outlined in the condition. As of current, this is not triggered as no damages have occurred thus far.	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
A32	All plant and equipment used at the site or to monitor the performance of the development must be: (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner.	All	Plant and Equipment	Compliant	Compliant	Monitor all plant and equipment used at the site.	Monitor all plant and equipment used at the site. Ensure maintenance records are kept. Provide evidence/reports.	Caesarstone WH3: - Daily pre-operational inspection checklist: forklifts and attachments, 30/4/2024 - Forklift Service Schedule Work Order 5/4/2024 - Daily pre-operational inspection checklist: crane and attachments, 15/5/2024 - Service report for Hoist, 3/5/2024 - Caesarstone forklift plant checklist, K24186 and #67 - Caesarstone overhead crane checklist, CSA-EH-022a - Certificate for Base Station Model No. 4403-D, 19/3/2024 Manfreight WH17: - Risk assessment for mobile plant 22/2/24 including forklift and reach lifts. - Forklift Maintenance History (12 months) 19/12/2025 - Based on spot checks and records received above, the plant and equipment used on site are being maintained and operated in a proper and efficient manner.	Open
B1	The Applicant must: (a) prepare each plan, program and other documents in consultation with the specified stakeholders; (b) not commence each phase of the project until the plans, programs and other documents required under this consent are approved by or, where not required to be approved, submitted to the Secretary specified within the timeframes; and (c) implement the most recent version of the required plans and programs approved by the Secretary for the duration of the development.	All	Reporting	Compliant	Compliant	Records and revisions of consultation and plans.	Monitor and record consultation included in all plans.	13/02/2025 - Refer to evidences in condition C3 and the conditions for each sub plan 20/06/2026 - The latest revisions of the OEMP and sub plans are being finalized by Arcadis. The OEMP and sub plans will be lodged after endorsement from clients approval from the Secretary prior to distributing them to tenants.	Ongoing
B7	All vehicles are to enter and leave the site in a forward direction.	All	Traffic	Compliant	Compliant	Traffic Monitoring as per OTAMP	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.	Refer to OTAMP in condition B26 and evidence in condition folder	Ongoing
B8	All trucks entering or leaving the site with loads must have their loads covered and must not track dirt onto any public road	All	Traffic	Compliant	Compliant	Traffic Monitoring as per OTAMP	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.	Refer to OTAMP in condition B26 and evidence in condition folder	Ongoing
B26	The Applicant must prepare an Operational Traffic and Access Management Plan to the satisfaction of the Secretary. The Plan is to be developed in consultation with the relevant Council, TNSW and RMS. The plan must be approved by the Secretary prior to the commencement of operation. The Plan must be prepared by a suitably qualified and experienced person(s), and must: (a) demonstrate how the development will be managed during operation to meet the requirements of this development consent; (b) detail numbers and frequency of truck movements, sizes of trucks, vehicle routes and hours of operation; (c) detail access arrangements for the site to ensure road and site safety, and demonstrate there will be no queuing on the road network; (d) detail measures to ensure turning areas and internal access roads are kept clear of any obstacles, including parked cars, at all times; (e) set out procedures for collecting the information required to prepare the Biannual Trip Origin and Destination Report required under condition B28; (f) incorporate the Workplace Travel Plan as required under condition B29; (g) include a driver's code of conduct that requires: (i) compliance with specified travelling speeds; (ii) drivers to adhere to specified transport routes including no access from Cambridge Avenue; and (iii) drivers to implement safe driving practices. (h) include a program to monitor the effectiveness of these measures.	Pre-Operation	Traffic	Compliant	Compliant	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.	Operational Traffic and Access Management Plan Moorebank Logistics Park – East Precinct, Rev 14, SMTA, 20/01/23 Post Approval Submission (DPH portal) undated re: submission of OTAMP Rev 14 to DPH 13/02/2025 - Revision 15 of the OTAMP (OTAMP_Rev 015_compiled_Nov2024) and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 5/6/2026 - OTAMP revision 16 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
B27	The Operational Traffic and Access Management Plan required by condition B26 must be implemented by the Applicant for the duration of operations	Pre-Operation	Traffic	Compliant	Compliant	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.	Refer to B26, and the latest revision of the OTAMP on the project website for tenants to access and implement this condition.	Ongoing

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B28	The Applicant is to prepare a Biannual Trip Origin and Destination Report each six months following commencement of any operation (in a format agreed with TNSW and RMS) that advises: (a) the number of actual and standard twenty foot equivalent shipping containers despatched and received during the period; (b) the number of days in the period that the truck gate was open for despatching trucks 24 hours a day, 7 days a week and detail any exceptions to this and advise actual hours of operation; (c) records of vehicle numbers accessing the site; and (d) representative vehicle origins and destinations, based on a cordon in the surrounding network. A framework for recording and reporting on the data required for the report, prepared to the satisfaction of TNSW and RMS, is to be submitted to the Secretary three months prior to the commencement of operation. The report is to be submitted within one month of its preparation throughout operation of the project, starting six months from the commencement of operation, unless otherwise agreed by the Secretary, TNSW and RMS. The cordon count at (d) above will: • apply to all classes of vehicles; and • cover the intermodal terminal, the warehousing facility and any other uses such as the freight village.	Operation	Traffic	Compliant	Not compliant	Surveys will be conducted to monitor this condition. The scope of the surveys is based on the current network configuration, which assumes a single access to MPE for all warehouse & intermodal traffic. This includes the survey of a single internal MPE intersection to 'separate' warehouse traffic from intermodal traffic as required.	A Biannual Trip Origin and Destination Report will be prepared to address the requirements of this condition. The BTODR is completed by Asom on a six-monthly basis	4/05/2026 - May to November 2025 BTODR has been received, filed and lodged. There was an administration error where we thought the May to November 2025 BTODR had been lodged with the DPIH portal. Thus the condition is marked as not compliant. The BTODR for the next reporting period will be lodged within this one month timeline and thus will be marked again as compliant. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026	Open
B29	Prior to issue of any Occupation Certificate, the Applicant must prepare a Workplace Travel Plan to the satisfaction of the Secretary. The Workplace Travel Plan must form part of the Operational Traffic and Access Management Plan required by condition C3, and must: (a) be prepared in consultation with TNSW; (b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; (c) describe pedestrian and bicycle connections and linkages to and from the site from Moorebank Avenue and within the site including between warehouses and the freight village; (d) describe end of trip facilities available on-site which are to include under cover bike storage, showers and change facilities - the layout, design and security of bicycle facilities must comply with the minimum requirements of Australian Standard AS 2890.3 - 1993 Parking Facilities Part 3: Bicycle Parking Facilities; and (e) include the results of negotiations with the relevant agencies/authorities as required to facilitate the staged delivery of the public transport infrastructure including: (i) construction of a covered bus drop off/pick up facility within the site to encourage the use of buses for employees; (ii) review and rationalisation of the locations of Route 901 bus stops in the vicinity of the site to match the proposed northern terminal entry location and enhance accessibility; (iii) peak period and SMTA shift work responsive express buses to/from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site; (iv) peak period express buses to/from the site and Holsworthy rail station via Anzac Road, Watlie Grove Drive and Heathcote Road with frequency dependent on the development of the site; (v) potential to extend the Route 901 bus through the site via the light vehicle road and increasing peak period bus service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the extent of development of the site; and (vi) changes to existing bus stop locations and the identification of new bus stop locations if required.	Pre-Operation	Traffic	Compliant	Compliant	Workplace Travel Plan	An Operational Workplace Travel Plan has been prepared to address the requirements of this condition.	25/03/2025 - Revision 15 of the workplace travel plan (Appendix C of OTAMP_Rev 015_compiled_Nov2024) received and filed 5/6/2026 - OTAMP revision 16 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026. 5/06/2026 - Latest revision of the WTP has been provided by Arcadis.	Open
B30	The Applicant must ensure that the Workplace Travel Plan is implemented for the life of the development.	Operation	Traffic	Compliant	Compliant	Workplace Travel Plan	Obtain evidence to ensure the workplace travel plan is being implemented	5/06/2026 - Latest revision of the WTP will be uploaded to the project website by June 2026 for tenants to access. Tenants have also been forwarded the management measures required to ensure the WTP has been implemented for each warehouse.	Open
B43	A Stormwater Monitoring Program must be prepared in consultation with Council and OEH prior to operation and must be implemented for 5 years following completion of construction to monitor performance of the stormwater treatment system. The Stormwater Monitoring Program must form part of the Biodiversity Monitoring Strategy required by condition B105, prepared with reference to Using the ANZECC Guidelines and Water Quality Objectives in NSW (DEC, 2006).	Pre-Operation	Water	Compliant	Compliant	Stormwater Monitoring Program Report	The baseline monitoring forms the basis for the ongoing Biodiversity Monitoring Strategy (BMS) to assess stream health in accordance with CoC B106, to determine any change in stream health or water quality throughout the life of the Project and to ascertain whether these changes can be attributed to the Project works. The BMS outlines monitoring requirements and includes the Stormwater Monitoring Strategy required by CoC B43 and B44. This report is for information only.	Stormwater Network Water Quality Monitoring Data and Reporting, Apical, April 2021 Spring Stormwater Network & Water Quality Monitoring Data and Report for October 2023, from Apical Biodiversity Monitoring Report, Anzac Creek, Spring 2023, Bioanalysis, 5/1/2024 12/02/2024 6/5/2025 - The Stormwater Monitoring Program has been developed in consultation with the OEH and LCC. Consultation was closed out on 27/19. Approval of this document is not required by DPIE. SMP submitted to DPIE for information, on 7/08/2019.	Open
B44	The Stormwater Monitoring Program must: (a) assess water quality and quantity performance for construction and Operation discharges and ongoing stormwater discharges from the development to ensure protection of the desired ecological values of Anzac Creek; and (b) include sampling locations and the frequency of sampling including wet weather sampling.	Pre-Operation	Water	Compliant	Compliant	Stormwater Monitoring Program Report	The baseline monitoring forms the basis for the ongoing Biodiversity Monitoring Strategy (BMS) to assess stream health in accordance with CoC B106, to determine any change in stream health or water quality throughout the life of the Project and to ascertain whether these changes can be attributed to the Project works. The BMS outlines monitoring requirements and includes the Stormwater Monitoring Strategy required by CoC B43 and B44. This report is for information only.	Stormwater Network Water Quality Monitoring Data and Reporting, Apical, April 2021 Spring Stormwater Network & Water Quality Monitoring Data and Report for October 2023, from Apical Biodiversity Monitoring Report, Anzac Creek, Spring 2023, Bioanalysis, 5/1/2024 6/5/2025 - The monitoring undertaken by Bioanalysis covers the construction and Operation discharges and ongoing stormwater discharges to Anzac Creek (covered in section 5 of the report in the B44 folder).	Open
B49	Prior to operation, the Applicant must prepare a Stormwater Infrastructure Operation and Maintenance Plan to manage the operation and maintenance of stormwater infrastructure on-site and off-site, to the satisfaction of the Secretary. The plan must form part of the OEMP required under condition C3 and must be implemented for the life of the assets and include: (a) the entity responsible for management and maintenance of the assets, including evidence that a maintenance contract is in place with a reputable and experienced maintenance contractor; (b) quarterly inspections, and inspections after major rainfall events; (c) schedule for routine checking, cleaning and servicing of all devices/ systems in accordance with the manufacturer's and/or designer's recommendations; (d) records of all maintenance activities undertaken; (e) quarterly maintenance reports, detailing the results of quarterly inspections, inspections after major rainfall events, and maintenance activities; (f) results of water quality monitoring; (g) investigation, management and mitigation of water quality target exceedances; (h) annual independent auditing; and (i) provision for submission of the quarterly maintenance reports and annual independent audit reports to the Secretary, including the results of inspections, management and maintenance actions and water quality monitoring.	Pre-Operation	Water	Compliant	Compliant	Stormwater Infrastructure Operation and Maintenance Plan	A Stormwater Infrastructure Operation and Maintenance Plan has been prepared to address the requirements of this condition.	Stormwater Infrastructure Operation and Maintenance Plan Rev 8, SMTA, 23/01/23 (the SIOMP) Post Approval Submission (DPIH portal) updated re: submission of SIOMP Rev 8 to DPIH Letter DPIH to ESR, 7/9/23 (approval of OMPs) SIOMP Rev 9 - 13/08/24 - Updated for approval of Modifications 5 and 6 and MP name change 13/02/2025 - Revision 9 of the SIOMP (PREC-QPMS-EN-PLN-0006 SIOMP_Rev 9_compiled_Nov2024) received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. Logbook reports received to date: 1. August 2025 2. November 2025 3. December 2025 4. January 2026 5. February 2026 6. March 2026 7. April 2026 8. May 2026 5/6/2026 - SIOMP revision 10 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B50	Assets to be managed under the Stormwater Infrastructure Operation and Maintenance Plan must include the channel through the MPW site to the Georges River unless the maintenance of this infrastructure is included in an operational environmental management plan approved by the Secretary for the MPW site.	Pre-Operation	Water	Compliant	Compliant	Stormwater Infrastructure Operation and Maintenance Plan	A Stormwater Infrastructure Operation and Maintenance Plan has been prepared to address the requirements of this condition.	Stormwater Infrastructure Operation and Maintenance Plan Moorebank Logistics Park – East Precinct, 29/03/20, SMITA (the SIOMP), updated on the 23/01/23 (Rev 8). Letter DPHI to ESR, 7/9/23 (approval of OMP) Precinct Master Plan – Ultimate, Drawing No. 0006, Rev.AL, 25 May 2023, Watson Young 13/02/2025 - Revision 9 of the SIOMP (PREC-QPMS-EN-PLN-0006 SIOMP_Rev 9_compiled_Nov2024) received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 5/6/2026 - SIOMP revision 10 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
B51	The annual independent audit must be undertaken by a suitably qualified WSUD professional. The audit is to verify the condition of the treatment system(s), verify and document that the system(s) is working as intended, verify the system(s) has been cleaned adequately, verify there is no excessive build-up of material in the system(s) and identify any issues with the treatment system(s) which require rectification for the system(s) to adequately perform its intended function.	Operation	Water	Compliant	Compliant	WSUD	An audit done by a qualified WSUD has been undertaken to verify the treatment system(s).	Moorebank Precinct East – Stage 2 WSUD Independent Audit, June 2021 from Sustainability Workshop (Mark Liedman). Moorebank Precinct East – Stage 2 WSUD Independent Audit, October 2022 from Sustainability Workshop. Moorebank Precinct East – Stage 2 WSUD Independent Audit, September 2023 from Sustainability Workshop. 28/10/2025 - WSUD report received, filed and lodged. 2/06/2026 - The next stormwater infrastructure systems audit will take place in August 2026.	Open
B55	Deposited dust must not exceed an increase of 2g/m ² /month or maximum of 4g/m ² /month at the closest off site sensitive receptor.	All	Air	Compliant	Compliant	Dust management	A POAQMP and dust monitoring reports will be developed to ensure there are no exceedances SERS provide weekly dust emission reports and Arcadis provides six monthly dust reports for Tactical's review	Monthly reports are provided by SERS and reflected in Arcadis monthly air quality reports under section 4 (specifically section 4.2). These are also stated in the 6-monthly compliance reports under Section 4.2. Consultant has confirmed air quality reports from SERS and Arcadis from MPE testing also covers MPW. See condition folder for documentation. Calibration certificates can be found under the SERS weekly reports. 6/05/2025 - The MPE conditions specifically for OAQMP have been closed and superseded by the MPW condition which requires the development of a POAQMP. MIP-POAQMP_-_SSD7709-update_Rev16_Redacted (1) has been filed. 23/5/2025 - November 2024 to April 2025 6 monthly air quality compliance report received and filed 19/11/2025 - May 2025 to October 2025 6 monthly air quality compliance report received and filed 18/03/2026 - Internal monthly reports provided: 1. Jan 2025 2. Feb 2025 3. March 2025 4. April 2025 5. May 2025 6. June 2025 7. July 2025 8. September 2025 9. October 2025 10. November 2025 11. December 2025 12. January 2026	Open
B59	The Applicant must prepare an Operational AQMP to the satisfaction of the Secretary for the entire precinct (MPE + MPW), unless this has been prepared and approved under an approval for the MPW site. The AQMP must be prepared by a suitably qualified and experienced person(s) and must form part of the OEMP required by condition C3. The AQMP must include: (a) identification of sources and quantify airborne pollutants; (b) best practice reactive and proactive control measures that will be implemented for each emission source; (c) provisions for the implementation of additional mitigation measures in response to issues identified during monitoring and reporting; (d) for all emission sources associated with site operations: (i) key performance indicator(s); (ii) monitoring method(s); (iii) location, frequency and duration of monitoring; (iv) record keeping; (v) complaints register; (vi) response procedures; and (vii) any other measures necessary to ensure compliance with the relevant standards.	Pre-Operation	Air	Compliant	Compliant	Operational AQMP	The MPW Precinct Operational Air Quality Management Plan has been prepared to address the requirements of this condition.	Operational Air Quality Management Plan Rev 12, SMITA, 23/01/23 (OAQMP) Post Approval Submission (DPH post) undated; submission of OAQMP to DPHI Letter DPHI to ESR, 7/9/23 (approval of OMPs) 25/02/2025 - Further clarification to Aspect's questions from Arcadis have been received and filed as an RFI. 6/05/2025 - The MPE conditions specifically for OAQMP have been closed and superseded by the MPW condition which requires the development of a POAQMP. MIP-POAQMP_-_SSD7709-update_Rev16_Redacted (1) has been filed.	Open
B60	The Applicant must ensure the development does not cause or permit the emission of any offensive odour (as defined in the POED Act).	All	Air	Compliant	Compliant	Calibration certs	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.	Operational Air Quality Management Plan Rev 12, SMITA, 23/01/23 (OAQMP) Complaints Register current to 31 May 2024 Site inspection 6/05/24 6/05/2025 - The MPE conditions specifically for OAQMP have been closed and superseded by the MPW condition which requires the development of a POAQMP. MIP-POAQMP_-_SSD7709-update_Rev16_Redacted has been filed.	Open
B61	Equipment must be installed and operated in accordance with best practice to ensure that the development complies with all load limits, air quality criteria, air emission limits and air quality monitoring requirements as specified under this consent.	All	Air	Compliant	Compliant	Calibration Certificates	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.	25/06/2025 - Refer to condition A32, B61 & B68 folder for plant and equipment reports 19/12/2025 - Based on spot checks and records received above, the plant and equipment used on site are being maintained and operated in a proper and efficient manner. 4/05/2026 - Latest calibration certificates have been received.	Open
B79	The permitted hours of warehouse and distribution operation are detailed in Table 4 .	Operation	Noise	Compliant	Compliant	Operational Noise and Vibration Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.	Refer to latest revision of ONVMP in condition B83	Ongoing

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B80	Noise generated by operation of the development inclusive of MPE Stage 1 operations must not exceed the noise limits in Table 5 .	Operation	Noise	Not compliant	Compliant	Operational Noise and Vibration Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.	5/06/2026 - Lamas Noise level exceedance - This matter is being investigated as a part of the broader noise complaint investigation for the Intermodal Precinct and further communications will occur with ESR and Qube. This exceedance will be reported under MPW Stage 2 SSD 7709 B131.	Open
B83	An Operational Noise Management Plan must be submitted to the Secretary for approval and form part of the OEMP required under condition C3. The report must be prepared by a suitably qualified and experienced person(s) and include: (a) an outline of management actions to be taken to address any potential non-compliances with the limits specified in Table 5; (b) a description of contingency measures to be implemented in the event management actions do not reduce noise levels to a compliant level; and (c) identification of additional feasible and reasonable measures to those proposed in the documents specified under condition A2, that would be implemented with the objective of meeting the criteria outlined in the NSW RNP (EPA, 2011), when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.	Pre-Operation	Noise	Compliant	Compliant	Operational Noise and Vibration Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.	Operational Noise and Vibration Management Plan Rev 13, SMITA, 24/01/23 (ONVMP), Post Approval Submission (DPH portal) undated re: submission of ONVMP to DPH approved by the Department on 09/09/19, updated 24/1/23 ONVMP REV 14 - 13/08/2024 Calibration certificates provided in 02/12/2024 13/02/2025 - Revision 14 of ONVMP report received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 5/06/2026 - Revision 15 of ONVMP will be filed and lodged by June 2026.	Open
B85	The Applicant must carry out noise monitoring of mechanical plant and other noisy equipment for a minimum period of one week where valid data is collected following occupation of each warehouse. The monitoring program must be carried out by a suitably qualified and experienced person(s) and a Monitoring Report for Mechanical Plant must be submitted to the Secretary within two months of occupation of each tenancy to verify predicted mechanical plant and equipment noise levels.	Operation	Noise	Compliant	Compliant	Noise Monitoring	Warehouse noise monitoring has been conducted by Renzo Tonin for Tactical review	26/06/2025 - All monitoring has been carried out between 2021 and to 2025. All reports have been issued to the department.	Open
B86	Within 12 months of occupation of the first warehouse, 50% occupation of the site and 100% occupation of the site, or as otherwise agreed by the Secretary, the Applicant must undertake operational noise monitoring to compare actual noise performance of the project against predicted noise performance, and prepare an Operational Noise Report to document this monitoring. The Report must include, but not necessarily be limited to: a) noise monitoring to assess compliance with the predicted operational noise levels and the noise limits specified in Table 5; b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW RNP (EPA, 2011); c) sleep disturbance impacts compared to those determined in documents specified under condition A2; d) impacts associated with annoying characteristics such as prominent tonal components, impulsiveness, intermittency, irregularity and dominant low-frequency content; e) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which project noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers; f) details of any complaints and enquiries received in relation to operational noise generated by the project between the date of commencement of operation and the date the report was prepared; g) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and heavy vehicle proportions; and h) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures.	Operation	Noise	Compliant	Compliant	Annual Noise Monitoring	An operational noise report has been prepared to satisfy the requirements.	17/6/2025 - 50% occupation of site operational noise monitoring report filed 3/06/2026 - Pending development and occupation of warehouse 2 before 100% occupation is triggered	Open
B87	The Applicant must provide the Secretary and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Secretary.	Operation	Noise	Compliant	Compliant	Noise Monitoring	Require evidence of submission of the Operational Noise Report to the Department and the EPA.	17/6/2025 - 50% occupation of site operational noise monitoring report and approval from the Secretary filed 3/06/2026 - Pending development and occupation of warehouse 2 before 100% occupation is triggered	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B88	To ensure the operational noise impacts are appropriately managed, the following measures apply: a) use of best practice plant, and b) preparation of a risk assessment to determine if non-tonal reversing alarms can be fitted as a condition of site entry. Alternatively, site design may include traffic flow that does not require or precludes reversing of vehicles	Operation	Noise	Compliant	Compliant	Noise Monitoring	Require evidence to ensure that best noise monitoring practices are implemented.	13/02/2025 - Revision 14 of ONVMP report received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 17/6/2025 - Final revision (revision 2) of annual noise review filed and lodged with the Department 10/12/2025 - Based on spot checks and records received above, the plant and equipment used on site are being maintained and operated in a proper and efficient manner. 5/6/2026 - ONVMP revision 15 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
B89	For the duration of operation heavy road freight vehicles are not permitted to use Moorebank Avenue south of the East Hills Railway corridor. A main gate monitoring system (e.g. CCTV) must be installed to identify heavy vehicles turning left from the terminal site onto Moorebank Avenue, or turning right from Moorebank Avenue to the terminal site. The Secretary may at any time request the Applicant to provide a heavy vehicle monitoring report for the prior 12 month period.	Operation	Traffic	Compliant	Compliant	Heavy Vehicle Monitoring Report	Require evidence to ensure proper measures have been taken to ensure heavy road freight vehicles are not using the East Hills Railway corridor.	Biannual Trip Origin Destination Report (MPE1 and MPE2), Ascon Group for: - Nov 2020, 19/02/21 - May 2021, 08/06/2021 - Nov 2021, 16/12/2021 - May 2022, 11/10/2022 - Nov 2022, 18/01/2023 - May 2023, 09/08/2023 - Nov 2023, 26/02/2024 DPHI post approval portal lodgement 24/02/21 for Nov 2020 report DPHI post approval portal lodgement for the BTODR for Nov 2023, 29/2/2024 DPHI post approval portal lodgement for the BTODR for May 2023, 9/8/2023 Interview with auditees 8-9/05/24 Complaints Register current to 31 May 2024 25/06/2025 - May 2025 version of the BTODR (106511_MPE BTODR May 2025) has been received and filed on the Major Projects website. Also refer to email from Piran Trethewey from 28/03/2025 for further clarification. 4/05/2026 - May to November 2025 BTODR has been received, filed and lodged. This condition is marked as compliant per the traffic consultant Ascon. Refer to Ascon MPE Compliance Report for November 2025 to May 2026 reporting period for additional details relating to this condition's compliance status. 19/06/2026 - November 2025 to April 2026 BTODR will be received, filed and lodged by June 2026	Open
B90	For the duration of operation, the Applicant must: a) continue to implement all reasonable and feasible best practice noise mitigation measures; b) continue to investigate ways to reduce the noise generated by the development, including maximum noise levels which may result in sleep disturbance; and c) report on these investigations and the implementation and effectiveness of these measures in the Annual Review to the satisfaction of the Secretary.	Operation	Noise	Compliant	Compliant	Noise Monitoring	Require evidence to ensure that best noise monitoring practices are implemented.	17/6/2025 - Final revision (revision 2) of annual noise review filed and lodged 5/6/2026 - Annual Noise Review 2026 is expected to be received and filed June/July 2026	Open
B101	Prior to commencement of operation, the Applicant must prepare a Heritage Interpretation Plan based on the recommendations contained in the Heritage Interpretation Strategy (attached, 2017) approved under MPE Stage 1. The plan must be prepared for the entire Moorebank Intermodal Precinct (MPE and MPW sites).	Pre-Operation	Heritage	Compliant	Compliant	Heritage Interpretation Plan	A heritage interpretation plan for the entire Moorebank Intermodal Precinct has been prepared.	Heritage Interpretation Plan, 27/09/19 Letter DPIE to Qube, 08/04/20 (MPE S1 and S2 operational document approval) 19/11/2025 - Revision 5 of heritage interpretation plan filed	Closed
B102	The plan must form part of the OEMP required by condition C3 and must: (a) be prepared by a suitably qualified and experienced person(s); (b) be prepared in consultation with NSW Heritage Division, Council, relevant landowners and stakeholders including the Moorebank Heritage Group (MHG), Department of Defence, as well as the Relevant Aboriginal Parties (RAPs) should themes relating to Aboriginal heritage be included for interpretation; and (c) be approved by the Secretary prior to the commencement of operation.	Pre-Operation	OEMP	Compliant	Compliant	OEMP	This OEMP has been prepared to meet these requirements.	Refer to condition C3 for latest revision of OEMP.	Ongoing
B106	Prior to early works, a baseline monitoring program must be prepared in consultation with OEH and DPI to define pre-development conditions for water quality, invertebrates and fish assemblages. The results of this monitoring program are to be used to: (a) develop a Biodiversity Monitoring Strategy to identify any changes between upstream and downstream sites as a result of the construction and operation of the development; and (b) set the stormwater water quality and quantity performance criteria referred to in condition B41.	Pre-Operation	Water	Compliant	Compliant	Biodiversity Monitoring Report	The baseline monitoring forms the basis for the ongoing Biodiversity Monitoring Strategy (BMS) to assess stream health in accordance with CoC B106, to determine any change in stream health or water quality throughout the life of the Project and to ascertain whether these changes can be attributed to the Project works. The BMS outlines monitoring requirements and includes the Stormwater Monitoring Strategy required by CoC B43 and B44. This report is for information only.	Biodiversity Monitoring Report, Anzac Creek, Spring 2023, Bioanalysis, 31/1/2024 Stormwater Network Water Quality Monitoring Data and Reporting, Apical, April 2021 Spring Stormwater Network & Water Quality Monitoring Data and Report for October 2023, from Apical Six-Monthly Operations Compliance Report #7 Jun to Oct 2023, 1/2/2024. Post Approval Form 5/3/2024 re Six-Monthly Operations Compliance Report No.7 12/02/2025 - Spring 2024 report received and filed 17/10/2025 - Autumn 2025 report received and filed 4/3/2026 - Spring 2025 report received and filed	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B110	Prior to operation, the Applicant must prepare an Operational Flora and Fauna Management Plan (OFFMP) in consultation with OEH. The OFFMP must form part of the OEMP required by condition C3 and must include measures to ensure biodiversity values not intended to be impacted are protected, including but not limited to: (i) weed control; (ii) feral animal control; (iii) pathogen management procedures; (iv) monitoring; and (v) rehabilitation actions.	Pre-Operation	Flora and Fauna	Compliant	Compliant	OFFMP	An Operational Flora and Fauna Management Plan (OFFMP) has been prepared to address the requirements of this condition. Additionally, an annual flora and fauna monitoring plan has been developed by Avicada to address this condition.	12/02/2025 - Revision 10 of OFFMP received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. See reports for the following items in relevant condition folders: (i) weed control; (ii) feral animal control; (iii) pathogen management procedures; (iv) monitoring; and (v) rehabilitation actions. 26/02/2026 - Revision 11 of OFFMP to be received and filed by June 2026. 1/6/2026 - 2025-2026 Annual Flora and Fauna Monitoring Report received and filed. 1/6/2026 - Nest Box Corrective report received and filed.	Open
B112	The Applicant (the operator/occupant of each premises) must store and handle all chemicals, fuels and oils, including Dangerous Goods as defined in the Australian Code for the Transport of Dangerous Goods by Road & Rail, in accordance with: (a) the requirements of all relevant Australian Standards; and (b) the NSW EPA's Storing and Handling of Liquids: Environmental Protection – Participants Handbook if the chemicals are liquids. In the event of an inconsistency between the requirements listed above, the most stringent requirement shall prevail to the extent of the inconsistency.	Operation	Dangerous Goods	Compliant	Compliant	Dangerous Good Audit	See Section 3.3.3 The following sub-plans have been prepared to address the requirements of this condition: Emergency Response Plan Operational Traffic and Access Management Plan Operation Waste and Resource Management Plan	Interview with auditees 9-9/05/24 Site inspection 8/05/24 Warehouse Operational Environmental Management Plans (various) (WOEMP) Warehouse Operational Environmental Management Plan for WH7 (Mainfreight), 13/02/2024, Rev. 2 10/12/2025 - Ongoing dangerous goods tracking registers are maintained by the tenants. Records are provided by the property managers upon request. 3/6/2026 - Dangerous goods storage and handling commenced at the following dates: Warehouse 7A: 30/10/2023 Warehouse 7B: 26/02/2024	Open
B114	The quantities of Dangerous Goods present at any time within the development or transported to and from the development must not exceed the screening threshold quantities in the Department's Hazardous and Offensive Development Guidelines Application Guidelines Applying SEPP 33 except Warehouse 7. The storage of Dangerous Goods and combustible materials in Warehouse 7 must not exceed the quantities listed in Table 3-1 of the Preliminary Hazard Analysis prepared by Riskcon dated 11 October 2022 at all times.	Operation	Dangerous Goods	Compliant	Compliant	Dangerous Good Audit	Storage of dangerous goods and combustible materials in Warehouse 7 must not exceed the quantities listed in Table 3-1 of the Preliminary Hazard Analysis prepared by Riskcon dated 11 October 2022 at all times.	Interview with auditees 9-9/05/24 Site inspection 8/05/24 Warehouse Operational Environmental Management Plans (various) (WOEMP), Warehouse Operational Environmental Management Plan for WH7 (Mainfreight), 13/02/2024, Rev. 2 Standard Dangerous Good Register current to May 2024 DG Coordinator Monthly Checklist for 10/5/2024 and 18/04/2024 Emergency Response Plan for WH7 from Riskcon Engineering, 16/9/2023 Dangerous Goods Report for WH7 from Riskcon, 27/4/2022, Rev.1 Preliminary Hazard Analysis for WH7 from Riskcon, 11/10/2022, Rev.1 10/12/2025 - Ongoing dangerous goods tracking registers are maintained by the tenants. Records are provided by the property managers upon request. 3/6/2026 - Dangerous goods storage and handling commenced at the following dates: Warehouse 7A: 30/10/2023 Warehouse 7B: 26/02/2024	Open
B114A	The Applicant must prepare the studies set out under subsections (a) and (b). Storage of Dangerous Goods in Warehouse 7, must not commence until study recommendations have been considered and, where appropriate, acted upon. The Applicant must submit the studies to the Planning Secretary no later than one month prior to the commencement of the storage of Dangerous Goods in Warehouse 7, or within such further period as the Planning Secretary may agree. (a) FIRE SAFETY STUDY A Fire Safety Study for Warehouse 7. The study must cover the relevant aspects of the Department's Hazardous Industry Planning Advisory Paper No. 2, 'Fire Safety Study' and the New South Wales Government's Best Practice Guidelines for Contaminated Water Retention and Treatment Systems. The study must also satisfy the operational requirements of Fire and Rescue NSW, and include documentary evidence that a suitably qualified and experienced person is satisfied that the Applicant constructed Warehouse 7 in accordance with the fire safety systems and proposed designs assessed in the Fire Safety Study. (b) FINAL HAZARD ANALYSIS A Final Hazard Analysis for Warehouse 7 with the Department's Hazardous Industry Planning Advisory Paper No. 6, 'Hazard Analysis'.	Operation	Hazard	Compliant	Compliant	Fire Safety Study and Hazard Analysis	Fire Safety Study for Warehouse 7/ Final Hazard Analysis for Warehouse 7 report developed for Tactical review	3/6/2026 - Fire Safety Study and Final Hazard Analysis reports have been developed and filed.	Ongoing
B114B	Prior to the storage of Dangerous Goods in Warehouse 7, the Applicant must develop and implement the plans and systems set out under subsections (a) and (b). The Applicant must submit to the Planning Secretary documentation describing the plans and systems no later than two months prior to the commencement of the storage of Dangerous Goods in Warehouse 7, or within such further period as the Planning Secretary may agree. (a) EMERGENCY PLAN A comprehensive Emergency Plan and detailed emergency procedures for Warehouse 7. This plan must include consideration of the safety of all people outside of the development who may be at risk from the development. The plan must be consistent with the Department's Hazardous Industry Planning Advisory Paper No. 1, 'Emergency Planning'. (b) SAFETY MANAGEMENT PLAN A document setting out a comprehensive Safety Management System, covering all on-site operations and associated transport activities involving hazardous materials for Warehouse 7. The document must clearly specify all safety related procedures, responsibilities and policies, along with details of mechanisms for ensuring adherence to the procedures. Records must be kept on-site and must be available for inspection by the Planning Secretary upon request. The Safety Management System must be consistent with the Department's Hazardous Industry Planning Advisory Paper No. 9, 'Safety Management'.	Operation	Emergency and Safety	Compliant	Compliant	Emergency Plan	Develop and implement the plans and systems set out under subsections (a) and (b) for Tactical review	3/6/2026 - Emergency Plan and Safety Management Plan reports have been developed and filed.	Ongoing
B114C	HAZARD AUDIT Twelve months after the commencement of operations of Warehouse 7 and every five years thereafter, or at such intervals as the Planning Secretary may agree, the Applicant must carry out a comprehensive Hazard Audit of Warehouse 7 and within one month of each audit submit a report to the Planning Secretary. The audits must be carried out at the Applicant's expense by a qualified person or team, independent of the development, approved by the Planning Secretary prior to commencement of each audit. Hazard Audits must be consistent with the Department's Hazardous Industry Planning Advisory Paper No. 5, 'Hazard Audit'. The audit report must be accompanied by a program for the implementation of all recommendations made in the audit report. If the Applicant intends to defer the implementation of a recommendation, reasons must be documented.	Operation	Hazard	Compliant	Compliant	Hazard Audit	Hazard Audit of Warehouse 7 and within one month of each audit submit a report to the Planning Secretary.	19/12/2025 - Tenant currently compliant, ongoing audit as twelve months of operations has occurred. This audit will be submitted to the secretary within one month of completion. 19/01/2026 - Riskcon have been engaged with to complete a hazard audit. Project meeting to be conducted on 27/01/2026. Preliminary hazard audit files filed and lodged to Major Projects. 21/01/2026 - Hazard audit approved by DPH 2/06/2026 - Hazard audit commenced in February, final draft report by Riskcon received by tenant in May. 3/06/2026 - Final report to be received before 30/06/2026 for submission to Secretary.	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B114D	FURTHER REQUIREMENTS The Applicant must comply with all reasonable requirements of the Planning Secretary in respect of the implementation of any measures arising from the reports submitted in respect of conditions 114A to 114D inclusive, within such time as the Planning Secretary may agree.	Operation	Hazard	Compliant	Compliant	Hazard Audit	Comply with all reasonable requirements of the Planning Secretary.	19/12/2025 - Tenant currently compliant, ongoing audit as twelve months of operations has occurred. This audit will be submitted to the secretary within one month of completion. 19/01/2026 - Riskcon have been engaged with to complete a hazard audit. Project meeting to be conducted on 27/01/2026. Preliminary hazard audit files filed and lodged to Major Projects. 21/01/2026 - Hazard audit approved by DPH 2/06/2026 - Hazard audit commenced in February, final draft report by Riskcon received by tenant in May. 3/06/2026 - Final report to be received before 3/06/2026 for submission to Secretary.	Open
B115	Prior to occupation of each premises and in each instance of occupation by a new occupant, a report must be submitted to the Secretary confirming that the premises will be operated so as to comply with the requirements of conditions B112 and B114.	Pre-Operation	Reporting	Compliant	Compliant	WOEMP	This will be addressed by a WOEMP which must be prepared and approved by the Secretary prior to operation of the warehouse	26/06/2025 - All letters have been submitted to the department from 2021 to 2024 for all warehouses currently operating	Open
B116	Six months prior to operation, the Applicant must prepare an <u>Emergency Response Plan</u> , in consultation with FNSW and NSW Police Force. The Emergency Response Plan must include, but not be limited to: (a) protocols and procedures to be followed during emergency situations associated with the operation of the project (including fires and explosions). The protocols and procedures are to take into account the needs of people with a disability or who may experience access problems in emergency situations; (b) details of traffic management measures to be implemented during emergencies, where appropriate, to minimise the potential for escalation of the emergency; (c) design and management measures to address the potential environmental impacts of an emergency situation, including measures for containment of contaminated fire-fighting water, fuel spills and gaseous combustion products; and (d) details of a training and testing program to ensure that all operational staff are familiar with the Emergency Response Plan.	Pre-Operation	Emergency and Safety	Compliant	Compliant	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition.	Operational Emergency Response Plan Rev 15, SMTA, 24/01/23 (the OERP) Post Approval Submission (DPH portal) undated re: submission of OERP Rev 15 to DPH Letter DPH to ESR, 7/9/23 (approval of OMPs) OERP Rev 16 - 13/08/2024 - Updated for approval of Modifications 5 and 6 and MP name change 12/02/2025 - Revision 16 of the ERP (PREC-QPMS-EN-PLN-0002 ERP_Rev16_compiled_Nov2024) received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/06/2026 - Revision 17 of ERP will be received and filed by June 2026.	Open
B120	Prior to the commencement of operation, the Applicant must prepare a <u>Waste Management Plan</u> for the development to the satisfaction of the Secretary. The Waste Management Plan must form part of the OEMP required by condition C3 and be prepared in accordance with condition C7. The Plan must: (a) detail the type and quantity of waste to be generated during operation of the development; (b) describe the handling, storage and disposal of all waste streams generated on site, consistent with the Protection of the Environment Operations Act 1997, Protection of the Environment Operations (Waste) Regulation 2014 and the Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014) (as may be updated or replaced from time to time); (c) detail the materials to be reused or recycled, either on or off site; and (d) include the Management and Mitigation Measures included in APPENDIX B.	Pre-Operation	Waste	Compliant	Compliant	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.	Operational Waste and Resources Management Plan Rev 11, SMTA, 23/01/23 (the OWRMP) Post Approval Submission (DPH portal) undated re: submission of OWRMP Rev 11 to DPH Letter DPH to ESR, 7/9/23 (approval of OMPs) - OWRMP Rev 12 issued on 13th August 2024 - Updated for approval of Modifications 5 and 6 and MP name change 13/02/2025 - Revision 12 of OWRMP received and filed on 4/02/2025. Lodged onto Major Projects website 13/02/2025. 5/06/2026 - Revision 13 of OWRMP will be received and filed by June 2026.	Open
B121	Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site or be deposited on or otherwise enter neighbouring public or private properties.	Operation	Waste	Compliant	Compliant	Waste Management Strategy	A Waste Management Plan and waste tracking registers have been prepared to address the requirements of this condition.	Refer to latest revision of OWRMP in B120	Ongoing
B122	All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the materials.	All	Waste	Compliant	Compliant	Waste Management Strategy	A Waste Management Plan and waste tracking registers have been prepared to address the requirements of this condition.	10/12/2025 - Ongoing waste tracking registers are maintained by the tenants. Records are provided by the property managers upon request.	Open
B123	The Applicant must assess and classify all liquid and non-liquid wastes to be taken off site in accordance with the latest version of EPA's Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014).	All	Waste	Compliant	Compliant	Waste Management Strategy	A Waste Management Plan and waste tracking registers have been prepared to address the requirements of this condition.	10/12/2025 - Ongoing waste tracking registers are maintained by the tenants. Records are provided by the property managers upon request.	Open

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B124	Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal unless it satisfies these conditions.	All	Waste	Compliant	Compliant	Waste Management Strategy	A Waste Management Plan and waste tracking registers have been prepared to address the requirements of this condition.	10/12/2025 - Ongoing waste tracking registers are maintained by the tenants. Records are provided by the property managers upon request.	Open
B125	The Applicant must retain all sampling and waste classification data for the life of the development in accordance with the requirements of EPA.	All	Waste	Compliant	Compliant	Waste Management Strategy	A Waste Management Plan and waste tracking registers have been prepared to address the requirements of this condition.	10/12/2025 - Ongoing waste tracking registers are maintained by the tenants. Records are provided by the property managers upon request.	Open
B126	The collection of waste generated during operation of the development must be undertaken between 7 am to 10 pm Monday to Friday.	Operation	Waste	Compliant	Compliant	Waste Management Strategy	A Waste Management Plan and waste tracking registers have been prepared to address the requirements of this condition.	Refer to latest revision of OWRMP in B120	Ongoing
B127	The Applicant must: (a) take all reasonable steps to manage pests and vermin on the site; (b) manage declared noxious weeds on the site in accordance with the requirements of the Noxious Weeds Act 1993; and (c) inspect the site on a regular basis, no less than every 3 months, to ensure that these measures are working effectively, and that pests, vermin or noxious weeds are not present on site in sufficient numbers to pose an environmental hazard, or cause the loss of amenity in the surrounding area. Note: For the purposes of this condition, noxious weeds are those species subject to an order declared under the Noxious Weed Act 1993.	Operation	Flora and Fauna	Compliant	Compliant	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan has been prepared to address the requirements of this condition. Additionally, an annual flora and fauna monitoring plan has been developed by Arcadis to address this condition.	20/05/2025 - Latest annual monitoring report, revision 1B, received and filed (MP_Operational_AMR_Arcadis_2024-2025_Final_v1) 25/03/2026 - MLP Ops weed monitoring report provided to date: 1. June 25 2. August 2025 3. October 2025 4. December 2025 5. February 2026 6. June 2026 1/6/2026 - 2025-2026 Annual Flora and Fauna Monitoring Report received and filed.	Open
B130	Prior to an occupation certificate being issued, the Applicant must submit to the Secretary a Site Audit Statement, prepared in accordance with the NSW Contaminated Land Management - Guidelines for the NSW Site Auditor Scheme (3rd edition, 2017), which demonstrates that the site is suitable for its intended land use (i.e. Section A'). The Site Auditor must consider the most up to date PFAS guidance.	Pre-Operation	Reporting	Compliant	Compliant	Site Audit Statement	Evidence of submission of SAS (Site Audit Statement - p) to the department	Audit Boundaries Drawing from JBS&G Interim Occupation Certificates from McKenzie Group for: - No. 19124520-5 (whole of Warehouse 1), 21/06/19 - No. 20125115-4 (Warehouse 4A and 4B including ancillary offices, landscaping and on-grade car parking), 22/05/20 - No. 20125116-5 (Warehouse 3 and offices), 20/03/20 - No. J7823004 (Warehouse 5), 04/12/20 Occupation Certificates from McKenzie Group: - No. 21175012 (Warehouse 6, excluding 1st floor), 31/01/2018 - No. 21175014 (Warehouse 6, including 1st floor offices), 31/01/2018 - No. 21175008 (Warehouse 7 and Main office Stage 1 only), 31/01/2018 - No. 21175009 (Racking Warehouse 7), 31/01/2018 - No. 211750010 (For complete Warehouse 7 excluding mezzanine floor), 31/01/2018 - No. 21175011 (Mezzanine floor in Warehouse 7 only), 31/01/2018 - No. 21175013 (The remainder of racking storage in Warehouse 7), 31/01/2018 - No. 21175015 (Warehouse 5 and 7b), 31/01/2018	Closed
B142	Warehouses and the freight village must be designed and operated to meet ESD principles including: (a) passive solar design; (b) use of energy efficient plant and equipment; (c) use of renewable energy sources; (d) cross-ventilation (e) selection of materials with lower energy manufacturing requirements; (f) use of locally sourced materials to reduce impacts associate with transport; (g) rainwater capture and reuse; (h) water efficient fixtures and fittings; and Before the commencement of construction, the Applicant must ensure that a Bushfire Emergency and Evacuation Plan is prepared. The Plan must form part of the CEMP and OEMP required by conditions C1 and C3 and must: (a) be prepared by a suitably qualified and experienced person(s); (b) be consistent with the Development Planning – A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan, December 2014 and Australian Standard AS3745 2010 Planning for Emergencies in Facilities; and (c) a copy of the plan must be submitted to the Secretary, NSW Rural Fire Service, Council and the Certifying Authority prior to occupation.	All	Sustainability	Compliant	Compliant	Occupation Checklist		Operational Waste and Resources Management Plan Rev 11, SMTA, 23/01/23 (the OWRMP) Site inspection 8/05/24 8/05/2026 - Green star certificates to verify that warehouses have been designed with ESD principles have been received and filed	Open
B143		All	Emergency and Safety	Compliant	Compliant			25/03/2025 - Revision 16 of the ERP (PREC-QPMS-EN-PLN-0002 ERP_Rev16_compiled_Nov2024) received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/06/2026 - Revision 17 of the ERP will be received and filed by June 2026.	Open
B145	Public road access must comply with section 4.1.3(1) of Planning for Bush Fire Protection 2006 except for the requirement for through-access.	All	Emergency and Safety	Compliant	Compliant	Operational Emergency Response Plan	A Bushfire Management Strategy has been prepared to address the requirements of this condition.	Refer to latest ERP in B143	Ongoing

Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
B146	The provision of water, electricity and gas must comply with section 4.1.3 of <i>Planning for Bush Fire Protection 2006</i> .	All	Emergency and Safety	Compliant	Compliant	Operational Emergency Response Plan	A Bushfire Management Strategy has been prepared to address the requirements of this condition.	Refer to latest ERP in B143	Ongoing
B153	The Applicant must obtain a certificate from a suitable qualified tradesperson, certifying that kitchen, food storage and food preparation areas have been fitted in accordance with Australian Standard AS4874. The Applicant must provide evidence of receipt of the certificate to the satisfaction of the Certifying Authority prior to occupation.	Operation	General	Not triggered	Not triggered	Certificate from a suitable qualified tradesperson	DPE Receipt	Interview with auditors 8-9/05/24 Site inspection 8/05/24 27/06/2025 - Currently there is no food on the premises	Open
B155	No later than one month before early works and fill importation, a Community Communication Strategy must be prepared and submitted to the Secretary for approval. The Community Communication Strategy is to provide mechanisms to facilitate communication between the Applicant, the Council and the community (including adjoining affected landowners and businesses, and others directly impacted by the development), during the design and construction of the development. The Community Communication Strategy must: (a) assign a central contact person to keep the nearby sensitive receivers regularly informed throughout the development; (a) detail the mechanisms for regularly consulting with the local community throughout the development, such as holding regular meetings to inform the community of the progress of the development and report on environmental monitoring results; (b) detail a procedure for consulting with nearby sensitive receivers to schedule high noise generating works or manage traffic disruptions; (c) include contact details for key community groups, relevant regulatory authorities, Registered Aboriginal Parties and other interested stakeholders; and (d) include a complaints procedure for recording, responding to and managing complaints, including: (i) email, toll-free telephone number and postal address for receiving complaints; (ii) advertising the contact details for complaints prior to and during operation, via the local newspaper and through on-site signage; (iii) a complaints register to record the date, time and nature of the complaint, details of the complainant and any actions taken to address the complaint; and (iv) procedures for the resolution of any disputes that may arise during the course of the development.	Pre-Operation	Community	Compliant	Compliant	Community Communication Strategy	The Community Construction Strategy has been updated to address the requirements of community consultation during operation	12/02/2025 - Revision 7 of OCCS (PREC-QPMS-EN-PLN-0010_OCCS_Rev 007_clean_Nov2024) received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/06/2026 - Revision 8 of the OCCS will be received and filed by June 2026.	Open
B156	The Applicant must: (a) not commence construction until the Community Communication Strategy is approved by the Secretary; (b) implement the approved Community Communication Strategy for the duration of the development and for 24 months following the completion of operation.	Operation	Community	Compliant	Compliant	Community Communication Strategy	The Community Construction Strategy has been updated to address the requirements of community consultation during operation	12/02/2025 - Revision 7 of OCCS (PREC-QPMS-EN-PLN-0010_OCCS_Rev 007_clean_Nov2024) received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/06/2026 - Revision 8 of the OCCS will be received and filed by June 2026.	Open
B157	The Complaints Register must be provided to the Secretary within 7 days upon request, for the period detailed within the request.	Operation	Community	Compliant	Compliant	Complaints Register	The Community Construction Strategy has been updated to address the requirements of community consultation during operation	Refer to most up to date complaints register on project website: https://moorebankintermodalprecinct.com.au/community/newsletters-minutes/	Open
C3	Before the commencement of operations, a Precinct Operational Environmental Management Plan (OEMP) must be prepared to the satisfaction of the Secretary. The OEMP must: (a) be prepared by a suitably qualified and experienced expert; (b) provide the strategic framework for environmental management of the development; (c) identify the statutory approvals required to carry out the development; (d) identify the infrastructure to be managed under the Precinct OEMP which is to include pavements, stormwater detention and water quality treatment structures and devices; and landscaping; (e) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development including the overall responsibility for the operational environmental management of the freight village; (f) describe the procedures to be implemented to: (i) keep the local community and relevant agencies informed about the operation and environmental performance of the development; (ii) receive, handle, respond to, and record complaints; (iii) resolve any disputes that may arise; (iv) respond to any non-compliance; (v) respond to emergencies; and (g) include the management plans required under this approval, including: (i) Operational Traffic and Access Management Plan; (ii) Workplace Travel Plan; (iii) Stormwater Infrastructure Operation and Maintenance Plan; (iv) Flood Emergency Response Plan; (v) Operational Air Quality Management Plan; (vi) Operational Noise and Vibration Management Plan; (vii) Heritage Interpretation Plan; (viii) Operational Flora and Fauna Management Plan; (ix) Minerals Management and Plan.	Pre-Operation	OEMP	Compliant	Compliant	Operational Environmental Management Plan (OEMP)	This OEMP has been prepared to meet the Facilities regulatory and policy requirements in a systematic manner and to continually improve the environmental performance of the operational facility. The nominated sub-plans have been prepared in accordance with the applicable CoC.	12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 19/12/2025 - Email from KF sent out to tenants to implement OEMP and sub plans. All OEMP and sub plans are available on the MPF website 28/3/2023 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
C4	The Applicant must: (a) not commence operation of the development until the OEMP is approved by the Secretary; and (b) operate the development in accordance with the most recent version of the OEMP approved by the Secretary, unless otherwise agreed by the Secretary.	Pre-Operation	OEMP	Compliant	Compliant	Operational Environmental Management Plan (OEMP)	This OEMP has been prepared and approved by the secretary.	Refer evidence in Condition C3 above. Operational Environmental Management Plan Moorebank Logistics Park - East Precinct Rev 18, 13/01/23, SIMTA (the OEMP) Post Approval Submission (DPH portal) updated re: submission of OEMP Rev 19 to DPH Letter DPH1 to ESR, 7/9/23 (approval of OMPs) Email from Tactical re: latest OEMPs, 28/3/2023 Email Knight Frank to Tenants re: latest OEMPs and sub-plans, no date 12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open

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C5	Overall responsibility of the development, including the freight village environmental management during operation, must be by the entity responsible for the Precinct environmental management.	Operation	OEMP	Compliant	Compliant	Operational Environmental Management Plan (OEMP)	OEMP and associated sub-plans are reviewed annually ensuring that: • Any changes to Government Agencies and legislation are captured • Management practices are updated to respond to any incidents (whether they are minor or major) or as a result of complaints from the local community • Changes required to address the findings of third-party audits, including Department of Planning and Environment (DPE) or Department of Climate Change, Energy, the Environment and Water (DCCEEW) • Changes as a result of any Modifications that have been approved. The environmental approach, including roles and responsibilities of the development are detailed in Section 4.	Site inspection 8/05/24 Operational Environmental Management Plan Moorebank Logistics Park – East Precinct Rev.18, 13/01/23, SIMTA (the OEMP) 12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 19/12/2025 - Email from KF sent out to tenants to implement OEMP and sub plans. All OEMP and sub plans are available on the MP website 5/6/2026 - OEMP revision 20 finalized and under stakeholder review. This will be finalized, lodged and filed by June 2026.	Open
C6	Prior to occupation of individual warehouses, a Warehouse OEMP must be submitted to the Secretary for approval and must: (a) be generally in accordance with the precinct OEMP required under condition C3; (b) demonstrate compliance with condition B113 regarding maintenance of quantities of dangerous goods below the screening threshold; and (c) include auditing requirements.	Pre-Operation	OEMP	Compliant	Compliant	Warehouse OEMP	A template for a WOEMP is included in Appendix D. Each Warehouse tenant will prepare a WOEMP prior to occupation.	19/06/2025 - All warehouse OEMP for warehouses that are currently occupied and in operation have been received, filed and submitted to the Secretary for approval. When warehouse 2 is in operations, the WOEMP will be developed.	Open
C7	The Applicant must ensure that the environmental management plans required under this consent are prepared in accordance with any relevant guidelines, and include: (a) detailed baseline data; (b) a description of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); (ii) any relevant limits or performance measures/criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures. (c) a description of the management measures to be implemented to comply with the relevant statutory requirements, limits or performance measures/criteria; (d) a program to monitor and report on the: (i) impacts and environmental performance of the development; and (ii) effectiveness of any management measures (see (c) above); (e) a contingency plan to manage any unpredicted impacts and their consequences; (f) a program to investigate and implement ways to improve the environmental performance of the development over time; (g) a protocol for managing and reporting any: (i) incidents and non-compliances; (ii) complaints; (iii) non-compliances with statutory requirements; and (h) a protocol for periodic review of the plan. Note: The Secretary may waive some of these requirements if they are unnecessary or unwarranted for a particular management plan.	All	OEMP	Compliant	Compliant	Operational Environmental Management Plan (OEMP)	(a) Baseline data is included in aspect-specific sub-plans where applicable (b) Section 3 and Section 6.1 (c) Applicable management measures are included in aspect-specific sub-plans. (d) Monitoring and reporting requirements are addressed in Section 6. (e) Where appropriate, unexpected finds procedures are included in aspect-specific sub-plans (f) Section 6.2.1 describes the review process for the OEMP and environmental management of the Facility. (g) Section 4.5, Section 6.3.2 and CCS	12/02/2025 - Report revision 19 of the OEMP received and filed on 4/02/2025. Lodged onto Major Projects website 12/02/2025. 19/12/2025 - Email from KF sent out to tenants to implement OEMP and sub plans. All OEMP and sub plans are available on the MP website 3/6/2026 - The OEMP and sub plans are updated annually to ensure that they meet the requirements set out in this condition. The latest OEMP and sub plans have been finalized and under stakeholder review. This will be lodged and filed by June 2026.	Open
C8	At least one month prior to the commencement of a new phase of the development, the CEMP or OEMP and applicable subplans must be reviewed and submitted to the Secretary for approval.	Operation	OEMP	Compliant	Compliant	Operational Environmental Management Plan (OEMP)	This OEMP has been prepared and approved by the secretary.	3/6/2026 - The OEMP and sub plans are updated annually to ensure that they meet the requirements set out in this condition. The latest OEMP and sub plans have been finalized and under stakeholder review. This will be lodged and filed by June 2026.	Ongoing
C9	Within three months of: (a) the submission of an annual review under condition C10; (b) the submission of an incident or non-compliance notification under condition C13; (c) the submission of an audit under condition C16; (d) the approval of any modification of the conditions of this consent; or (e) the issue of a direction of the Secretary under condition A2; the strategies, plans and programs required under this consent must be reviewed, and if necessary to either improve the environmental performance of the development, cater for a modification or comply with a direction, must be revised, to the satisfaction of the Secretary. Where revisions are required, the revised document must be submitted to the Secretary for approval within six weeks of the review. Note: The purpose of this condition is to ensure that strategies, plans and programs are regularly updated to incorporate any measures recommended to improve the environmental performance of the development.	Operation	OEMP	Compliant	Compliant	Operational Environmental Management Plan (OEMP)	The review and submission process for the OEMP will be undertaken in accordance with this condition, as described in Section 6.2.2.	3/6/2026 - The OEMP and sub plans are updated annually to ensure that they meet the requirements set out in this condition. The latest OEMP and sub plans have been finalized and under stakeholder review. This will be lodged and filed by June 2026.	Ongoing

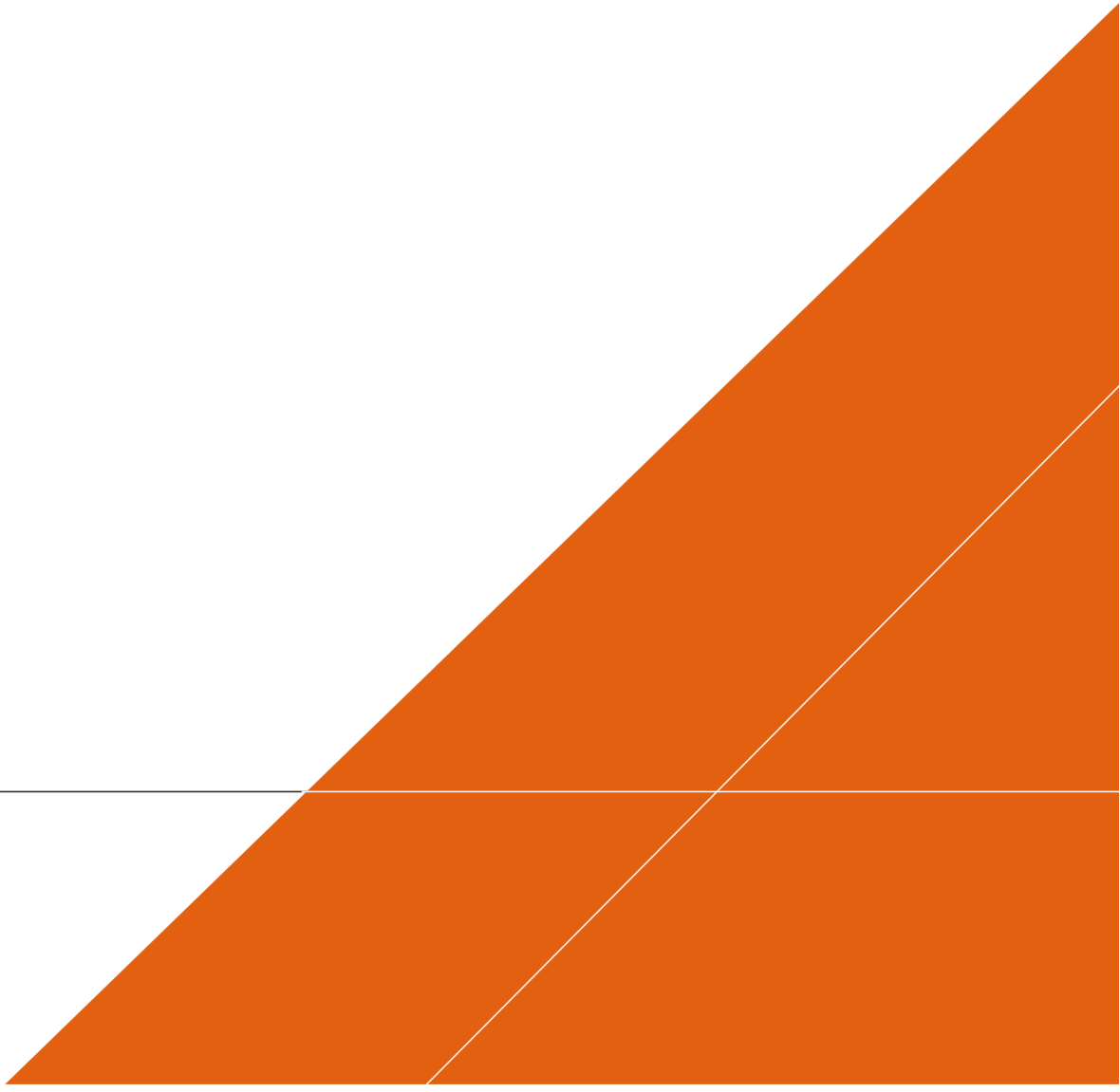
Condition of Consent	Compliance Requirement	Development Phase	Category	Compliance Status (November 2025 to May 2026)	Compliance Status Previous Reporting Period (May 2025 to November 2025)	Monitoring Requirement Methodology (See condition and management plan)	Ongoing Activities and Implementation	Evidence and Comments (Received to date from tenants and consultants)	Status
C10	Each year, the Applicant must submit a review the environmental performance of the development (including all tenants and occupants) to the Department. The review must: (a) describe the development that was carried out in the previous calendar year, and the development that is proposed to be carried out over the next year; (b) include a comprehensive review of the monitoring results and complaints records from the previous year, including a comparison of these against the: (i) the relevant statutory requirements, limits or performance measures/criteria; (ii) requirements of any plan or program required under this consent; (iii) the monitoring results of previous years; and (iv) the relevant predictions in the EIS, Submissions Report, Consolidated assessment clarification responses, Modification Assessment, or conditions of this consent; (c) identify any non-compliance over the previous year, and describe what actions were (or are being) taken to ensure compliance; (d) identify any trends in the monitoring data over the life of the development; (e) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and (f) describe what measures will be implemented over the next year to improve the environmental performance of the development. The Applicant must ensure that copies of the Annual Review are submitted to Council and are available to the CCC and any interested person upon request.	All	Reporting	Compliant	Compliant	Environmental Performance Review	A review of the environmental performance of the development will be submitted to DP&E, in accordance with this condition.	Annual environmental performance reviews are uploaded to MP website and managed by Aspect. https://moorebankintermodalprecinct.com.au/precincts/moorebank-precinct-east/	Open
C11	The Department must be notified in writing to compliance@planning.nsw.gov.au immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one), and set out the location and nature of the incident.	Operation	Department	Compliant	Compliant	Incident Register	Written notification to the Department will occur immediately, as required.	Operational Environmental Management Plan Moorebank Logistics Park – East Precinct Rev.16, 13/01/23, SMTA (the OEMP) Warehouse Operational Environmental Management Plans (various) (WOEMP) Interview with auditors 6-9/05/24 6/05/2025 - Incidents backdated to April 2025 to November 2025 provided by Knight Frank and filed. 2/06/2026 - Incident register for the November 2025 to May 2026 reporting period received and filed.	Open
C12	A written incident notification addressing all requirements for such notification set out in Appendix D of this consent, must also be emailed to the Department at the following address: compliance@planning.nsw.gov.au within 7 days after the Applicant becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under condition or, having given such notification, subsequently forms the view that an incident has not occurred.	Operation	Department	Not triggered	Not triggered	Email to Department	Written notification to the Department will occur immediately, as required.	Refer to condition C11	Ongoing
C13	Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Secretary the Applicant must provide the Secretary and any relevant public authorities (as determined by the Secretary) with a detailed report on the incident addressing all requirements for such reporting set out in Appendix D of this consent, and such further reports as may be required.	Operation	Department	Not triggered	Not triggered	Email to Department	A detailed report of an incident addressing the requirements set out in Appendix C of the Development Consent will be provided to the Secretary within 30 days, or as otherwise agreed with the Secretary.	Refer to condition C11	Ongoing
C14	Any written requirements of the Secretary or relevant public authority (as determined by the Secretary) which may be given at any point in time, to address the cause or impact of an incident must be complied with and within any timeframe specified by the Secretary or relevant public authority.	Operation	Department	Not triggered	Not triggered	Email to Department	Any written requirements of the Secretary (or relevant public authority) that may be given to address the cause or impact of an incident will be complied within any timeframe specified by the Secretary or relevant public authority.	Refer to condition C11	Ongoing
C15	If statutory notification is provided to EPA as required under the POEO Act in relation to the development, such notification must also be provided to the Secretary within 24 hours after the notification was provided to EPA.	Operation	Department	Not triggered	Not triggered	Email to Department	Notification will be provided to the Secretary within 24 hours after notification was provided to the EPA.	Refer to condition C11	Ongoing
C16	The Department must be notified in writing to compliance@planning.nsw.gov.au within 7 days after the Applicant becomes aware of any non-compliance.	Operation	Department	Compliant	Compliant	Email to Department	DP&E will be notified in writing to compliance@planning.nsw.gov.au within 7 days after the Facility becomes aware of any non-compliance.	27/6/2025 - Any non compliance after the next audit will be notified to the Department within 7 days.	Ongoing
C17	The notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply, the reasons for the non-compliance (if known), and what actions have been, or will be, undertaken to address the non-compliance.	Operation	Department	Compliant	Compliant	Email to Department	Section 4.6.4 outlines the requirements for the notification of the non-compliance, in accordance with this condition.	27/6/2025 - Any non compliance after the next audit in June 2027 will be notified to the Department with the reasons for non-compliance, and the actions that will be taken to address this non-compliance.	Ongoing
C18	Within one year of the commencement of any development under this consent, and every three years thereafter, unless the Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit (Audit) of the development. Audits must: (a) be led and conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary; (b) be carried out in consultation with the relevant agencies and the CCC; (c) assess the environmental performance of the development (and tenancies) and assess whether it is complying with the relevant requirements in this consent, and any strategy, plan or program required under this consent; and (d) review the adequacy of any approved strategy, plan or program required under this consent; and (e) recommend appropriate measures or actions to improve the environmental performance of the development, and/or any strategy, plan or program required under this consent.	All	Audit	Compliant	Compliant	Independent Environmental Audit	Within one year of the commencement of any development and every three years, an Independent Environmental Audit will be undertaken by a suitably qualified, experienced	27/6/2025 - Next audit will take place in 2027.	Ongoing
C19	Within three months of commencing an Independent Environmental Audit, or unless otherwise agreed by the Secretary, a copy of the audit report must be submitted to the Secretary, and any other NSW agency that requests it, together with a response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. The recommendations must be implemented to the satisfaction of the Secretary.	All	Audit	Compliant	Compliant	Independent Environmental Audit	A copy of the audit report must be submitted to the Secretary, and any other NSW agency that requests it, with a response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. The recommendations will be implemented to the satisfaction of the Secretary.	27/6/2025 - Next audit will take place in 2027.	Ongoing
C21	The Proponent must prepare and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Compliance Tracking Program must be submitted to the Secretary for approval prior to the commencement of construction. The Compliance Tracking Program must include, but not be limited to: (a) provision for the notification of the Secretary prior to the commencement of construction and prior to the commencement of operation of the development (including prior to each stage, where works are being staged); (b) provision for periodic review of the compliance status of the development against the requirements of this approval and the environmental management measures committed to in the documents referred to in condition A2; (c) provision for periodic reporting of compliance status to the Secretary, including but not limited to: (i) a Pre-Construction Compliance Report prior to the commencement of construction; (ii) quarterly Construction Compliance Reports , for the duration of construction; and (iii) a Pre-Operation Compliance Report prior to the commencement of operation, and six monthly operational compliance reports ; (d) a program for independent environmental auditing; (e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents; (f) provision for reporting environmental incidents to the Secretary during construction; (g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and (h) provision for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.	Operation	Reporting	Compliant	Compliant	OEMP and subplans	In accordance with SSD 7628 Condition of Consent (CoC) C21(c)(ii), a six-monthly operational compliance report (OOCR) must be prepared. The Department approved the Program for Operational Phase Delivery (POPD) on 21 May 2019 which outlined the staged submission of operational documents under condition A14 of SSD 7628. The Department also considered the combining of strategies, plans or programs to be acceptable, provided that all relevant conditions across both SSD 6766, and SSD 7628 are met. Regular reviews of compliance against the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC 2011/6229) Conditions of Approval are undertaken but are not the subject of this compliance report.	Compliance Tracking Program Moorebank Precinct East Stage 2, 24/05/18 Program for Operational Phase Documentation (POPD), 22/3/2019 Pre-Operational Compliance report, 13/7/2020 Rev.06 (Area 1 – WH1 and IMEX) Pre-Operational Compliance report, 25/6/2021 Rev.04 (Area 2 – WH3, WH4, and WH5) Pre-Operational Compliance report, 8/8/2023 Rev.03 (Area 3 – WH6 and WH7) Moorebank Logistics Park, MPIS Six-monthly Operations Compliance Report. - No.1 – May to Nov 2020, 30/3/2021. Post Approval Form, 5/4/2021 - No.2 – Nov 2020 to May 2021, 1/5/06/2021. - No.3 – May to Nov 2021, 20/12/2021. Post Approval Form, 22/12/2021 - No.4 – Nov 2021 to May 2022, 1/6/2022 (ANRR not included) - No.5 – May to Nov 2022, 16/02/2023. Post Approval Form, 27/2/2023. - No. 6 – Nov 2022 to May 2023, 8/6/2023. - No.7 – Jun to Oct 2023, 3/4/2024. - No.8 – Nov 2023 to Apr 2024, 3/4/2024 Independent Audit Program, WolfPeak 2020, updated version 25/6/2024. Compliance Tracker, current to 30/4/2024 Letter DPH to ESR, 7/9/23 (Approval of OMPs) Email from Tactical re. latest OEMPs, 28/3/2023 Email Knight Frank to Tenants re. latest OEMPs and sub-plans, no date 19/12/2025 - Compliance report #11 filed and lodged to the MP website. 5/06/2026 - Compliance report #12 will be filed and lodged by 30/06/2026.	Open

APPENDIX C – AIR QUALITY MONITORING COMPLIANCE REPORT

MOOREBANK INTERMODAL PRECINCT – EAST AND WEST PRECINCTS

Operational Air Quality Six Monthly Compliance Report #12
November 2025 – April 2026

27 MAY 2026

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CONTACT

[Redacted]
Environmental Consultant

T [Redacted]
M [Redacted]
E [Redacted]

Arcadis
Level 16
580 George Street
Sydney NSW 2000



MOOREBANK INTERMODAL PRECINCT – EAST AND WEST PRECINCTS

Operational Air Quality Six Monthly Compliance Report #12

November 2025 – April 2026

Author		
Checker		
Approver		
Report No	PREC-ARC-EN-RPT-0017	
Date	27/05/2026	
Revision Text	002	

This report has been prepared for Tactical Group in accordance with the terms and conditions of appointment for MIP (East and West Precincts) Operational Air Monitoring Program dated March 2024. Arcadis Australia Pacific Pty Limited (ABN 76 104 485 289) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

REVISIONS

Revision	Date	Description	Prepared by	Approved by
001	21/05/2026	Submitted draft to client for review	SB	HT
002	27/05/2026	Submitted final report to client	SB	HT

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1 INTRODUCTION

1.1 Background

The Moorebank Logistics Park¹ – Precinct East Operational Air Quality Monitoring Programme Framework (OAQMPF - dated 19 March 2020) provided a framework to monitor air quality during operation of the Moorebank Intermodal Precinct (MIP) East Precinct. It was developed to support the implementation of the monitoring and reporting requirements identified in the Operational Air Quality Management Plan (OAQMP - Revision 18 dated 20 January 2023). MIP East Precinct (MPE) commenced operation in May 2020.

Operation of the first warehouses at MIP West Precinct (MPW) commenced in April 2024. To support the commencement of operation at MPW, under SSD 7709 Condition of Consent (CoC) B47A, a precinct wide OAQMP (POAQMP) that covers both MPE and MPW was prepared and initially approved by the Department on 20 December 2023, with the latest approved revision in November 2024.

The POAQMP now supersedes the OAQMPF (dated 19 March 2020) as per mitigation measure 2B of the Final Compilation of Mitigation Measures (MPE Stage 1) [FCMM]. This Operational Air Quality Six Monthly Compliance Report #12, and Compliance Reports #9 to #11, cover the entire MIP (East and West Precincts). Compliance Reports #1 to #8 only covered MPE.

MIP (East and West Precincts) is managed in accordance with two Operational Environmental Management Plans (OEMP) and sub-plans:

- *Operational Environmental Management Plan Moorebank Logistics Park – East Precinct (OEMP MPE)* Revision 19 dated 20 November 2024 applies to MPE
- *OEMP Moorebank Intermodal Precinct - West Precinct Stage 2 (OEMP MPW)* dated 6 May 2024 applies to MPW.

The POAQMP includes requirements from the following approvals:

- **EPBC Act Appro3val (2011/6229)** Condition of Approval (CoA) 8(f) which requires the implementation of a comprehensive air quality monitoring program (including locations, frequency, and duration)
- **Moorebank East Precinct Stage 1 (SSD 6766):**
 - CoC F4(f)(iv) which requires measurement of air emissions generated by the Facility.
 - FCMM 2C which requires the implementation of an air quality monitoring programme during operation for nuisance dust and air emissions [PM_{10}^2 and nitrogen dioxide (NO_2)].
- **Moorebank East Precinct Stage 2 (SSD 7628):**
 - CoC C21(c)(iii) which requires the submission of six-monthly operational compliance reports for the life of the project.
 - CoC B59(d)(i), (ii), (iii), (iv) and (vii) which require the identification of air quality monitoring methods and implementation of compliance monitoring for all emissions associated with operations of the Facility.
 - FCMM 3C which requires real-time boundary monitoring be undertaken during operation of the Facility.
- **Moorebank West Precinct Stage 2 (SSD 7709):**
 - CoC B47A requires the development of an OAQMP, that covers both MPE and MPW.

In 2022, LOGOS Property took over the management of the warehouse and distribution facilities, as well as the overall management of MPE and MPW. In July 2024, ESR Group acquired the remaining interest in

¹ With LOGOS purchasing the MLP, the MLP will now be referred to as Moorebank Intermodal Precinct (MIP).

² PM_{10} - Particles with a diameter of 10 micrometres or less, which are small enough to pass through the throat and nose and enter the lungs.

LOGOS, and overall management of the MIP East and West Precinct, is now the responsibility of ESR Australia & NZ (ESR). Qube Logistics will continue to maintain responsibility for the IMEX (Import Export Rail Terminal) and the Rail Link for MPE. This change in ownership does not impact the current reporting period or the current reporting requirements.

1.2 MIP (East and West Precincts) Site operation

1.2.1 MPE

MPE operates 24 hours, 7 days a week (24/7). This currently includes operation of the IMEX terminal, Rail Link, Warehouse 1, Warehouse 3, Warehouse 4, Warehouse 5, Warehouse 6 and Warehouse 7a and 7b. Warehouse 2 (Area 5) and the freight village (Area 4) are the last of the areas to be constructed. Moorebank Avenue upgrade (Area 6) is still under construction. These areas are scheduled to be operational by Q4 2028. Activities would be undertaken during standard working hours, unless stated otherwise.

1.2.2 MPW

The MPW Stage 2 development is located west of Moorebank Avenue and involves the construction and operation of a multi-purpose Intermodal (freight) Terminal (IMT) facility, which includes:

- A rail link connection
- Warehousing
- Freight village
- Upgrades to the Moorebank Avenue and Anzac Road intersection and the subdivision of site including ancillary works.

Operation of the IMT facility includes:

- Operation of the rail link to the Southern Sydney Freight Line (SSFL) and container freight movement by truck to and from the MPE Site (included as part of MPE Stage 1 (SSD 6766)).
- A warehousing estate on the northern part of the site servicing the IMT facility, including:
 - six warehouses and associated infrastructure and amenities and
 - a freight village (operating from 7am to 6pm, 7 days/ week) including staff/ visitor amenities.

Currently Warehouses N1, N2, NDC and JN are operational, with the rest of the development still under construction.

MPW Stage 2 has been granted approval to receive imported material outside of standard construction hours, along with specific types of work.

1.2.3 Moorebank Realignment Works

Construction of the Moorebank Avenue Realignment (MARW) commenced in March 2025. The Moorebank Realignment works are occurring adjacent north, east and south of MPE, with construction activities including excavation, vegetation clearing and material importation. These activities have the potential to impact on the air quality in the localised area.

1.2.4 MIP Wide

There are also works and activities that occur outside of standard construction hours under specific approvals processes from time-to-time. These can include construction works and activities associated with MPE, MPW and MARW.

Table 1-1 summarises the works, activities and material importation undertaken outside of standard construction hours during the six-monthly reporting period.

Table 1-1: Summary of works outside of standard construction hours

Dates	Activities undertaken
From July 2025	Moorebank Avenue Realignment Works (MARW)
1 October 2025 to 19 December 2025	Moorebank Avenue upgrade and Moorebank Avenue and Anzac Road intersection upgrade
October 2025 to September 2026	Bushmaster Avenue works as part of MPW
29 November 2025	Helicopter lifting works
11 January 2026 to 27 February 2026	Moorebank Avenue and the Moorebank Avenue and Anzac Road (and Bapaume Road) intersection upgrade works

1.3 Purpose of the report

This six-monthly air quality report has been prepared to meet reporting requirements of SSD 7628 CoC C21(c)(iii), SSD 7709 CoC B47A and as detailed in Section 5 of the OAQMPF (March 2020) and Section 4.3 of the POAQMP (November 2024).

This six-monthly air quality report includes:

- A background to the air quality monitors and their locations (Section 2)
- Weather data and regional air quality (Section 3)
- Analysis of the raw data and comparison against identified criteria / trigger level, identification of exceedances, complaints or ad hoc monitoring undertaken (Section 4)
- An overview of any investigations undertaken to determine the cause of the exceedance or complaint (Sections 4.2, 4.3, 4.4 and 4.5).
- A high-level overview of the dust deposition data (Section 4.2).
- Conclusions and recommendations based on the 6-month's data (Section 5)
- Summarised data in graphs and tables (Appendix A).

1.4 Reporting period

MPE commenced operations on 13 May 2020 and MPW commenced operations in April 2024.

This six-monthly air quality report provides an overview of the operational air quality results for the six-month operational period from 1 November 2025 to 30 April 2026 (inclusive) to inform the six-monthly operational compliance reports required for the life of the project.

This report will be the twelfth report since MPE operations began in May 2020. Reports #1- #8 were for MPE only, with Reports #9 onwards, including this report #12, combining the operations of MPE and MPW.

1.5 Limitations

All findings contained in this report are based on downloaded monitoring data at the time of writing the monthly reports and information relating to air quality provided by Tactical Group, Envirosuite (Omnis), NEON system (weather monitor), Bureau of Meteorology (BOM) and Site Environmental and Remediation Services (SERS) who manage the dust deposition gauges (DDG). Arcadis do not take responsibility for the accuracy or limitations of the downloaded and provided DDG data.

2 OVERVIEW OF AIR QUALITY MONITORING

2.1 Air quality monitors

The dust and air quality monitoring system installed across the MIP Precincts comprises four Kunak AIR Lite units integrated with Omnis™ software, which is hosted in the cloud.

The Kunak AIR Lite units measure the following dust and air quality parameters:

- NO₂ (range: 0-25 ppb)
- PM₁₀ (particles with have a diameter less than 10 microns)
- PM_{2.5} (range: 0-1,000 µg/m³)
- CO (installed since March 2020).

The original air quality monitors installed at the start of the MPE operations were replaced in mid-April 2024 with the Kunak AIR Lite sensors. The Kunak system also measures PM₁ i.e. particulates of less than one micron in size.

2.2 Dust deposition gauges

Seven DDGs were installed across the Precinct in May 2021. Another three DDG's were added to the Precinct in November 2024. Stage 1 DDG 1 was removed in the first quarter of 2025 due to its location within the IMEX terminal and then reinstated in November 2025. During the reporting period there were 10 operational DDGs.

The DDG's are currently managed and monitored by Site Environmental and Remediation Services (SERS). SERS provide monthly to quarterly DDG reports which are used to inform the monthly Air Quality Reports.

The DDGs consist of 5-litre glass bottles with 150 mm diameter glass funnels and silicone bungs. The purpose of this sampling is to determine which particles settle from the ambient air over an approximate 31-day sampling period. This equipment is compliant with the Australian Standard AS/NZS 3580.10.1:2016.

2.3 Monitoring locations

The locations of the continuous air quality monitoring stations are identified on Figure 2-1 and the DDG locations are shown on Figure 2-2.

The site boundary is considered representative of the closest receptors (including the adjacent commercial premises). The locations of the continuous air quality monitors means that the construction and operation activities for both MPE and MPW Stage 2 have been captured.

DDG locations were also chosen so that a true representation of dust generated from operational activities at MPE could be established. The additional three DDGs capture construction activities occurring at MPW Stage 2 (see Figure 2-2).

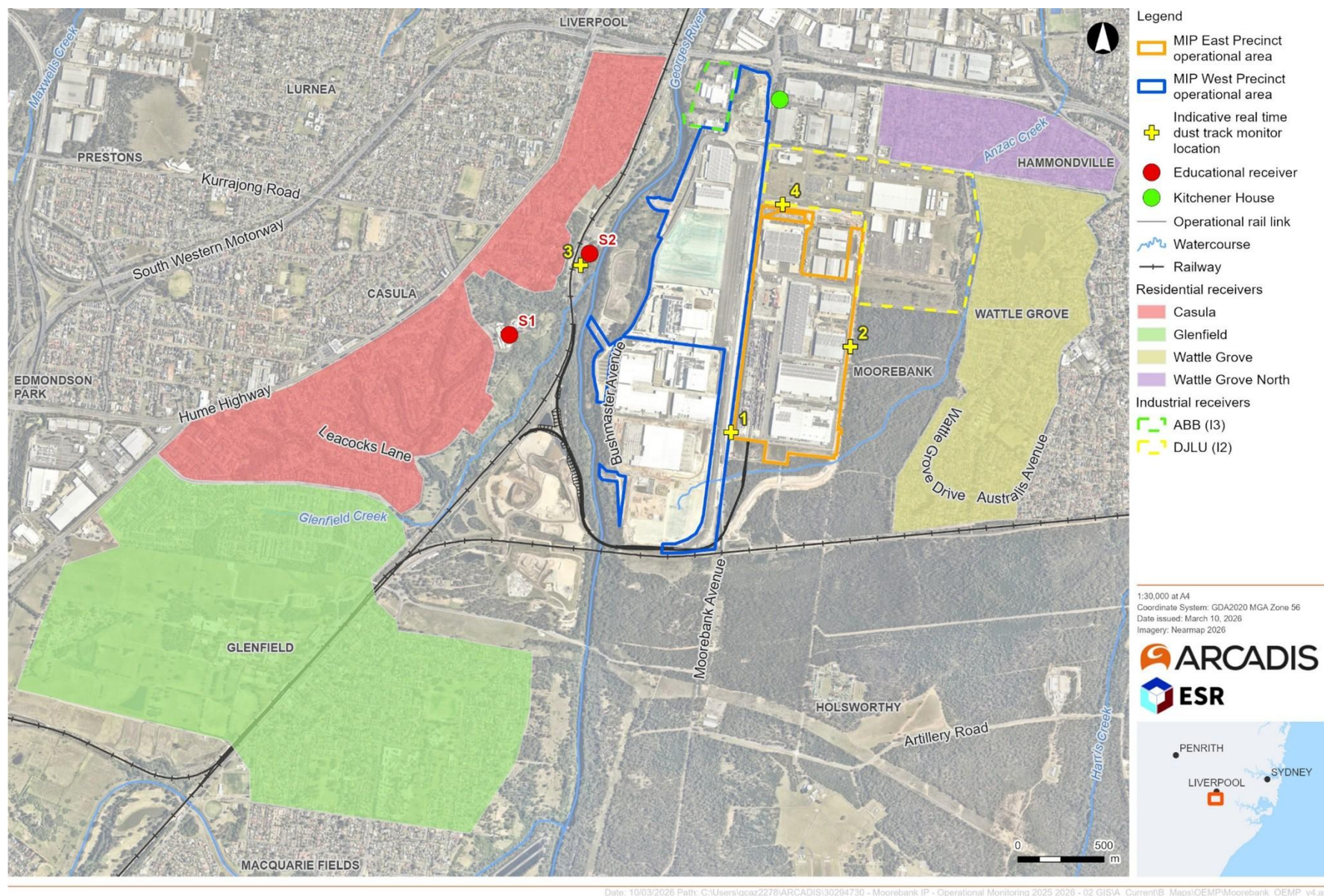


Figure 2-1: Continuous real-time air quality monitors (Source: Arcadis, 2026)



FIGURE 1 Dust Deposition Gauge- Sampling Location map (updated May 2025)

 SERS Soil Environmental & Remediation Services Tel: +61 (08) 9220 2000 http://www.sers.net.au	CLIENT: Rottnest Island Authority PROJECT: Moorebank Avenue- Dust Deposition monitoring PROJECT No: 162536 BASEMAP: Nearmaps	LEGENDS: ● DDG Sampling locations SCALE: NTS ISSUE: FINAL DESIGN/DRAWN: RK DATE: May 2025 © SERS Pty Ltd
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Figure 2-2: Location of Dust Deposition Gauges (Source: SERS, May 2026).

Stage 1 (STG 1) refers to MPE Stage 1 and Stage 2 (STG 2) refers to MPE Stage 2

2.4 Air quality monitoring station availability

A summary of availability (time of operation) of the continuous air quality monitoring stations for this reporting period is summarised in Table 2-1, with the most recent calibration date also stated.

Table 2-1: Monitoring station availability (%)

Monitoring station	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026	Apr 2026	Average %	Latest calibration date
	% availability each month							
AQM01	100	100	100	100	100	100	100	April 2026
AQM02	100	100	100	100	100	100	100	April 2026
AQM03	100	100	100	100	100	100	100	April 2026
AQM04	100	100	100	100	100	100	100	April 2026

All monitors had an average of 100% availability throughout the reporting period.

The NO₂ at monitor AQM03 had 84% availability in April 2026, all other parameters for the month had 100% availability.

3 WEATHER

3.1 Meteorological Conditions

3.1.1 Prevailing wind conditions

Prevailing winds influence the dispersion of dust, and other air emissions potentially generated by the Facility. A weather station is located adjacent to Moorebank Avenue at MPW to capture representative conditions at the site. The prevailing wind speed and direction is discussed in more detail below.

3.1.2 Observed wind data

3.1.2.1 Site weather station

The average wind speed and direction data from the site weather monitor from November 2025 to April 2026 is summarised below in Table 3-1.

Table 3-1: Site weather station average wind speed and direction for November 2025 to April 2026

Month	Wind speed (m/s)	Beaufort Wind scale category ³	Wind direction
November 2025	1.6	Light breeze	South-southwest (208°)
December 2025	1.9	Light breeze	South-southwest (195°)
January 2026	2.0	Light breeze	South (185°)
February 2026	1.8	Light breeze	South-southwest (196°)
March 2026	1.4	Light air	South-southwest (203°)
April 2026	1.1	Light air	Southwest (220°)

3.1.3 Ambient temperature and rainfall

Ambient temperature and rainfall are recorded at the Bankstown Airport AWS due to the availability of long-term averages for ambient temperature and rainfall which can be compared to the reporting period data. Based on the AWS, the monthly mean temperatures (minimum and maximum) and rainfall (long-term monthly average and total) for the reporting period are summarised in Table 3-2.

Table 3-2: Temperature and rainfall recorded at the Bankstown Airport AWS for the reporting period

Month	Mean minimum temperature (°C)	Mean maximum temperature (°C)	Total rainfall (mm)	Long-term monthly average rainfall (mm)
November 2025	15.0	28.6	36.8	75.3
December 2025	16.6	29.8	36.6	66.4
January 2026	18.3	29.4	187.6	94.2
February 2026	19.5	29.4	143.0	109.8
March 2026	18.0	27.4	137.2	112.1
April 2026	12.2	25.2	21.0	85.4

Source: [Bankstown, NSW - April 2026 - Daily Weather Observations](#)

³ Based on the Beaufort wind force scale which is an empirical measure that relates wind speed to observed conditions at sea or on land (https://en.wikipedia.org/wiki/Beaufort_scale)

Rainfall for the reporting period was mixed throughout the 6-month period. However, January 2026 to March 2026 were above the long-term monthly average rainfall and November 2025, December 2025 and April 2026 were well below the long-term monthly average.

3.2 Ambient Air Quality

The NSW Department of Climate Change, Energy, the Environment and Water (NSW DCCEEW) use air quality categories (AQC) for NSW. These categories are based on air quality data readings which are taken continuously from the various monitoring sites throughout NSW and are averaged to give hourly and daily air quality information. NSW DCCEEW use minute data, and report concentrations as hourly and daily averages. All averages are arithmetic means. Air quality data is updated hourly, and a daily air quality forecast is made for the Greater Sydney Metropolitan Region at 4 pm each day.

The AQC is generally used by government agencies to communicate to the public how polluted the air currently is or how polluted it is forecast to become. The AQC ranges from 'Good' to 'Extremely Poor' and is summarised in Figure 3-1⁴.

Air quality categories (AQC)							
Air pollutant	Averaging period	Units	GOOD	FAIR	POOR	VERY POOR	EXTREMELY POOR
Ozone	1-hour	pphm	<6.7	6.7–10.0	10.0–15.0	15.0–20.0	20.0 and above
O ₃	4-hour rolling	pphm	<5.4	5.4–8.0	8.0–12.0	12.0–16.0	16.0 and above
Nitrogen dioxide	1-hour	pphm	<8	8–12	12–18	18–24	24 and above
NO ₂							
Visibility	1-hour	bsp	<1.5	1.5–3.0	3.0–6.0	6.0–18.0	18.0 and above
Neph							
Carbon monoxide CO	8-hour rolling	ppm	<6.0	6.0–9.0	9.0–13.5	13.5–18.0	18.0 and above
Sulfur dioxide	1-hour	pphm	<13.3	13.3–20.0	20.0–30.0	30.0–40.0	40.0 and above
SO ₂							
Particulate matter	1-hour	µg/m ³	<50	50–100	100–200	200–600	600 and above
< 10 µm PM ₁₀							
Particulate matter	1-hour	µg/m ³	<25	25–50	50–100	100–300	300 and above
< 2.5 µm PM _{2.5}							

Figure 3-1: Air quality categories

The PM₁₀, PM_{2.5}, NO₂, Visibility and CO air quality data from the Liverpool⁵ monitoring station is reviewed monthly and is summarised for the six-month reporting period in Table 3-3.

⁴ <https://www.environment.nsw.gov.au/topics/air/understanding-air-quality-data/air-quality-categories>

⁵ Data download facility | NSW Dept of Planning, Industry and Environment

Table 3-3: Summary of AQC from the Liverpool monitoring station for the reporting period

Monitoring parameter	Average for Reporting Period	Comment for reporting period
NO ₂ (ppm) maximum 1 hourly average	Good	'Good' every day
CO (ppm) maximum rolling 8 hourly averages	Good	'Good' every day
PM ₁₀ 24-hour average	Mostly good, with 11 days fair and 1 day poor.	'Good' every day except for: - Friday 14 November 2025, which had a 'fair' reading for PM₁₀ (38.9 µg/m³). - Thursday 20 November 2025, which had a 'poor' reading for PM₁₀ (60.6 µg/m³). - Thursday 27 November 2025, which had a 'fair' reading for PM₁₀ (47.5 µg/m³). - Saturday 6 December 2025, which had a 'fair' reading for PM₁₀ (35.5 µg/m³). - Tuesday 9 December 2025, which had a 'fair' reading for PM₁₀ (34.6 µg/m³). - Monday 15 December 2025, which had a 'fair' reading for PM₁₀ (36.2 µg/m³). - Sunday 11 January 2026, which had a 'fair' reading for PM₁₀ (46.8 µg/m³). - Saturday 31 January 2026, which had a 'fair' reading for PM₁₀ (43.9 µg/m³). - Sunday 1 February 2026, which had a 'fair' reading for PM₁₀ (34.5 µg/m³). - Thursday 5 February 2026, which had a 'fair' reading for PM₁₀ (35.0 µg/m³). - Friday 6 February 2026, which had a 'fair' reading for PM₁₀ (35.2 µg/m³). - Thursday 16 April 2026, which had a 'fair' reading for PM₁₀ (53.3 µg/m³).
PM _{2.5} 24-hour average	Mostly good, with 4 days fair and 1 day poor.	'Good' every day except for: - Sunday 11 January 2026, which had a 'poor' reading for PM_{2.5} (25.3 µg/m³). - Saturday 31 January 2026, which had a 'fair' reading for PM_{2.5} (18.9 µg/m³). - Sunday 1 February 2026, which had a 'fair' reading for PM_{2.5} (23.0 µg/m³). - Saturday 7 February 2026, which had a 'fair' reading for PM_{2.5} (16.9 µg/m³). - Thursday 16 April 2026, which had a 'fair' reading for PM_{2.5} (22.7 µg/m³).

Monitoring parameter	Average for Reporting Period	Comment for reporting period
Visibility ⁶ ,	Mostly good, with 4 days fair and 1 day poor.	'Good' every day except for: • Sunday 11 January 2026, which had a 'fair' reading for Visibility ($2.67 \times 10^{-4} \text{m}^{-1}$). • Saturday 31 January 2026, which had a 'fair' reading for Visibility ($2.67 \times 10^{-4} \text{m}^{-1}$). • Sunday 1 February 2026, which had a 'poor' reading for Visibility ($3.87 \times 10^{-4} \text{m}^{-1}$). • Thursday 16 April 2026, which had a 'fair' reading for Visibility ($1.66 \times 10^{-4} \text{m}^{-1}$). • Tuesday 21 April 2026, which had a 'fair' reading for Visibility ($1.67 \times 10^{-4} \text{m}^{-1}$).

⁶ In NSW, visibility (or NEPH) is reported in units of 10^{-4}m^{-1} . This means that a NEPH value of 1.5 should be read as $1.5 \times 10^{-4} \text{m}^{-1}$. NSW has adopted a 1-hour visibility standard of $2.1 \times 10^{-4} \text{m}^{-1}$, which corresponds to a visual distance of approximately 18.6 km. This means that $\text{NEPH} > 2.1$ will trigger 'POOR' (or worse) air quality due to reduced visual range (<18.6 km)

4 MONITORING RESULTS

4.1 Air quality criteria

4.1.1 Criteria for PM_{2.5}, PM₁₀, NO₂ and CO

The National Environment Protection Measure for Ambient Air (Air NEPM)⁷ established national standards for assessment of air quality for NO₂ and CO, which came into effect 13 May 2021. Since 1 January 2025, the Air NEPM has also introduced goals of 20 µg/m³ for the PM_{2.5} 24-hour averaging period and from 8 µg/m³ to 7 µg/m³ for the annual average. Standards provide enforceable criteria for determining air quality performance at a given point in time and goals function as policy-driven targets that support progressive enhancement of environmental outcomes and the ongoing protection of human health. These criteria are detailed in Table 4-1. The air quality data at MIP was assessed against the new criteria from June 2021.

Table 4-1: Monitoring criteria (January 2025 for PM_{2.5} and the remaining criteria applied from June 2021)

Monitoring focus	Averaging period	Criteria / Trigger / Goal
PM _{2.5}	24-hour average	20 µg/m ³
	Annual average	7 µg/m ³
PM ₁₀	24-hour average	50 µg/m ³
	Annual average	25 µg/m ³
NO ₂	1-hour average	0.12 ppm
	Annual average	0.03 ppm
CO	1-hour average	NA
	8 -hour average	9.0 ppm

4.1.2 Dust deposition

Dust deposition data from DDGs located around MIP is provided by SERS. Seven DDGs have been operational since May 2021 and another three were added in November 2024 and Stage 1 DDG 1 was removed in the first quarter of 2025 due to its location within the IMEX terminal and reinstated in November 2025 in a new location. For this reporting period, there were 10 DDGs across the Precinct

NSW DCCEEW has set the criteria for dust deposition rates, and these are provided in Table 4-2.

Table 4-2: Dust deposition criteria

Averaging Period	Maximum increase in deposited dust* level	Maximum total deposited dust level
Annual	2 g/m ² /month (incremental)	4 g/m ² /month (cumulative)

* Deposited dust is assessed as insoluble solids. This is the mass of the insoluble portion of the deposited matter, as defined under AS 3580.10.1: 2016.

⁷ <https://www.environment.nsw.gov.au/topics/air/understanding-air-quality-data/standards-and-goals>

4.2 Dust deposition gauge results

The results of the collection period 3 November 2025 to 11 May 2026 as provided by SERS is shown in Table 4-3.

Table 4-3: Dust deposition (insoluble solids g/m²/month) results from 3 November 2025 to 11 May 2026

Date	Stage 1 DDG 1	Stage 2 DDG 1	Stage 2 DDG 2	Stage 2 DDG 3	Stage 2 DDG 4	Stage 2 DDG 5	Stage 2 DDG 6	MPW1	MPW2	MPW3	Average
November 2025	0.9	1.3	2.3	1.7	2.1	1.9	4.8	2.7	2.7	6.8	2.9
December 2025	3.2	1.9	2.7	1.6	N/A*	0.8	7.2	3.3	6.5	7.0	3.9
January 2026 [#]	3.8	1.5	1.6	1.5	N/A*	1.6	5.4	4.1	1.9	16.0	4.2
February 2026	0.1	0.2	1.4	0.3	N/A*	0.3	1.0	5.3	12.0	1.6	2.8
March 2026 ^{**#}	<0.1	1.8	2.3	1.1	N/A*	0.6	0.9	5.3	11.0	2.9	3.2
April 2026 [#]	<0.1	1.1	0.3	0.9	N/A*	1.1	0.7	3.9	16.0	3.3	3.0

NOTE: Bold/grey indicates an exceedance of the criteria.

[#] Two reports were used to capture the entire month

*Stage 2 DDG4 was unavailable for the reporting period

** Gap in data from 6 March to 16 March

As shown in Table 4-3, there were 13 individual gauge exceedances of the dust deposition criteria (insoluble solids) 4 g/m²/month (cumulative) between November 2025 and April 2026.

- December 2025 and January 2026 had the highest number of exceedances for the reporting period for Stage 2 DDG 6 and all MPW DDGs, likely indicating that these exceedances are attributed to fugitive dust from construction activities across MPW, Moorebank Avenue upgrade works and MARW excavation works.
- December 2025 was drier than average, and January 2026 was significantly wetter than average. Broader scale fair readings of PM_{2.5} and PM₁₀ were evident at the Liverpool monitoring station in these months. The average PM_{2.5} and PM₁₀ data for the months (Appendix A) show the particulate data to be well below the criteria.
- January 2026 DDG average exceeded the DDG criteria across all gauges.
- MPW1, MPW2 and MPW3 DDG showed the highest rate of exceedance for the reporting period. MPW2 is located adjacent west of an area of the MPW site that is still under construction.
- Exceedances at MPW1, MPW2, MPW3 are possibly due to construction activities associated with MPW.
- Exceedances at Stage 2 DDG6 are likely due to construction activities associated with MARW, where there has been extensive excavations and material importation activities during the reporting period.

4.3 Continuous monitor results

Monitoring data for PM_{2.5}, PM₁₀, NO₂ and CO for the reporting period have been summarised into tables and graphs and are provided in [Appendix A](#). The following sections summarise the results for this 6-month reporting period.

4.3.1 Annual exceedances

Twelve months of air quality monitoring are provided graphically and in table form in [Appendix A](#).

- All monitors had an average availability of 100% during the reporting period.
- AQM03 had only 84% availability of NO₂ in April 2026, however all other parameters maintained 100% availability for the month.
- Overall, there is adequate monitoring available for the reporting period.

See Table 2-1 for the monitoring station availability (%) over a 12-month period.

4.3.1.1 PM_{2.5} and PM₁₀ Monitoring

The 12-month rolling annual average for the period May 2025 to April 2026 for all four monitors combined was below the annual average criteria (i.e. 7.0 µg/m³ for PM_{2.5} and 25.0 µg/m³ for PM₁₀) for each month.

As of April 2026, the 12-month rolling annual average for all four monitors was 3.9 µg/m³ for PM_{2.5} and 10.5 µg/m³ for PM₁₀.

See [Appendix A.1](#) and [Appendix A.2](#) for more details.

4.3.1.2 NO₂ Monitoring

The 12-month rolling annual average for all four monitors for the period May 2025 to April 2026 was below the annual average criteria (0.03 ppm) for each month.

As of April 2026, the 12-month rolling annual average for NO₂ for all four monitors is 0.005 ppm, well below the annual average criteria of 0.03 ppm.

4.3.1.3 CO

CO does not require annual reporting.

4.3.2 24-hour exceedances

4.3.2.1 PM_{2.5} Monitoring

A review of the data for the reporting period (November 2025 to April 2026) identified one (1) exceedance of the 24-hour average criteria (20 µg/m³) for PM_{2.5} for the 6-month reporting period.

- 1 February 2026 (24-hour average of 20.29 µg/m³) at monitor AQM03, mainly between 12am and 10am. It should be noted this was an exceedance of the Air NEPM goal of 20 µg/m³ set in January 2025, not the Air NEPM standard PM_{2.5} of 25 µg/m³. See Section 4.1.1 for more detail.

4.3.2.2 PM₁₀ Monitoring

A review of the data for the reporting period (November 2025 to April 2026) identified one (1) exceedance of the 24-hour average criteria (50 µg/m³) for PM₁₀ for the 6-month reporting period.

- 15 December 2025 (24-hour average of 50.2 µg/m³) at monitor AQM02, mainly between 12am and 12pm.

Overview

- The only PM_{2.5} exceedance at AQM03 was recorded on a Sunday and is therefore unlikely to be related to construction activities associated with MPW. It is also noted that Sunday 1 February 2026, had a 'fair' PM_{2.5} (23.0 µg/m³) reading at the Liverpool monitoring station suggesting broader scale influences of air quality e.g. bushfires.
- The exceedance of PM₁₀ at AQM02 could be related to the construction of MARW due to the proximity of works to the monitor (approximately <50 metres). However, the government's Liverpool air quality monitoring station recorded a 'fair' reading on the same day possibly indicating broader scale air quality impacts.

4.3.3 NO₂ 1-hour exceedances

No exceedance of NO₂ 1-hour criteria (0.12 ppm / 120 ppb) were observed during the 6-month reporting period.

4.3.4 CO 8-hour exceedances

No 8-hour criteria exceedances for CO occurred during the 6-month reporting period.

4.4 Complaints

A total of five (5) complaints relating to air quality were received during the reporting period. Complaints varied from visible dust to how air quality is monitored and reported. Complaints are detailed below.

December 2025: Two complaints were received in December 2025 relating to air quality.

- One complainant stated dust emissions impacted driving visibility and possible health impacts to local residents. An investigation revealed that no works were being undertaken at MARW at the time and date the alleged dust emission occurred. Additionally, areas closest to the complainant's claim have been stabilised for some time. This suggests that the dust was potentially arising from another source, not specifically related to the Project.
- The other complaint related to dust and air pollution in the Casula area, and included a request for consideration of monitoring, potential mitigation measures, and clarification of responsibilities within the precinct partnership. The complaint also included the need for more localised air monitoring stations. A response provided information on the Projects air quality management plans (construction and operation),

the government agency overseeing the compliance reporting for the Project (DPHI), the Projects air quality monitoring and reporting requirements and where to find all the publicly available information.

February 2026: Two complaints relating to air quality were received in February 2026.

- One complaint related to air pollution data being shared. The concerns were acknowledged and the Precinct team was following up.
- The second complaint related to air quality issues (general). Clarification was made that monitoring locations are determined by specialists to represent conditions across the broader area, and additional monitoring at an individual property would not provide more meaningful data. Existing fixed monitoring stations meet regulatory requirements, with reports publicly available.

March 2026: One complaint relating to air quality was received in March 2026.

- The complaint related to dust impacting the Piccolo Me café at MPE adjacent to Moorebank Avenue. Dust may have been generated by MARW, with the workforce given a 'toolbox talk' on dust management, including potential impacts and mitigation measures to be implemented. A water trailer was deployed for use where the plant generating the dust was located. The complaint was reported to the EPA under environmental protection licence conditions by the contractor.

No other formal complaints were received during the reporting period relating to air quality.

4.5 Ad-hoc monitoring

No ad-hoc monitoring was undertaken during this reporting period.

5 CONCLUSION

This six-monthly operational air quality report covers the period November 2025 to April 2026 (inclusive). The following summarises the monitoring results for this reporting period:

5.1 Data summary

- The rolling annual average for all four monitors combined was below the annual average criteria ($7.0 \mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$ and $25.0 \mu\text{g}/\text{m}^3$ for PM_{10}) for each month during the reporting period.
- There was one (1) exceedance of the $\text{PM}_{2.5}$ 24-hour average criteria ($20 \mu\text{g}/\text{m}^3$) during the 6-month reporting period.
- There was one (1) exceedance of the PM_{10} 24-hour average criteria ($50 \mu\text{g}/\text{m}^3$) during the 6-month reporting period.
- There were no exceedances of NO_2 1-hour criteria (0.12 ppm / 120 ppb) during the 6-month reporting period.
- There were no exceedances of the CO criteria (9.0 ppm) during the 6-month reporting period.
- Seven DDGs were installed in May 2021. A further three DDG's were added in November 2024. The Stage 1 DDG 1 was removed in the first quarter of 2025 and reinstated in November 2025 at a new location. There were 10 DDGs across the Precinct during the reporting period.
- Adequate data availability was provided throughout the reporting period.

5.2 Exceedances

5.2.1 Dust Deposition Exceedances

There were thirteen (13) individual exceedances of the dust deposition (insoluble solids) $4 \text{ g}/\text{m}^2/\text{month}$ (cumulative) criteria between November 2025 to April 2026. Analysis of these exceedances revealed that:

- December 2025 and January 2026 had the highest number of exceedances for the reporting period for Stage 2 DDG 6 and all MPW DDGs, likely indicating that these exceedances are attributed to fugitive dust from construction activities across MPW, Moorebank Avenue upgrade works and MARW excavation works.
- December 2025 was drier than average, and January 2026 was significantly wetter than average. Broader scale fair readings of $\text{PM}_{2.5}$ and PM_{10} were evident at the Liverpool monitoring station in these months. The average $\text{PM}_{2.5}$ and PM_{10} data for the months (Appendix A) show the particulate data to be well below the criteria.
- January 2026 DDG average exceeded the DDG criteria across all gauges.
- MPW1, MPW2 and MPW3 DDG showed the highest rate of exceedance for the reporting period. MPW2 is located adjacent west of an area of the MPW site that is still under construction.
- Exceedances at MPW1, MPW2, MPW3 are possibly due to construction activities associated with MPW.
- Exceedances at Stage 2 DDG6 are likely due to construction activities associated with MARW, where there has been extensive excavations and material importation activities during the reporting period.

5.2.2 $\text{PM}_{2.5}$ Exceedance

Analysis of the one (1) $\text{PM}_{2.5}$ exceedance revealed that:

- The exceedance at AQM03 could be attributed to the ongoing construction activities associated with MPW.
- Out of hours works may have been occurring during times of exceedance.

- Trains were arriving/departing the terminal during times of exceedance. However, monitors where exceedances occurred were over 700 metres away from train locations.
- The only PM_{2.5} exceedance at AQM03 was recorded on a Sunday and is therefore unlikely to be related to construction activities associated with MPW. It is also noted that Sunday 1 February 2026, had a 'fair' PM_{2.5} (23.0 µg/m³) reading at the Liverpool monitoring station suggesting broader scale influences of air quality e.g. bushfires.

5.2.3 PM₁₀ Exceedance

Analysis of the one (1) PM₁₀ exceedance revealed that:

- The exceedance at AQM02 is likely to be related to the construction of MARW due to the proximity of works to the monitor (approximately <50 metres).
- Out of hours works may have been occurring during times of exceedance.
- Trains were arriving/departing the terminal during times of exceedance. However, the monitor that recorded the exceedance is over 400 metres away from train locations.
- The exceedance aligned with a 'fair' reading at the governments air quality monitoring station at Liverpool, suggesting that the exceedance may be due to broader scale emissions.

5.3 Complaints

There was a higher number of complaints relating to air quality during the reporting period than previous 6-monthly reports. This may be due to MPW and MARW works.

5.4 Recommendation

To prevent further exceedances and complaints the following measures (but not limited to) could be applied, if not already:

- Reduce areas of exposed soil
- Use of water suppression if earthworks or dust generating activities are occurring e.g. watercarts, water misters
- Staging of works to be intermittent, particularly during periods of high wind and dry conditions.
- Any visible dust noticed on site by the construction site teams and operational staff should be rectified immediately.

It is recommended that monitors continue to be consistently maintained and calibrated every two years as per operational requirements and device specifications. The monitors were last calibrated in April 2026.

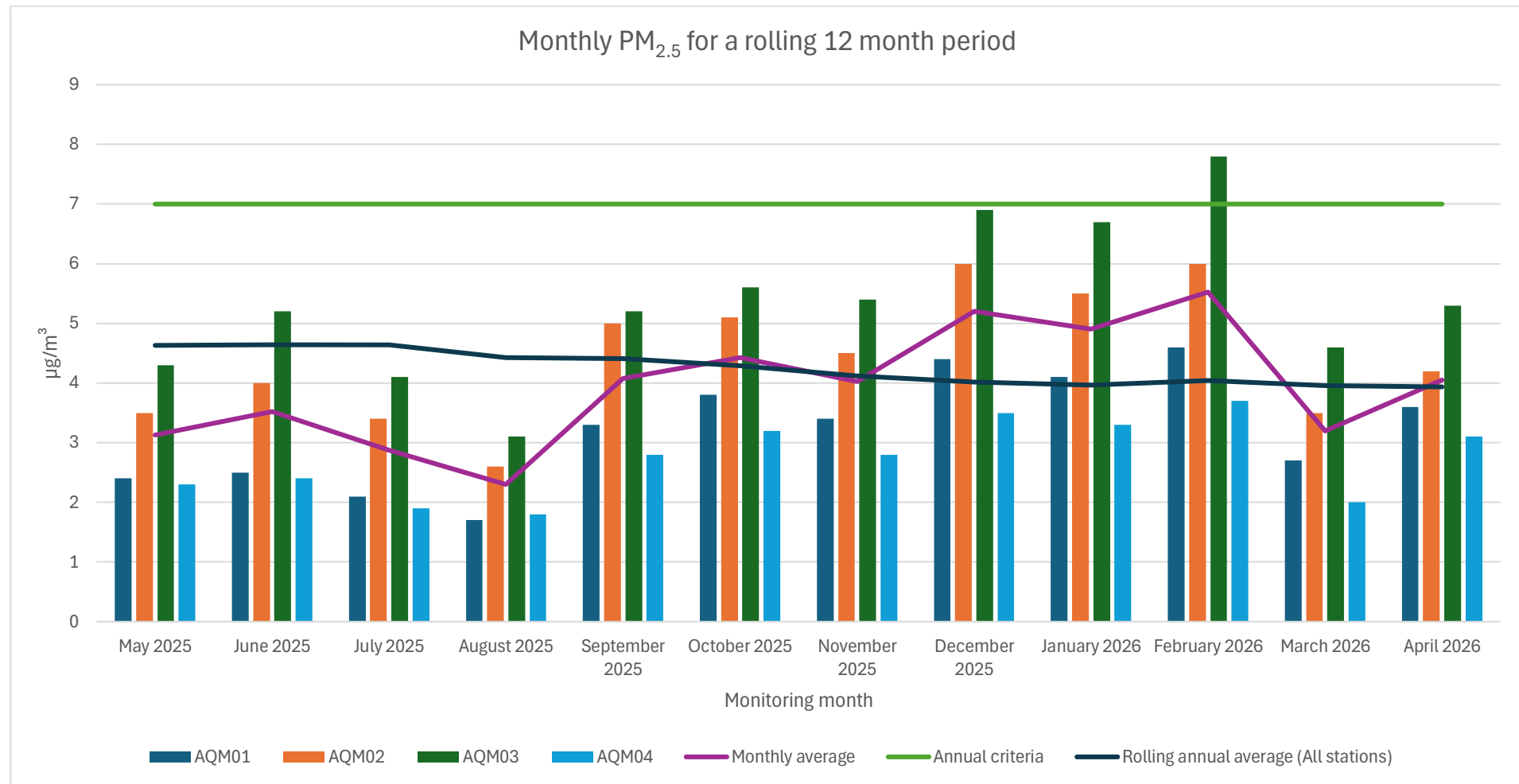
APPENDIX A **MONITORING DATA**

Appendix A.1: Rolling 12-month particulate data (PM_{2.5})

Month	Average AQM01	Average AQM02	Average AQM03	Average AQM04	Months Average All stations	Rolling annual average All stations	Annual average criteria	Comments
	µg/m ³	µg/m ³	µg/m ³	µg/m ³	µg/m ³	µg/m ³	µg/m ³	
May 2025	2.4	3.5	4.3	2.3	3.1	4.6	7.0	No exceedance of annual average criteria.
June 2025	2.5	4.0	5.2	2.4	3.5	4.6	7.0	No exceedance of annual average criteria.
July 2025	2.1	3.4	4.1	1.9	2.9	4.6	7.0	No exceedance of annual average criteria.
August 2025	1.7	2.6	3.1	1.8	2.3	4.4	7.0	No exceedance of annual average criteria.
September 2025	3.3	5.0	5.2	2.8	4.1	4.4	7.0	No exceedance of annual average criteria.
October 2025	3.8	5.1	5.6	3.2	4.4	4.3	7.0	No exceedance of annual average criteria.
November 2025	3.4	4.5	5.4	2.8	4.0	4.1	7.0	No exceedance of annual average criteria.
December 2025	4.4	6.0	6.9	3.5	5.2	4.0	7.0	No exceedance of annual average criteria.
January 2026	4.1	5.5	6.7	3.3	4.9	4.0	7.0	No exceedance of annual average criteria.
February 2026	4.6	6.0	7.8	3.7	5.5	4.0	7.0	No exceedance of annual average criteria. However, the monthly average recorded at AQM03 has exceeded the annual average.
March 2026	2.7	3.5	4.6	2.0	3.2	4.0	7.0	No exceedance of annual average criteria.
April 2026	3.6	4.2	5.3	3.1	4.1	3.9	7.0	No exceedance of annual average criteria.
Rolling 12-month average	3.2	4.4	5.4	2.7	-	-	8.0	No exceedance of annual average criteria.
All months[^]	1.6	3.7	6.4	2.9	3.6	-	8.0	No exceedance of annual average criteria.

Bold/grey indicates an exceedance of the criteria.

[^] All months since May 2020

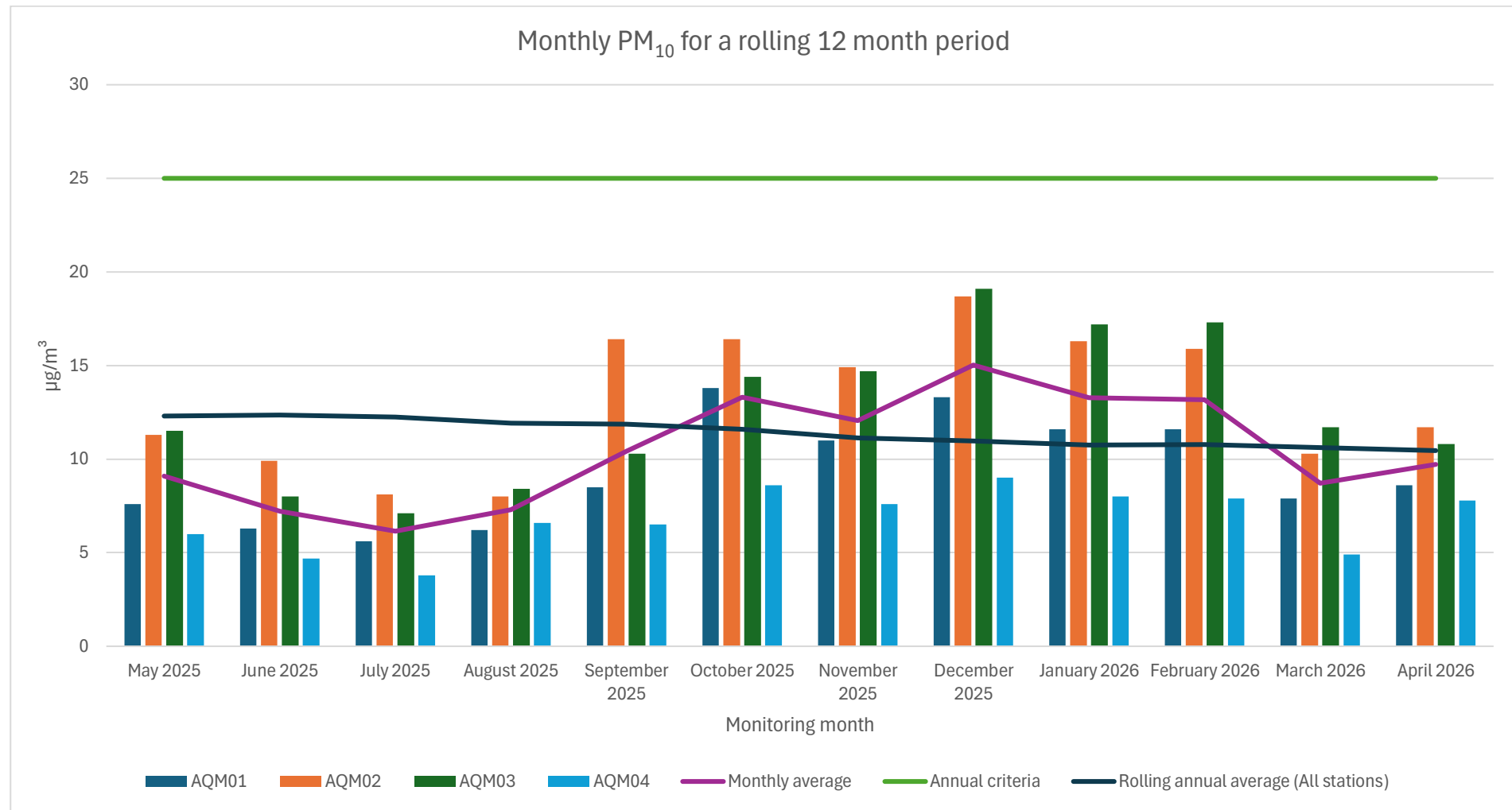


Monthly PM_{2.5} over 12 months including the 6-months for this report

Appendix A.2: Rolling 12-month particulate data (PM₁₀)

Month	Average AQM01	Average AQM02	Average AQM03	Average AQM04	Months Average All stations	Rolling annual average All stations	Annual average criteria	Comments
	µg/m ³	µg/m ³	µg/m ³	µg/m ³	µg/m ³	µg/m ³	µg/m ³	
May 2025	7.6	11.3	11.5	6.0	9.1	12.3	25.0	No exceedance of annual average criteria.
June 2025	6.3	9.9	8.0	4.7	7.2	12.4	25.0	No exceedance of annual average criteria.
July 2025	5.6	8.1	7.1	3.8	6.2	12.2	25.0	No exceedance of annual average criteria.
August 2025	6.2	8.0	8.4	6.6	7.3	11.9	25.0	No exceedance of annual average criteria.
September 2025	8.5	16.4	10.3	6.5	10.4	11.9	25.0	No exceedance of annual average criteria.
October 2025	13.8	16.4	14.4	8.6	13.3	11.6	25.0	No exceedance of annual average criteria.
November 2025	11.0	14.9	14.7	7.6	12.1	11.1	25.0	No exceedance of annual average criteria.
December 2025	13.3	18.7	19.1	9.0	15.0	11.0	25.0	No exceedance of annual average criteria.
January 2026	11.6	16.3	17.2	8.0	13.3	10.8	25.0	No exceedance of annual average criteria.
February 2026	11.6	15.9	17.3	7.9	13.2	10.8	25.0	No exceedance of annual average criteria.
March 2026	7.9	10.3	11.7	4.9	8.7	10.6	25.0	No exceedance of annual average criteria.
April 2026	8.6	11.7	10.8	7.8	9.7	10.5	25.0	No exceedance of annual average criteria.
Rolling 12-month average	9.3	13.2	12.5	6.8	-	-	25.0	No exceedance of annual average criteria.
All months [^]	4.7	10.9	19.8	6.6	10.4	-	25.0	No exceedance of annual average criteria.

Bold/grey indicates an exceedance of the criteria, ^ All months since May 2020



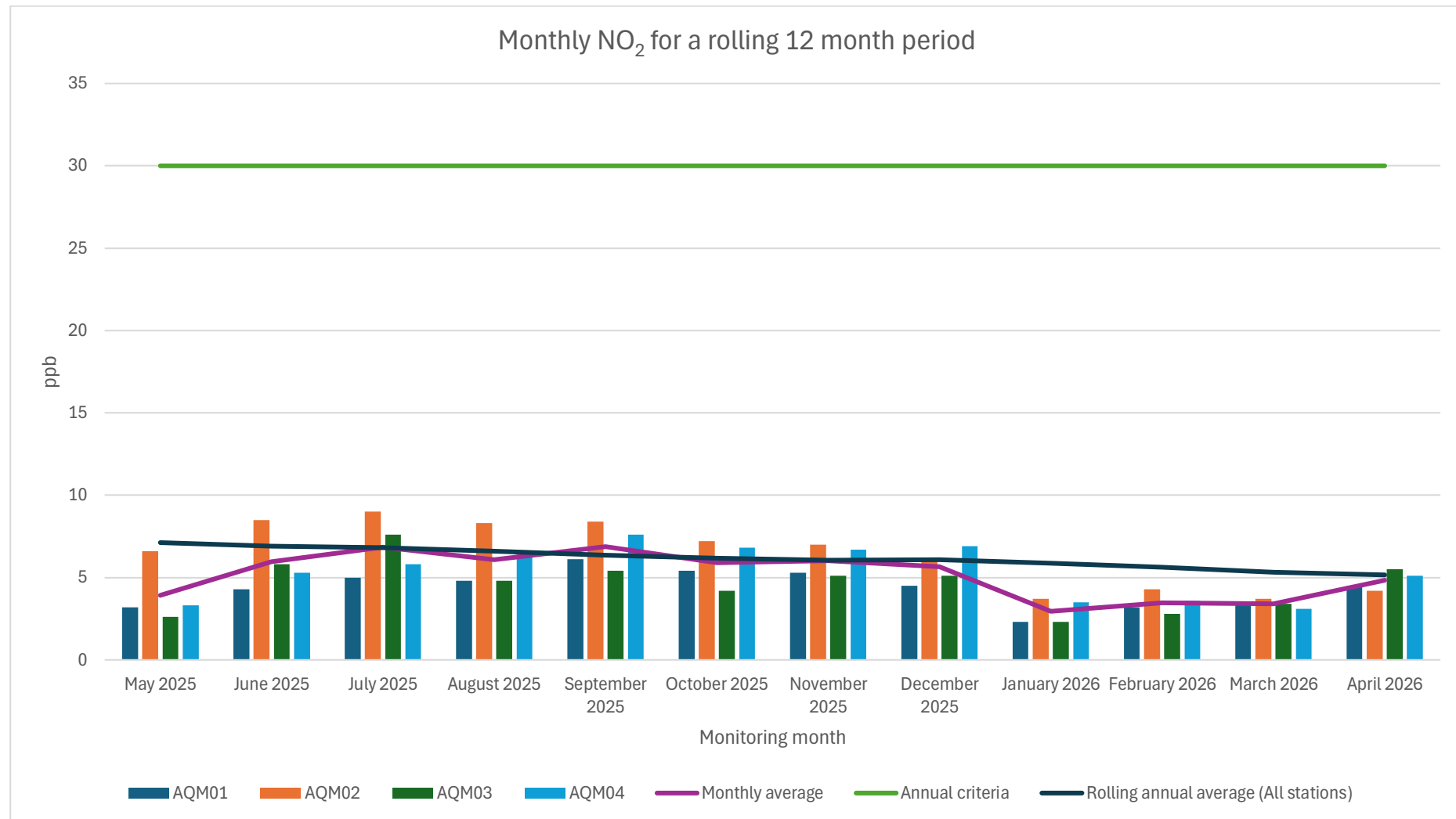
Monthly PM₁₀ over 12 months including the 6-months for this report

Appendix A.3: Rolling monthly and annual particulate data (NO₂)

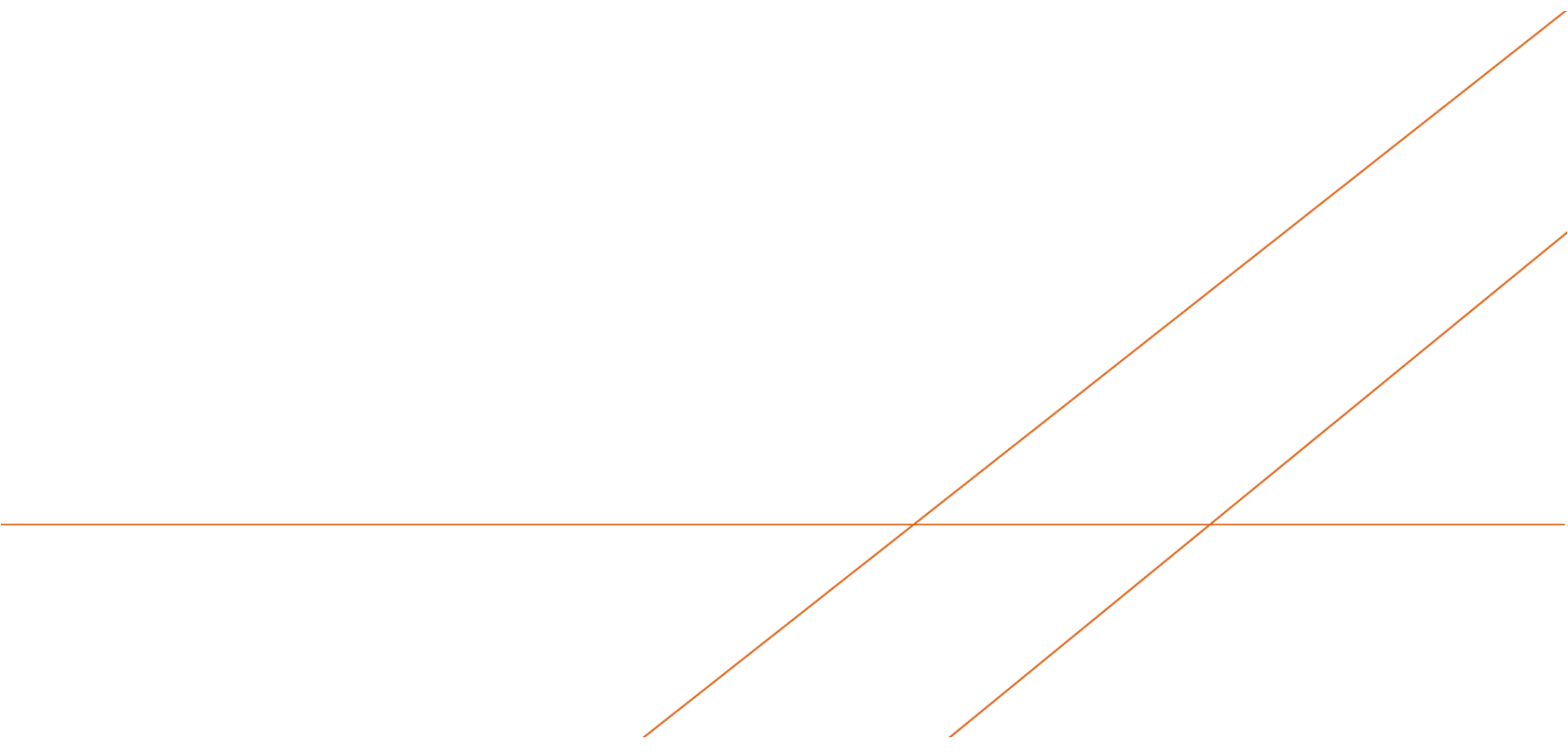
Month	Average AQM01	Average AQM02	Average AQM03	Average AQM04	Months Average All stations	Rolling annual average All stations	Annual average criteria	Comments
	ppb	ppb	ppb	ppb	ppb	ppb	ppm / ppb*	
May 2025	3.2	6.6	2.6	3.3	3.9	7.1	0.03 / 30.0	No exceedance of annual average criteria.
June 2025	4.3	8.5	5.8	5.3	6.0	6.9	0.03 / 30.0	No exceedance of annual average criteria.
July 2025	5.0	9.0	7.6	5.8	6.9	6.8	0.03 / 30.0	No exceedance of annual average criteria.
August 2025	4.8	8.3	4.8	6.4	6.1	6.6	0.03 / 30.0	No exceedance of annual average criteria.
September 2025	6.1	8.4	5.4	7.6	6.9	6.4	0.03 / 30.0	No exceedance of annual average criteria.
October 2025	5.4	7.2	4.2	6.8	5.9	6.2	0.03 / 30.0	No exceedance of annual average criteria.
November 2025	5.3	7.0	5.1	6.7	6.0	6.1	0.03 / 30.0	No exceedance of annual average criteria.
December 2025	4.5	6.1	5.1	6.9	5.7	6.1	0.03 / 30.0	No exceedance of annual average criteria.
January 2026	2.3	3.7	2.3	3.5	3.0	5.9	0.03 / 30.0	No exceedance of annual average criteria.
February 2026	3.2	4.3	2.8	3.6	3.5	5.6	0.03 / 30.0	No exceedance of annual average criteria.
March 2026	3.4	3.7	3.4	3.1	3.4	5.3	0.03 / 30.0	No exceedance of annual average criteria.
April 2026	4.5	4.2	5.5	5.1	4.8	5.2	0.03 / 30.0	No exceedance of annual average criteria.
Rolling 12-month average	0.004 ppm / 4.3 ppb	0.006 ppm / 6.4 ppb	0.005 ppm / 4.6 ppb	0.005 ppm / 5.3 ppb	-	-	0.03 / 30.0	No exceedance of annual average criteria.
All months^	0.006 ppm / 6.4 ppb	0.006 ppm / 6.0 ppb	0.030 ppm / 30.3 ppb	0.010 ppm / 9.8 ppb	0.013 ppm / 12.7 ppb	-	0.03 ppm / 30.0 ppb	No exceedance of average criteria for all sites for all rolling 12-month averages. However, AQM03 has exceeded the average for the period since monitoring began.

Bold/grey indicates an exceedance of the criteria.

*Results are shown in ppb due to reporting output, however the criteria is set in ppm and therefore the equivalent criteria in ppb is also shown. ^ All months since May 2020



Monthly NO₂ over 12 months including the 6-months for this report



APPENDIX D – NOISE MONITORING REPORTS

MOOREBANK INTERMODAL PRECINCT EAST

Annual Noise Review - May 2025 to May 2026

11 June 2026

The Trust Company (Australia) Limited (ACN 000 000 993) As Trustee of The
Moorebank Industrial Warehouse Trust (ABN 51 402 161 047) c/- ESR
Developments (Australia) Pty Ltd

TM306-28-07F02 MPE Annual Review 2026 (r2)

Document details

Detail	Reference
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Address:	Level 15, 124 Walker Street North Sydney, NSW, 2060
Attention:	[REDACTED] (Tactical Group)

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The work presented in this document was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian/New Zealand Standard AS/NZS ISO 9001.

This document is issued subject to review and authorisation by the suitably qualified and experienced person named in the last column above. If no name appears, this document shall be considered as preliminary or draft only and no reliance shall be placed upon it other than for information to be verified later.

This document is prepared for the particular requirements of our Client referred to above in the 'Document details' which are based on a specific brief with limitations as agreed to with the Client. It is not intended for and should not be relied upon by a third party and no responsibility is undertaken to any third party without prior consent provided by Renzo Tonin & Associates. The information herein should not be reproduced, presented or reviewed except in full. Prior to passing on to a third party, the Client is to fully inform the third party of the specific brief and limitations associated with the commission.

In preparing this report, we have relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, we have not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

We have derived data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination and re-evaluation of the data, findings, observations and conclusions expressed in this report.

We have prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

The information contained herein is for the purpose of acoustics only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics engineering including and not limited to structural integrity, fire rating, architectural buildability and fit-for-purpose, waterproofing and the like. Supplementary professional advice should be sought in respect of these issues.

External cladding disclaimer: No claims are made and no liability is accepted in respect of any external wall and/or roof systems (eg facade / cladding materials, insulation etc) that are: (a) not compliant with or do not conform to any relevant non-acoustic legislation, regulation, standard, instructions or Building Codes; or (b) installed, applied, specified or utilised in such a manner that is not compliant with or does not conform to any relevant non-acoustic legislation, regulation, standard, instructions or Building Codes.

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1 Introduction

The Sydney Intermodal Terminal Alliance (SIMTA) received approval for the construction and operation of Stages 1 and 2 of the Moorebank Precinct East (MPE) Project (SSD 6766 and SSD 7628 respectively), which together comprise the two stages of development under the MPE Concept Approval (MP10_0193). The Trust Company (Australia) Limited (ACN 000 000 993) As Trustee of The Moorebank Industrial Warehouse Trust (ABN 51 402 161 047), care of ESR Developments (Australia) Pty Ltd (ESR), is now the proponent for the MPE projects.

This **Annual Noise Review report for Year 6 Operations (May 2025 to May 2026)** has been prepared to address the requirements of Condition of Consent (CoC) B90 of SSD 7628 as follows:

For the duration of operation, the Applicant must:

- a) continue to implement all reasonable and feasible best practice noise mitigation measures;*
- b) continue to investigate ways to reduce noise generated by the development, including maximum noise levels which may result in sleep disturbance; and*
- c) report on these investigations and the implementation and effectiveness of these measures in the Annual Review to the satisfaction of the Secretary.*

Table 1 provides a summary of the noise-related Approval Conditions and how these are addressed in this Annual Noise Review.

Appendix A contains a glossary of acoustic terms used in this report.

2 Compliance Matrix

Table 1 provides a summary of the Approval Conditions which relate to operational noise emission monitoring for Year 6 operations, and a discussion of the operational noise monitoring results. Where required, additional information is provided in later sections of this report or the appendices.

Table 2-1 Compliance matrix

Condition ID	Condition	Comments on compliance	Reference for further information
SSD 6766			
G7	The Applicant shall install and maintain a rail noise monitoring system on the rail link at the commencement of operation to continuously monitor the noise from rail operations on the rail link. The system shall capture the noise from each individual train passby noise generation event, and include information to identify: a) Time and date of freight train passbys; b) Imagery or video to enable identification of the rolling stock during day and night; c) $L_{Aeq(15hour)}$ and $L_{Aeq(9hour)}$ from rail operations; and d) $L_{AF(max)}$ and SEL of individual train passbys, measured in accordance with ISO3095; or e) Other alternative information as agreed with, or required by, the Secretary. The results from the noise monitoring system, shall be publicly accessible from a website maintained by the Applicant. The noise results from each train shall be available on the website within 24 hours of it passing the monitor, unless unforeseen circumstances (i.e. a system malfunction) have occurred. The $L_{Aeq(15hour)}$ and $L_{Aeq(9hour)}$ results from each day shall be available on the website within 24 hours of the period ending. Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for rail noise monitoring, including details of any alternative options considered and reasons for these being dismissed. The rail noise monitoring system shall not operate until the Secretary has approved the proposed monitoring location. The Applicant shall provide an annual report to the Secretary with the results of monitoring for a period of 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 5.	Annual reports have been provided to the Secretary for each of the five years from the commencement of IMEX terminal operations in May 2020 to May 2025. On the basis that the five-year reporting requirement has been met, no further annual reports are proposed under Condition G7 (refer Section 5).	https://moorebankintermodalprecinct.com.au/wp-content/uploads/2023/04/TJ741-04F04-AoA-and-Functional-Spec-for-Permanent-Noise-Monitor-r9_redacted.pdf https://moorebanknoisemonitor-emsbk.trackiq.net/NoiseMonitor/ Section 5

Condition ID	Condition	Comments on compliance	Reference for further information
G7A	The applicant shall install and maintain a wayside angle of attack monitoring system on the rail link at the commencement of operation to continuously monitor the angle of attack to the rail of rolling stock wheels. The system shall capture the angle of attack from a wheel on each axle of every train, and include information to identify: a) Time and date of each axle passby; and b) The identification number of each item of rolling stock. The results from the angle of attack monitoring system shall be: • accessible by train operators from a website maintained by the Applicant. Angle of attack results from each train shall be available on the website within 24 hours of it passing the monitor, unless unforeseen circumstances have occurred. • included in a six-monthly report to the Secretary. The report should at least identify the number of wagons with wheels that exceed the ASA standard angle of attack and the action taken by operators to improve steering performance. Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for angle of attack monitoring, the format of the information to be accessible to operators and the format of the public report. The angle of attack monitoring system shall not operate until the Secretary has approved the proposed monitoring location and reporting arrangements.	Six-monthly angle of attack reports have been provided to the Secretary across the five-year period from the commencement of IMEX terminal operations in May 2020 to November 2025. On the basis that this reporting requirement has been met, no further six-monthly reports are proposed under Condition G7A (refer Section 5).	Section 5
G8	The following measures must be implemented during operation: a) The use of automatic rail lubrication equipment in accordance with ASA Standard T HR TR 00111 ST Rail Lubrication and top of rail friction modifiers, where required; and b) Measures to ensure the rail cross sectional profile is maintained in accordance with ETN-01-02 Rail Grinding Manual for Plain Track to ensure the correct wheel / rail contact position and hence to encourage proper rolling stock steering.	Two rail friction modifier systems were installed on the rail link on 22 November 2019 per ASA Standard. These are positioned on the MIMT North Track at Chainage 39.739 km and the MIMT South Track at Chainage 39.860 km. Monthly track inspections and maintenance is undertaken by Qube's maintenance contractor, Taylor Rail, to ensure alignment with maintenance standards. Rail grinding has been performed so that the rail profile is consistent with maintenance standards.	FCMM 3B

Condition ID	Condition	Comments on compliance	Reference for further information																				
SSD 7628																							
B79	The permitted hours of warehouse and distribution operation as detailed in Table 4. Table 4: Hours of Operation <table><tr><th>Activity</th><th>Day</th><th>Time</th></tr><tr><td>Operation</td><td>Monday to Sunday</td><td>24 hours</td></tr></table>	Activity	Day	Time	Operation	Monday to Sunday	24 hours	MPE operates 24 hours per day, 365 days per year, consistent with the permitted hours of operation.	n/a														
Activity	Day	Time																					
Operation	Monday to Sunday	24 hours																					
B80	B80. Noise generated by operation of the development inclusive of MPE Stage 1 operations must not exceed the noise limits in Table 5. Table 5: Noise Limits dB(A) <table><tr><th>Location (residential receivers)</th><th>Day (LAeq(15min))</th><th>Evening (LAeq(15min))</th><th>Night (LAeq(15min))</th><th>Night (LA1(1min))</th></tr><tr><td>Casula</td><td>35 dB</td><td>35 dB</td><td>35 dB</td><td>52 dB</td></tr><tr><td>Wattle Grove (NCA 2)</td><td>35 dB</td><td>35 dB</td><td>35 dB</td><td>52 dB</td></tr><tr><td>Glenfield (NCA 4)</td><td>35 dB</td><td>35 dB</td><td>35 dB</td><td>52 dB</td></tr></table> Notes: To determine compliance with the LAeq,15 minute noise limits, noise from the development is to be measured at the most affected point within the residential boundary, or at the most affected point within 30 metres of a dwelling where the dwelling is more than 30 metres from the boundary. Where it can be demonstrated that direct measurement of noise from the project is impractical, the EPA may accept alternative means of determining compliance (see Chapter 11 of the NSW Industrial Noise Policy). The modification factors in Section 4 of the NSW Industrial Noise Policy must also be applied to the measured noise levels where applicable. To determine compliance with the LA1,1 minute noise limits, noise from the project is to be measured at 1 metre from the dwelling façade. Where it can be demonstrated that direct measurement of noise from the project is impractical, the EPA may accept alternative means of determining compliance (see Chapter 11 of the NSW Industrial Noise Policy). The noise emission limits identified above apply under meteorological conditions of: (i) wind speeds of up to 3 m/s at 10 metres above ground level; or (ii) 'F' atmospheric stability class.	Location (residential receivers)	Day (LAeq(15min))	Evening (LAeq(15min))	Night (LAeq(15min))	Night (LA1(1min))	Casula	35 dB	35 dB	35 dB	52 dB	Wattle Grove (NCA 2)	35 dB	35 dB	35 dB	52 dB	Glenfield (NCA 4)	35 dB	35 dB	35 dB	52 dB	This condition specifies the operational noise limits for MPE operations. However, when undertaking any compliance assessment, it is noted that the SSD 7628 B80 noise limit table states “...inclusive of MPE Stage 1 operations” therefore was intended to apply to the cumulative noise emissions of noise generating activities in SSD 6766 and SSD 7628. However, MPE Stage 1, has specific noise limits included in SSD 6766, approved as part of L&EC Proceedings (No 2017/81889) which are higher than these levels. This requirement presents a consistency issue, as the requirement is inconsistent with the EIS derived noise limits in accordance with NSW EPA policy, the expected noise emission performance from MPE, and previous approvals. As part of Modification 1 to SSD 7709 (MPW Stage 2), which identifies cumulative noise limits for MPW + MPE, EPA agreed there was an inconsistency issue. Following which, it was agreed that MPW + MPE should achieve the cumulative noise limits in SSD 7709 B131.	Section 3 – Warehouse noise monitoring Section 6 - Noise monitoring in response to complaints
Location (residential receivers)	Day (LAeq(15min))	Evening (LAeq(15min))	Night (LAeq(15min))	Night (LA1(1min))																			
Casula	35 dB	35 dB	35 dB	52 dB																			
Wattle Grove (NCA 2)	35 dB	35 dB	35 dB	52 dB																			
Glenfield (NCA 4)	35 dB	35 dB	35 dB	52 dB																			

Condition ID	Condition	Comments on compliance	Reference for further information
B85	The Applicant must carry out noise monitoring of mechanical plant and other noisy equipment for a minimum period of one week where valid data is collected following occupation of each warehouse. The monitoring program must be carried out by a suitably qualified and experienced person(s) and a Monitoring Report for Mechanical Plan must be submitted to the Secretary within two months of occupation or each tenancy to verify predicted mechanical plant and equipment noise levels.	Warehouse noise monitoring is required to be undertaken following the occupation of each warehouse. Noise monitoring of warehouse mechanical plant and other noisy equipment has not been undertaken during the 2025-2026 review period as no additional warehouses in MPE have become newly occupied. During the 2024-2025 review period, the operational noise monitoring identified that further acoustic mitigation measures should be installed for warehouse E7 to assist ESR with managing the cumulative noise emissions from the Moorebank Intermodal Precinct (MIP). The proposed noise mitigation has been installed during the current 2025-2026 review period, to provide 12 dB(A) noise reduction for the Dangerous Goods exhaust fan (refer Section 7.3)	Section 3 Section 7.3
B88	To ensure the operational noise impacts are appropriately managed, the following measures apply: a) use of best practice plant; and b) preparation of a risk assessment to determine if non-tonal reversing alarms can be fitted as a condition of site entry. Alternatively, site design may include traffic flow that does not require or precludes reversing of vehicles.	A range of best practice plant / measures have been implemented during previous monitoring periods, and continue to operate with these during the 2025-2026 noise monitoring period. These include: 1. The use of electric cranes with broadband movement alarms for all rail loading and container stacking, with reach stackers now only required for truck loading and combi-lifts and straddle carriers used for warehouse container movements. 2. 'Quackers' or broadband reversing alarms were fitted to all reach stackers and combi-lifts. 3. IMEX staff briefings were undertaken, reminding staff and drivers of noise management obligations and will be ongoing as part of regular reminders. The risk assessment relating to the use of non-tonal reversing alarms is addressed in the Table 2-3 B88 of the ONVMP. Further measures are identified in the F5A management plan, which include both mitigation and management measures, including container handling and truck operations and are being implemented as part of operations.	Operational Noise and Vibration Management Plan (Rev 013, 24/01/2023) (ONVMP) https://moorebankintermodalprecinct.com.au/wp-content/uploads/2023/09/ONVMP_V13_clean_compiled_Redacted-compressed.pdf F5A Management Plan Moorebank Intermodal Precinct– East Precinct (Rev 08, 22/11/2023) https://moorebankintermodalprecinct.com.au/wp-content/uploads/2024/08/Condition-F5A-MP - Rev8_Redacted10.pdf Section 6 and 7

Condition ID	Condition	Comments on compliance	Reference for further information
B90	For the duration of operation, the Applicant must: a) continue to implement all reasonable and feasible best practice noise mitigation measures; b) continue to investigate ways to reduce noise generated by the development, including maximum noise levels which may result in sleep disturbance; and c) report on these investigations and the implementation and effectiveness of these measures in the Annual Review to the satisfaction of the Secretary.	The following additional best practice plant / measures are continuing to be implemented within the current reporting period, including through the F5A management plan for the IMEX terminal: 1. The use of electric cranes commenced so that all rail loading and container stacking is performed by the electric cranes, with reach stackers now only required for truck loading. 2. 'Quackers' or broadband reversing alarms were fitted to all reach stackers and combi lifts. 3. IMEX staff briefings were undertaken, reminding staff and drivers of noise management obligations and will be ongoing as part of regular reminders. The AoA monitoring data for train axles is reviewed by operators to identify wagons that may require maintenance to improve steering performance. An outcome from the Warehouse E7 B85 warehouse mechanical plant noise monitoring in May 2024 was that, even though noise levels were below the B80 noise limits, further acoustic mitigation measures were recommended, for a fan at warehouse E7. The proposed noise mitigation for this fan has been installed during the current 2025-2026 review period, to provide 12 dB(A) noise reduction (refer Section 7.3) Noise monitoring being undertaken for Moorebank Precinct West (MPW) is also being used to provide feedback on MPE noise emissions as the MPW noise requirements are cumulative of MPE, to assist with reviewing the effectiveness of ongoing noise management.	Sections 3, 4, 5, 6 and 7 F5A Management Plan Moorebank Intermodal Precinct– East Precinct (Rev 08, 22/11/2023) https://moorebankintermodalprecinct.com.au/wp-content/uploads/2024/08/Condition-F5A-MP - Rev8_Redacted10.pdf
Final Compilation of Mitigation Measures (FCMM) for MPE Stage 1 and Stage 2			
Stage 2 2D	In the event of any noise or vibration related complaint or adverse comment from the community, noise and ground vibration levels (as relevant) would be investigated. Remedial action would be implemented where feasible and reasonable. The procedures for managing complaints would be provided within the Community Information and Awareness Strategy.	14 operational noise complaints were received during the period of 30 April 2025 to 1 May 2026. These complaints were investigated and responses including advising the relevant MIP teams for further investigation, or noise mitigation strategies currently being implemented were communicated to the complaints.	Section 6

Condition ID	Condition	Comments on compliance	Reference for further information
Operational Noise and Vibration Management Plan – Section 4.1.1 Summary of Monitoring Requirements			
Table 4.1 Rail noise monitoring	Continuous rail noise monitoring will be undertaken from the commencement of operations of the IMEX terminal. The monitoring system will capture the following information: - Noise from each train passby - Time and date of each train passby - Imagery or video recording to identify rolling stock $L_{AF(max)}$ and Sound Exposure Level (SEL) of individual train passbys, measured in accordance with ISO 3095:2013 $L_{Aeq(15hour)}$ and $L_{Aeq(9hour)}$ noise levels for each 24-hour period, which will be calculated based on the number of train passbys during the day and night periods and the corresponding SEL noise levels, consistent with the procedure in Clause 3.4.1.1 of the Rail Infrastructure Noise Guideline (EPA, 2013). - Other information as required by the Secretary	Refer comments related to SSD 6766 G7	SSD 6766 G7
Wayside Angle of Attack Monitoring	Continuous wayside angle of attack monitoring will be undertaken from the commencement of operations of the IMEX terminal. The monitoring system will capture the following information: - Angle of attack from a wheel on each axle of every train - Time and date of each axle passby - Identification number of each item of rolling stock	Refer comments related to SSD 6766 G7A	SSD 6766 G7A
Brake Squeal Noise	Continuous (unattended monitoring system) from the commencement of operations of the IMEX terminal – to assess potential noise impacts of rail link at western receivers	Refer comments related to SSD 6766 G7. The permanent noise monitoring system is positioned at a location on the rail link where it can capture noise levels associated with curve brake squeal should this occur.	SSD 6766 G7
Operational Noise Monitoring	Noise monitoring to compare actual noise performance of the MIP East Precinct against the noise management levels will be undertaken as follows: - Regular performance monitoring - Within 12 months of the commencement of operation of the IMEX terminal and Warehouse 1 Precinct - Within 12 months of occupation of the first warehouse, 50% occupation of the site and 100% occupation of the site, or as otherwise agreed by the Secretary - For a minimum of 12 months following occupation of the entire site	Sections 3, 4, 5, and 6	Sections 3, 4, 5, and 6

Condition ID	Condition	Comments on compliance	Reference for further information
Operational Noise Monitoring	Attended noise monitoring will be undertaken to determine compliance against the noise management levels upon receipt of a noise complaint	Noise complaints received during the 2025-2026 review period relating to operational noise referenced container handling activities, and general concerns about MIP noise generating activities (Section 6). Noise monitoring (attended and unattended) being undertaken for Moorebank Precinct West (MPW) has been used to provide feedback on MPE noise emissions as the MPW noise requirements are cumulative of MPE, to assist with reviewing the effectiveness of ongoing noise management. This included recommendations for managing container handling activity noise.	Section 6
Noise Assessment of Mechanical Plant and other equipment	Conducted for the freight village and each warehouse for a period of 1 week after construction and submitted to secretary within 2 weeks of occupation. Compliance against the noise management levels.	Refer comments related to SSD 7628 B85	SSD 7628 B85
Continuous Unattended Noise Monitoring	Continuous noise monitoring will be conducted at the following locations for a period of twelve months following the occupation of the entire site: - CM1: 10 Talbot Court, Wattle Grove - CM2: 24 Glenelg Court, Wattle Grove North - CM3: 14 Dunmore Crescent, Casula - CM4: 26 Goodenough Street, Glenfield	Refer comments related to SSD 7628 B64 (refer Section 4)	SSD 7628 B64 Section 4

3 Warehouse mechanical plant and other noisy equipment noise monitoring

Warehouse mechanical plant and other noisy equipment noise monitoring is required following the occupation of each warehouse in accordance with SSD 7628 CoC B85.

Noise monitoring of warehouse mechanical plant and other noisy equipment has not been performed during the 2025-2026 review period as no additional warehouses in MPE have become newly occupied.

4 Continuous noise monitoring in residential areas

Continuous noise monitoring at sensitive receivers is required to be undertaken at sensitive receivers in accordance with the approval conditions for MPE Stage 2 (SSD 7628 CoC B64).

The primary purpose of the permanent noise monitoring systems is to measure construction-related noise in accordance with the requirements of SSD 7628 Condition B64. Whilst this condition relates to construction noise, the noise monitoring results can also be utilised for operational noise reviews/assessments and to investigate noise complaints (if required).

Details of the continuous noise monitoring and measurement locations (CM1 to CM4) are provided in Section 3.1.1 (Figure 3-1) of the MPE ONVMP (Rev 14, 13/12/2024). The measurement systems comprise four Envirosuite permanent noise monitors. The monitoring locations are:

- CM1: 10 Talbot Court, Wattle Grove
- CM2: 24 Glenelg Court, Wattle Grove North
- CM3: 14 Dunmore Crescent, Casula
- CM4: 26 Goodenough Street, Glenfield

This noise monitoring is ongoing.

5 Continuous rail link noise monitoring and Angle of Attack monitoring

In reporting Years 1 to 5, this section presented a summary of the continuous rail link noise monitoring and angle of attack (AoA) monitoring results for the relevant year. For the current reporting year, a results summary is not provided. Instead, this section summarises the technical memorandum prepared by Renzo Tonin & Associates (RTA), "Moorebank Intermodal Precinct East – Completion of Year 5 operational monitoring and reporting under SSD 6766 Conditions G7 and G7A" (RTA reference TM306-28-07F01), dated 15 May 2026, which addresses the completion of the five-year operational monitoring and reporting period under SSD 6766 Conditions G7 and G7A.

The memorandum confirms that the operational monitoring and reporting requirements of SSD 6766 Conditions G7 (rail noise monitoring) and G7A (wayside angle of attack monitoring) have been met for the five-year period from the commencement of IMEX terminal operations in May 2020. Condition G7 requires the Applicant to provide an annual report to the Secretary with the results of monitoring for a period of five years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal, following which the Secretary is to consider the need for further reporting based on a review of the Year 5 results.

The memorandum lists the rail noise monitoring and angle of attack monitoring reports issued by RTA over the May 2020 to November 2025 period, comprising five annual rail noise review reports issued under Condition G7 and the corresponding six-monthly angle of attack monitoring reports issued under Condition G7A. On the basis that the requirements of Conditions G7 and G7A have been met for the five-year operational reporting period, the memorandum sets out RTA's position that no additional annual or six-monthly reports are proposed to be provided under SSD 6766 Conditions G7 and G7A for the MPE Project. This position is limited in scope to SSD 6766 Conditions G7 and G7A and does not address other operational noise obligations associated with the MPE Project.

6 Noise monitoring in response to complaints

In the current reporting period, there were 14 operational noise-related complaints reported by residents (complaints confirmed to relate to construction or non-MIP noise are excluded).

The operational noise complaints related predominantly to container-handling noise from the IMEX terminal — in particular containers being lifted and dropped on the hardstand (described by residents as “container smashing”) during the night and early hours of the morning. The complaints about events were concentrated in the December 2025 to February 2026 period, and were largely lodged by a repeat complainant, and included a complaint raised by the Member for Holsworthy on behalf of a community member.

Complaints have been referred to the QUBE, the IMEX terminal operators, for investigation, with the precinct partners (ESR, National Intermodal and QUBE) and the project’s acoustic consultant reviewing on-site monitoring data in response to complaints, and the ESR is liaising with DPHI compliance team to address complaints raised by the resident. These complaints have been further investigated, which included reviewing of permanent noise monitoring data and a noise monitoring investigation survey during April 2026.

The number of operational noise-related complaints each month is summarised in the below table, for the period between 1 May 2025 and 1 May 2026. The number of noise complaints were highest in February 2026.

Period	Number of operational noise-related complaints
May 2025	1
June 2025	0
July 2025	0
August 2025	1
September 2025	0
October 2025	0
November 2025	1
December 2025	2
January 2026	3
February 2026	5
March 2026	1
April 2026	0

During the current reporting period in response to complaints the following analysis of the noise monitoring data at the permanent noise monitoring stations was undertaken to investigated noise complaints:

- In response to a complaint received in May 2025, noise monitoring data at the Casula permanent noise monitoring station was analysed for specific time periods, specifically for a residential

complaint in Casula on 22 May 2025. This review identified noise events were believed to be container handling noise during some of the identified time windows. Recommendations were made regarding mitigation and management measures.

- In response to a noise complaint received in January 2026, noise monitoring data at the Casula permanent noise monitoring station was analysed for specific time periods, specifically for a complaint regarding noise in Casula on 12 January 2026. This review identified noise events were believed to be container handling noise during some of the identified time windows.

Following the complaints receiver during December 2025 through to February 2026, noise complaint monitoring has been undertaken on one occasion during the current reporting period in April 2026.

In response to the noise complaints from residences in Casula (to the west of the MIP) and current DPHI queries, RTA undertook an operational noise complaint investigation, for which the reporting is being finalised. The investigation was conducted concurrently with noise monitoring being undertaken to satisfy SSD 7709 B140A monitoring to utilise the installed noise monitoring equipment. Attended noise measurements were undertaken overnight on 15–16 April and 17 April 2026, supported by unattended monitoring along Bushmaster Avenue, to capture representative operational noise events including container handling, truck horns, airbrake releases and heavy vehicle movements. The investigation preliminary outcomes have found that maximum (L_{Amax}) noise levels from MIP and IMEX operations were generally compliant with the applicable L_{Amax} noise limits, although several events have been identified above the L_{Amax} limit for Casula; these exceedance events were infrequent and short-lived, generally occurred under very-noise enhancing conditions. The monitored noise levels also did not exceed NPfI sleep disturbance screening levels with consideration of the background levels during the monitoring period. DPHI has been consulting with ESR regarding this monitoring. Relating to MPE activities, the requirement for further mitigation and management measure investigations for IMEX truck horns usage and container handling practices have been identified, and further noise monitoring to be conducted following the implementation of measures to confirm the effectiveness of the implemented measures.

7 Other noise-related tasks

7.1 Other relevant consent monitoring

Noise monitoring was undertaken during August 2025 and April 2026 for Moorebank Precinct West (MPW) to address SSD 7709 CoC B140 and CoC B140A respectively. As the MPW noise requirements are cumulative this monitoring also considered MPE noise emissions.

The noise monitoring surveys determined that the noise emissions from MIP operations were less than the SSD 7709 Conditions of Consent (CoC) $L_{Aeq15min}$ noise limits at all surrounding receiver locations, and that typically, the maximum noise levels from MIP operations were generally compliant with the L_{Amax} noise, however, a number of periods were identified where the L_{Amax} noise levels were above the L_{Amax} noise limit for residences in Casula, which were on occasions from MPE activities.

As such, mitigation and management measure recommendations were included to address this noise and further improve noise performance from the MIP noise emissions. The implementation of these measures are under investigation.

7.2 Moorebank Cumulative Noise Management

Planning work is continuing for the management of cumulative noise from the Moorebank Intermodal Precinct (MIP). This work currently aims to manage cumulative noise emissions from the various noise generating components (e.g. warehouse and IMEX operations), to manage overall cumulative noise emissions against the applicable consent requirements.

7.3 Warehouse E7 noise mitigation

Acoustic mitigation has been installed in May 2026 for the existing Dangerous Goods exhaust fan at Warehouse E7. The mitigation was required to achieve a 12 dB(A) reduction at the nearest noise-sensitive receivers in Wattle Grove, approximately 450 m east of the site, in response to noise emissions from the fan.

The measure, specified in the DDEG Consultant Advice Note 211527-A CAN01 R0 (1 November 2024) on the basis of environmental noise modelling, comprises an acoustic screen installed along the northern, eastern and southern boundaries of the fan (refer Figure 1).

The need for this mitigation was identified in the May 2024 SSD 7628 B85 noise monitoring, which found the Dangerous Goods exhaust fan to be operating at noise levels louder than would be expected, and so further mitigation was recommended to assist ESR with managing cumulative noise emissions from the warehouse. This was not required to address any noise exceedances. The recommended acoustic mitigation has now been actioned, with the acoustic screen installed.

Figure 1: Acoustic screen at Warehouse E7



8 Discussion and conclusion

This **Annual Noise Review** report for **Year 6 Operations** has been prepared to address the requirements of Approval Condition B90 of SSD 7628.

A range of operational noise monitoring has been performed in accordance the Approval Conditions in SSD 6766 and 7628 and the relevant noise management plans.

As a result of complaints, a number of investigations have been undertaken, during some of which it has been found that maximum (L_{Amax}) noise levels from MPE operations were generally compliant with the applicable L_{Amax} noise limits, although several events have been identified above the L_{Amax} limits. Monitoring from to address MPW requirements, has also been used to inform further required noise management of MPE activities, the MPW noise requirements are cumulative this monitoring also considered MPE noise emissions.

As such, mitigation and management measure recommendations were included to address this noise and further improve noise performance from the MIP noise emissions. The implementation of these measures are under investigation, and ongoing at the time of preparing this report. Further monitoring to review the effectiveness of these measures will be required.

The project has also implemented noise mitigation to assist ESR with managing cumulative noise emissions from the MIP, such as the acoustic screen on the E7 warehouse roof, to implement all reasonable and feasible best practice noise mitigation measures .

APPENDIX A Glossary of terminology

The following is a brief description of the technical terms used to describe noise to assist in understanding the technical issues presented.

Absorption Coefficient α	The absorption coefficient of a material, usually measured for each octave or third-octave band and ranging between zero and one. For example, a value of 0.85 for an octave band means that 85% of the sound energy within that octave band is absorbed on coming into contact with the material. Conversely, a low value below about 0.1 means the material is acoustically reflective.
Adverse weather	Weather effects that enhance noise (particularly wind and temperature inversions) occurring at a site for a significant period of time. In the NSW INP this occurs when wind occurs for more than 30% of the time in any assessment period in any season and/or temperature inversions occurring more than 30% of nights in winter.
Air-borne noise	Noise which is fundamentally transmitted by way of the air and can be attenuated by the use of barriers and walls placed physically between the noise source and receiver.
Ambient noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
AoA	Angle of Attack - As the wheels on a bogie negotiate a tight curve, the leading wheelset typically presents an Angle-of-Attack (AoA) to the rail. The AoA of a leading wheelset with good steering performance can be calculated from $AoA = \text{wheelbase (m)} / \text{curve radius (m)}$. AoA is normally measured in milliradian (mrad).
Amenity	A desirable or useful feature or facility of a building or place.
AS	Australian Standard
ASA	Asset Standards Authority
Assessment period	The time period in which an assessment is made. e.g. Day 7am-10pm & Night 10pm-7am.
Assessment Point	A location at which a noise or vibration measurement is taken or estimated.
Attenuation	The reduction in the level of sound or vibration.
Audible Range	The limits of frequency which are audible or heard as sound. The normal hearing in young adults detects ranges from 20 Hz to 20 kHz, although some people can detect sound with frequencies outside these limits.
A-weighting	A filter applied to the sound recording made by a microphone to approximate the response of the human ear.
Background noise	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the LA90 noise level if measured as an overall level or an L90 noise level when measured in octave or third-octave bands.
Barrier (Noise)	A natural or constructed physical barrier which impedes the propagation of sound and includes fences, walls, earth mounds or berms and buildings.
Berm	Earth or overburden mound.
Buffer	An area of land between a source and a noise-sensitive receiver and may be an open space or a noise-tolerant land use.
Bund	A bund is an embankment or wall of brick, stone, concrete or other impervious material, which may form part or all of the perimeter of a compound.
BS	British Standard

CoRTN	United Kingdom Department of Environment entitled “Calculation of Road Traffic Noise (1988)”		
Decibel [dB]	The units that sound is measured in. The following are examples of the decibel readings of common sounds in our environment:		
	threshold of hearing	0 dB	The faintest sound we can hear, defined as 20 micro Pascal
		10 dB	Human breathing
	almost silent	20 dB	
		30 dB	Quiet bedroom or in a quiet national park location
	generally quiet	40 dB	Library
		50 dB	Typical office space or ambience in the city at night
	moderately loud	60 dB	CBD mall at lunch time
		70 dB	The sound of a car passing on the street
	loud	80 dB	Loud music played at home
		90 dB	The sound of a truck passing on the street
	very loud	100 dB	Indoor rock band concert
		110 dB	Operating a chainsaw or jackhammer
extremely loud	120 dB	Jet plane take-off at 100m away	
threshold of pain	130 dB		
	140 dB	Military jet take-off at 25m away	
dB(A)	A-weighted decibel. The A- weighting noise filter simulates the response of the human ear at relatively low levels, where the ear is not as effective in hearing low frequency sounds as it is in hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the “A” filter. A sound level measured with this filter is denoted as dB(A). Practically all noise is measured using the A filter.		
dB(C)	C-weighted decibels. The C-weighting noise filter simulates the response of the human ear at relatively high levels, where the human ear is nearly equally effective at hearing from mid-low frequency (63Hz) to mid-high frequency (4kHz), but is less effective outside these frequencies. The dB(C) level is not widely used but has some applications.		
Diffraction	The distortion of sound waves caused when passing tangentially around solid objects.		
DIN	German Standard		
ECRTN	Environmental Criteria for Road Traffic Noise, NSW, 1999		
ENMM	Environmental Noise Management Manual, Roads and Maritime Services (Transport for NSW)		
EPA	Environment Protection Authority		
Field Test	A test of the sound insulation performance in-situ. See also 'Laboratory Test' The sound insulation performance between building spaces can be measured by conducting a field test, for example, early during the construction stage or on completion. A field test is conducted in a non-ideal acoustic environment. It is generally not possible to measure the performance of an individual building element accurately as the results can be affected by numerous field conditions.		
Fluctuating Noise	Noise that varies continuously to an appreciable extent over the period of observation.		
Free-field	An environment in which there are no acoustic reflective surfaces. Free field noise measurements are carried out outdoors at least 3.5m from any acoustic reflecting structures other than the ground.		
Frequency	Frequency is synonymous to pitch. Sounds have a pitch which is peculiar to the nature of the sound generator. For example, the sound of a tiny bell has a high pitch and the sound of a bass drum has a low pitch. Frequency or pitch can be measured on a scale in units of Hertz or Hz.		

Ground-borne noise	Vibration propagated through the ground and then radiated as noise by vibrating building elements such as wall and floor surfaces. This noise is more noticeable in rooms that are well insulated from other airborne noise. An example would be vibration transmitted from an underground rail line radiating as sound in a bedroom of a building located above.
Habitable Area	Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom. Excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.
Heavy Vehicle	A truck, transporter or other vehicle with a gross weight above a specified level (for example: over 8 tonnes).
IGANRIP	Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects, NSW DEC 2007
Impulsive noise	Having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
INP	NSW Industrial Noise Policy, EPA 1999
Intermittent noise	The level suddenly drops to that of the background noise several times during the period of observation. The time during which the noise remains at levels different from that of the ambient is one second or more.
Intrusive noise	Refers to noise that intrudes above the background level by more than 5 dB(A).
ISEPP	State Environmental Planning Policy (Infrastructure), NSW, 2007
ISEPP Guideline	Development Near Rail Corridors and Busy Roads - Interim Guideline, NSW Department of Planning, December 2008
L ₁	The sound pressure level that is exceeded for 1% of the time for which the given sound is measured.
L ₁₀	The sound pressure level that is exceeded for 10% of the time for which the given sound is measured.
L ₁₀ (1hour)	The L ₁₀ level measured over a 1 hour period.
L ₁₀ (18hour)	The arithmetic average of the L ₁₀ (1hour) levels for the 18 hour period between 6am and 12 midnight on a normal working day.
L ₉₀	The level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L ₉₀ noise level expressed in units of dB(A).
L _{Aeq} or L _{eq}	The "equivalent noise level" is the summation of noise events and integrated over a selected period of time, which would produce the same energy as a fluctuating sound level. When A-weighted, this is written as the L _{Aeq} .
L _{Aeq} (1hour)	The L _{Aeq} noise level for a one-hour period. In the context of the NSW EPA's Road Noise Policy it represents the highest tenth percentile hourly A-weighted L _{eq} during the period 7am to 10pm, or 10pm to 7am (whichever is relevant).
L _{Aeq} (8hour)	The L _{Aeq} noise level for the period 10pm to 6am.
L _{Aeq} (9hour)	The L _{Aeq} noise level for the period 10pm to 7am.
L _{Aeq} (15hour)	The L _{Aeq} noise level for the period 7am to 10pm.
L _{Aeq} (24hour)	The L _{Aeq} noise level during a 24 hour period, usually from midnight to midnight.
L _{max}	The maximum sound pressure level measured over a given period. When A-weighted, this is usually written as the L _{Amax} .
L _{min}	The minimum sound pressure level measured over a given period. When A-weighted, this is usually written as the L _{Amin} .
Loudness	A rise of 10 dB in sound level corresponds approximately to a doubling of subjective loudness. That is, a sound of 85 dB is twice as loud as a sound of 75 dB which is twice as loud as a sound of 65 dB and so on. That is, the sound of 85 dB is four times or 400% the loudness of a sound of 65 dB.

Microphone	An electro-acoustic transducer which receives an acoustic signal and delivers a corresponding electric signal.
MPE	Moorebank Precinct East
NCA	Noise Catchment Area. An area of study within which the noise environment is substantially constant.
NCG	Noise Criteria Guideline, Roads and Maritime Services (Transport for NSW)
NMG	Noise Mitigation Guideline, Roads and Maritime Services (Transport for NSW)
Noise	Unwanted sound
Pre-construction	Work in respect of the proposed project that includes design, survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, minor clearing (except where threatened species, populations or ecological communities would be affected), establishing ancillary facilities such as site compounds, or other relevant activities determined to have minimal environmental impact (e.g. minor access roads).
Reflection	Sound wave reflected from a solid object obscuring its path.
RING	Rail Infrastructure Noise Guideline, NSW, May 2013
RMS	Root Mean Square value representing the average value of a signal.
Rw	Weighted Sound Reduction Index A measure of the sound insulation performance of a building element. It is measured in very controlled conditions in a laboratory. The term supersedes the value STC which was used in older versions of the Building Code of Australia. Rw is measured and calculated using the procedure in ISO 717-1. The related field measurement is the DnT,w. The higher the value the better the acoustic performance of the building element.
R'w	Weighted Apparent Sound Reduction Index. As for Rw but measured in-situ and therefore subject to the inherent accuracies involved in such a measurement. The higher the value the better the acoustic performance of the building element.
RNP	Road Noise Policy, NSW, March 2011
Sabine	A measure of the total acoustic absorption provided by a material. It is the product of the Absorption Coefficient (alpha) and the surface area of the material (m2). For example, a material with alpha = 0.65 and a surface area of 8.2m2 would have $0.65 \times 8.2 = 5.33$ Sabine. Sabine is usually calculated for each individual octave band (or third-octave).
SEL	Sound Exposure Level (SEL) is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain Leq sound levels over any period of time and can be used for predicting noise at various locations.
Sound	A fluctuation of air pressure which is propagated as a wave through air.
Sound absorption	The ability of a material to absorb sound energy by conversion to thermal energy.
Sound Insulation	Sound insulation refers to the ability of a construction or building element to limit noise transmission through the building element. The sound insulation of a material can be described by the Rw and the sound insulation between two rooms can be described by the DnT,w.
Sound level meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound power level	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power of 1 pico watt.
Sound pressure level	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone referenced to 20 micro Pascal.
Spoil	Soil or materials arising from excavation activities.

SSFL	Southern Sydney Freight Line
STC	Sound Transmission Class A measure of the sound insulation performance of a building element. It is measured in controlled conditions in a laboratory. The term has been superseded by Rw.
Structure-borne Noise	Audible noise generated by vibration induced in the ground and/or a structure. Vibration can be generated by impact or by solid contact with a vibrating machine. Structure-borne noise cannot be attenuated by barriers or walls but requires the isolation of the vibration source itself. This can be achieved using a resilient element placed between the vibration source and its support such as rubber, neoprene or springs or by physical separation (using an air gap for example). Examples of structure-borne noise include the noise of trains in underground tunnels heard to a listener above the ground, the sound of footsteps on the floor above a listener and the sound of a lift car passing in a shaft. See also 'Impact Noise'.
Tonal Noise	Sound containing a prominent frequency and characterised by a definite pitch.
Transmission Loss	The sound level difference between one room or area and another, usually of sound transmitted through an intervening partition or wall. Also the vibration level difference between one point and another. For example, if the sound level on one side of a wall is 100dB and 65dB on the other side, it is said that the transmission loss of the wall is 35dB. If the transmission loss is normalised or standardised, it then becomes the Rw or R'w or DnT,w.
Wheelbase	The wheelbase is the distance between the centres of the front and rear wheels on a 2-axle bogie.

15 May 2026

TM306-28-07F01 MPE G7-G7A Reporting requirement (r1).docx

The Trust Company (Australia) Limited (ACN 000 000 993) As Trustee of The Moorebank Industrial Warehouse Trust (ABN 51 402 161 047) c/- ESR Developments (Australia) Pty Ltd

[REDACTED] (Tactical Group)

From: [REDACTED]

Moorebank Intermodal Precinct East - Completion of Year 5 operational monitoring and reporting under SSD 6766 Conditions G7 and G7A

1 Introduction

The Sydney Intermodal Terminal Alliance (SIMTA) received approval for the construction and operation of Stage 1 of the Moorebank Precinct East (MPE) Project under State Significant Development consent SSD 6766. The Trust Company (Australia) Limited (ACN 000 000 993) as Trustee of The Moorebank Industrial Warehouse Trust (ABN 51 402 161 047), care of ESR Developments (Australia) Pty Ltd (ESR), is the Proponent for the MPE Project.

This technical memorandum summarises the requirements of SSD 6766 Conditions G7 and G7A, confirms that the operational monitoring and reporting requirements of those conditions have been met for the five-year period from the commencement of IMEX terminal operations in May 2020, and lists the rail noise and Angle of Attack (AoA) monitoring reports issued by Renzo Tonin & Associates (RTA) over that period.

As per the SSD 6766 Conditions G7 and G7A requirements detailed in Table 1, the Proponent “... shall provide an annual report to the Secretary with the results of monitoring for a period of 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 5”.

As 5 years of monitoring and reporting has been undertaken, the position of RTA in respect of further monitoring and reporting under Conditions G7 and G7A is set out in Section 5.

Table 1: SSD 6766 Consent Condition G7/G7A requirements

Condition ID	Condition
G7	The Applicant shall install and maintain a rail noise monitoring system on the rail link at the commencement of operation to continuously monitor the noise from rail operations on the rail link. The system shall capture the noise from each individual train passby noise generation event, and include information to identify: a) Time and date of freight train passbys; b) Imagery or video to enable identification of the rolling stock during day and night; c) $L_{Aeq(15hour)}$ and $L_{Aeq(9hour)}$ from rail operations; and d) $L_{AF(max)}$ and SEL of individual train passbys, measured in accordance with ISO3095; or e) Other alternative information as agreed with, or required by, the Secretary. The results from the noise monitoring system, shall be publicly accessible from a website maintained by the Applicant. The noise results from each train shall be available on the website within 24 hours of it passing the monitor, unless unforeseen circumstances (i.e a system malfunction) have occurred. The $L_{Aeq(15hour)}$ and $L_{Aeq(9hr)}$ results from each day shall be available on the website within 24 hours of the period ending. Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for rail noise monitoring, including details of any alternative options considered and reasons for these being dismissed. The rail noise monitoring system shall not operate until the Secretary has approved the proposed monitoring location. The Applicant shall provide an annual report to the Secretary with the results of monitoring for a period of 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 5.
G7A	The applicant shall install and maintain a wayside angle of attack monitoring system on the rail link at the commencement of operation to continuously monitor the angle of attack to the rail of rolling stock wheels. The system shall capture the angle of attack from a wheel on each axle of every train, and include information to identify: a) Time and date of each axle passby; and b) The identification number of each item of rolling stock. The results from the angle of attack monitoring system shall be: • accessible by train operators from a website maintained by the Applicant. Angle of attack results from each train shall be available on the website within 24 hours of it passing the monitor, unless unforeseen circumstances have occurred. • included in a six-monthly report to the Secretary. The report should at least identify the number of wagons with wheels that exceed the ASA standard angle of attack and the action taken by operators to improve steering performance. Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for angle of attack monitoring, the format of the information to be accessible to operators and the format of the public report. The angle of attack monitoring system shall not operate until the Secretary has approved the proposed monitoring location and reporting arrangements.

2 Summary of Conditions G7 and G7A

2.1 Condition G7 – rail noise monitoring

Condition G7 of SSD 6766 requires that:

- A rail noise monitoring system is installed and maintained on the rail link from the commencement of operation, to continuously monitor the noise from rail operations.
- The system captures the noise from each individual train passby noise generation event, including the time and date of freight train passbys, imagery or video to enable identification of rolling stock during day and night, $L_{Aeq(15\text{hour})}$ and $L_{Aeq(9\text{hour})}$ from rail operations, and L_{AFmax} and sound exposure level of individual train passbys measured in accordance with ISO 3095, or other alternative information as agreed with or required by the Secretary.
- Results from the noise monitoring system are publicly accessible from a website maintained by the Applicant. Noise results from each train are available on the website within 24 hours of the train passing the monitor, and the $L_{Aeq(15\text{hour})}$ and $L_{Aeq(9\text{hour})}$ results from each day are available on the website within 24 hours of the period ending.
- Prior to the commencement of operation, the Applicant was to submit for the approval of the Secretary justification supporting the appropriateness of the location for rail noise monitoring. The monitoring system was not to operate until the Secretary had approved the proposed monitoring location.
- The Applicant is to provide an annual report to the Secretary with the results of monitoring for a period of five years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary is to consider the need for further reporting following a review of the results for Year 5.

2.2 Condition G7A – wayside angle of attack monitoring

Condition G7A of SSD 6766 requires that:

- A wayside angle of attack monitoring system is installed and maintained on the rail link from the commencement of operation, to continuously monitor the angle of attack to the rail of rolling stock wheels.
- The system captures the angle of attack from a wheel on each axle of every train, including the time and date of each axle passby and the identification number of each item of rolling stock.
- Angle of attack results are accessible by train operators from a website maintained by the Applicant. Results from each train are available on the website within 24 hours of the train passing the monitor.
- Angle of attack results are included in a six-monthly report to the Secretary. The report is to identify, at a minimum, the number of wagons with wheels that exceed the Asset Standards Authority (ASA) standard angle of attack and the action taken by operators to improve steering performance.

- Prior to the commencement of operation, the Applicant was to submit for the approval of the Secretary justification supporting the appropriateness of the angle of attack monitoring location, the format of the information to be accessible to operators and the format of the public report. The monitoring system was not to operate until the Secretary had approved the proposed monitoring location and reporting arrangements.

3 Compliance with Conditions G7 and G7A

The new rail link servicing the MPE was commissioned in November 2019, with IMEX terminal operations commencing in May 2020. A permanent rail noise monitoring system and a wayside angle of attack monitoring system were installed on the rail link prior to commissioning, in accordance with the Functional and Performance Specification approved by the Secretary. Both systems have since been operated and maintained in accordance with Conditions G7 and G7A.

Rail noise monitoring results are publicly accessible from the monitoring website maintained on behalf of the Applicant, and angle of attack results are accessible to train operators via the same monitoring infrastructure, consistent with the reporting timeframes required by the conditions.

RTA was engaged by the Applicant to prepare the annual rail noise review reports and the six-monthly angle of attack reports for the operational period from May 2020 to May 2025. Five annual rail noise reviews have been issued in respect of Condition G7 and six-monthly angle of attack reports have been issued throughout the same five-year period in respect of Condition G7A. Each annual rail noise review report also incorporates the corresponding six-monthly angle of attack monitoring results for the relevant reporting year, either as appendices to the review or within the body of the review report. The five-year operational reporting period contemplated by Condition G7 has now been completed.

4 Reports issued

Table 2 lists the rail noise monitoring and angle of attack monitoring reports prepared by RTA for the MPE Project in respect of SSD 6766 Conditions G7 and G7A.

Table 2: Reports issued by Renzo Tonin & Associates under SSD 6766 Conditions G7 and G7A

Document number	Date issued	Description	Condition
TL116-05F05	15 September 2020	Rail Link Noise Monitoring Report	G7
TL116-05F11	21 June 2021	Annual Noise Review – April 2021	G7
TL116-05F16	4 November 2021	Angle of Attack Monitoring Report – November 2021	G7A
TL116-05F17	23 May 2022	Angle of Attack Monitoring Report – May 2022	G7A
TL116-05F18	23 May 2022	Annual Noise Review – May 2022	G7
TL116-05F20	5 July 2023	Angle of Attack Monitoring Report – May 2023	G7A
TL116-05F21	6 July 2023	Annual Noise Review – May 2023	G7
TL116-05F22	13 November 2023	Angle of Attack Monitoring Report – November 2023	G7A
TL116-05F23	17 July 2024	MPE Annual Noise Review 2024	G7
TL116-05F24	17 December 2024	Angle of Attack Monitoring Report – November 2024	G7A
TM306-24-02F02	4 June 2025	Angle of Attack Monitoring Report – May 2025	G7A
TM306-24-02F03	15 June 2025	MPE Annual Noise Review 2025	G7
TM306-28F05	12 November 2025	Angle of Attack Monitoring Report - November 2025	G7A

Notes:

1. Each Annual Noise Review report listed in Table 1 incorporates the corresponding six-monthly angle of attack monitoring results, either as appendices to the review or within the body of the report. The Annual Noise Review reports therefore form part of the compliance record under both SSD 6766 Conditions G7 and G7A.

2. The Year 4 Annual Noise Review (TL116-05F23) includes the angle of attack monitoring results for the period 1 November 2023 to 2 May 2024 within the body of the report (Section 6.1 and Figure 5). A separate standalone six-monthly angle of attack report was not issued for that period.

3. Angle of attack monitoring data was not available for the six-monthly reporting period 1 May 2022 to 30 November 2022. The Applicant advised the Department of Planning and Environment of this matter by letter dated 9 December 2022 ("Letter to Department of Planning – Angle of Attack Monitoring 20221209"), and a separate six-monthly angle of attack report was not issued for that period. The Department acknowledged receipt of the letter on 12 December 2022.

5 Conclusion

The five-year operational rail noise monitoring and reporting requirement of SSD 6766 Condition G7 has been completed. Six-monthly angle of attack reports have been provided in accordance with SSD 6766 Condition G7A across the same five-year period. The reports listed in Section 4 constitute the complete record of compliance reporting prepared by RTA under SSD 6766 Conditions G7 and G7A.

On the basis that the requirements of SSD 6766 Conditions G7 and G7A have been met for the five-year operational reporting period, no additional annual or six-monthly reports are proposed to be provided under SSD 6766 Conditions G7 and G7A for the MPE Project.

This position is limited in scope to SSD 6766 Conditions G7 and G7A. Other operational noise obligations associated with the MPE Project are not addressed by this technical memorandum.

Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Reviewed / Authorised
15.05.2026	First Issue	0	1		-	
File Path: R:\AssocSydProjects\TM301-TM350\TM306 ale Moorebank Intermodal Terminal (LOGOS)\Task28 MIP Monitoring 2025-26\1 Docs\10 MPE 2026 Annual Review\TM306-28-07F01 MPE G7-G7A Reporting requirement (r1).docx						

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APPENDIX E - WATER QUALITY MONITORING REPORTS

**MOOREBANK PRECINCT EAST STAGE 2:
BIODIVERSITY MONITORING IN ANZAC CREEK
SPRING 2025 SURVEY**



**Final Report Prepared for
ARCADIS**

17 February 2026

 **BIO-ANALYSIS Pty Ltd**
Marine & Freshwater Ecology
2/1 Botham Close, Charmhaven, NSW 2263
(Mobile) 0414 477 066; (Email) info@bioanalysis.com.au

Document Information

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Reviewed by	[REDACTED]
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Contact Information

[REDACTED]
Telephone: [REDACTED]
Email: [REDACTED]

[REDACTED]
Telephone: [REDACTED]
Email: [REDACTED]

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EXECUTIVE SUMMARY

Introduction

The Sydney Intermodal Terminal Alliance (SIMTA) received approval for the construction and operation of Stage 2 (the Project) of the Moorebank Precinct East (MPE) Project, which comprises the second stage of development under the MPE Concept Approval (MP10_0193) and approved under Development Approval SSD 7628.

SIMTA was the original applicant for Stage 1 (SSD 6766) and Stage 2 (SSD 7628), under the MPE Concept Approval. The applicant for the SSD 7628 has been updated to “The Trust Company Limited” (ACN 004 027 749). In 2022, LOGOS Property took over the management of the warehouse and distribution facilities, as well as the overall management of the Moorebank Intermodal East and West Precincts. In July 2024, ESR Group acquired the remaining interest in LOGOS, and overall management of the MIP East Precinct, is now the responsibility of ESR Australia & NZ (ESR). Qube Logistics will continue to maintain responsibility for the IMEX and the Rail Link.

The MPE site, including the Project site, is located approximately 27 km south-west of the Sydney Central Business District (CBD) and approximately 26 km west of Port Botany and includes the former Defence National Storage and Distribution Centre (DNSDC) site. The MPE site is situated within the Liverpool Local Government Area (LGA), in Sydney’s Southwest subregion, approximately 2.5 km from the Liverpool City Centre.

The MPE Project involves the development of an intermodal facility including warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater infrastructure, landscaping, servicing and associated works on the eastern side of Moorebank Avenue. Stage 2 of the MPE Project (MPES2) involves the construction and operation of warehousing and distribution facilities on the MPE site and upgrades to approximately 2.1 km of Moorebank Avenue.

Water during construction will be managed in accordance with the currently approved Construction Environmental Management Plan (CEMP) and will be discharged into the sediment (SED) Basins and into Anzac Creek (via DP5 and DP7).

It was also considered likely that runoff from some areas of the MPES2 site would be collected by a vegetated dam situated within Commonwealth Department of Defence land. Flow from this dam enters Anzac Creek upstream of Site AQ14 via a culvert.

A Baseline Aquatic Ecological Monitoring Program (BAEMP) was developed by Biosis Pty Ltd for Arcadis in March 2018, to address CoC B106. The purpose of the BAEMP was to establish baseline stream health and water quality conditions within selected sites along Anzac Creek prior to commencement of Early Works. This was undertaken in autumn 2018. Construction activities commenced soon after.

The baseline monitoring forms the basis for the ongoing Biodiversity Monitoring Strategy (BMS) to assess stream health in accordance with CoC B106, to determine any change in stream health or water quality throughout the life of the Project and to ascertain whether these changes can be attributed to the Project works. The BMS outlines monitoring requirements and includes the Stormwater Monitoring Strategy required by CoC B43 and B44.

BIO-ANALYSIS Pty Ltd was commissioned by Arcadis on behalf of Tactical Group to assess stream health and water quality at six monitoring sites along Anzac Creek (the Study Area) in spring 2025, in accordance with the BMS.

Methods

The BMS focusses on four main indicators: i) aquatic habitat, including riparian habitat, aquatic macrophytes and fish habitat; ii) surface water quality and sediment characteristics; iii) aquatic macroinvertebrates sampled using the Australian River Assessment System (AUSRIVAS) protocol; and iv) fish sampled using a backpack electro-fisher.

The primary aim of monitoring is to determine whether any change in stream health or water quality occur throughout the life of the MPE Project in accordance with the BMS and to ascertain whether these changes can be attributed to the Project works. Should an indicator variable deteriorate below the range for its baseline value, a stream health investigation protocol is to be initiated under the BAEMPs Adaptive Management Plan.

The sampling design included six sites (approximately 100 m in length). Site AQ1 is situated upstream of the MPE Project. Sites AQ4, AQ8, AQ12, AQ13 and AQ14 are situated at increasing distances downstream of the MPE Project. Stream health monitoring is to be done on two occasions within each of autumn and spring.

The results of the spring 2025 monitoring event were compared with those obtained in autumn 2018 (baseline), spring 2018, autumn and spring 2019, autumn and spring 2020, autumn and spring 2021, autumn and spring 2022, autumn and spring 2023, autumn and spring 2024 and autumn 2025 (during construction).

Results

This report presents the results of i) spring 2025 surveys 1 and 2 and ii) comparisons of the findings of the current survey with the Baseline survey (autumn 2018) and subsequent surveys done each autumn and spring.

Within the current reporting period (spring 2025), an unplanned discharge of sediment laden water from the MPE site to Anzac Creek, between Site AQ1 and AQ4, occurred during November 2025. At the time of the second spring survey (1 December 2025), the water was clear and free of sediment.

Riparian and terrestrial vegetation removed along the upstream reaches of Site AQ4 in May/June 2025, associated with the Moorebank Avenue Realignment¹, showed some signs of regeneration. Extensive cover by vegetation within the riparian zone and stream channel upstream and downstream of Site AQ4 continues to contribute stability to the majority of Anzac Creek, including the large refuge pool situated at Site AQ12.

Concentrations of lead in sediments collected at Site AQ1 (range = 100 to 110 mg/kg during spring 2025) continue to exceed the guideline value (50 mg/kg), including at the time of the baseline (91 mg/kg) survey. Copper, nickel and zinc have occasionally exceeded guideline values, but total petroleum hydrocarbons and poly-fluoroalkyl substances (e.g. PFAS and

¹ The riparian vegetation along Anzac Creek at the location of disturbance will be rehabilitated once the Moorebank Avenue Realignment works are completed in 2026.

PFOS), continue to comply. Site AQ1 is situated upstream of potential inputs from the Project, so no additional testing at this site is considered necessary.

Reduced dissolved oxygen levels, elevated nitrogen, aluminium and copper measured at the refuge pool (Site AQ12), including prior to commencement of the Project, have consistently suggested that aquatic habitat and biota within Anzac Creek are influenced by various types of anthropogenic disturbance. Importantly, the data collected to date indicate that there has been no further degradation of water quality since the Project related construction work began.

Over the course of the monitoring programme, the diversity of aquatic macroinvertebrates, Australian River Assessment System (AUSRIVAS) and Stream Invertebrate Grade Number Average Level (SIGNAL2) scores have been relatively low, indicating that the aquatic macroinvertebrate fauna has experienced one or more forms of human impact. Despite this, some pollution tolerant taxa have commonly been identified, including dragonfly, mayfly and caddis fly families. Importantly, comparison of the AUSRIVAS and SIGNAL2 scores between the baseline and construction phase continue to indicate an overall stability in aquatic health.

Altogether, ten species of fish have been collected from within the refuge pool: three native species of gudgeon, two native species of eel, one native galaxiid species, one native cat-fish species and three introduced species (Gambusia, Goldfish and Oriental weatherloach), confirming that the creek does provide some habitat for native species of fish. All of the species caught are common within NSW. No threatened species of fish listed under the *NSW Fisheries Management Act, 1994* or the *Environment Protection and Biodiversity Conservation Act, 1999* have been recorded.

Notably, a dead Longfin eel was observed at Site AQ14 at the time of Spring 2025 Survey 2. A deep lesion was apparent, similar to those caused by Epizootic Ulcerative Syndrome (EUS) (Red Spot Disease).

Conclusions

Examination of the results from the spring 2025 monitoring event found no evidence of changes in the indicator variables (surface water and sediment quality, assemblages of aquatic macroinvertebrates and fish) that could be attributed to the Project works. Thus, in accordance with the Biodiversity Monitoring Strategy, no adaptive management contingency measure was triggered.

Recommendations

It is recommended that the stream health monitoring programme is repeated in autumn and spring 2026 using the methods employed for baseline and operation phase surveys. It is also recommended that Land Managers focus on:

- stabilising areas of the stream bank recently cleared within the vicinity of Site AQ4, to minimise sediments and contaminants becoming mobilised to downstream environments;
- containment and on-going suppression of Alligator Weed and Ludwigia at Site AQ1, and the popular aquarium plant, *Egeria densa* (Egeria), within the refuge pool at Site AQ12. Signage and public information at popular points of entry by the public to the creek and other local waterways may reduce the chance of unintentional human-assisted introductions (e.g. by using live bait, or by being released by aquaria) of aquatic plants and fish.

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1.0 INTRODUCTION

The Sydney Intermodal Terminal Alliance (SIMTA) received approval for the construction and operation of Stage 2 (the Project) of the Moorebank Precinct East (MPE) Project, which comprises the second stage of development under the MPE Concept Approval (MP10_0193) and approved under Development Approval SSD 7628.

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The MPE Project involves the development of an intermodal facility including warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater infrastructure, landscaping, servicing and associated works on the eastern side of Moorebank Avenue. Stage 2 of the MPE Project involves the construction and operation of warehousing and distribution facilities on the MPE site and upgrades to approximately 2.1 km of Moorebank Avenue. Warehouses 1, 3, 4, 5, 7a and 7b are now operational. The next warehouse to be constructed is warehouse 2, which is currently planned for late 2027. Water during construction will continue to be managed in accordance with the currently approved CEMP.

BIO-ANALYSIS Pty Ltd has been commissioned by Arcadis on behalf of Tactical Group to assess stream health and water quality along Anzac Creek (the Study Area) in spring 2025.

Monitoring was done in accordance with a Biodiversity Monitoring Strategy (BMS) developed by Biosis (2018) to satisfy the Minister's Conditions of Consent (CoC) B106. The BMS also includes the Stormwater Monitoring Strategy required by CoC B43 and B44.

The primary aim of monitoring was to determine whether any change in stream health or water quality occurred throughout the life of the MPE Stage 2 (MPES2) Project in accordance with the BMS and to ascertain whether these changes could be attributed to the Project works. Sampling commenced in autumn 2018 (Biosis, 2018).

2.0 METHODS

2.1 Study Area

Anzac Creek is a small tributary of the Georges River and lies entirely within the Liverpool Local Government Area. The catchment covers an area of approximately 10.6 km² (Figure 1).

The headwaters of Anzac Creek lie within the Commonwealth Department of Defence Lands in Moorebank. The creek is approximately 4 km long and highly urbanised: it flows past the suburb of Wattle Grove, underneath the M5 and Heathcote Road intersection, through the Moorebank Industrial Area and underneath Newbridge Road.

While predominantly ephemeral, Anzac Creek has been noted to hold permanent water in isolated pools (Arcadis, 2016). An unnamed first order tributary of Anzac Creek flows from south to north along the eastern boundary of the MPE Project area (GHD, 2016).

Surface water from the MPES2 site was expected to enter Anzac Creek as a licensed discharge between Site AQ4 and AQ8 (Figure 1). It was also considered likely that runoff from some areas of the MPES2 site would be collected by a vegetated dam situated within Commonwealth Department of Defence land (Biosis, 2018). Flow from this dam enters Anzac Creek upstream of Site AQ14 via a culvert (Figure 1).

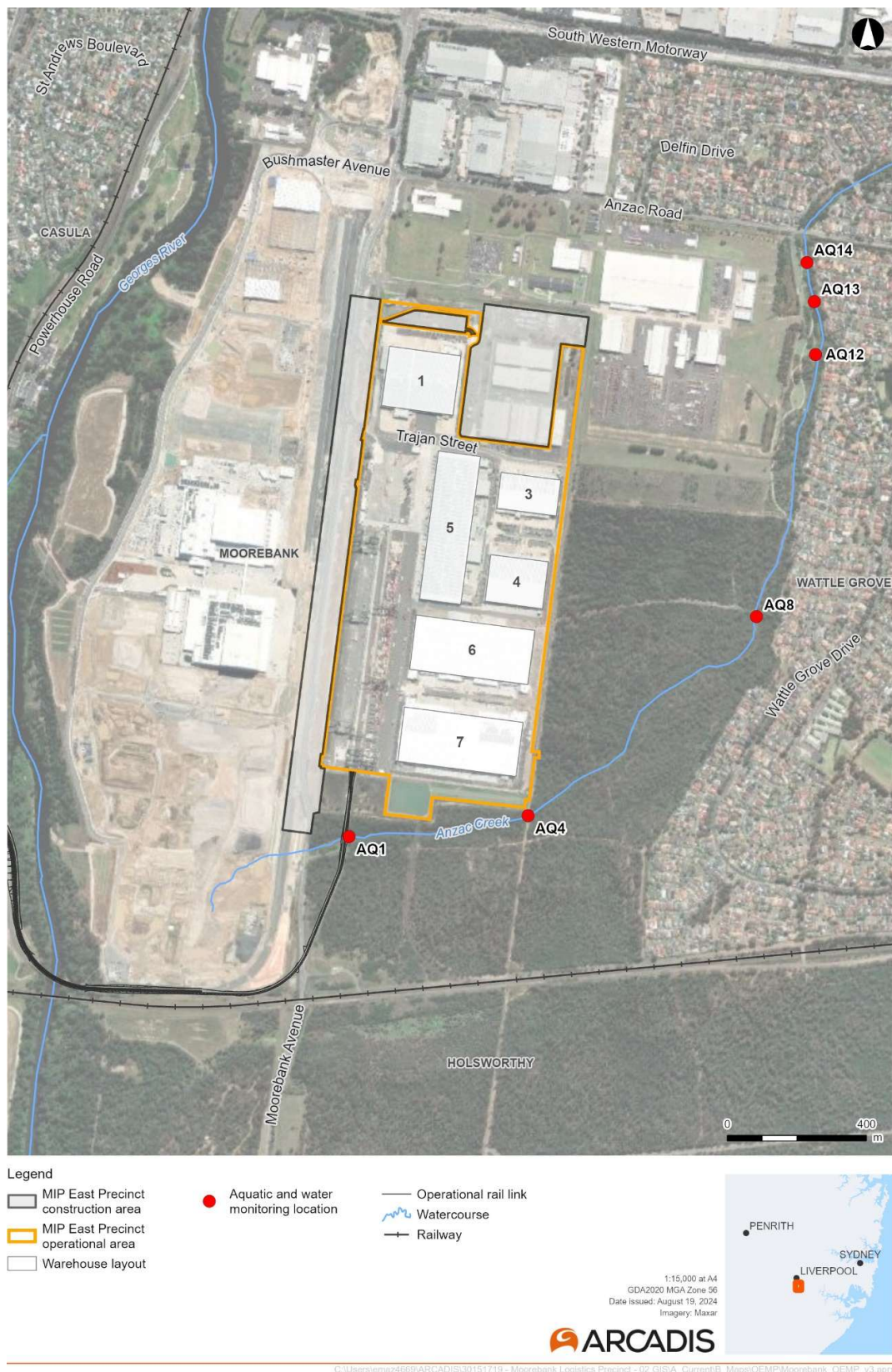


Figure 1. Project Location.

2.2 Sampling Dates

The dates and phases of the stream health monitoring programme for the MPES2 Project are outlined in Table 1.

Table 1. Date and information on aquatic ecology monitoring completed for the Project.

Project Phase	Event	Dates	Comments
Baseline	Autumn 2018	12&19 April 2018	Only one Baseline survey was able to be sampled in autumn 2018, due to the May 2018 bushfire.
Construction	Spring 2018	6&12 December 2018	
Construction	Autumn 2019	14&30 May 2019	Construction of culvert upstream of Site AQ1 largely completed on 30 May 2019. Site AQ12 was inaccessible to undertake Survey 2 due to restricted access.
Construction	Spring 2019	24 September 2019 21 November 2019	Warehouses 3 and 4 under construction. Moorebank Ave upgrade works ongoing.
Construction /Operation	Autumn 2020	25 May 2020 2 September 2020	Sampling required for the autumn 2020 survey season was unable to commence until late May 2020 due to COVID-19 related delays. The second survey was further delayed due to COVID related delays to receive parts required to repair the Electrofisher. Warehouses 3 and 4 were operational whilst Warehouse 5 was under construction. Moorebank Ave upgrade works ongoing.
Construction /Operation	Spring 2020	11&30 November 2020	Warehouses 3, 4 and 5 were operational. No further warehouses were being constructed at the time of monitoring
Construction /Operation	Autumn 2021	28 April 2021 11 June 2021	Warehouses 3, 4 and 5 are now operational and the location of Warehouses 6-8 have been left as compacted pads. Any water sheets off into the SED Basin and discharges into ANZAC Creek (via DP5 and DP7). No warehouses were being constructed at the time of monitoring.
Construction /Operation	Spring 2021	21 September 2021 8 November 2021	As above
Construction /Operation	Autumn 2022	5 & 31 May 2022	As above
Construction /Operation	Spring 2022	10 October 2022 30 November 2022	Following a redesign of MPE, only Warehouses 6 and 7 will be constructed within the area designated for Warehouses 6-8. Warehouse 8 will no longer be constructed. Warehouses 6&7 earthworks commenced on 9/06/22.
Construction /Operation	Autumn 2023	18 May & 3 July 2023	Warehouses 6&7 earthworks completed. It is expected that these warehouses will become operational in Q3 of 2023.

Table 1. (Cont'd)

Project Phase	Event	Dates	Comments
Construction /Operation	Spring 2023	20 September & 15 November 2023	Warehouse 7a is now operational. Operation of Warehouse 6 and 7b are expected to commence in Quarter 4 of 2023 and Quarter 2 2024.
Construction /Operation	Autumn 2024	8 & 28 May 2024	Operation of Warehouse 7b and 7a and 6 commenced in Quarter 4 of 2023 and Quarter 3 2024, respectively. The final warehouse to be constructed is warehouse 2, likely to occur in late 2025.
Construction /Operation	Spring 2024	24 September & 19 November 2024	The final warehouse to be constructed is warehouse 2, likely to occur in Q4 2025.
Construction /Operation	Autumn 2025	9 April 2025 & 23 June 2025	The final warehouse to be constructed is warehouse 2, likely to occur in late 2026.
Construction /Operation	Spring 2025	21 October & 1 December 2025	The final warehouse to be constructed is warehouse 2, likely to occur in late 2027.

2.3 Performance Measures and Indicators

Alteration to hydrology (increased stormwater inputs from both the stormwater network and surface flows from increases in non-permeable surfaces) and earthworks that have the potential to mobilise sediments into Anzac Creek were identified as potential impacts associated with the construction phase of the project (Biosis, 2018).

Biosis (2018) indicated that increased stormwater inputs to Anzac Creek could result in:

- Bed and bank scour as a result of increased volume and velocity of water during rainfall events;
- Alterations in vegetation structure as a result of altered hydrological regime;
- Introduction of sediments and pollutants via stormwater, with common pollutants including nitrogen, phosphorous, copper, aluminium and zinc.

Water Sensitive Urban Design (WSUD) measures such as onsite detention basins and rainwater gardens were incorporated into designs for the Project to mitigate impacts. A key outcome of this monitoring program was to determine whether these measures functioned as intended. Six monitoring sites (Sites AQ1, AQ4, AQ8, AQ12, AQ13 and AQ14) (Figure 1) are to be assessed in accordance with the BMS to satisfy the CoC B43, B44 and B106 (Table 2). The assessment types to be applied at each site are outlined in Table 2.

Should an indicator variable deteriorate below the range for its baseline value, a stream health investigation protocol is to be initiated under the BAEMPs Adaptive Management (Table 3). Baseline values are presented in Table 4, Table 5 and Table 6 (Results).

Table 2. Assessment types recommended for each monitoring site (Biosis, 2018).

Assessment Type	Assessment Protocol/ Indicator Variable	AQ1	AQ4	AQ8	AQ12	AQ13	AQ14
Visual	DPI Classification	√	√	√	√	√	√
	NSW AUSRIVAS	√	√	√	√	√	√
	HABSCORE	√	√	√	√	√	√
	Ephemeral Stream Assessment	√	√	√	√	√	√
Surface Water & Sediment Quality Monitoring	<i>In situ</i> water quality				√		
	Nutrient, dissolved metal & PFAS				√		
	Sediment & PFAS	√	√				√
Aquatic Macroinvertebrates	NSW AUSRIVAS & Signal2				√		
Fish	Assemblage structure				√		

Table 3. Indicator variables and adaptive management contingency measures.

Result	Potential Problem	Contingency measure
Increases in results of water quality parameters	Introduction or exacerbation of pollutants entering Anzac Creek.	Identify source and undertake corrective measures.
Reduction in results of biological monitoring	Subtle effects of construction and operation are influencing stream health within Anzac Creek.	Identify components causing decline. Assess feasibility of suitable corrective actions. If corrective measures can be implemented, these aspects are to be the focus of future monitoring. If corrective measures cannot be implemented, regulatory authority to be notified of change.
Increase scour of bed and banks of waterways	Reduction in bed and bank stability or loss of instream vegetation.	Identify point source/s of increased flow velocities or changes in stream hydraulics and discuss with project engineers to determine best methods for flow reduction or rectification of stream hydraulics

2.4 Field Methods

To fulfil the requirements of the BMS, monitoring is to be undertaken at 6 sites along Anzac Creek (Figure 1) four times annually during the pre-construction and construction phases of the Project, with the frequency reduced to twice annually during the operational phase of the Project. Surveys should take place during autumn and spring (Biosis, 2018). Sites are to be assessed using the methods outlined below and in accordance with Table 2.

Macroinvertebrate surveys were done in accordance with section 37 of the *Fisheries Management Act, 1994* using Scientific Collection Permit FP23/124 and in line with the Code of Practice Scientific Collection Activities for Fish, Invertebrates and Marine Vegetation (BIO-ANALYSIS, 2023). DPI Fisheries local inspectors were informed at least 48 hours prior to any proposed surveys as per the conditions outlined in the Scientific Collection Permit conditions.

2.4.1 Visual Stream Assessments

A visual assessment was undertaken at each site regardless of the availability of aquatic habitat (i.e. wet or dry). The condition of aquatic habitat at each site was assessed according to the *NSW Department of Primary Industries Policy and Guidelines for Fish Habitat Conservation and Management* (DPI NSW, 2013). The two key indices were habitat *type* and *class*.

Information on stream characteristics was recorded at each site in accordance with the New South Wales (NSW) Australian River Assessment System (AUSRIVAS) protocol (Turak et al., 2004). Characteristics recorded included a visual assessment of surrounding landforms, instream features, presence, extent and type of aquatic vegetation, stream substratum, potential areas of refuge during low flow periods, presence of fish habitat, presence of barriers to fish movement, indicators of point source and diffuse pollution.

HABSCORE assessments were also completed at each site, based on the presence and condition of pool substratum characteristics, pool variability, channel flow status, bank vegetation and stability, width of riparian zone, and epifaunal substrate/cover. The *CSIRO Ephemeral Stream Assessment* guideline was also used to provide an assessment of the geomorphic integrity of each site and to identify the processes operating within each site. Each site was photographed and the locations recorded with a hand-held GPS (satellite-based Global Positioning System).

2.4.2 Surface Water Quality & Sediment Monitoring

Where sufficient amounts of water were present, *in situ* water quality was measured using a Yeo-Kal 618 probe. Physico-chemical properties measured included electrical conductivity ($\mu\text{S}/\text{cm}$), dissolved oxygen (% saturation and mg/L), pH (pH units), temperature ($^{\circ}\text{C}$) and turbidity (NTU). Three replicate measures of each variable were collected from just below the water surface at each site.

Alkalinity was also determined in the field at Site AQ12, using a CHEMetrics' total alkalinity field kit.

As required by the BMS, water chemical and sediment sampling were undertaken for a range of nutrients, metals and hydrocarbons:

- Total Phosphorus (surface water only);
- Total Kjeldahl Nitrogen (TKN) (Total Organic Nitrogen + Total Ammonia) (surface water only);
- Total Nitrogen (TKN + (Nitrate + Nitrite) (surface water only);
- Dissolved metals (standard 19 relevant to aquatic assessment) (surface water);
- Total metals (standard 19 relevant to aquatic assessment) (sediment only);
- Total petroleum hydrocarbons, BTEX (benzene, toluene, ethylbenzene, trimethylbenzenes and three xylene isomers) hydrocarbons;
- PFAS: Poly-fluoroalkyl substances (including Perfluorohexane sulfonate PFHxS).

Samples were sent to the National Measurement Institute (NMI) laboratory (a NATA accredited laboratory) for analysis.

2.4.3 Aquatic Macroinvertebrates

Aquatic macroinvertebrates were required to be collected by the BMS at Site AQ12 (Biosis, 2018) using the NSW AUSRIVAS protocol (Turak et al., 2004). Biosis (2018) considered this large pool to provide reliable and valuable aquatic habitat. Stream edge habitats were sampled using a 250 µm dip net.

The contents of each net sample were placed into a white sorting tray and animals collected for a minimum period of 30 minutes. Thereafter, removals were done in 10-minute periods, up to a total of one hour (Turak et al., 2004). If no new taxa were found within a 10-minute period, removals ceased (Turak et al., 2004). The animals were collected and placed inside a labelled container and preserved with 70 % alcohol.

In the laboratory, taxa were identified to family level with the exception of Acarina (to order), Chironomidae (to sub-family), Nematoda (to phylum), Nemertea (to phylum), Oligochaeta (to class), Ostracoda (to subclass) and Polychaeta (to class). Some families of Anisoptera (dragonfly larvae) were identified to species, because they could potentially include threatened aquatic species.

2.4.4 Fish Community Survey

Fish sampling is done at Site AQ12 using a Smith Root LR-24 backpack electrofisher. The Electrofisher is used to stun fish in open water, around the edge of the pool, around snags and aquatic vegetation and any overhanging banks. All fish caught were identified and the length of up to 30 individuals of each species measured. Incidental observations such as evidence of disease were also noted before native fish species were returned to the water.

2.4.5 Data Analysis

Water quality measurements were used to assess health of the aquatic ecosystem by comparison with guideline values recommended by ANZECC² and ARMCANZ³ (2000) for the protection of lowland streams (i.e. systems at < 150 m altitude) in south-east Australia.

For aquatic macroinvertebrates, data were analysed using the appropriate AUSRIVAS predictive models developed for NSW. The ecological health of a waterway was assessed by comparing the macroinvertebrates collected at a site (i.e. Observed) to those predicted to occur (Expected) as if the site was in an undisturbed or 'reference' condition.

The principal outputs of the AUSRIVAS model include:

- Observed to Expected ratio (OE50): the ratio of the number of macroinvertebrate families collected at a site which had a predicted probability of occurrence of greater than 50 % (i.e. Observed) to the sum of the probabilities of all of the families predicted with greater than a 50 % chance of occurrence (i.e. Expected) (Ransom et al., 2004);
- BAND: for each model, the OE50 taxa ratios were divided into bands representing different levels of impairment. Band X represents a more diverse assemblage of macroinvertebrates than control sites; Band A was considered equivalent to reference condition; Band B represents sites below reference condition (i.e. significantly impaired); Band C represents sites well below reference condition (i.e. severely impaired); and Band D represents impoverished sites (i.e. extremely impaired) (Ransom et al., 2004).

The SIGNAL2 biotic index (Stream Invertebrate Grade Number Average level) developed by Chessman (2003) was also used to give an indication of water quality at the sites sampled. The SIGNAL score for a macroinvertebrate sample was calculated by averaging the pollution

² ANZECC – Australian and New Zealand Environment and Conservation Council

³ ARMCANZ – Agriculture and Resource Management Council of Australia and New Zealand

sensitivity grade numbers of the families present, which may range from 10 (most sensitive) to 1 (most tolerant). The SIGNAL2 scores from samples collected between autumn 2018 and spring 2025 were presented graphically to provide an indication of changes over time.

2.4.6 Quality Assurance/Quality Control (QA/QC)

Data collected in the field were checked for accuracy and completeness before leaving each site. In the office, field data and other records were incorporated into appropriate excel data sheets and checked. Spreadsheets were locked prior to analysis to prevent accidental overwrites or corruption.

In the laboratory, macroinvertebrate samples were identified by an appropriately qualified staff member. Data for each sample were entered into an excel spreadsheet and then checked.

3.0 RESULTS

For the spring 2025 monitoring event, sites were sampled on 21 October 2025 (Survey 1) and 1 December 2025 (Survey 2). Each site was approximately 100 m in length with their GPS co-ordinates listed in Appendix A.

Construction of the warehouses (with the exception of warehouse 2) are now complete. No construction discharges from MPE Stage 2 occurred via DP5 or DP 7 within the reporting period (i.e. after June 2025) (as per communication with Tactical).

3.1 Aquatic Habitat Characteristics

The section of Anzac Creek within the study area was not mapped as Key Fish Habitat (KFH) under the NSW DPI Key Fish Habitat mapping for the Sydney LGA (DPI 2007; Appendix A). Nevertheless, this section of Anzac Creek is ranked as TYPE 1 KFH according to the DPI (2013) classification scheme due to the presence of native aquatic plants and snags.

According to the waterway CLASS scheme, a permanent pool with freshwater aquatic vegetation situated at Site AQ12 is considered CLASS 2 KFH. The remaining reaches of Anzac Creek within the Study Area were considered to be CLASS 3 KFH despite the presence of aquatic vegetation, due to the ephemeral nature of any pools that were present (DPI, 2013).

Vegetation within the channel and banks of Anzac Creek has been classified as Parramatta Red Gum woodland in high condition (GHD, 2016).

Within the two months prior to the 2025 spring Survey 1 (21 October 2025) and Survey 2 (1 December 2025), a total of 97.6 mm and 79.2 mm rainfall was recorded respectively by the meteorological station situated near Holsworthy Aerodrome AWS Rainfall Station (Station ID: 66161) (Figure 2).

All warehouses are now operational (except warehouse 2, which is proposed to be constructed late 2027). No construction discharges from MPES2 occurred within the reporting period.

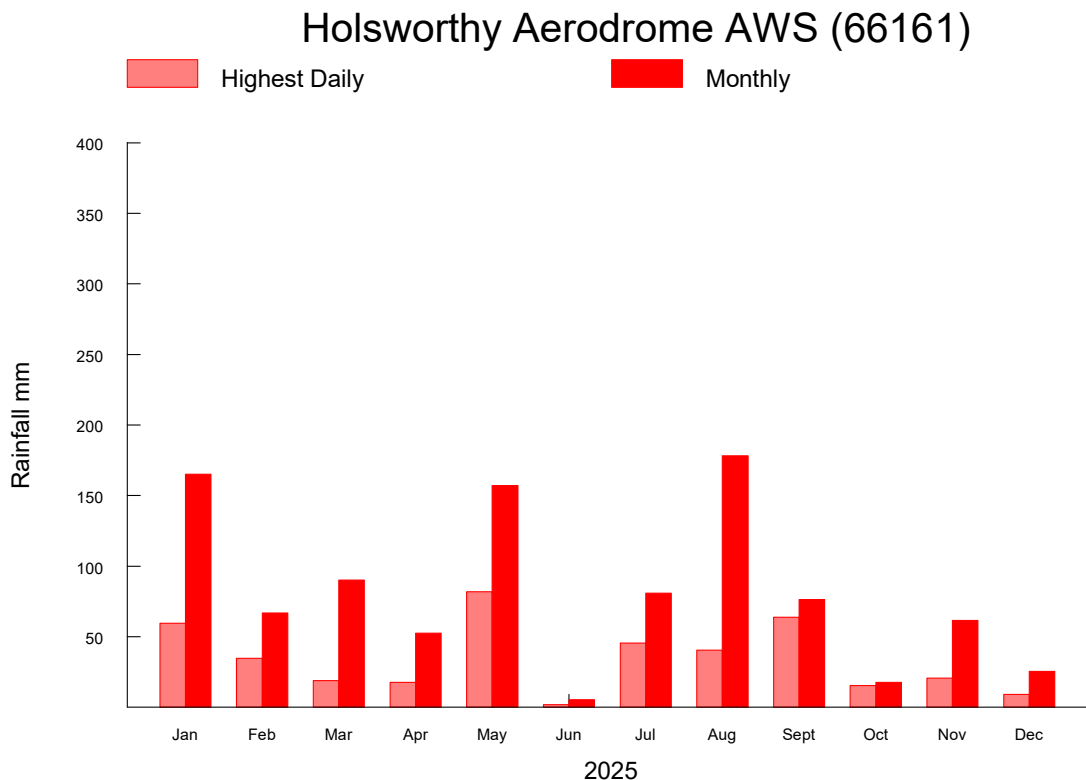


Figure 2. Rainfall (mm) measured at Holsworthy Aerodrome AWS Rainfall Station (66161) between 1 January and 31 December 2025.

Site AQ1

Site AQ1 was situated approximately 750 m downstream of the source of Anzac Creek (Figure 1), and approximately 100 m downstream of a culvert built across Anzac Creek as part of the MPES1 project. The culvert is composed of box culverts to a length of 15 m and supported one rail track and a maintenance access footway. Construction of the culvert was completed by CPB and handed over to the proponent, Qube Holdings Limited, in July 2019. The rail track has now been removed and will be rehabilitated as part of the Moorebank Avenue Realignment works however, the culverts will remain in place.

Water level was considerably lower at all sites sampled at the time of Spring 2025 Survey 1 compared to Survey 2 (Plates 1&2): isolated pools were present within the main channel at the time of Survey 1, whilst the channel was mostly submerged (to a depth of up to ~ 40 cm) at the time of Survey 2. *Gambusia* (*Gambusia holbrooki*) were observed.

The active channel zone remains stable (i.e., no signs of active erosion) due to dense cover of instream aquatic plants, including Slender Knotweed (*Pericaria decipiens*), Marsh Club-rush (*Bolboschoenus fluviatilis*) and Typha (*Typha* sp.), and the relatively intact woody riparian vegetation (Appendix 2).

Exotic species, including Alligator Weed (*Alternanthera philoxeroides*) and Ludwigia (*Ludwigia peruviana*), continue to be common at the edges of the channel. The channel bed consisted of fine sediment, the upper layers of which were anoxic: accumulations of green macroalgae were common at the time of Survey 2. The tree canopy was mostly comprised of *Melaleuca* spp. and *Eucalyptus* spp. (Plates 1&2).



Plate 1: AQ1 – View upstream (21/10/25)



Plate 2: AQ1 – View downstream (1/12/25)

Site AQ4

Site AQ4 was situated approximately 400 m downstream of Site AQ1 (Figure 1).

Riparian vegetation at Site AQ4, predominantly native trees, ferns including Soft Tree Fern (*Dicksonia antarctica*) and stands of emergent macrophytes such as Jointed Twig Rush (*Baumea articulata*) and Twig Rush (*Baumea rubiginosa*), were mostly cleared to the edges of the creek channel to the road crossing (Plate 3&4) during winter 2025, associated with the Moorebank Avenue Realignment works⁴. The active channel zone, composed of fine sediments, is up to approximately 4 m wide, was relatively undisturbed (Plate 3&4).

⁴ The riparian corridor will be rehabilitated at the completion of the Moorebank Avenue Realignment works.

At the time of the Spring 2025 surveys, stands of *Baumea articulata* and *Baumea rubiginosa* continue to cover a large proportion of the stream channel and edges (Plates 3&4).

Frogmouth (*Philydrum lanuginosum*), *Typha* sp., *Juncus prismatocarpus*, *Carex fascicularis*, Soft Tree Fern, Heron Bristle Sedge (*Chorizandra cymbaria*) and a species of Bladderwort (*Utricularia* sp.), were also present. Water present at the time of the second survey appeared clear and free of sediment (Plate 3&4).



Plate 3: AQ4 – View downstream (21/10/25)



Plate 4: AQ4 – View across-stream (1/12/25)

Site AQ8

Site AQ8 was situated approximately 1 km downstream of Site AQ4 (Figure 1). At the time of Survey 1, small accumulations (approximately 0.25 -0.50 m²) of surface water were present to a depth of approximately 0.1 m deep. *Utricularia* sp. was present.

Stands of emergent macrophytes including Heron Bristle Sedge, Tall Spikerush (*Eleocharis sphacelata*) and Jointed Twig Rush occupied a large proportion of the stream channel (Plates 5&6). Other shorter plants, including Frogmouth, Slender Knotweed and the introduced species, Umbrella Sedge (*Cyperus eragrostis*), have declined in abundance over the last two years, mostly likely due to shading by the taller species. Riparian vegetation continues to be dominated by *Casuarina* trees. Common Reed/Phragmites (*Phragmites australis*) and *Typha* were present at the downstream end of the site.

The stream channel at Site AQ8 (up to approximately 20 m wide) continues to be classified as stable, mostly due to the dense cover by emergent macrophytes in addition to a relatively intact, woody riparian zone (Appendix 2). Very little standing water was present within the study channel at the time of the spring 2025 surveys.



Plate 5: Site AQ8 – view downstream (21/10/25)



Plate 6: Site AQ8 – view upstream (1/12/25)

Site AQ12

Site AQ12 was situated approximately 750 km downstream of Site AQ8 (Figure 1). Similar to the findings of biodiversity surveys done since autumn 2018, a large pool (approximately 20 m wide) and a relatively diverse assemblage of aquatic plants, including submerged species, were present (Plates 7&8). Aquatic vegetation, including Slender Knotweed and dense stands of Typha, Phragmites and Tall Spike Rush have colonised a large proportion of the pool substratum (Plates 7&8). The submerged macrophyte, Ribbonweed (*Vallisneria* sp.), and floating-attached species, Entire Marshwort (*Nymphoides geminata*) (Plate 7), continue to be abundant in areas closer to the shore, which have not been colonised by tall, emergent species.

Also noted was the native perennial, *Utricularia* sp., and the small native fern, *Azolla*. *Egeria* (*Egeria densa*), which was collected close to the left-bank (facing downstream) of the pool in spring 2020, was not observed. Riparian vegetation included Casuarina, Eucalyptus and Melaleuca trees, Spiny-head Mat-rush/Basket Grass (*Lomdandra longifolia*) and *Persicaria decipiens* (Plates 7&8).

Extensive cover of vegetation within the riparian zone contributes stability to the edges of the pool at Site AQ12. An area of active erosion has been apparent at the downstream end of the pool since autumn 2020, associated with heavy rainfall and bank overflows, including at the time of the spring 2025 surveys.

Water level in the pool was approximately 0.3 m shallower than at the time of the autumn 2025 surveys. The pool edge substratum was composed primarily of fine sediment and decomposed plant material. Green filamentous macro-algae continue to be relatively abundant. Flow was not apparent at the downstream end of the pool at the time of both surveys. Water clarity was considered good.



Plate 7: Site AQ12 – view upstream (21/10/25)



Plate 8: Site AQ12 – view downstream (1/10/25)

Site AQ13

Site AQ13 was situated approximately 200 m downstream of Site AQ12 and approximately 150 m downstream from an overflow channel that enters the creek from Wattle Grove (Figure 1). A large proportion of the stream channel and edges had been recolonised by the aquatic weed, *Sagittaria platyphylla* (Sagittaria), since September 2024 (Plates 9&10). Slender Knotweed and Typha were also common. Water present was to a depth of approximately 0.5 m. Flow was not apparent. The stream channel appeared stable (Plate 10; Appendix 2).



Plate 9: Site AQ13 – view upstream (21/10/25)



Plate 10: Site AQ13 – view downstream (1/12/25)

Site AQ14

Site AQ14 was situated approximately 150 m downstream of Site AQ13 and immediately downstream of the culvert that links the dam within Commonwealth Department of Defence land to Anzac Creek (Figure 1). Flow was not apparent at the time of both spring 2025 surveys (Plates 11&12). Much of the instream vegetation scoured from much of the stream channel during autumn 2025 had recolonised the stream channel (Plates 11&12).

Typha, Slender Knotweed, River Clubrush and Whorled Pennywort/Shield Pennywort continue to be common (Plates 11&12). Sagittaria was common at the time of both survey's (Plates 11&12). This section of Anzac Creek remains mostly stable due to the presence of instream vegetation (Appendix 2). Water visibility was 'poor' at the time of first survey. Notably, some areas of instream vegetation were in poor condition, and a dead eel was observed (Plate 12).



Plate 11: Site AQ14 – view upstream (21/10/25)



Plate 12: Site AQ14 – view across-stream (1/12/25)

3.2 Water & Sediment Characteristics

3.2.1 Water Quality

Physico-chemical measurements were collected at Site AQ12 in accordance with the requirements of the BMS (cf Biosis, 2018) and at sampling sites where sufficient water was present to submerge a water quality instrument probe. The data were compared to the default trigger values (DTV) recommended by ANZECC/ARMCANZ (2000) for the protection of slightly disturbed lowland river ecosystems in southeast Australia (Table 4).

Results from the 2025 spring surveys 1 and 2 indicated that:

- Water temperature ranged between 16.4 to 24.0 °C;
- pH (range = 6.3 to 8.2) was within the recommended DTV at all sites except Site AQ1 and AQ12 at the time of Survey 1 and AQ4 at the time of Survey 2;
- Conductivity (range = 226 to 694 µS/cm) was within the recommended DTVs at all the sites sampled;
- Dissolved oxygen (DO) measurements (range = 17.7 to 117.5 % saturation) were below the lower DTV at sites AQ1 and AQ12 during Survey 1 and at AQ4, AQ13 and AQ14 during Survey 2. Elevated levels of dissolved oxygen were recorded at AQ1 and AQ12 at the time of Survey 2;
- Turbidity levels were within the recommended DTV at all sites during spring 2025 (range = 9.1 to 49.2 NTU);
- Concentrations of total phosphorous (range = <0.05 mg/L) were within the recommended DTV (0.05 mg/L) at Site AQ12;
- Total nitrogen (range = 0.41 – 1.5 mg/L) was above the recommended DTV (0.5 mg/L) at Site AQ12 at the time of the second survey, but lower than the baseline value (i.e. 8.2 mg/L);
- Total Kjeldahl Nitrogen (TKN) (Total Organic Nitrogen + Ammonia) measured at AQ12 during both surveys was similar to the Total Nitrogen (TKN + (Nitrate + Nitrite) values, indicating that the source of nitrogen within the refuge pool was most likely organic (e.g. algae or decomposing plant material) rather than inorganic (e.g. fertilizer);
- A range of toxicants were also measured in the water between autumn 2018 (baseline) and spring 2025 (during construction) within the vicinity of Site AQ12 (Table 5&6) in accordance with the BMS (cf Biosis, 2018).

- Aluminium has commonly exceeded the DTV (80 µg/L) (i.e. 17 of 28 surveys), including at the time of the baseline survey (260 µg/L), and at the time of the first of the two spring 2025 survey's (Spring 2025 Survey 1: 410 µg/L; Survey 2: 36 µg/L);
- Cadmium exceeded the DTV (0.4 µg/L) at Site AQ12 in autumn 2019 (Survey 1: 0.49 µg/L; Survey 2: 0.41 µg/L) and autumn 2021 Survey 1 (3.8 µg/L), but not subsequently;
- Copper has commonly exceeded the DTV (1.8 µg/L) (i.e. 15 of 26 surveys, including the baseline survey (2 µg/L) but not at the time of the spring 2025 surveys;
- Zinc exceeded the DTV (i.e., 15 µg/L) during autumn 2021 (Survey 2: 20 µg/L) and autumn 2023 (Survey 2: 53 µg/L) (Table 5);
- BTEX compounds and total recoverable hydrocarbons were not detected (Table 6);
- PFOA (perfluoro-octanoic acid) has been occasionally detected but has always been well within the recommended DTV, including at the time of the spring 2025 surveys (Table 6);
- PFOS has commonly been detected, including during spring 2025 (Survey 1: 0.34 µg/L; Survey 2: 0.16 µg/L) but continues to be within the recommended DTV (Table 6).

Table 4. Mean ($\pm$ SE) physico-chemical water quality and nutrient values recorded at the time of the Baseline (autumn 2018, $n = 1$) and the spring 2025 ($n = 3$) surveys and the appropriate Default Trigger Values (DTV). Values highlighted in bold type indicate where results were outside the recommended DTV.

Indicator Variable	DTV*	Baseline ^A	Survey 1 (21/10/25)					
			AQ1	AQ4	AQ8	AQ12	AQ13	AQ14
Temperature °C ($n = 3$)	-	-	21.6 (0.0)	I/A	I/A	23.3 (0.0)	I/A	I/A
pH ($n = 3$)	6.5-8.0	7.01	6.3 (0.0)	I/A	I/A	6.3 (0.0)	I/A	I/A
Conductivity (μ S/cm) ($n = 3$)	125-2200	354	343 (0.9)	I/A	I/A	336 (0.0)	I/A	I/A
Dissolved Oxygen (%) ($n = 3$)	85-110	62	49.1 (1.2)	I/A	I/A	44.3 (0.5)	I/A	I/A
Turbidity (NTU) ($n = 3$)	<50	91	9.1 (1.2)	I/A	I/A	12.4 (0.5)	I/A	I/A
Alkalinity (mg/L) ($n = 1$)	-	-	N/R	N/R	N/R	70	N/R	N/R
Total Phosphorous (mg/L) ($n = 1$)	0.05	0.58	N/R	N/R	N/R	<0.05	N/R	N/R
Total Nitrogen (mg/L) ($n = 1$)	0.5	8.2	N/R	N/R	N/R	1.5	N/R	N/R
Total Kjeldahl (mg/L) ($n = 1$)	-	-	N/R	N/R	N/R	1.2	N/R	N/R
Indicator Variable	DTV*	Baseline ^A	Survey 2 (1/12/25)					
			AQ1	AQ4	AQ8	AQ12	AQ13	AQ14
Temperature °C ($n = 3$)	-	-	22.0 (0.0)	21.2 (0.0)	I/A	24.0 (0.0)	16.4 (0.0)	17.6 (0.0)
pH ($n = 3$)	6.5-8.0	7.01	7.7 (0.0)	8.2 (0.0)	I/A	6.5 (0.0)	6.4 (0.0)	6.8 (0.0)
Conductivity (μ S/cm) ($n = 3$)	125-2200	354	314 (0.3)	694 (0.0)	I/A	226 (0.3)	284 (0.6)	367 (0.3)
Dissolved Oxygen (%) ($n = 3$)	85-110	62	117.5 (35.9)	78.8 (0.8)	I/A	114.5 (0.3)	17.7 (0.3)	21.6 (0.2)
Turbidity (NTU) ($n = 3$)	<50	91	47.7 (35.9)	18.5 (0.8)	I/A	13.4 (0.3)	49.2 (0.3)	36.3 (0.2)
Alkalinity (mg/L) ($n = 1$)	-	-	N/R	N/R	N/R	30	N/R	N/R
Total Phosphorous (mg/L) ($n = 1$)	0.05	0.58	N/R	N/R	N/R	<0.05	N/R	N/R
Total Nitrogen (mg/L) ($n = 1$)	0.5	8.2	N/R	N/R	N/R	0.41	N/R	N/R
Total Kjeldahl (mg/L) ($n = 1$)	-	-	N/R	N/R	N/R	0.41	N/R	N/R

*ANZECC/ARMCANZ (2000) – slightly disturbed systems

^A Baseline values for pH, conductivity, dissolved oxygen and turbidity were obtained from Site AQ12, whilst baseline data for phosphorous and total nitrogen were obtained from Site AQ11 (Biosis, 2018)

I/A: Insufficient Aquatic Habitat; N/R: Not Required; I/M: Instrument Malfunction. Samples were collected in the field and measured at the laboratory.

Table 5. Summary of dissolved metal compound results for Site AQ12 between autumn 2018 (Baseline) and spring 2025 (*n* = 1).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Autumn 2019 Site AQ12		Spring 2019 Site AQ12	
		April 2018	14/05/19	30/05/19	24/09/19	21/11/19
Aluminium pH >6.5	80	260	150	68	2730	280
Aluminium pH <6.5	-	-	-	-	-	-
Arsenic Total (µg/L)	42	<1	<1	<1	1.1	<1
Barium	-	2	55	34	21	32
Beryllium	-	<1	<1	<1	<1	<1
Boron	680	<50	20	17	14	14
Cadmium (µg/L)	0.4	<0.1	0.49	0.41	<0.1	<0.1
Chromium	6	<1	<1	<1	2.3	<1
Cobalt	-	<1	<1	<1	<1	<1
Copper (µg/L)	1.8	2	2	1.1	3	2.3
Iron	-	450	300	100	1650	900
Lead (µg/L)	5.6	<1	<1	<1	2.6	<1
Manganese	2500	3	33	6.2	60	47
Mercury (µg/L)	1.9 [^]	<0.1	<0.1	<0.1	0.12	<0.1
Molybdenum	-	<1	<1	<1	<1	<1
Nickel (µg/L)	13	<1	<1	N/R	1.7	1.1
Selenium Total	18	<10	<2	<1	<1	<1
Strontium	-	52	120	120	73	53
Vanadium	-	<10	<1	<1	3.8	1.4
Zinc (µg/L)	15	<5	6.8	N/R	13	14

*ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection)

[^] = inorganic mercury; N/R: not recorded

Table 5. (Cont'd). Summary of dissolved metal compound results for Site AQ12 (*n* = 1).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Autumn 2020 Site AQ12		Spring 2020 Site AQ12	
		April 2018	25/05/20	2/09/20	11/11/20	30/11/20
Aluminium pH >6.5	80	260	230	70	230	100
Aluminium pH <6.5	-	-	-	-	-	-
Arsenic Total (µg/L)	42	<1	<1	<1	<1	<1
Barium	-	2	31	19	36	39
Beryllium	-	<1	<1	<1	<1	<1
Boron	680	<50	21	<5	32	31
Cadmium (µg/L)	0.4	<0.1	<0.1	<0.1	<0.1	<0.1
Chromium	6	<1	<1	<1	<1	<1
Cobalt	-	<1	<1	<1	<1	<1
Copper (µg/L)	1.8	2	1.9	<1	2	1.3
Iron	-	450	620	270	460	280
Lead (µg/L)	5.6	<1	1.5	<1	<1	<1
Manganese	2500	3	19	8.8	6.9	12
Mercury (µg/L)	1.9 ^A	<0.1	<0.1	<0.1	<0.1	<0.1
Molybdenum	-	<1	1.3	<1	<1	1.1
Nickel (µg/L)	13	<1	1.1	<1	1.1	<1
Selenium Total	18	<10	<1	<1	<1	<1
Strontium	-	52	120	140	120	130
Vanadium	-	<10	<1	<1	<1	<1
Zinc (µg/L)	15	<5	8.5	3.6	5.7	2.9

*ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection)

^A = inorganic mercury; N/R: not recorded

Table 5. (Cont'd). Summary of dissolved metal compound results for Site AQ12 (*n* = 1).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Autumn 2021 Site AQ12		Spring 2021 Site AQ12	
		April 2018	28/04/21 ⁵	11/06/21	21/9/21	8/11/21
Aluminium pH >6.5	80	260	150	1260	62	200
Aluminium pH <6.5	-	-				
Arsenic Total (µg/L)	42	<1	<1	<1	<1	<1
Barium	-	2	29	<1	31	13
Beryllium	-	<1	<1	<1	<1	<1
Boron	680	<50	20	10	20	15
Cadmium (µg/L)	0.4	<0.1	3.8	<0.1	<0.1	<0.1
Chromium	6	<1	<1	1.5	<1	<1
Cobalt	-	<1	<1	<1	<1	<1
Copper (µg/L)	1.8	2	2.1	3.3	1.7	3.2
Iron	-	450	160	420	150	180
Lead (µg/L)	5.6	<1	<1	<1	<1	<1
Manganese	2500	3	6.9	4.7	10	2
Mercury (µg/L)	1.9 ^A	<0.1	<0.1	<0.1	<0.1	0.15
Molybdenum	-	<1	<1	<1	<1	<1
Nickel (µg/L)	13	<1	1.1	<1	<1	<1
Selenium Total	18	<10	<1	<1	<1	<1
Strontium	-	52	130	46	110	40
Vanadium	-	<10	<1	2.7	<1	1.9
Zinc (µg/L)	15	<5	9	20	8.3	12

*ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection)

^A = inorganic mercury; N/R: not recorded

⁵ NB Data reported here for autumn 2021 Survey 1 and Survey 2 differ from those reported in the autumn 2021 report. Data had been entered incorrectly in the autumn 2021 report but have since been corrected.

Table 5. (Cont'd). Summary of dissolved metal compound results for Site AQ12 (*n* = 1).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Autumn 2022 Site AQ12		Spring 2022 Site AQ12	
		April 2018	5/05/22	31/05/22	10/10/2022	30/11/2022
Aluminium pH >6.5	80	260		200	1400	93
Aluminium pH <6.5	-	-	70			
Arsenic Total (µg/L)	42	<1	<1	<1	<1	<1
Barium	-	2	18	19	15	28
Beryllium	-	<1	<1	<1	<1	<1
Boron	680	<50	21	18	26	29
Cadmium (µg/L)	0.4	<0.1	<0.1	0.13	<0.1	<0.1
Chromium	6	<1	<1	<1	1.1	<1
Cobalt	-	<1	<1	<1	<1	<1
Copper (µg/L)	1.8	2	1.4	1.5	2.6	<1
Iron	-	450	560	320	1500	350
Lead (µg/L)	5.6	<1	<1	<1	2.3	<1
Manganese	2500	3	99	5.9	9.1	16
Mercury (µg/L)	1.9 ^A	<0.1	<0.1	<0.1	<0.1	<0.1
Molybdenum	-	<1	<1	<1	<1	<1
Nickel (µg/L)	13	<1	<1	<1	<1	<1
Selenium Total	18	<10	<1	<1	<1	<1
Strontium	-	52	93	56	35	99
Vanadium	-	<10	<1	<1	2.2	<1
Zinc (µg/L)	15	<5	8	6.7	12	5.2

*ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection)

^A = inorganic mercury; N/R: not recorded

Table 5. (Cont'd). Summary of dissolved metal compound results for Site AQ12 (*n* = 1).

Indicator Variable (µg/L)	DTV*(µg/L)	Baseline Site AQ11	Autumn 2023 Site AQ12		Spring 2023 Site AQ12	
		April 2018	18/05/23	3/07/23	20/09/23	15/11/23
Aluminium pH >6.5	80	260	37	160	30	42
Aluminium pH <6.5	-	-				
Arsenic Total (µg/L)	42	<1	<1	<1	<1	<1
Barium	-	2	19	21	20	12
Beryllium	-	<1	<1	<1	<1	<1
Boron	680	<50	19	22	19	24
Cadmium (µg/L)	0.4	<0.1	0.25	0.27	<0.1	<0.1
Chromium	6	<1	<1	<1	<1	<1
Cobalt	-	<1	<1	<1	<1	<1
Copper (µg/L)	1.8	2	1.7	2.5	2.7	2.5
Iron	-	450	220	400	170	120
Lead (µg/L)	5.6	<1	<1	<1	<1	<1
Manganese	2500	3	20	40	120	11
Mercury (µg/L)	1.9 ^A	<0.1	<0.1	<0.1	<0.1	<0.1
Molybdenum	-	<1	<1	<1	<1	<1
Nickel (µg/L)	13	<1	<1	<1	<1	<1
Selenium Total	18	<10	<1	<1	<1	<1
Strontium	-	52	67	88	74	66
Vanadium	-	<10	<1	<1	<1	<1
Zinc (µg/L)	15	<5	13	53	11	2

*ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection)

^A = inorganic mercury; N/R: not recorded

Table 5. (Cont'd). Summary of dissolved metal compound results for Site AQ12 (*n* = 1).

Indicator Variable (µg/L)	DTV*(µg/L)	Baseline Site AQ11	Autumn 2024 Site AQ12		Spring 2024 Site AQ12	
		April 2018	8/05/24	28/05/24	24/09/24	19/11/24
Aluminium pH >6.5	80	260	37	170	360	290
Aluminium pH <6.5	-	-				
Arsenic Total (µg/L)	42	<1	<1	<1	<1	<1
Barium	-	2	23	18	32	18
Beryllium	-	<1	<1	<1	<1	<1
Boron	680	<50	38	32	32	25
Cadmium (µg/L)	0.4	<0.1	<0.1	<0.1	<0.1	<0.1
Chromium	6	<1	<1	<1	<1	<1
Cobalt	-	<1	<1	<1	<1	<1
Copper (µg/L)	1.8	2	1.4	1.1	1.4	2.6
Iron	-	450	310	420	1890	670
Lead (µg/L)	5.6	<1	<1	<1	<1	<1
Manganese	2500	3	5.2	19	95	36
Mercury (µg/L)	1.9 ^A	<0.1	<0.1	<0.1	<0.1	<0.1
Molybdenum	-	<1	<1	<1	<1	<1
Nickel (µg/L)	13	<1	<1	<1	<1	<1
Selenium Total	18	<10	<1	<1	<1	<1
Strontium	-	52	78	82	94	58
Vanadium	-	<10	<1	<1	2.1	1.2
Zinc (µg/L)	15	<5	13	10	12	10

*ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection)

^A = inorganic mercury; N/R: not recorded

Table 5. (Cont'd). Summary of dissolved metal compound results for Site AQ12 (*n* = 1).

Indicator Variable (µg/L)	DTV*(µg/L)	Baseline Site AQ11	Autumn 2025 Site AQ12		Spring 2025 Site AQ12	
		April 2018	9/04/25	23/6/25	21/10/25	1/12/25
Aluminium pH >6.5	80	260	370	43	410	36
Aluminium pH <6.5	-	-				
Arsenic Total (µg/L)	42	<1	<1	<1	1.4	<1
Barium	-	2	20	20	25	12
Beryllium	-	<1	<1	<1	<1	<1
Boron	680	<50	20	15	38	20
Cadmium (µg/L)	0.4	<0.1	<0.1	<0.1	<0.1	<0.1
Chromium	6	<1	<1	<1	<1	<1
Cobalt	-	<1	<1	<1	<1	<1
Copper (µg/L)	1.8	2	1.3	<1	1.6	<1
Iron	-	450	380	120	1040	560
Lead (µg/L)	5.6	<1	<1	<1	1	<1
Manganese	2500	3	7.8	4.8	52	28
Mercury (µg/L)	1.9 ^A	<0.1	<0.1	<0.1	<0.1	<0.1
Molybdenum	-	<1	<1	<1	<1	<1
Nickel (µg/L)	13	<1	<1	<1	<1	<1
Selenium Total	18	<10	<1	<1	<1	<1
Strontium	-	52	63	77	110	65
Vanadium	-	<10	1.6	<1	2.4	<1
Zinc (µg/L)	15	<5	7.5	6.9	8.8	<1

*ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection)

^A = inorganic mercury; N/R: not recorded

Table 6 Summary of BTEX and perfluorinated compound results (*n* = 1).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2018 Site AQ12		Autumn 2019 Site AQ12	
		April 2018	6/12/18	12/12/18	14/05/19	30/05/19
BTEX (µg/L)						
Benzene (µg/L)	1300	<1	<1	<1	<1	<1
Toluene (µg/L)	-	<2	<1	<1	<1	<1
Ethylbenzene (µg/L)	-	<2	<1	<1	<1	<1
Ortho-Xylene (µg/L)	470	<2	<1	<1	<1	<1
Perfluorinated Compounds (µg/L)						
PFHxS (µg/L)	-	0.02	0.02	0.12	0.039	0.039
PFOS (µg/L)	0.13	0.03	0.043	0.070	0.068	0.069
PFOA (µg/L)	220	<0.01	<0.01	0.011	0.011	0.010
Sum of PFHxS and PFOS	-	0.05	0.063	0.19	0.107	0.108
Sum of PFAS (WA DER List) ^B	-	0.05	0.128 ^C	0.185 ^C	0.188 ^C	0.19 ^C
Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2019 Site AQ12		Autumn 2020 Site AQ12	
		April 2018	24/9/19	21/11/19	25/5/20	2/9/20
BTEX (µg/L)						
Benzene (µg/L)	1300	<1	<1	<1	<1	<1
Toluene (µg/L)	-	<2	<1	<1	<1	<1
Ethylbenzene (µg/L)	-	<2	<1	<1	<1	<1
Ortho-Xylene (µg/L)	470	<2	<1	<1	<1	<1
PFHxS (µg/L)	-	0.02	0.091	0.025	0.044	0.068
PFOS (µg/L)	0.13	0.03	0.084	0.057	0.055	0.076
PFOA (µg/L)	220	<0.01	<0.01	0.013	<0.01	<0.01
Sum of PFHxS and PFOS	-	0.05	0.175	0.082	0.099	0.144
Sum of PFAS (WA DER List) ^B	-	0.05	0.252 ^C	0.164 ^C	0.178 ^C	0.219 ^C

*BTEXN: ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection); PFAS suite: DEE (2016) – Freshwater (95% species protection – slightly to moderately disturbed ecosystems).

^B = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS.

^C For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01).

Table 6. (Cont'd).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2020 Site AQ12		Autumn 2021 Site AQ12	
		April 2018	11/11/20	30/11/20	28/04/21	11/06/21
Benzene (µg/L)	1300	<1	<1	<1	<1	<1
Toluene (µg/L)	-	<2	<1	<1	<1	<1
Ethylbenzene (µg/L)	-	<2	<1	<1	<1	<1
Ortho-Xylene (µg/L)	470	<2	<1	<1	<1	<1
PFHxS (µg/L)	-	0.02	0.026	0.041	0.065	0.011
PFOS (µg/L)	0.13	0.03	0.054	0.062	0.065	<0.02
PFOA (µg/L)	220	<0.01	0.005 ^c	0.014	<0.01	<0.01
Sum of PFHxS and PFOS	-	0.05	0.080	0.103	0.13	0.021 ^c
Sum of PFAS (WA DER List) ^B	-	0.05	0.151 ^c	0.196 ^c	0.222 ^c	0.086 ^c
Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2021 Site AQ12		Autumn 2022 Site AQ12	
		April 2018	21/9/21	8/11/21	5/05/22	31/05/22
BTEX (µg/L)						
Benzene (µg/L)	1300	<1	<1	<1	<1	<1
Toluene (µg/L)	-	<2	<1	<1	<1	<1
Ethylbenzene (µg/L)	-	<2	<1	<1	<1	<1
Ortho-Xylene (µg/L)	470	<2	<1	<1	<1	<1
PFHxS (µg/L)	-	0.02	0.037	<0.01	0.044	0.039
PFOS (µg/L)	0.13	0.03	0.032	0.021	0.047	0.054
PFOA (µg/L)	220	<0.01	0.013	<0.01	<0.01	<0.01
Sum of PFHxS and PFOS	-	0.05	0.069	0.026 ^c	0.091	0.093
Sum of PFAS (WA DER List) ^B	-	0.05	0.169 ^c	0.091 ^c	0.166	0.176

*BTEXN: ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection); PFAS suite: DEE (2016) – Freshwater (95 % species protection – slightly to moderately disturbed ecosystems).

^B = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS.

^c For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01).

Table 6. (Cont'd).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2022 Site AQ12		Autumn 2023 Site AQ12	
		April 2018	30/10/22	30/11/22	18/05/2023	3/07/2023
Benzene (µg/L)	1300	<1	<1	<1	<1	<1
Toluene (µg/L)	-	<2	<1	<1	<1	<1
Ethylbenzene (µg/L)	-	<2	<1	<1	<1	<1
Ortho-Xylene (µg/L)	470	<2	<1	<1	<1	<1
PFHxS (µg/L)	-	0.02	0.031	0.026	0.028	0.020
PFOS (µg/L)	0.13	0.03	0.030	0.044	0.040	0.024
PFOA (µg/L)	220	<0.01	<0.01	<0.01	<0.01	<0.01
Sum of PFHxS and PFOS	-	0.05	0.061	0.070	0.068	0.044
Sum of PFAS (WA DER List) ^B	-	0.05	0.126 ^C	0.135 ^C	0.145	0.122
Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2023 Site AQ12		Autumn 2024 Site AQ12	
		April 2018	20/09/23	15/11/23	8/5/24	28/5/24
Benzene (µg/L)	1300	<1	<1	<1	<1	<1
Toluene (µg/L)	-	<2	<1	<1	<1	<1
Ethylbenzene (µg/L)	-	<2	<1	<1	<1	<1
Ortho-Xylene (µg/L)	470	<2	<1	<1	<1	<1
PFHxS (µg/L)	-	0.02	0.029	0.028	0.12	0.076
PFOS (µg/L)	0.13	0.03	0.031	0.032	0.094	0.061
PFOA (µg/L)	220	<0.01	<0.01	<0.01	<0.01	<0.01
Sum of PFHxS and PFOS	-	0.05	0.060	0.060	0.214	0.137
Sum of PFAS (WA DER List) ^B	-	0.05	0.154 ^C	0.136 ^C	0.309	0.217

*BTEXN: ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection); PFAS suite: DEE (2016) – Freshwater (95% species protection – slightly to moderately disturbed ecosystems).

^B = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS.

^C For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01).

Table 6 (Cont'd).

Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2024 Site AQ12		Autumn 2025 Site AQ12	
		April 2018	24/09/24	19/11/24	9/04/25	23/6/25
Benzene (µg/L)	1300	<1	<1	<1	<1	<1
Toluene (µg/L)	-	<2	<1	<1	<1	<1
Ethylbenzene (µg/L)	-	<2	<1	<1	<1	<1
Ortho-Xylene (µg/L)	470	<2	<1	<1	<1	<1
PFHxS (µg/L)	-	0.02	0.17	0.033	0.14	0.12
PFOS (µg/L)	0.13	0.03	0.093	0.039	0.11	0.057
PFOA (µg/L)	220	<0.01	0.015	<0.01	0.012	<0.01
Sum of PFHxS and PFOS	-	0.05	0.263	0.072	0.250	0.177
Sum of PFAS (WA DER List) ^B	-	0.05	0.373 ^C	0.153 ^C	0.369 ^C	0.293 ^C
Indicator Variable	DTV* (µg/L)	Baseline Site AQ11	Spring 2025 Site AQ12			
		April 2018	21/10/25	1/12/25		
Benzene (µg/L)	1300	<1	<1	<1		
Toluene (µg/L)	-	<2	<1	<1		
Ethylbenzene (µg/L)	-	<2	<1	<1		
Ortho-Xylene (µg/L)	470	<2	<1	<1		
PFHxS (µg/L)	-	0.02	0.14	0.035		
PFOS (µg/L)	0.13	0.03	0.092	0.042		
PFOA (µg/L)	220	<0.01	<0.01	<0.01		
Sum of PFHxS and PFOS	-	0.05	0.232	0.077		
Sum of PFAS (WA DER List) ^B	-	0.05	0.34 ^C	0.16		

*BTEXN: ANZECC/ARMCANZ (2000) – slightly disturbed systems (90% species protection); PFAS suite: DEE (2016) – Freshwater (95% species protection – slightly to moderately disturbed ecosystems).

^B = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS.

^C For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01).

3.2.2 Sediment Characteristics

Sediment samples were collected at Site AQ1, AQ4, AQ14 between autumn 2018 (baseline) and spring 2025 (during construction) (Tables 7&8).

Results indicated that:

- Concentrations of lead measured at Site AQ1 (Survey 1: 100 mg/kg; Survey 2: 110 mg/kg) exceeded the guideline value (50 mg/L) on both sampling occasions within spring 2025. The majority (i.e. 21 of 23 times) of measurements of lead at AQ1 (range = 21 to 130 mg/kg) exceeded the threshold limit (50 mg/kg) detailed in the Interim Sediment Quality Guidelines (ISQG) (ANZECC/ARMCANZ 2000), including at the time of the baseline (91 mg/kg) survey (discussed further in Section 5.1);
- Nickel measured in sediments at Site AQ1 marginally exceeded the upper ANZECC/ARMCANZ (2000) guideline in spring 2022 (Survey 2: 25 mg/kg), spring 2023 (Survey 1: 26 mg/kg), autumn 2024 (Survey 1: 27 mg/kg), spring 2024 (Survey 1: 24 mg/kg) and spring 2025 (Survey 1: 26 mg/kg; Survey 2: 28 mg/kg);
- Concentrations of lead (56 mg/kg), nickel (23 mg/kg) and zinc (220 mg/kg) measured at AQ4 marginally exceeded the ANZECC/ARMCANZ (2000) guideline levels during Survey 1 in autumn 2022 (Table 7), but not during spring 2025;
- Zinc measured at AQ1 exceeded the upper guideline value during spring 2025 (Survey 1: 210 mg/Kg);
- Concentrations of mercury measured at AQ1 exceeded the recommended trigger level during the autumn 2022 (Survey 1: <0.2 mg/kg; Survey 2: 0.29 mg/kg) but not subsequently, including during spring 2025 (Table 7);
- A considerable spike in barium was detected at Site AQ14 in autumn 2019 (Survey 1: 902 mg/kg). There are no guideline criteria for barium in sediments or water (ANZECC/ARMCANZ 2000);
- PFOS has consistently been detected at the sites sampled (range = <0.002 to 0.044 mg/kg) but concentrations continued to be below the recommended guideline value for Urban Residential/Public Open Spaces (32 mg/kg) as well as National Parks/Areas with High Ecological Values (6.6 mg/L);

- PFAS (range = <0.001 to 0.0483 mg/kg) measured at each site continues to be similar to baseline values and below the recommended guideline value for Urban Residential/Public Open Spaces (29 mg/kg) and National Parks/Areas with High Ecological Values (1.0 mg/L) (Tables 7&8).

Table 7. Mean ($\pm$ SE) sediment metal results (mg/L) for surveys done between autumn 2018 ($n = 1$) and spring 2025 ($n = 2$).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Autumn 2019			Spring 2019		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	26,800	24,300 (700)	2,295 (365)	-	-	-
Antimony	-	-	-	-	<0.5	<0.5 (0)	<0.5 (0)	-	-	-
Arsenic	20	<5	<5	<5	4	6 (0.9)	1 (0.2)	3.90 (0.6)	2.75 (0.5)	2.65 (0.3)
Barium	-	110	60	<10	100	66 (4.5)	455 (447)	135 (15)	76.5 (7.5)	29.5 (1.5)
Beryllium	-	<1	1	<1	0.96	1.2 (0.0)	<0.5 (0)	1.20 (0.1)	1.01 (0.1)	<0.5 (0.00)
Boron	-	<50	<50	<50	2.9	0.8 (0.3)	<1 (0)	<1.0 (0.0)	<1.0 (0.0)	<1.0 (0.0)
Cadmium	1.5	<1	<1	<1	<0.5	<0.5 (0)	<0.5 (0)	0.43 ^A (0.2)	<0.5 (0.0)	<0.5 (0.0)
Chromium	80	23	21	3	21	23 (2.0)	3 (0.4)	21.0 (2.0)	13.5 (0.5)	6.3 (0.7)
Cobalt	-	8	6	<2	9	8 (1.9)	1 (0.1)	-	-	-
Copper	65	31	12	<5	28	11 (2.1)	2 (0.3)	30.0 (5.0)	6.1 (1.7)	9.0 (1.0)
Lead	50	91	44	<5	72	35 (0.0)	4 (0.2)	78.0 (32.0)	21.5 (0.5)	12.0 (1.0)
Manganese	-	45	69	16	32	80 (2.0)	7 (0.8)	85.0 (55.0)	50.0 (15.0)	32.5 (12.5)
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2 (0)	<0.2 (0)	<0.2 (0.0)	<0.2 (0.0)	<0.2 (0.0)
Molybdenum	-	-	-	-	2.2	1.0 (0.4)	<0.5 (0)	-	-	-
Nickel	21	14	9	<2	16	9 (0.0)	1 (0.0)	20.5 (0.5)	10.6 (1.4)	3.85 (0.2)
Selenium Total	-	<5	<5	<5	1	1 (0.0)	<0.5 (0)	2.65 (1.4)	1.59 (0.9)	0.63 ^A (0.4)
Strontium	-	-	-	-	23	17 (4.5)	1 (0.1)	-	-	-
Vanadium	-	48	54	10	36	60 (9.5)	9 (0.9)	-	-	-
Zinc	200	93	96	17	100	64 (4.0)	14 (1.5)	119 (61.5)	29 (17.5)	74 (17.0)

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Autumn 2020			Spring 2020		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	1.90 (0.2)	3.4 (0.4)	5.1 (3.1)	1.90 (0.4)	3.4 (1.2)	2.4 (0.3)
Barium	-	110	60	<10	83 (15)	63.5 (3.5)	41.3 (31.7)	87.0 (33.0)	69.5 (9.5)	37.5 (9.5)
Beryllium	-	<1	1	<1	0.72 (0.1)	0.98 (0.0)	0.5 (0.3)	0.71 (0.2)	0.79 (0.1)	<0.5 (0.0)
Boron	-	<50	<50	<50	0.85 (0.4)	0.5 (0.0)	0.5 (0.0)	1.95 (0.4)	1.25 (0.2)	0.75
Cadmium	1.5	<1	<1	<1	0.25 (0.0)	0.25 (0.0)	0.3 (0.0)	<0.05 (0.0)	<0.5 (0.0)	1.0 ^B (0.5)
Chromium	80	23	21	3	14.5 (0.5)	18.5 (0.5)	12.9 (8.2)	13.5 (3.5)	13.0 (0.0)	6.2 (0.3)
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	16.5 (0.5)	11.0 (2.0)	16.7 (12.3)	16.5 (6.5)	7.9 (0.2)	7.2 (1.2)
Lead	50	91	44	<5	71 (5.0)	33.5 (3.5)	23.5 (15.6)	53.5 (10.5)	26.0 (1.0)	11.5 (0.5)
Manganese	-	45	69	16	38.5 (0.5)	66.5 (10.5)	49.5 (38.5)	56.5 (16.5)	52.5 (4.5)	31.0 (3.0)
Mercury	0.15	<0.1	<0.1	<0.1	0.10 (0.0)	0.10 (0.0)	0.1 (0.0)	<0.2 (0.0)	<0.2 (0.0)	<0.2 (0.0)
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	10.7 (1.3)	8.65 (0.5)	5.4 (3.3)	11.5 (2.6)	6.5 (0.5)	2.8 (0.6)
Selenium Total	-	<5	<5	<5	0.70 (0.0)	0.44 (0.2)	0.6 (0.4)	0.63 ^B (0.4)	0.40 ^B (0.2)	<0.5 (0.0)
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	25 (1.0)	41 (2.0)	36.0 (21)	23 (5.0)	32 (5.5)	19.0 (1.0)
Zinc	200	93	96	17	78 (6.0)	144 (46.5)	111.0 (79)	86 (24)	58 (6.0)	45.5 (19.5)

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Autumn 2021			Spring 2021		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	3.65 (1.3)	6.10 (0.0)	4.30 (0.8)	14.55 (9.5)	3.5 (2.6)	2.85 (0.7)
Barium	-	110	60	<10	116.5(23.5)	99.5 (10.5)	68.0 (5.0)	74.5 (18.5)	48.0 (41.0)	84.5 (11.5)
Beryllium	-	<1	1	<1	1.20 (0.2)	0.87 (0.1)	0.50 ^A (0.2)	0.81 (0.2)	0.38 (0.4)	0.44 ^A (0.4)
Boron	-	<50	<50	<50	2.00 (0.9)	1.75 ^A (1.3)	1.40 ^A (0.9)	0.80 ^A (0.3)	<1 (0.0)	0.95 ^A (0.5)
Cadmium	1.5	<1	<1	<1	0.41 ^A (0.2)	<0.5 (0.0)	<0.5 (0.0)	<0.5 (0.0)	<0.5 (0.0)	<0.5 (0.0)
Chromium	80	23	21	3	24 (7.0)	24.5 (1.5)	13.0 (2.0)	17.5 (0.5)	12.7 (10.3)	12.0 (1.0)
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	23 (8.0)	13.5 (1.5)	12.8 (3.3)	13.0 (2.0)	6.55 (5.5)	12.3 (2.8)
Lead	50	91	44	<5	80 (50)	31.5 (2.5)	27.5 (7.5)	25.5 (4.5)	16.2 (12.9)	27.0 (7.0)
Manganese	-	45	69	16	28 (8)	150 (40)	46 (5)	95 (75)	57.1 (53)	27.5 (13.5)
Mercury	0.15	<0.1	<0.1	<0.1	<0.2 (0.0)	<0.2 (0.0)	<0.2 (0.0)	<0.2 (0.0)	<0.2 (0.0)	<0.2 (0.0)
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	17.5 (3.5)	9.75 (2.3)	5.85 (1.4)	10.5 (3.6)	4.1 (3.4)	7.3 (2.8)
Selenium Total	-	<5	<5	<5	1.20 (0.00)	0.88 (0.00)	0.41 (0.2)	0.88 (0.3)	0.44 ^A (0.4)	1.18 ^A (0.9)
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	10 (13)	56 (2.0)	31 (3.0)	34 (7.0)	32 (22.4)	26 (2.0)
Zinc	200	93	96	17	92 (68)	77 (14.0)	94.5 (35.5)	46 (22.0)	35 (28.2)	43 (16.0)

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Autumn 2022 (5/5/22)			Autumn 2022 (31/5/22)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	4.3	10	6	2.9	3.6	4.6
Barium	-	110	60	<10	140	150	61	87	71	52
Beryllium	-	<1	1	<1	1.2	1.7	0.61	0.84	0.83	<0.5
Boron	-	<50	<50	<50	3.7	5	1.8	2	1.8	1
Cadmium	1.5	<1	<1	<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Chromium	80	23	21	3	23	49	11	17	20	9.9
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	24	32	14	19	14	13
Lead	50	91	44	<5	54	56	30	55	29	17
Manganese	-	45	69	16	28	320	66	25	110	41
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	0.29	<0.2	<0.2
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	17	23	5.1	13	8.8	4.2
Selenium Total	-	<5	<5	<5	3.4	3	1.3	1.1	0.68	0.57
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	37	99	31	35	46	33
Zinc	200	93	96	17	48	220	73	76	96	56

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2022 (10/10/22)			Spring 2022 (30/11/22)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	1.9	3.6	9.8	6.1	4.1	2.1
Barium	-	110	60	<10	100	80	61	110	61	71
Beryllium	-	<1	1	<1	0.86	1	1.2	1.1	1.2	0.65
Boron	-	<50	<50	<50	4.4	2.6	4.2	1.7	<1	<1
Cadmium	1.5	<1	<1	<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Chromium	80	23	21	3	19	24	22	56	14	7.3
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	20	15	25	36	6.7	5.4
Lead	50	91	44	<5	79	32	44	62	23	12
Manganese	-	45	69	16	57	130	62	53	78	74
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	14	11	9.9	25	6.3	3.4
Selenium Total	-	<5	<5	<5	0.62	0.61	1.1	1	0.54	<0.5
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	24	48	67	35	40	21
Zinc	200	93	96	17	93	110	160	84	45	23

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Autumn 2023 (18/05/23)			Autumn 2023 (3/07/23)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	26700	24500	20600	-	-	-
Antimony	-	-	-	-	<0.5	<0.5	<0.5	-	-	-
Arsenic	20	<5	<5	<5	2.8	3.1	4.6	2.9	5.1	4.2
Barium	-	110	60	<10	88	70	92	100	42	54
Beryllium	-	<1	1	<1	0.91	0.81	0.99	0.9	0.59	0.63
Boron	-	<50	<50	<50	4.5	2.2	3	2.6	<1	<1
Cadmium	1.5	<1	<1	<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Chromium	80	23	21	3	19	20	19	15	18	15
Cobalt	-	8	6	<2	7.4	7.7	6.5	-	-	-
Copper	65	31	12	<5	22	12	18	17	9.6	16
Lead	50	91	44	<5	120	25	36	37	19	32
Manganese	-	45	69	16	38	91	130	23	90	44
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Molybdenum	-	-	-	-	1.8	0.86	0.66	-	-	-
Nickel	21	14	9	<2	14	9.9	8.3	12	5.5	6.7
Selenium Total	-	<5	<5	<5	1.3	0.79	1.1	1.6	0.53	0.68
Strontium	-	-	-	-	28	19	9.5	-	-	-
Vanadium	-	48	54	10	33	39	43	26	43	34
Zinc	200	93	96	17	100	97	77	48	54	72

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2023 (20/09/23)			Spring 2023 (15/11/23)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	8	3.8	2.3	3.7	3.7	4.3
Barium	-	110	60	<10	140	48	42	150	79	78
Beryllium	-	<1	1	<1	1.5	0.63	<0.5	1.3	1.2	1.3
Boron	-	<50	<50	<50	6.4	<1	<1	3.7	4.2	1.2
Cadmium	1.5	<1	<1	<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Chromium	80	23	21	3	30	14	6.8	31	22	12
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	78	8.7	4.5	24	19	10
Lead	50	91	44	<5	94	20	13	87	28	17
Manganese	-	45	69	16	95	54	42	31	130	55
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	26	5.4	2.6	20	11	8.2
Selenium Total	-	<5	<5	<5	2.1	0.89	0.61	0.91	0.65	<0.5
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	51	33	20	46	40	31
Zinc	200	93	96	17	230	52	24	150	120	60

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Autumn 2024 (5/05/24)			Autumn 2024 (28/05/24)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	5.2	1.3	1.5	3.7	3.6	5.3
Barium	-	110	60	<10	150	51	14	130	99	63
Beryllium	-	<1	1	<1	1.4	0.97	<0.5	1.1	1.5	0.94
Boron	-	<50	<50	<50	4.6	1.1	1.2	<1	<1	<1
Cadmium	1.5	<1	<1	<1	0.52	<0.5	<0.5	<0.5	<0.5	<0.5
Chromium	80	23	21	3	31	10	4.7	25	20	18
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	52	4.3	5.2	30	10	19
Lead	50	91	44	<5	100	16	7.1	73	32	38
Manganese	-	45	69	16	63	37	27	48	110	55
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	27	4.8	2.1	20	9.8	8.7
Selenium Total	-	<5	<5	<5	1.1	<0.5	<0.5	1.1	0.64	0.71
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	49	20	12	39	42	43
Zinc	200	93	96	17	200	35	44	130	73	110

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2024 (24/09/24)			Spring 2024 (19/11/24)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	5	11	2.2	4.6	1.1	4.7
Barium	-	110	60	<10	150	110	23	97	31	75
Beryllium	-	<1	1	<1	1.5	4.1	<0.5	0.85	<0.5	0.73
Boron	-	<50	<50	<50	6	1.7	<1	6	<1	<1
Cadmium	1.5	<1	<1	<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Chromium	80	23	21	3	32	32	6.5	16	8.1	17
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	33	5.8	5.4	56	4.9	11
Lead	50	91	44	<5	100	38	9.8	53	18	28
Manganese	-	45	69	16	46	110	32	67	51	68
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	24	12	2.3	19	3.9	6.6
Selenium Total	-	<5	<5	<5	1.3	1.9	<0.5	0.87	<0.5	0.75
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	46	80	18	34	16	47
Zinc	200	93	96	17	150	47	29	230	38	73

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Autumn 2025 (9/04/25)			Autumn 2025 (23/06/25)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	3.2	2.7	2	6	4.5	3.4
Barium	-	110	60	<10	140	60	12	180	96	65
Beryllium	-	<1	1	<1	1.1	1.1	<0.5	1.5	2	0.95
Boron	-	<50	<50	<50	4.1	2.6	<1	7.3	2.8	4.2
Cadmium	1.5	<1	<1	<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Chromium	80	23	21	3	22	16	5.6	32	20	23
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	26	8.1	4	43	4.6	35
Lead	50	91	44	<5	52	26	6.5	95	29	51
Manganese	-	45	69	16	33	79	23	54	57	50
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	17	7.1	1.6	23	7.2	9.8
Selenium Total	-	<5	<5	<5	1.5	0.8	<0.5	2	0.95	1.3
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	34	32	16	53	48	53
Zinc	200	93	96	17	62	56	39	130	39	240

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 7 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2025 (21/10/25)			Spring 2025 (1/12/25)		
		AQ1	AQ4	AQ1	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Aluminium	-	-	-	-	-	-	-	-	-	-
Antimony	-	-	-	-	-	-	-	-	-	-
Arsenic	20	<5	<5	<5	6.5	3.8	4.3	8.7	5.1	2.2
Barium	-	110	60	<10	150	50	42	170	120	17
Beryllium	-	<1	1	<1	1.2	1.1	<0.5	1.4	1.1	<0.5
Boron	-	<50	<50	<50	8.6	1.2	3.3	5.2	2.4	<1
Cadmium	1.5	<1	<1	<1	0.69	<0.5	<0.5	0.52	<0.5	<0.5
Chromium	80	23	21	3	29	16	14	36	23	6.3
Cobalt	-	8	6	<2	-	-	-	-	-	-
Copper	65	31	12	<5	81	2.6	22	59	23	7.5
Lead	50	91	44	<5	100	16	24	110	39	8.8
Manganese	-	45	69	16	52	60	140	73	160	93
Mercury	0.15	<0.1	<0.1	<0.1	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Molybdenum	-	-	-	-	-	-	-	-	-	-
Nickel	21	14	9	<2	26	5.9	6.2	28	14	2.3
Selenium Total	-	<5	<5	<5	1.4	0.52	0.64	1.4	0.65	<0.5
Strontium	-	-	-	-	-	-	-	-	-	-
Vanadium	-	48	54	10	48	41	36	61	39	17
Zinc	200	93	96	17	210	22	160	150	140	68

*Interim Sediment Quality Guideline – Low (Trigger value) (ANZECC/ARMCANZ 2000)

^A For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (eg. <0.02 taken as 0.01)

NB Aluminium, Antimony, Molybdenum, Strontium and Vanadium were not tested for by the Spring 2019 surveys because they were not required by the BMS (cf Biosis, 2018)

Table 8. Mean ($\pm$ SE) sediment results for perfluorinated compounds between autumn 2018 ($n = 1$) and spring 2025 ($n = 2$).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2018			Autumn 2019		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1 ^C	AQ4	AQ14
Perfluorinated compound (mg/kg)										
PFHxS	-	0.0036	0.0007	<0.0002	0.0023 (0.00)	<0.001 (0.00)	<0.001 (0.00)	0.0037	<0.001 (0.00)	<0.001 (0.00)
PFOS	32	0.0444	0.0061	0.0005	0.0310 (0.01)	0.0049 (0.00)	<0.002 (0.00)	0.0220	0.0085 (0.01)	<0.002 (0.00)
PFOA	29	-	-	-	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001	<0.001 (0.00)	<0.001 (0.00)
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.0333 (0.01)	0.0055 ^B (0.00)	0.002 ^B (0.00)	0.0257	0.0090 ^B (0.01)	0.0015 ^B (0.00)
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0369 ^B (0.01)	0.0096 ^B (0.00)	0.0058 ^B (0.00)	0.0329	0.0150 ^B (0.01)	0.0075 ^B (0.00)
Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2019			Autumn 2020		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
Perfluorinated compound (mg/kg)										
PFHxS	-	0.0036	0.0007	<0.0002	0.0016 (0.00)	<0.001 (0.00)	<0.001 (0.00)	0.0005 (0.00)	0.0005 (0.00)	0.0005 (0.00)
PFOS	32	0.0444	0.0061	0.0005	0.0075 (0.01)	0.0062 (0.00)	0.0028 (0.00)	0.0115 (0.00)	0.0015 (0.00)	0.0052 (0.00)
PFOA	29	-	-	-	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.0231 (0.08)	0.0067 ^B (0.00)	0.0033 ^B (0.00)	0.0120 (0.00)	0.0020 (0.00)	0.0057 (0.00)
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0281 ^B (0.08)	0.0117 ^B (0.00)	0.0083 ^B (0.00)	0.0170 (0.00)	0.0070 (0.00)	0.0107 (0.00)

*DEE (2016) - Urban residential/public open spaces

^A = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS

^B For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01), the Sum of PFHxS and PFOS and the Sum of PFAS.

^C Only one survey was undertaken at Site AQ1 in autumn 2019.

Table 8 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2020			Autumn 2021		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1 ^C	AQ4	AQ14
Perfluorinated compound (mg/kg)										
PFHxS	-	0.0036	0.0007	<0.0002	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 ^B (0.00)	<0.001 (0.00)	<0.001 (0.00)
PFOS	32	0.0444	0.0061	0.0005	0.0070 (0.00)	0.0022 ^B (0.00)	<0.002 (0.00)	0.016 (0.004)	0.006 (0.002)	0.004 (0.003)
PFOA	29	-	-	-	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.0075 ^B (0.00)	0.0032 ^B (0.00)	0.0015 ^B (0.00)	0.0164 ^B (0.003)	0.0069 ^B (0.002)	0.0042 ^B (0.003)
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0125 ^B (0.00)	0.0082 ^B (0.00)	0.0065 ^B (0.00)	0.021 ^B (0.003)	0.0119 ^B (0.002)	0.0090 ^B (0.003)
Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2021			Autumn 2022		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
PFHxS	-	0.0036	0.0007	<0.0002	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	0.0015 (0.0010)	<0.001 (0.00)	<0.001 (0.00)
PFOS	32	0.0444	0.0061	0.0005	0.0090 (0.00)	0.0030 ^B (0.00)	0.009 ^B (0.01)	0.0265 (0.0075)	0.0056 (0.0014)	0.0038 (0.0033)
PFOA	29	-	-	-	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.0075 ^B (0.00)	0.0032 ^B (0.00)	0.0015 ^B (0.00)	0.0280 (0.01)	0.0056 (0.00)	0.0036 (0.0036)
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0168 ^B (0.01)	0.0089 ^B (0.00)	0.0148 ^B (0.01)	0.034 ^B (0.0075)	0.0111 ^B (0.0014)	0.0096 ^B (0.0031)

*DEE (2016) - Urban residential/public open spaces

^A = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS

^B For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01), the Sum of PFHxS and PFOS and the Sum of PFAS.

^C Only one survey was undertaken at Site AQ1 in autumn 2019.

Table 8 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2022			Autumn 2023		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
PFHxS	-	0.0036	0.0007	<0.0002	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)
PFOS	32	0.0444	0.0061	0.0005	0.0134 (0.01)	0.0008 ^B (0.00)	<0.003 (0.00)	0.017 ^B (0.00)	0.002 ^B (0.00)	0.007 ^B (0.00)
PFOA	29	-	-	-	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.0139 ^B (0.01)	0.0013 ^B (0.00)	0.0038 ^B (0.00)	0.018 ^B (0.01)	0.001 ^B (0.00)	0.004 ^B (0.00)
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0035 ^B (0.00)	0.0046 ^B (0.00)	0.0091 ^B (0.00)	0.023 ^B (0.00)	0.0075 ^B (0.001)	0.013 ^B (0.004)
Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2023			Autumn 2024		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
PFHxS	-	0.0036	0.0007	<0.0002	<0.005 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.005 (0.00)	<0.001 (0.00)	<0.001 (0.00)
PFOS	32	0.0444	0.0061	0.0005	0.009 ^B (0.01)	0.0021 ^B (0.01)	0.0085 ^B (0.01)	0.023 ^B (0.01)	0.0022 ^B (0.01)	0.0031 ^B (0.01)
PFOA	29	-	-	-	<0.005 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.005 (0.00)	<0.001 (0.00)	<0.001 (0.00)
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.0198 ^B (0.00)	0.0034 ^B (0.00)	0.0098 ^B (0.00)	0.0340 ^B (0.00)	0.0030 ^B (0.00)	0.0043 ^B (0.00)
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0242 (0.01)	0.0076 ^B (0.00)	0.014 ^B (0.01)	0.0387 (0.01)	0.0077 ^B (0.00)	0.0089 ^B (0.00)

*DEE (2016) - Urban residential/public open spaces

^A = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS

^B For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01), the Sum of PFHxS and PFOS and the Sum of PFAS.

Table 8 (Cont'd).

Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2024			Autumn 2025		
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
PFHxS	-	0.0036	0.0007	<0.0002	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	0.001 (0.01)	0.001 (0.01)	<0.001 (0.00)
PFOS	32	0.0444	0.0061	0.0005	0.0193 (0.01)	0.0032 ^B (0.00)	<0.002 (0.00)	0.0107 (0.01)	0.0023 (0.01)	0.0045 (0.01)
PFOA	29	-	-	-	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.0102 (0.01)	0.0048 ^B (0.00)	0.0023 ^B (0.00)	0.0183 ^B (0.00)	0.0057 ^B (0.00)	0.0052 ^B (0.00)
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0217 ^B (0.01)	0.0074 ^B (0.00)	0.0065 ^B (0.00)	0.0258 ^B (0.00)	0.0132 ^B (0.00)	0.0132 ^B (0.00)
Indicator Variable	Trigger Value*	Baseline (Autumn 2018)			Spring 2025					
		AQ1	AQ4	AQ14	AQ1	AQ4	AQ14	AQ1	AQ4	AQ14
PFHxS	-	0.0036	0.0007	<0.0002	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)			
PFOS	32	0.0444	0.0061	0.0005	0.0169 (0.00)	0.0036 (0.00)	0.0062 (0.00)			
PFOA	29	-	-	-	<0.001 (0.00)	<0.001 (0.00)	<0.001 (0.00)			
Sum of PFHxS and PFOS	-	0.0480	0.0068	0.0005	0.002 (0.00)	0.004 (0.00)	0.006 (0.00)			
Sum of PFAS (WA DER List) ^{A,B}	-	0.0483	0.0068	0.0005	0.0308 (0.00)	0.0119 (0.00)	0.0145 (0.00)			

*DEE (2016) - Urban residential/public open spaces

^A = PFBA, PFPeA, PFHxA, PFHpA, PFOA, PFBS, PFHxS, PFOS, 6:2 FTS and 8:2 FTS

^B For any site, where a value has been recorded as less than the detection limit, it was assigned a value of half the detection limit in order to calculate the mean (e.g. <0.02 taken as 0.01), the Sum of PFHxS and PFOS and the Sum of PFAS.

3.3 Aquatic Macroinvertebrates

A total of 11 taxa were identified from edge habitat samples collected at Site AQ12 in Spring 2025 (Survey 1: 10 taxa; Survey 2: 5 taxa) (Table 9, Appendix 3). Four taxa, Chironominae (True flies), Leptoceridae (Caddis flies), Libellulidae (Dragonflies) and Physidae (aquatic snails) were collected on both sampling occasions (Appendix 3). The alien species of fish, *Gambusia*, were also collected in net samples (Appendix 3).

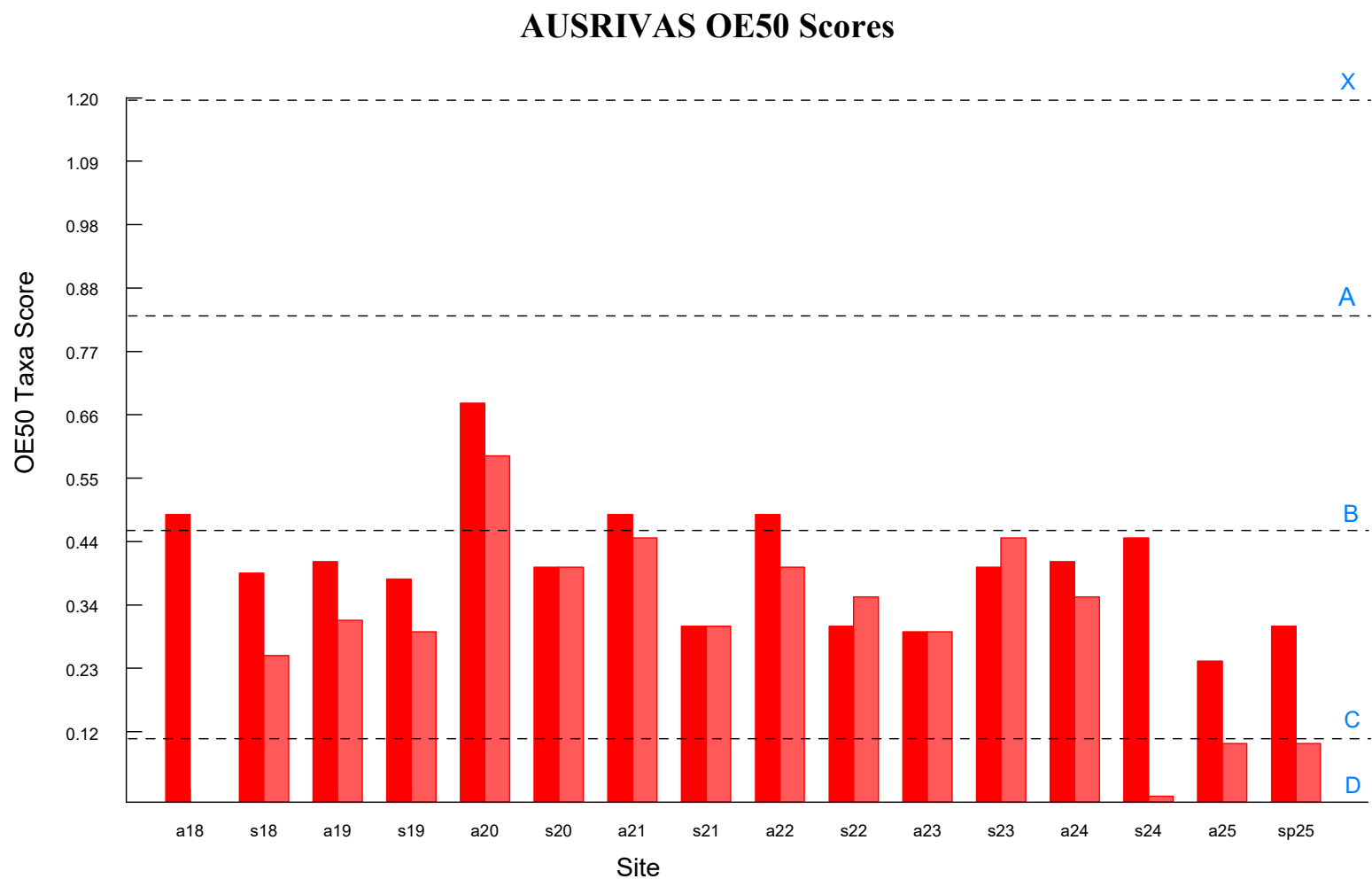
Site AQ12 obtained an OE50 score of 0.40 for Survey 1 and 0.20 for Survey 2 during Spring 2025 (Table 9, Figure 3), indicating that the macroinvertebrate assemblage at Site AQ12 was severely impaired (Band C) relative to reference sites selected by the AUSRIVAS model. The most recent OE50 scores were within the range of scores obtained since the baseline survey (Figure 3).

Similar to the findings of the previous surveys, taxa with > 0.80 probability of occurrence but not collected at the Anzac Creek site were Acarina (aquatic mites) during Survey 2, the aquatic beetle family, Hydrophilidae, mayfly family, Leptophlebiidae, and the aquatic bug family, Veliidae, at the time of Survey 1&2.

SIGNAL2 scores of 3.75 and 3.67 were obtained for Survey 1 and 2, respectively (Table 9). The absence of numerous taxa, including mayflies, contributed to the lower score (Table 9, Figure 4). In summary, SIGNAL 2 scores obtained for Site AQ12 have changed little over time and indicate that the macroinvertebrate assemblage at AQ12 has commonly been dominated by pollution-tolerant taxa since the commencement of sampling in autumn 2018 (Table 9, Figure 4).

Table 9. Total number of taxa, AUSRIVAS & SIGNAL 2 outputs for Site AQ12 ($n = 1$).

Survey	No Taxa	SIGNAL-2	OE50	Band
Autumn 2018	13	4.00	0.49	B
Spring 2018 – Survey 1	9	3.25	0.39	C
Spring 2018 – Survey 2	5	3.07	0.10	D
Autumn 2019 – Survey 1	10	2.69	0.41	C
Autumn 2019 – Survey 2	8	3.41	0.20	C
Spring 2019 – Survey 1	11	2.09	0.38	C
Spring 2019 – Survey 2	11	2.18	0.19	D
Autumn 2020 – Survey 1	19	3.00	0.68	B
Autumn 2020 – Survey 2	13	3.33	0.49	B
Spring 2020 – Survey 1	10	3.10	0.40	C
Spring 2020 – Survey 2	13	3.33	0.40	C
Autumn 2021 – Survey 1	13	3.38	0.49	B
Autumn 2021 – Survey 2	12	3.64	0.41	C
Spring 2021 – Survey 1	10	2.41	0.30	C
Spring 2021 – Survey 2	6	3.00	0.30	C
Autumn 2022 – Survey 1	13	3.86	0.49	B
Autumn 2022 – Survey 2	7	4.58	0.31	C
Spring 2022 – Survey 1	12	3.25	0.30	C
Spring 2022 – Survey 2	9	4.74	0.40	C
Autumn 2023 – Survey 1	7	0.30	0.29	C
Autumn 2023 – Survey 2	8	0.30	0.29	C
Spring 2023 – Survey 1	12	3.82	0.40	C
Spring 2023 – Survey 2	9	4.00	0.50	C
Autumn 2024 – Survey 1	11	3.19	0.41	C
Autumn 2024 – Survey 2	8	4.00	0.29	C
Spring 2024 – Survey 1	9	3.94	0.40	C
Spring 2024 – Survey 2	12	3.71	0.50	C
Autumn 2025 – Survey 1	6	2.64	0.19	C
Autumn 2025 – Survey 2	5	3.63	0.29	C
Spring 2025 – Survey 1	10	3.75	0.40	C
Spring 2025 – Survey 2	5	3.67	0.20	C



*Note that the bands displayed are relevant to autumn edge habitat, these being slightly different to spring

Figure 3. OE50 Taxa Scores and their respective Band Scores (B-D) for AUSRIVAS samples collected at Site AQ12 since autumn 2018.
 NB Note that the bands displayed are relevant to autumn edge habitat, these being slightly different to spring.

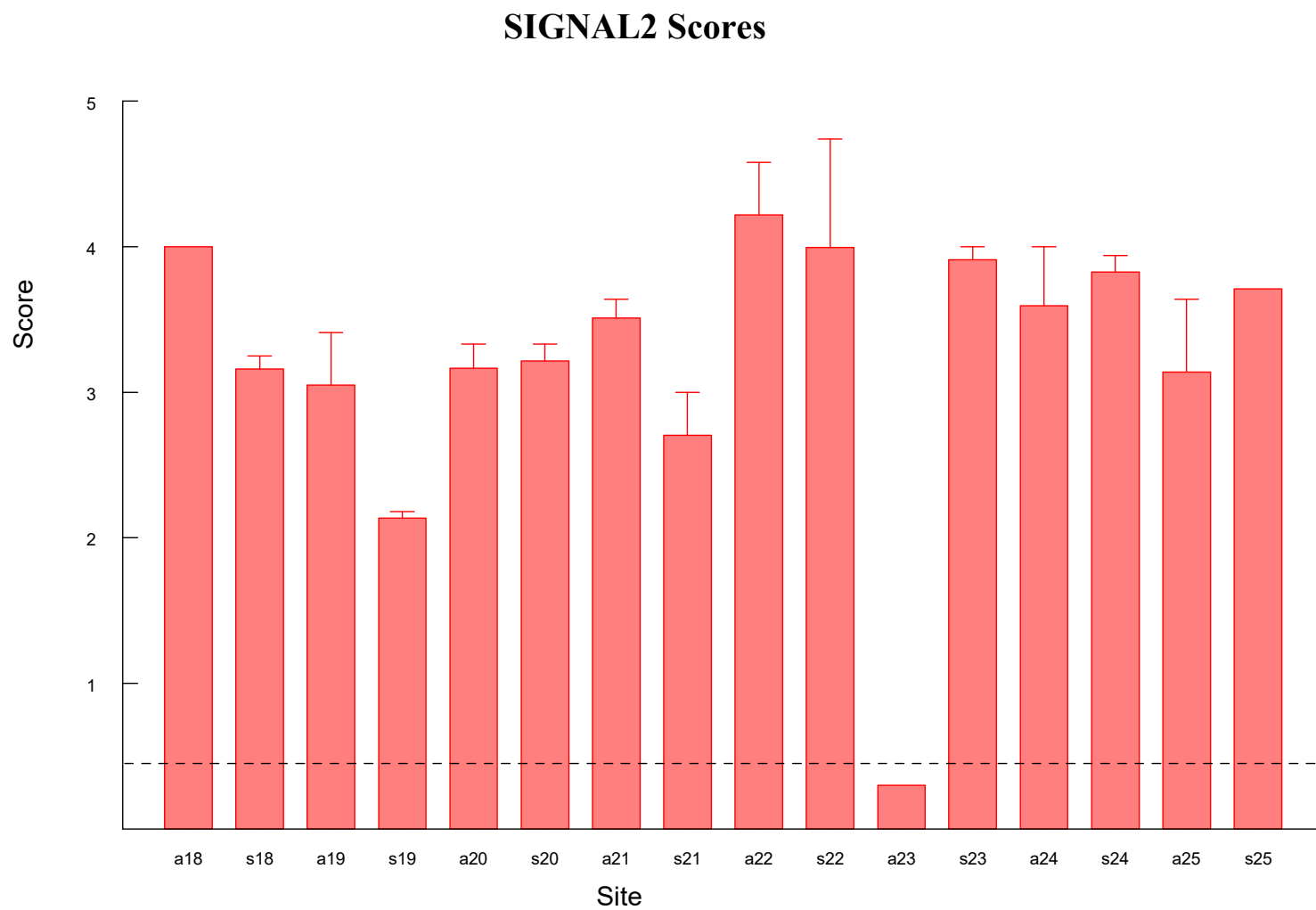


Figure 4. Mean ($\pm$) SIGNAL 2 results for Site AQ12 sampled in Anzac Creek since autumn 2018.

3.4 Fish

Three species of fish were collected while electro-fishing Site AQ12 in spring 2025, including Short-finned eel (*Anguilla australis*) (approximately 8-40 cm in length), Striped gudgeon (*Gobiomorphus australis*) and numerous Gambusia (*Gambusia holbrooki*) (Table 10).

Gambusia were also abundant (Appendix 3) in net samples of aquatic macroinvertebrates.

A dead eel was observed at Site AQ14: a deep lesion was observed near the tail, similar to those observed as a result of Epizootic Ulcerative Syndrome (Red Spot Disease) (Plate 14).

In total, ten species of fish, including three introduced species, have been collected since sampling commenced in autumn 2018 (Table 10). All the species caught are common within NSW (McDowall, 1996; DPI 2006; Howell and Creese, 2010). No threatened species of fish listed under the *NSW Fisheries Management Act, 1994* or the *Environment Protection and Biodiversity Conservation Act, 1999* have been recorded.



Plate 14: Dead eel observed at Site AQ14 at the time of Spring 2025 Survey 2.

The apparent lesion is most likely an epizootic ulcer.

Table 10. Fish collected at Site AQ12 between autumn 2018 and spring 2025[#].

Species	Common Name	A-18 [^]	S-18	A-19	S-19	S-20	A-21	S-21	A-22	S-22	A-23	A-24	S-24	A-25	S-25
<i>Anguilla reinhardtii</i>	Long-finned eel	2	3	2	-	4	1	2	1	1	-	-	1	2	-
<i>Anguilla australis</i>	Short-finned eel	-	13	-	9	13	2	4	2	4	1	2	-		8
<i>Galaxias maculatus</i>	Common galaxias	-	-	-	-	-	-	-	8	-	-	1	1	-	-
<i>Gobiomorphus australis</i>	Striped gudgeon	28	8	3	2	-	-	-	2	2	3	1	3	2	5
<i>Hypseleotris compressa</i>	Empire gudgeon	13	-	-	-	-	-	-	-	-	1	-	-	4	-
<i>Hypseleotris cf galii</i>	Firetail gudgeon	-	-	-	1	1	-	-	-	-	-	-	1	-	-
<i>Tandanus tandanus</i>	Eel tailed catfish	-	-	-	-	-	-	-	-	-	1	-	-	-	-
<i>Carassius auratus</i> *	Goldfish	-	2	-	-	-	1	-	-	1	-	-	-	-	-
<i>Gambusia holbrooki</i> *	Gambusia	328	100's	10's	10's	100's	100's	100's	10's	100's	100's	-	80	100's	100's
<i>Misgurnus anguillicaudatus</i> *	Oriental weatherloach	-	-	-	1	-	-	-	2	1	1	1	-	-	-
<i>Retropinna semoni</i>	Australian smelt	-	-	--		-	-	-	-	-	-	-	1	-	-
Unidentified sp.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-

[^]Biosis, 2018

*Introduced species

[#]Fish were unable to be sampled at Site AQ12 within the autumn 2020 survey period (due to instrument malfunction) or during autumn 2023 (due to the presence of extensive mats of green macro-algae).

3.5 Limitations

- Only one Baseline survey was able to be sampled in autumn 2018, due to the May 2018 bushfire (Biosis, 2018);
- Due to restricted access through the construction worksite, it was not possible to access Site AQ1 on 30 May 2019 to undertake the 2019 autumn survey 2. Whilst the collection of replicate samples at each site provides important measures of variability in habitat characteristics and concentrations of toxicants, the results from Survey 1 and subsequent surveys were within the range of results collected in the Baseline survey. Therefore, it is considered that the missing sample did not detract from being able to interpret the findings of the 2019 autumn sampling event, and that the intent and outcomes of the MPES2 monitoring survey were achieved;
- Water quality measurements collected during the biological sampling only provide a snapshot of quality at the time of sampling under the prevailing flow conditions;
- In the absence of external reference sites (i.e. similar sites but in systems not subject to the Project activities), it is not possible to account for changes in the variables examined that may occur naturally at a broader regional scale.

5.0 DISCUSSION

Stage 2 of the MPE Project involves the construction and operation of warehousing and distribution facilities on the MPE site and upgrades to approximately 2.1 kilometres of Moorebank Avenue. Warehouses 1, 3, 4, 5, 6, 7a and 7b are now operational. The next warehouse to be constructed is warehouse 2, which is currently anticipated to occur in Q4 2027. During construction of warehouse 2, water will be managed in accordance with the approved CEMP and water is discharged via the sediment (SED) Basins and into Anzac Creek (via DP5 and DP7).

5.1 Aquatic Habitat and Hydrology

Similar to the findings of surveys done since spring 2020, areas of standing water were present at the study sites and flow was apparent along some reaches during spring 2025. The majority of Anzac Creek continues to display stable environments, including areas adjacent to the Moorebank Avenue Realignment works (i.e. near Site AQ4), which commenced in June 2025. The riparian corridor will be rehabilitated following completion of the works.

Concentrations of lead in sediments collected at the most upstream site sampled on Anzac Creek (Site AQ1) (Survey 1: 100 mg/kg and Survey 2: 110 mg/kg) exceeded the guideline value (50 mg/kg) and the baseline value measured by the BAEMP survey (91 mg/kg) within spring 2025. To date, the majority (i.e. 21 of 23 times) of measurements of lead at AQ1 (range = 21 to 130 mg/kg) have exceeded the threshold limit detailed in the Interim Sediment Quality Guidelines (ISQG) (ANZECC/ARMCANZ 2000).

Nickel and zinc have also marginally exceeded the upper ANZECC/ARMCANZ (2000) guidelines, including at the time of the current survey. Site AQ1 is situated upstream of potential inputs from the Project and therefore no additional testing of heavy metals at Site AQ1 should be considered necessary.

Importantly for this survey, compounds measured in sediments at Site AQ4 remain similar to previous surveys and below the ANZECC/ARMCANZ (2000) guideline values despite removal of vegetation and disturbance of sediments within the riparian zone.

All toxicants, including total petroleum hydrocarbons and poly-fluoroalkyl substances (like PFAS and PFOS), that were monitored in sediments at the sites downstream of inputs from the MPES2 Project site (i.e., at Sites AQ4 and AQ14) in the spring 2025, remained within the appropriate guideline levels.

Measurements collected by the spring 2025 surveys indicate that additional degradation of water quality, including elevated levels of turbidity, had not occurred at Site AQ4 or at the downstream sites. It is likely that the large stands of riparian and instream aquatic plants in the downstream channel, particularly at Site AQ8, contribute to the removal of any sediments, nutrients and contaminants from the water column (Brix, 1994; Sainty and Jacobs, 2003; Feng et al., 2012; Greenway, 2010).

5.2 Water Quality

Water quality in the large refuge pool (i.e., Site AQ12) has commonly been characterised by reduced dissolved oxygen levels, elevated nitrogen, aluminium, and copper, including prior to commencement of the Project, reflecting historic and current activities (ALS, 2011; Biosis, 2018). Accumulations of green macroalgae and aquatic plants within the pool are likely to contribute to large fluctuations in dissolved oxygen and nutrient concentrations in the water column, as well as other compounds stored in the sediments into the water column.

Concentrations of total petroleum hydrocarbons and poly-fluoroalkyl substances measured during spring 2025 remain similar to baseline values and within the recommended Australian-derived guidelines for water. Additional degradation of water quality does not appear to have occurred since construction work began at Site AQ4.

5.3 Biological Monitoring

The macroinvertebrate assemblage supported by the refuge pool has consistently appeared to experience some degree of environmental stress. This is evident in the OE50 Taxa Scores and Bands, which have generally been indicative of an assemblage that is less diverse compared to reference sites selected by the AUSRIVAS model throughout the survey period. Low values of the SIGNAL 2 score and the number of macroinvertebrate types (only 5 taxa at the time of Spring 2025 - Survey 2) were also indicative of a site suffering from one or more forms of anthropogenic disturbance (see Chessman, 2003a&b).

Notably, low levels of dissolved oxygen and elevated concentrations of nitrogen have commonly been measured in the refuge pool, including during spring 2025, coinciding with excessive algal and aquatic plant growth.

Moreover, the introduced fish, Gambusia (*Gambusia holbrooki*), has also consistently been observed within the refuge pool. At the time of the spring 2025 survey, Gambusia were common in macroinvertebrate samples (50 individuals) and electrofishing samples (100's of individuals). Predation by Gambusia is listed as a Key Threatening Process by the NSW *Biodiversity Conservation Act 2016*, because of known effects on native frogs, freshwater fishes and aquatic macroinvertebrates.

Nevertheless, some pollution sensitive aquatic macroinvertebrates (including caddis fly and dragonfly larvae) and native species of fish continue to be collected, indicating that the creek provides important habitat for aquatic species. Of the species collected, all are common within NSW (McDowall, 1996; DPI 2006; Howell and Creese, 2010).

Notably, a dead eel was observed at Site AQ14 on 1 December 2025 (Survey 2) had a deep lesion near the tail, similar to those observed as a result of Epizootic Ulcerative Syndrome (EUS) (Red Spot Disease). EUS is caused by a fungus, *Aphanomyces invadans*, and causes red lesions (sores) and deep ulcers, making affected fish unmarketable and sometimes resulting in their death (DPI NSW, 2023). EUS is a notifiable disease in NSW and this sighting has been reported to NSW Department of Primary Industries (DPI).

Summary

This report reviews environmental monitoring results following construction activities within the Anzac Creek catchment. Most notably, riparian vegetation was cleared along an approximately 200 m section of the creek in winter 2025, associated with realignment of Moorebank Avenue. Water quality and sediment assessments found no additional degradation or increases in pollutants such as heavy metals, hydrocarbons, or poly-fluoroalkyl substances, with most measures remaining within guideline levels. Biological monitoring revealed some ongoing environmental stress in the macroinvertebrate community and the presence of the invasive Gambusia fish, but no measurable change in biological indices. The findings suggest that project works have not caused significant ecological impacts to date. Continued monitoring and targeted weed management are recommended.

6.0 CONCLUSION & RECOMMENDATIONS

Examination of the results from the spring 2025 monitoring event found no evidence of changes in the indicator variables (bed and bank stability, surface water and sediment quality, assemblages of aquatic macroinvertebrates and fish) that could be attributed to the Project works. Thus, in accordance with the Biodiversity Monitoring Strategy, no adaptive management contingency measures were triggered.

Recommendations include:

- Sampling of the stream health monitoring programme is repeated in autumn 2026;
- Land managers focus on containment and on-going suppression of Alligator Weed and *Ludwigia peruviana* within Anzac Creek and the riparian zone, particularly at Site AQ1, and the popular aquarium plant, *Egeria densa* (Egeria), commonly observed within the refuge pool (Site AQ12);
- In areas where riparian vegetation has recently been cleared from adjacent to Anzac Creek (i.e. within the vicinity of Site AQ4), rehabilitation works continue to be carried out to minimise sediments and contaminants becoming mobilized to the downstream environment.

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APPENDICES

Appendix 1 - GPS positions (UTMs) for stream monitoring sites (spring 2025).

Site Code	Easting	Northing
AQ1	308121	6240243
AQ4	308528	6240262
AQ8	309299	6240826
AQ12	309447	6241557
AQ13	309378	6241747
AQ14	309365	6241869

Datum: WGS 84, Zone 56H

Appendix 2 – Visual Assessment Scores

Appendix 2a – Ephemeral stream assessment results

	Autumn 2018		Spring 2018		Autumn 2019	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	88	Very Stable	75	Stable	80	Stable
AQ4	88	Very Stable	75	Stable	78	Stable
AQ8	91	Very Stable	93	Very Stable	93	Very Stable
	Spring 2019		Autumn 2020		Spring 2020	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	88	Very Stable	90	Very Stable	90	Very Stable
AQ4	80	Stable	88	Very Stable	89	Very Stable
AQ8	92	Very Stable	93	Very Stable	93	Very Stable
	Autumn 2021		Spring 2021		Autumn 2022	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	80	Very Stable	90	Very Stable	92	Very Stable
AQ4	89	Very Stable	89	Very Stable	90	Very Stable
AQ8	93	Very Stable	93	Very Stable	93	Very Stable
	Spring 2022		Autumn 2023		Spring 2023	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	92	Very Stable	88	Very Stable	88	Very Stable
AQ4	92	Very Stable	93	Very Stable	93	Very Stable
AQ8	94	Very Stable	94	Very Stable	94	Very Stable
	Autumn 2024		Spring 2024		Autumn 2025	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	94	Very Stable	92	Very Stable	90	Very Stable
AQ4	94	Very Stable	92	Very Stable	20	Very Active
AQ8	94	Very Stable	94	Very Stable	94	Very Stable

Appendix 2b – HABSCORE assessment results

	Autumn 2018		Spring 2018		Autumn 2019	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	27	Marginal	29	Marginal	32	Marginal
AQ4	28	Marginal	25	Marginal	25	Marginal
AQ8	41	Marginal	38	Marginal	38	Marginal
AQ12	55	Suboptimal	51	Suboptimal	53	Suboptimal
AQ13	21	Poor	23	Poor	21	Poor
AQ14	22	Poor	23	Poor	22	Poor
	Spring 2019		Autumn 2020		Spring 2020	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	30	Marginal	32	Marginal	27	Marginal
AQ4	26	Marginal	29	Marginal	28	Marginal
AQ8	41	Marginal	41	Marginal	41	Marginal
AQ12	51	Suboptimal	50	Suboptimal	53	Suboptimal
AQ13	19	Poor	21	Poor	22	Poor
AQ14	21	Poor	22	Poor	23	Poor
	Autumn 2021		Spring 2021		Autumn 2022	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	29	Marginal	31	Marginal	31	Marginal
AQ4	36	Marginal	38	Marginal	40	Marginal
AQ8	41	Marginal	41	Marginal	41	Marginal
AQ12	55	Suboptimal	55	Suboptimal	50	Suboptimal
AQ13	23	Poor	23	Poor	25	Poor
AQ14	24	Poor	24	Poor	25	Poor
	Spring 2022		Autumn 2023		Spring 2023	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	31	Marginal	32	Marginal	27	Marginal
AQ4	39	Marginal	40	Marginal	29	Marginal
AQ8	41	Marginal	41	Marginal	38	Marginal
AQ12	53	Suboptimal	53	Suboptimal	50	Suboptimal
AQ13	21	Poor	25	Poor	25	Poor
AQ14	25	Poor	25	Poor	25	Poor

Appendix 2b – HABSCORE assessment results

	Autumn 2024		Spring 2024		Autumn 2025	
Site	Score (%)	Category	Score (%)	Category	Score (%)	Category
AQ1	31	Marginal	27	Marginal	27	Marginal
AQ4	40	Marginal	40	Marginal	15	Poor
AQ8	41	Marginal	41	Marginal	41	Marginal
AQ12	50	Suboptimal	53	Suboptimal	53	Suboptimal
AQ13	30	Marginal	21	Poor	21	Poor
AQ14	32	Marginal	25	Poor	25	Poor
	Spring 2025					
Site	Score (%)	Category				
AQ1	40	Marginal				
AQ4	31	Marginal				
AQ8	41	Marginal				
AQ12	50	Suboptimal				
AQ13	38	Marginal				
AQ14	38	Marginal				

Appendix 3 - Macroinvertebrate taxa collected at Site AQ12 in spring 2025 using the NSW AUSRIVAS protocol. Mosquito fish were also collected in the net samples.

Taxa	Survey 1 (21 October 2025)	Survey 2 (1 December 2025)
Acariformes	22	0
Chironomidae - Chironominae	29	5
Chironomidae - Tanypodinae	2	0
Curculionidae	1	0
Isotomidae	1	0
Leptoceridae	5	1
Libellulidae	3	1
Lymnaeidae - <i>Austropelea lessoni</i>	2	0
Pleidae	1	0
Physidae	1	1
Sphaeridae	0	1
Number of Taxa	10	5
Gambusia	10	40

APPENDIX F – COMPLAINTS REGISTER

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
15/05/2026	Community member	<u>Complaint</u>: Community member raised concern that emails regarding significant issues have not been responded to and requested the contact details of the person responsible, with authority to resolve ongoing noise issues. <u>Response (18/5/26)</u>: Provided update on precinct-wide noise audit.	MIP General	Email: within 8 hrs	CLOSED
7/04/2026 4/04/2026 2/04/2026	Community member	<u>Complaint</u>: Community member from Buckland Road raised concern that they did not receive a copy of the printed newsletter, and that the deliveries were missed by the distributor. In addition, residents attempted to contact the 24-hour phone line, however the line was rung through to voicemail at the time of their calls, preventing them from raising their concerns. <u>Response (7/4/26)</u>: A potential issue has been identified with the 24-hour phone line following recent system updates. This matter is currently under investigation, and the community member was advised that steps are being taken to resolve the issue as a priority. Newsletter delivery to Buckland Road has been confirmed through GPS tracking data, which shows distribution to both sides of the street. Minor discrepancies in tracking are attributed to mailbox access requirements along the road. The PDF and e-newsletter versions of the printed newsletter have been reattached for reference.	MIP General	Email: within 8 hrs	CLOSED
1/04/2026	Sydney Water	<u>Enquiry</u>: Query from Sydney Water representative about the completion of Moorebank Ave and Anzac Rd intersection and whether further work to upgrade Anzac Rd, between this intersection and Wattle Grove Drive, Wattle Grove or if Council is doing it. <u>Response (13/4/26)</u>: The works at the Moorebank Avenue and Anzac Road intersection have now been completed. We understand that Liverpool City Council is planning further upgrade works along Moorebank Avenue between this intersection and Wattle Grove; however, these works are outside the scope of our project requirements.	MAAI	Email: within 8 hrs	CLOSED
17/03/25	Piccolo Me (via ESR)	<u>Complaint</u>: Dust impact on the cafe. <u>Response</u>: The site was investigated. The BMD workforce was given a 'toolbox' talk on	MARW	Immediate	CLOSED

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		18/03/26 on dust management, including potential impacts and mitigation measures to be implemented. Water trailer was deployed for use with plant of concern. Investigations are underway to determine the practicality of installing a misting system along the Dust project boundary near the cafe. Complaint reported to the EPA (18/03/26) as required under R4.1 of the BMD EPL.			
14/03/2026	Community member* *Community member lodging repeated complaints on same issue.	Enquiry: Community member* following up on sound testing results. Response: ESR is liaising with DPHI compliance team to address complaints raised by resident.	MPE (IMEX)	Email: within 8 hrs	UNDER INVESTIGATION
25/02/2026		Complaint: Community member* requesting transparency regarding the investigation into container noise. Request for access to all detailed sound-monitoring information. Request for defined action plan outlining immediate and long-term mitigation measures, responsibilities, enforcement mechanisms, and timeframes. The resident states that the noise is significantly impacting their ability to rest and enjoy their home, and they expect a direct, data-supported response rather than general statements. Response: ESR is liaising with DPHI compliance team to address complaints raised by resident.	MPE (IMEX)	Email: within 8 hrs	UNDER INVESTIGATION
17/02/2026		Complaint: Community member* expressing dissatisfaction with project team response and request to see noise testing logs. Community member* request to see noise logs again and request immediate action. Response: Precinct partners (ESR, National Intermodal and Qube) are continuing to address the ongoing noise complaints, with several investigations currently underway. Data from on-site noise monitors is being collated and reviewed by our acoustic consultant, Renzo Tonin, as part of the Precinct's consent-condition requirements for ongoing auditing, monitoring and compliance reporting. The complainant was advised of the established process for investigating noise complaints, as well as the presence of other major infrastructure works near their residence, including the M5 upgrade and Hume Highway works. It was noted that a number of precinct-wide mitigation measures are already in place	MPE (IMEX)	Email: within 8 hrs	UNDER INVESTIGATION

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		to manage noise impacts. The complainant was also advised that Qube, as the IMEX Terminal operator, is required to conduct all operations in accordance with the approved planning consent conditions and other relevant planning approvals.			
13/02/2026		<u>Complaint:</u> Call from community member regarding frustration regarding noise and air quality issues and potential escalation to elected representatives. <u>Response (17/02/26):</u> Response acknowledged the resident's concerns about noise and air quality and explained that reported noise incidents are being actively investigated through data review, operator checks and compliance processes. Response outlined existing noise-mitigation measures already in place across the precinct and notes that nearby major transport corridors and ongoing M5 night-time construction may also contribute to background noise. It was clarified that operations follow an approved Noise Management Plan and that independent audits and quarterly reports are submitted to the DPHI. Regarding air quality, it was clarified that monitoring locations are determined by specialists to represent conditions across the broader area, and additional monitoring at an individual property would not provide more meaningful data. Existing fixed monitoring stations meet regulatory requirements, with reports publicly available.		Verbal acknowledgement: within 4 hrs	UNDER INVESTIGATION
13/02/2026		<u>Complaint:</u> Community member issued follow up email regarding continued container smashing noise 12 Feb 10.58pm till 11.34pm. <u>Response (13/02/26):</u> Community member concerns were acknowledged, that these requests and complaints have been passed onto the precinct team for further action.		Email: within 8 hrs	UNDER INVESTIGATION
11/02/2026		<u>Complaint:</u> Community member issued follow up email regarding resolution of container noise from MPE - IMEX terminal. Community member requested noise monitoring and air pollution data be shared and an update on restrictions for activities on site. <u>Response (13/02/26):</u> Community member concerns were acknowledged, that these requests and complaints have been passed onto the precinct team for further action.		Email: within 8 hrs	UNDER INVESTIGATION

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
21/01/2026		<u>Complaint:</u> Loud container noise reported on Wednesday 21 January 2026 at 1:09am till 2:10am heard from primary residence <u>Response:</u> Details of noise complaints was passed on to IMEX operators for investigation. Further information is being sought from IMEX operators to prepare a detailed response to community member.		Email: within 8 hrs	UNDER INVESTIGATION
18/01/2026		<u>Complaint:</u> Loud container noise reported on Saturday 17 January 2026 at 12:28am heard from primary residence <u>Response:</u> Details of noise complaints was passed on to IMEX operators for investigation. Further information is being sought from IMEX operators to prepare a detailed response to community member.		Email: within 8 hrs	UNDER INVESTIGATION
13/01/2026		<u>Complaint:</u> Loud container noise reported on Monday 12 January 2026 at 11:24 pm, 11:28 pm, and 11:43 pm heard from primary residence. <u>Response:</u> Details of noise complaints was passed on to IMEX operators for investigation. Further information is being sought from IMEX operators to prepare a detailed response to community member.		Email: within 8 hrs	UNDER INVESTIGATION
29/12/2025 and follow up on 31/12/2025		<u>Complaint:</u> Loud container noise reported at 11:30pm on 29 th December 2025. Follow up reported noise limit exceedance from containers being dropped within the precinct. Request for noise monitoring information and data. Request for operations to be stopped. Request or agreement with Qube on container noise curfew. <u>Response:</u> The information provided regarding the container noise was raised with the IMEX operators to ensure activities are being conducted in accordance with approvals and mitigation requirements. Advised that during the Christmas and New Year period, any urgent noise-related matters will need to be directed to the Qube Moorebank team as they are responsible for container operations. Communications with IMEX operators are still ongoing to identify the noise source further. Noise monitoring data requests have been raised to internal team		Email: within 8 hrs	UNDER INVESTIGATION

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		and precinct noise engineer. Advised community member that noise monitoring results will be collated and reviewed as part of the precincts monitoring processes and the permitted noise limits applicable to the Moorebank Intermodal Precinct are set out in Condition B131 of the development consent.			
02/02/2026	Road user	<u>Enquiry:</u> Community member enquiring about missing car parked on Moorebank Ave on w/c 26/2/26 after it ran out of fuel. When they returned yesterday (2/2/26), it was no longer there, noting they were attempting to arrange a tow truck. <u>Response (2/2/26):</u> Community member was asked to confirm the exact location of the car along Moorebank Avenue, and it was determined that it was located on land owned by Holsworthy Barracks. Community member was directed to contact Holsworthy Base Management.	Other	Verbal acknowledgement: within 4 hrs Email: within 8 hrs	CLOSED
12/12/2025	Member of Parliament for Holsworthy	<u>Complaint:</u> MP for Holsworthy (Mrs Tina Ayyad) raised concerns on behalf of community member about noise emissions from container handling with the Precinct, specifically regarding containers being lifted and dropped during the early hours of the morning. Requested for investigation of immediate mitigation measures to be implemented. <u>Response:</u> It was noted that the MIP Team has been in contact with the community member and this matter has been escalated to Qube, as they are the Moorebank Intermodal Precinct partner responsible for managing the IMEX and Interstate operations which includes maintaining standards around container management. It was noted that there are a range of noise mitigation measures either in operation or planned across Moorebank Intermodal Precinct including the completion of more warehouse on the site which will eventually minimise noise by acting as a barrier between the source of the noise and surrounding residents. The DHPI has also approved a noise mitigation strategy to help further minimise nighttime operational noise from container stacking:	MIP (QUBE)	Email: within 8 hrs	CLOSED

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		https://moorebankintermodalprecinct.com.au/wp-content/uploads/2025/07/MIP_AQ_Best-Practice-Progress-Review_2025_FINAL.pdf . These comprehensive plans are publicly available on the project website and includes specific container stacking protocols aimed at reducing noise levels, alongside a dynamic approach to noise management that takes into account real-time weather and temperature conditions, which can significantly affect how sound travels and is perceived in surrounding areas. It also prescribes the use of certain equipment only for warehouse deliveries at night to ensure quieter operations.			
12/12/2025	Community member	Complaint: Complaint and subsequent follow up from community member raising concern with dust and air pollution in the Casula area including a request for consideration of monitoring, potential mitigation measures, and clarification of responsibilities within the precinct partnership. Response (17/12/25): Detailed information is being sought to prepare a detailed response. Advised community member that Impacts on local air quality from MPE (i.e. IMEX, Rail Link and Warehouses) are managed by the Department of Planning, Housing and Infrastructure's (DPHI) approved Operational Air Quality Management Plans. These Plan identify the environmental management measures that will be applied to operational activities on MPW to manage identified air quality risks. Impacts on local air quality from construction are managed by several Construction Air Quality Management Plans across the various precinct approvals. As discussed on the call, air quality from both construction and operations is monitored and assessed by an independent assessor. As part of the consent conditions, the precinct is required to report on these findings on a quarterly basis, which are published on the precinct website. These reports, along with precinct planning approvals, consent conditions and quarterly environmental reporting on the project website's 'Document Library' - see link	MIP	Email: within 8 hrs Follow up • 17/12/25 • 23/01/26 • 28/01/26 • 17/02/26	CLOSED

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		below. https://moorebankintermodalprecinct.com.au/community/document-library/ <u>Response (23/01/26)</u>: Acknowledged receipt of follow up email dated 31/12/25. As part of our ongoing independent air quality monitoring and analysis program, we are reviewing data from the air quality monitoring station located at Casula, which forms part of the broader regional monitoring network. Agreed to provide a further update once the review has been completed and additional information is available. Community member encouraged to direct any enquiries or complaints to the Moorebank Intermodal Precinct Enquiries email address so they can be appropriately recorded and managed in accordance with established processes. <u>Complaint (24/01/26)</u>: Community member feels the existing air-quality monitor is too distant to reflect conditions at their home. They suggest that mobile air-quality monitoring in their neighbourhood would provide a more accurate and representative understanding of local impacts. They note that the current static monitoring approach does not fully address their concerns about localised pollution. <u>Response (28/01/26)</u>: Concerns were acknowledged and community informed that the project team would continue to collate and review the data as noted previously and a further update would be provided once the review has been completed and additional information is available. <u>Response (17/2/26)</u>: The Intermodal Precinct is not required to provide mobile air quality monitoring at individual properties. Monitoring station locations were determined by qualified specialists in accordance with departmental guidelines and are designed to represent air quality across the broader area, including emissions from major roads such as the M5. For this reason, installing additional monitoring at your property would not provide more representative or meaningful data than what is already captured by the existing network. The fixed monitoring sites, which are maintained by ESR, remain operational and continue to meet all regulatory requirements. Air quality compliance reports are published on the Moorebank Intermodal Precinct website and assess			

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		performance against the approved limits under the development consent.			
11/12/2025	Community Member	<u>Enquiry:</u> Request for clarification on several issues: whether Moorebank Avenue will be realigned with the original road plan, if Moorebank Road lighting will be upgraded to improve night-time safety, and when the ongoing roadworks on Anzac Road will be completed. Additionally, they are asking how to submit a claim for house cleaning due to excessive dust caused by the works. <u>Response (15/12/25):</u> Regarding the lighting issue-additional information was sought from the project team for specific areas of concern. Regarding the dust issue, a request was made for detailed information, including the property address, photos of the dust, and approximate dates when conditions were particularly severe, to help the team assess the claim. Regarding the Anzac Road works complaint – the relevant road works have been completed. <u>Enquirer (20/12/25):</u> Community member confirmed that lighting once existed along Moorebank Avenue past the SME Golf Course, and that road lighting only existed on the Northern part of Moorebank Ave and the southern part of Moorebank Ave only has lighting that comes from the warehouse areas lighting. <u>Response (23/12/25):</u> lighting enquiry, could you please confirm whether the attached diagram reflects the section of Moorebank Avenue you are referring to? Once clarified, we will consider the matter further, noting that responsibility for street lighting can vary depending on the section of road and the ownership of the relevant assets. <u>Enquirer (15/01/26):</u> Confirm the diagram was correct, felt that more of the road lighting that has been affected by the development than indicated. <u>Response (17/01/26):</u> Noted that the lighting along Moorebank Avenue will continue to be updated to align with construction. All lighting designs for the re-aligned road have been designed and approved according to Transport for NSW	MARW/MIP	Email: within 8 hrs follow up on 15/12/2025 23/12/2025 17/01/2026	CLOSED

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		Standards. Lighting spaces for the road are approximately every 45 metres for straight road sections, and every 25 metres for bend road sections.			
02/12/2025	Community member	<u>Complaint:</u> Community member submitted complaint via Liverpool City Council Acting Coordinator Environmental Health (Neil Ramsay) alleged dust emissions emitted from the Moorebank Logistics Centre at approximately 3.00pm on 29th November 2025. The complainant reported that the dust emissions impacted driving visibility and also expressed concerns about potential human health impacts to local residents. <u>Response:</u> Moorebank Intermodal Environmental Representative was alerted to issue for investigation. National Intermodal also investigated and confirmed contractor (BMD) has reviewed their cameras and can confirm that there was no works being undertaken for the MARW at 3pm on 29/11/25. Further the part of the site closest to the Moorebank Avenue has been stabilised and therefore we conclude that this dust has not come from the MARW project footprint. On this basis they were not required to notify any parties. It is noted the community member has not contacted the community enquiries channels after contact has been passed on by Liverpool City Council Officer to provide further details about the incident.	MIP	Email: within 8 hrs	CLOSED
01/12/2025	Community member	<u>Complaint:</u> Community member is concerned that the Moorebank Intermodal By-pass and Cambridge Avenue upgrade fail to address the precinct's future traffic needs. Concerned that by building the by-pass as one lane each way will create a choke point between two-lane sections and leading to costly duplication later. <u>Response:</u> It was noted that the information recently published by Transport for NSW regarding the Cambridge Avenue Upgrade in relation to Moorebank Intermodal Precinct (MIP), the Department's statement that the upgrade is intended to provide secondary access to MIP is incorrect. Under the existing conditions of consent for MIP, no vehicles associated with the Precinct are permitted to access Cambridge Avenue. All freight traffic must enter and exit the	MIP	Email: within 8 hrs	CLOSED

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		precinct to the north, in accordance with the approved Construction Traffic and Access Management Plan (CTAMP) and Operational Traffic and Access Management Plan (OTAMP). To avoid confusion within the community and among our stakeholders, we have asked Transport for NSW to update its communications to reflect this.			
30/11/2025	Community member	<u>Complaint:</u> Community member raised concern with lights from the MIP site that shine directly into their main bedroom, making it difficult to sleep. Request that these lights be turned off by 9:00 PM nightly to reduce disruption for themselves and neighbouring properties. <u>Response (December 2025):</u> The project team visited the community members' home on 2/12/25 to identify the light source. Further investigation is being undertaken to confirm the sources of the light. The community members frustration was acknowledged and it was noted that assessments require the appropriate members of the precinct to visit the site and carry out detailed inspections, which can take some time to complete. Team has committed to providing a further update once there is more to share. <u>Complaint (December 2025):</u> Request to turn power off to prevent light spill, request to cease precinct operations and request for a curfew over holiday period. <u>Response (December 2025):</u> Advised that facilities Management team are in the process of coordinating light testing to more accurately identify problematic light source. Contractor has been engaged to identify the source of the light spill and, where possible, rectify the issue. If the issue cannot be fully resolved at that stage, the contractor will recommend additional measures such as diffusers, shields, or covers. <u>Response (23/01/26):</u> In response to the complaint, ESR engaged a technical expert, PM Electric, to undertake a site inspection to assess the potential source and impact of the reported lighting associated with 400 Moorebank Avenue.	MIP	Email: within 8 hrs Follow up Throughout Dec 2025 and 23/01/26	CLOSED

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

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		The conclusion of the inspection and analysis was that: - A number of the light sources the subject of the complaint do not appear to located within the Moorebank precinct, noting that they are positioned higher than the warehouse roofs and/or switch off around 9pm. Given the timing of the lighting and location they are likely associated with the sports grounds located on Heathcote Road, Holsworthy, which operate during similar hours and the ABB facility on Bapaume Road outside the precinct. - With regard to the lighting sources from within the precinct from terminal operations we will continue to work with Qube to review any potential light spill arising from IMEX terminal operations so that lighting is managed in accordance with applicable regulatory requirements and relevant guidelines Update on response (31/03/2026): Project team was copied into correspondence from a representative from Department of Defence to community member to advises that a detailed review of lighting at Holsworthy Barracks found no changes or new installations in the past five years. The lighting does not emit light over long distances, is angled downward toward the ground, and the locations shown in the photos do not match the Barracks. Only low-level street lighting operates overnight and sits below tree height. Based on the evidence provided, the light source is likely closer than Holsworthy Barracks and may originate from other industrial sites.			
26/11/2025	Community member	<u>Compliant:</u> Community member raised issue with two large bins obstructing view of traffic at intersection Delfin Drive and Anzac Rd (near the fire station). Request for these to be removed to mitigate risk of traffic hazard. <u>Response:</u> After investigating, it was confirmed that these blue bins are not	Other		CLOSED

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		associated with MIP and do not belong to the Fire Station. The community member was alerted to the fact that these bins may belong to TFNSW or Liverpool Council, possibly related to recent road works on Anzac Road and to contact them.			
25/11/2025	Community member	<u>Complaint:</u> Community member reported issue with container dropping on hardstand in the early hours of the morning. <u>Response:</u> An email was issued to the community member referring to them where all information about the planning and approval related to the operation of MIP. The complaint was escalated to QUBE operations team for investigating into the date and time of the incident. On 16/12/25, the community member was encouraged to record any future noise incidents to MIP with the date, time, and a brief description to assist with escalation. It was noted that a range of noise-mitigation measures are already in place across the precinct and examples were provided. Community member was encouraged to access the most recent noise mitigation strategy plans here: You can access the most recent noise mitigation strategy plans here: https://moorebankintermodalprecinct.com.au/wp-content/uploads/2024/08/Condition-F5A-MP_-Rev8_Redacted10.pdf	MIP (Qube)		CLOSED
11/11/2025	Community member	<u>Query:</u> Community member following up on damage to a private vehicle which took place occurred in September 2025 on Anzac Road in Moorebank due to ongoing roadworks. <u>Response:</u> Roadworks assessed and found to meet the required Transport for NSW standards. Issue has been discussed with the community member and the	MIP		CLOSED

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		matter has been escalated within ESR.			
28/10/2025	Community Member	<u>Query:</u> Trees growing through site fence in bushland located to the west of Wattle Grove is almost reaching a neighbouring boundary fence. Request that these trees be pruned back due to perceived fire hazard. <u>Response:</u> Message has been left with Community member on 18 November 2025. Overhanging tree removal has also been undertaken recently in this location.	MIP		CLOSED
20/10/2025	Community Member	<u>Query:</u> A community member asked about fire prevention management in the former ADF boot land at Wattle Grove West (from Moorebank Avenue to the Wattle Grove residential boundary). <u>Response:</u> The community member was provided with the following information: the bushland to the west of Wattle Grove is managed under Biodiversity Agreement BA 341, which permits specific bushfire management activities. These include maintaining the Asset Protection Zone and fire access tracks, providing gate access to the RFS, and undertaking ongoing weed reduction to minimise fuel loads.	MIP		Closed
9/10/2025	Community Member	<u>Noise:</u> Liverpool City Council informed the project team of a complaint regarding noisy night works along Anzac Road and Delfin Drive, which continued until 2am. Upon investigation, it was determined that the works were related to horizontal directional drilling (HDD) activities by ROC Communications for telecommunications infrastructure. <u>Response:</u> The matter was referred to the ROC Communications project manager for appropriate resolution.	MIP		Closed
30/09/2025	MIP tenants	<u>Dust management:</u> Management company for the warehouse complex located next to the project advised that tenants in both north and south locations of the east precinct had raised a complaint regarding dust coming from the project. They requested more effective dust suppression measures and controls. <u>Response:</u> Measures taken include: - Increased watercarts onsite and allocated one to specifically the work zone nearest	MAR		Closed

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		the warehouses. - Increased dust monitoring during inspections. - Commenced proposed scheduled application in the work zone - Dust management including speed reductions discussed at prestart with staff and contractors. - Dust management scheduled as the next environmental toolbox topic			
26/09/2025	Community Member	<u>Noise:</u> Community member contacted the project information line reporting noisy activities off/around Anzac Road observed Thurs 25/9 and Fri 26/9, describing them as ‘jet plane’ sounding/earthworks moving and warehousing noises. <u>Response:</u> The project team investigated precinct activities and eliminated the noise being made from precinct contractors related to transmission line infrastructure, Moorebank/Anzac Rd intersection upgrade or MAR works. A detailed response was provided with the suggestion to contact Liverpool City Council for an understanding of other activities occurring in the area.	MIP		Closed
16/09/2025	Community Member	<u>Traffic congestion:</u> Community member emailed to report that he experienced a 2-hour delay travelling to Liverpool via Moorebank Avenue and missed his specialist appointment. He noted that the traffic lights are not synchronized to facilitate traffic flow and large trucks were blocking the intersections illegally. <u>Response:</u> The team investigated and found that unfortunately there was a traffic signal timer glitch which caused the lights to change too quickly and this coincided with the lane closure as part of pavement works on Bapuame Road, Moorebank Ave and the intersection of Anzac Road. We advised the community member that we notified Net Ops as part of TfNSW as the responsibility authority and subsequently reopened the lane to improve traffic flow. The project team also provided contact information for the relevant SCAT dept in TfNSW should the complainant wish to follow up further.	MIP		Closed
16/09/2025	Community Member	<u>Traffic congestion:</u> Community member contacted the project information line to report issues with the traffic light at the intersection of Anzac Road (and Moorebank Ave) and that traffic was banked up all the way to the Army Barracks with only approximately three vehicles or one truck passing through at a time. <u>Response:</u> Spoke to community member to ascertain further information and found that in his perspective, a lane closure was the problem causing the heavy congestion. Followed up with the project team and contractor and upon further	MIP		Closed

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		investigation, found that there was a traffic signal timer glitch that occurred during the off-peak lane closure which significantly impacted traffic flow. Offered the caller the contact information for the relevant SCAT dept in TfNSW should they wish to follow up directly with that authority responsible for traffic light sequencing. The caller was satisfied at providing the feedback and reporting the heavy traffic impacts, emphasizing that the area requires ‘common sense’ with traffic management.			
12/09/2025	Community Member	Blocked pedestrian access: A MIP employee’s family member contacted the project information line to report blocked pedestrian access to the Moorebank Intermodal Precinct. They expressed frustration after being passed between several parties- without receiving a satisfactory resolution. Response: The employee’s family member explained that their family member relies on pedestrian access to catch a bus to work and for the past three days the access had been blocked without alternative arrangements. ESR and National Intermodal were contacted for assistance with the matter and begun to explore solutions. National Intermodal and ESR treated the issue as a priority, working together to explore short-term and long-term solutions. A call was made back to the caller on Monday evening (15/9/25) with an initial estimated timeframe of 48 hours for commencement of the reinstated access but the family member was dissatisfied with the response and requested escalation with a callback from management. National Intermodal and ESR transitioned as the point of contact and resolved to provide a driver for the employee each weekday to and from work until the footpath became accessible. The footpath was reopened on 22/09/25.	MIP		Closed
2/09/2025	Community Member	Traffic management/road condition: A community member reported unsafe road conditions along Anzac Avenue, including exposed metal plates and insufficient caution signage. Response: The issue was referred to Vaughan Civil for immediate attention. Due to multiple recent complaints, the matter was escalated to their Project Manager. Liverpool City Council was also informed and asked to assist in monitoring the site to ensure public safety and compliance with roadwork standards.	MIP		Closed
2/09/2025	Community Member	Traffic management: A community member reported a near-miss incident while turning right from Moorebank Avenue onto Anzac Road (northbound), due to two lanes merging into one without adequate signage or sufficient space to safely	MIP		Closed

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		accommodate turning vehicles. <u>Response:</u> The project team investigated and confirmed that the traffic management setup in question is not associated with the current project works but is being managed by Vaughan Civil. The matter was referred to Vaughan Civil for review, with a request to address the safety concerns and implement any necessary rectifications.			
1/09/2025	Community Member	<u>Property damage:</u> A community member reported that recent roadworks caused damage to their vehicle due to uneven steel road plates and insufficient signage. <u>Response:</u> The project team contacted the caller to confirm the location, which was identified as Anzac Avenue. As the current project does not have any steel plates in use, the matter was referred to Vaughan Civil. Vaughan Civil is undertaking works in the area on behalf of Endeavour Energy's 33kV transmission infrastructure project and were asked to address the issue and contact the community member.	MIP		Closed
31/08/2025	Community Member	<u>Noise:</u> A community member called the project hotline at 11:30pm to report excessive truck, forklift and banging noises occurring since 10pm. <u>Response:</u> The project team investigated and confirmed there were no overnight activities taking place at the ITS site. The matter was referred to Qube for follow-up regarding any IMEX-related activities that may have contributed to the noise. As a precautionary measure, the project contractor installed noise curtains around localised intersection works and conducted a toolbox talk to address noise-generating behaviours with staff.	MIP		Closed
12/08/2025	Community Member	<u>Traffic congestion:</u> A community member responded to an email correspondence from March 2025 regarding traffic congestion on Moorebank Avenue, Cambridge Avenue and Canterbury Road. They reported only slight improvements since adjustments were previously made to the SCATS (traffic light phase timing to improve northbound flows). They advised they are still experiencing significant delays particularly during school drop-off hours and suggested that traffic lights were not coordinated. <u>Response:</u> Feedback was shared with the project team and the community member was advised that the current Moorebank Avenue is temporary and will be replaced as part of the realignment project designed to streamline traffic flows around the precinct. They were also informed that Transport for NSW is	MIP		Closed

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		responsible for sequencing of traffic lights however we could raise the matter on their behalf.			
1/08/2025	Community Member	<u>Traffic management:</u> A community member phoned the project hotline to report an incident involving traffic management and a traffic controller's behaviour with managing contraflow along Anzac Avenue near the intersection about 7pm on Sunday. Discussed the incident with the caller for further details and passed this on to the project team and contractor to look into further. <u>Response:</u> The contractor followed up with their traffic management company, which conducted an investigation and provided a response report. The contractor then contacted the caller to emphasize their commitment to safety and adherence to protocols. Although there were differing accounts of the event from the caller and the traffic controller, the company has implemented reinforcement measures, including additional staff briefings. It is also suspected the incident occurred during a shift change and a brief period when the boom gates were relocated from the intersection. The caller was satisfied with the information provided and action taken.	MIP		Closed
1/08/2025	Community Member	<u>Property damage:</u> A community member submitted a claim for a punctured tyre to Liverpool City Council, alleging it was sustained 22 July 2025 from metal debris left on the road from works at Moorebank Avenue near Anzac Road and Bushmaster Avenue. <u>Response:</u> The project team investigated with our contractor who reviewed the provided information and video footage. There was no evidence of debris found on the road and additionally the contractor did not have any works occurring in that vicinity nor for a period before, so it is unlikely to be related to project works. A response was provided on 6 August to Liverpool City Council to advise of our findings.	MIP		Closed
15/07/2025	Community Member	<u>Road works:</u> Phone enquiry received from nearby community member in Lurnea who complained about the extended length of time to complete for works occurring on Moorebank Avenue (specifically the 200m stretch up to the Anzac Road intersection). Caller complained of heavy traffic congestion in the area and sought more information about project works and when it will all finish. <u>Response:</u> Spoke to caller, explaining the unforeseen delays associated with weather conditions and the Endeavour Energy project, and advised caller about	MIP		Closed

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		upcoming traffic switch for MAAI (25-28 July). Added him to the project subscriber list and followed up with emails providing a copy of the upcoming OOH notification and website link, advised him MAAI is expected to be fully completed by the end of 2025 and that MAR is scheduled to be ongoing for approximately 18m (although mostly being undertaken offline).			
5/07/2025	Community Member	<u>Truck movements:</u> An enquiry was received regarding the Cambridge Avenue upgrade, truck movements at the Moorebank Intermodal Precinct (MIP), and whether these movements can be restricted during peak traffic hours. The enquirer also raised general concerns about the need for greater coordination with other government departments to minimise traffic impacts. <u>Response:</u> The enquirer was informed of the essential role that truck movements play in supporting the multiple warehousing and logistics operations within the precinct. They were reassured that the project is committed to managing and mitigating traffic impacts including through two key initiatives underway with the delivery of the MAR project and the Moorebank Intermodal Terminal Road Access (MITRA) Strategy in collaboration with Transport for NSW. The enquirer was also referred to Transport for NSW as the appropriate authority for further information regarding the Cambridge Avenue upgrade.	MIP		Closed
4/06/2025	Community Member	<u>Road works:</u> Caller enquired about works along Anzac Road from the Moorebank Avenue intersection up to the Fire Station as it seems constantly being dug up and the road is not holding up in the rain. Upon investigation, activities relate to the installation of the 33kw transmission line as part of Endeavour Energy's separate project. <u>Response:</u> Caller was contacted by the project team and advised that MAAI works with final reinstatement is due end-July around the intersection. Remainder works are being undertaken by Vaughan Civil. Feedback was passed on to Vaughan Civil who also phoned caller to advise that works are continuing and explain that reinstatement is temporary after each shift and permanent road reinstatement will be carried out once works are complete.	MIP		Closed
23/05/2025	Community Member	<u>Property damage:</u> Stakeholder's vehicle tyre was damaged from driving over a significant pothole along Moorebank Avenue and requested reimbursement/support to rectify the damage. Council was also contacted for assistance by stakeholder and contacted the project team due to receiving a few	MIP		Closed

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		community complaints. <u>Response:</u> Pothole was investigated and location confirmed belonging to Defence. Stakeholder and Council was referred to a Defence contact for follow up.			
22/05/2025	Community Member	<u>Noise:</u> Resident phoned the project number around midnight to report loud container noises over the last few nights and requested contact details to complain to Government agencies. <u>Response:</u> Project team investigated and eliminated any contractor works relating to MAAI or MAR and known precinct activities. On closer review it appears potentially related to Qube and information has been passed on to their Director of Communications – awaiting response.	MIP		Open
18/05/2025	Community and CCC Member	<u>Environmental reporting:</u> Stakeholder emailed to lodge a complaint regarding environmental reporting with respect to specific emissions information and more detailed data that they have requested for some time. <u>Response:</u> There has been ongoing correspondence and attempts to provide the requested information. This is currently being reviewed again to confirm that the project team has provided the requested information as best as they are able. Additional information has subsequently been provided, and a member of project team will follow up with stakeholder.	MIP		Closed
24/04/2025	Community Member	<u>Noise:</u> Caller phoned the project hotline in the evening, reporting incessant banging and vibrations through the house. <u>Response:</u> Caller was phoned back for more information but could not be reached.	MIP		Closed
24/04/2025	Community Member	<u>Noise:</u> Resident phoned the project hotline to make a complaint about overnight works being very disruptive into the early morning affecting sleep. Resident reported smashing and banging, reversing beepers and seeing tippers and lights. Resident called back the following night reporting the same. <u>Response:</u> Resident was phoned to discuss. The project team investigated, confirming there were no overnight works at either location. Resident was sent follow up email advising of no night work activities from MIP, provided a copy of recent OOH letter notification for periodic works until June (although nothing expected for a few weeks) and suggestion to contact Council or Sydney Trains in case of any related activities.	MIP		Closed

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5/04/2025	Community Member	Noise: Ongoing concerns about the long-term potential of noise and potential for increased bushfire risk due to an increase in traffic accessing the intermodal terminal, cranes movements and handling of containers, once works are completed. Status: Stakeholder acknowledged; no response required. Note not a construction-based comment.			Closed
27/03/2025	Community Member	Noise: Concerned the upcoming night works required for the Moorebank Avenue upgrade will impact residents on the Western side of Wattle Grove. Response sent to stakeholder on 4/4			Closed
24/03/2025	Community Member	Traffic and disruptions: Concerns raised around ongoing roadworks including the recent Anzac Road closure between Moorebank Ave and Delfin Dr. Additionally, concerns raised around interruptions from the upgrade of underground electrical supply continuing to September 2025. Response sent to stakeholder 7 April.			Closed
17/03/2025	Community Member	MAR Construction: Complaint in agreement with prior complaint. Concern about location of Moorebank Avenue Realignment and the risks of increased noise from the precinct. Stated that noise walls were necessary for project. Response sent to stakeholder on 4/4.			Closed
17/03/2025	Community Member	MAR Construction: Concern about location of Moorebank Avenue Realignment and the risks of increased noise from the precinct. Stated that noise walls were necessary for project. Stakeholder contacted, and complaint receipt acknowledged.			Closed
9/03/2025	Community Member	MAR Construction: Concern about location of Moorebank Avenue Realignment and the risks of increased noise and bushfires from road moving to the east of the precinct. Suggested noise wall the duration of the road. Response sent to stakeholder on 11/3.			Closed
8/03/2025	Community Member	Traffic Impacts: Excessive traffic congestion on Moorebank Avenue in mornings heading north towards Liverpool. Response sent to Stakeholder on 27/3			Closed
8/03/2025	Community Member	Traffic Impacts: Excessive traffic congestion on Moorebank Avenue, Cambridge Avenue, and Canterbury Road. Two traffic light sets within MIP holding traffic. Response sent to Stakeholder on 27/3			Closed
2024 Complaints					

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18/12/2024	Community Member	Building design and Visual Impact: Stakeholder from Glenfield voiced dissatisfaction with the buildings and loss of city views due to Moorebank Development. Complaint acknowledged and plantings to reduce visual impact discussed with stakeholder and complaint closed.			Closed
17/12/2024	Community Member	Vegetation management: Statement of disapproval in relation to the revegetation approach from a community member. Complaint acknowledged and possible options for improvements discussed with stakeholder			Closed
2/12/2024	Community Member	Dust: Complaint regarding airborne dust from precinct reaching property in Wattle Grove. This has required an increase in the number of times the pool needs to be cleaned. Requested improvements to dust management on site. Investigation undertaken, and property 1.76kms away from earthworks. Complaint passed to teams to ensure dust management remains a focus. Stakeholder satisfied.			Closed
29/10/2024	Community Member	Noise: Complaint regarding noise at ABB Site. Noise linked to sandblasting at ABB site. Stakeholder provided update and link to complaint line for ABB.			Closed
28/10/2024	Community Member	Traffic: Complaint received regarding traffic stationary on Moorebank Avenue. Contractor has struck overhead wires and traffic is stopped while area made safe. Stakeholder advised of incident.			Closed
24/10/2024	Community Member	Traffic: Concerned with traffic layout of Anzac Road causing traffic build up. Request for an additional right turn lane. Stakeholder advised there is insufficient width to have two right turn lanes.			Closed
12/10/2024	Community Member	Vegetation management: Dissatisfied with quality of cut of reeds at Woolmers Court. Concern about reeds being left on ground being a fire risk. Contractors returned to site and mulched reeds. Stakeholder updated.			Closed
11/10/2024	Community Member	Vegetation management: Quality of cut of reeds at Woolmers Court. Dissatisfied with quality of cut. Concern about reeds being left on ground being a fire risk. Contractors returned to site and mulched reeds. Stakeholder updated.			Closed
19/09/2024	Community Member	Traffic: Concerned with traffic backing up on the M5 when turning onto Moorebank Avenue, wondered if there was a change to traffic conditions to cause the congestion. Investigation conducted, no change to traffic conditions on Moorebank Avenue, issue present at other M5 offramps during morning peak. Likely issue relating to wider network. Stakeholder informed and satisfied.			Closed

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13/09/2024	Community Member	Follow up and dissatisfaction with outcome of pushbike accident complaint resolution. Concern with safety of designated bike route. Update sent to stakeholder regarding outcome of investigation. Work completed to standard and no claim. Item closed.			Closed
29/08/2024	Community Member	Concern surrounding extent of work, and if road construction will reach Glenfield Road roundabout. Concerns about biodiversity losses through project. Response provided with links to additional information on projects.			Closed
27/08/2024	Community Member	Question relating to how many trucks are taken off roads and how many containers have been handled each quarter. General complaint against time for Moorebank Ave project to be finished. BMD and MIP provided responses			Closed
14/08/2024	Community Member	Caller advised excessive noise from smashing containers. Requesting for the noise to stop. Does not want to speak with someone and wanting complaint to be passed on. Stakeholder contacted and acknowledged the receipt of the complaint			Closed
23/07/2024	Community member	Traffic: Community member lodged complaint about conditions of road upgrade of Moorebank Avenue, poor signage on the road, and workers on the phone not directing traffic. Stakeholder contacted and informed of investigation into traffic management and signage. Stakeholder provided update that project is inline with TfNSW approved traffic Management Plan and all signage was installed correctly.			Closed
18/06/2024	Community member	Noise: Community member lodged complaint about loud noise occurring from intermodal precinct. Believes it is linked to container management. Noise mitigation strategy developed and shared with stakeholders.			Closed
07/06/2024	Community member	Noise: Community member lodged complaint about loud noise occurring from intermodal precinct. Believes it is linked to container management. The Liverpool Military Area Base Management team have been contacted. They confirmed that defence related activities were occurring on Holsworthy on the 6 June in the early morning and throughout the day. This may be the source of the noise. Stakeholder notified.			Closed
07/06/2024	Community member	Noise: Community member lodged complaint about loud noise occurring from intermodal precinct. Believes it is linked to container management. The Liverpool Military Area Base Management team have been contacted. They confirmed that			Closed

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		defence related activities were occurring on Holsworthy on the 6 June in the early morning and throughout the day. This may be the source of the noise. Stakeholder notified.			
06/06/2024	Community member	Letterbox distribution: Community member lodged complaint about receiving project information in their letterbox which they consider to be junk mail. Resident's details passed on to distribution company. Caller informed.			Closed
06/06/2024	Community member	Noise: Community member lodged complaint about loud noise occurring from intermodal precinct. Believes it is linked to container management. Located approx. 1.5km from terminal. Considers noise to be not acceptable. The Liverpool Military Area Base Management team have also been contacted. They confirmed that defence related activities were occurring on Holsworthy on the 6 June in the early morning and throughout the day. This may be the source of the noise. Stakeholder notified.			Closed
23/05/2024	Community member	Resubmission of complaint received on 26 April 2024. Personal Injury and property damage: Motorcycle rider fell off bike on Moorebank Avenue at intersection with Anzac Road. Sustained injury and damage to property (bike, watch, phone). Original complaint submitted to Liverpool City Council and LCC contacted Logos. Currently investigating CCTV footage of the incident. Stakeholder acknowledged and provided update. Response provided to stakeholder, stating that condition of road was in acceptable condition for road works, and the location of the fall was a 35-50mm edge on final kerb to wearing course of asphalt. Moorebank Precinct will not be reimbursing the stakeholder for damages caused as part of the fall.			Closed
13/05/2024	Community member	Noise: Community member lodged complaint about loud noise occurring from intermodal precinct. Believes it is linked to container management. Stakeholder contacted and advised that the team at QUBE has been advised of complaints received relating to operational noise with container movement, and to possibly investigate mitigation measures. Stakeholder happy with response. The complaint is closed.			Closed

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Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
30/04/2024	Community member	Noise: Community member lodged complaint about loud noise occurring from intermodal precinct – not sure if construction noise or operational noise. Sounds like operator dropping items. Heard in Wattle Grove @8:30pm 30/04 and keeping 3yr old up. Currently investigating work location/operational practices possibly resulting in noise generation. Stakeholder contacted and advised that the team at QUBE has been advised of complaints received relating to operational noise with container movement, and to possibly investigate mitigation measures. The complaint is closed.			Closed
30/04/2024	Community member	Noise: Community member lodged complaint about loud noise occurring from intermodal precinct during night of 29/04. Noise from containers being loaded and unloaded. Concerned about level of noise when terminal is fully uploaded. Currently investigating work location/operational practices possibly resulting in noise generation. Stakeholder contacted and advised that the team at QUBE has been advised of complaints received relating to operational noise with container movement, and to possibly investigate mitigation measures. Stakeholder happy with response. The complaint is closed.			Closed
27/04/2024	Community member	Light pollution: Multiple lights in intermodal precinct resulting in high noise pollution to residents in Casula. 4 lights currently turned on with 7 yet to be activated. Stakeholder worried about final lighting pollution. Concerned about direction of lights and colour scheme of warehouses getting lit up with current lighting. Currently investigating lighting requirements and possible modifications to assist stakeholder. Stakeholder contacted and advised review of lighting had been undertaken and lights would be switched off until lights confirmed to be set at correct angle, and mitigation measures investigated. The complaint is closed			Closed
26/04/2024	Community member	Personal Injury and property damage: Motorcycle rider fell off bike on Moorebank Avenue at intersection with Anzac Road. Sustained injury and damage to property (bike, watch, phone). Original complaint submitted to Liverpool City Council and LCC contacted Logos.			Closed

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Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		- Investigation complete. Site at an acceptable level and condition through construction. Response provided to stakeholder. Claim rejected			
23/04/2024	Community member	Traffic impacts: Community member lodged complaint about current road layout of Moorebank Avenue – single lane from Anzac Road to M5 is heavily congested, and stakeholder is worried final layout is unequipped for traffic volume of operational precinct. - Informed stakeholder of Moorebank Avenue realignment works. - Currently seeking additional information to provide stakeholder to close out complaint. Stakeholder called and advised of road configuration after alignment completed. Pleased to know that single lane bottleneck would be removed. Also noted future realignment on Eastern side of MIP. Current work focused on Anzac Road to M5. Stakeholder pleased. The complaint is closed.			Closed
05/04/2024	Community member	Noise: Community member lodged complaint about loud noise occurring morning of 5/04 from the intermodal terminal, which sounds like someone dropping something large every 30 seconds. Located in Casula and could be heard in Wattle Grove by family member. Stakeholder contacted and provided update: All noise monitors recorded identified noise; however no work activities were occurring on site. Noise not generated from MIP. Stakeholder appreciative of update and glad to see the effort that went into resolving complaint. The complaint has been closed.			Closed
01/02/2024	Community member	Noise: The complaint involved a loud echoing noise from a truck's hatch dropping dirt, disturbing a caller working from home across the river about 800 meters away from the construction site. The noise occurred within the scheduled hours, however, disrupted the caller's work online meeting. The caller acknowledged the normalcy of construction noise but emphasized the exceptional loudness on that morning. The caller's feedback was relayed to the construction team for consideration in the future. The complaint has been closed.			Closed
25/01/2024	Community member	Noise: A community member complained about helicopter lifting works that occurred on January 25th, 2024. The complaint suggested that the works extended beyond the			Closed

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		scheduled and published hours, causing noise disturbances during nighttime. The investigation revealed that the works have been undertaken in accordance with the communicated schedule and there were no scheduled or unscheduled night works at the Precinct during the specified period. The complaint has been closed.			
25/01/2024	Community member	Noise: CCC member (Casula resident) complained about noise and the days of operation related to helicopter lift works on January 25th, 2024. The complainant was informed that the helicopter lift works occurred in accordance with the communicated schedule and were sanctioned activities approved under the MPW Construction Noise and Vibration Management Plan. The complainant provided with a copy of the document for their reference. Additionally, the complainant was also advised that their specific observations regarding noise-related issues and preferences for certain days for this type of works would be subject to further investigation by the Project team and discussed during the upcoming Community Consultative Committee meeting. The complaint has been closed.			Closed
2023 Complaints					
24/12/2023	Road User	Development impacts: A road user made a complaint regarding a visibility issue caused by an unidentified substance on the caller's vehicle surface while driving in the Precinct area. The investigation determined the substance in question originated from construction operations within the area. The complainant provided with a suitable cleaning product. Additionally, professional cleaning services have been arranged for their car to ensure the complete removal of the substance. The complaint has been closed.			Closed
22/09/2023	Road User	Traffic lights: A road user made a complaint about traffic congestion at the intersection of Moorebank Avenue and Anzac Road during peak morning and evening hours. According to the complainant, the congestion is attributed to an auto-sensor system on Anzac Road that causes delays for road users traveling on Moorebank Avenue. The			Closed

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		project team advised the complainant that these traffic signals are controlled by TfNSW and not by the Precinct, therefore the concern is to be raised with TfNSW. The complaint has been closed.			
04/09/2023	Community member	Noise: A complainant reported noise in the late-night hours near the Fire and Rescue Station on Anzac Road. The area is outside of MIP development boundary, hence there are no construction works or operations being undertaken within the vicinity of the Fire and Rescue station on Anzac Road. The noise appears not related to the MIP development. The complaint has been closed.			Closed
21/08/2023	Community member	Noise: A Wattle Grove resident complained about a metallic clunking noise most often at night-time from a west facing wall (towards the precinct). The project team investigated and found no works that could initiate noises described by the complainant were being undertaken within the precinct during night-time hours at the time of complaint. The complainant was advised that the precinct could not identify any specific events that would have caused any excessive night-time noise. However, operational teams were reminded to stay vigilant when operating at night.			Closed
27/06/2023	Community member	Dust: A Wattle Grove resident provided feedback about dust generation on Moorebank Avenue. The project team investigated and found no exceedances of the criteria for deposited dust in the last three months. A letter response explaining specific methods for the management and monitoring of dust generation at the Precinct was provided to the complainant. The complaint has been closed.			Closed
30/05/2023	Community member	Noise: A Wattle Grove resident complained about noise in the early hours of the morning which they believed originated from the precinct. The project team investigated and found no works were being undertaken within the precinct on the night in question. The complaint has been closed.			Closed
10/05/2023	Road user	Traffic congestion: The complainant reported traffic congestion along Moorebank Avenue resulting in increased commute time. The project team investigated and found traffic signals controlled by TfNSW TMC had malfunctioned on the morning in question. A response was provided to the			Closed

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		complainant advising of the signal outage and how to report future signal faults. Information about the closure of Chatham Road intersection was also provided.			
27/04/2023	Road user	Road conditions: The complainant reported damage to their vehicle while driving on Moorebank Avenue. Further information required to investigate the complaint was not provided. The complaint has been closed.			Closed
07/02/2023	Road user	Road conditions: The complainant reported damage to their vehicle while driving on Moorebank Avenue. The project team liaised with the vehicle owner to resolve the complaint.			Closed
02/02/2023	Community member	Noise monitoring: Resident raised concern about specific locations of attended noise monitoring undertaken in 2022. The resident was provided with further clarification regarding the location of the noise monitoring as well as details of the noise monitoring requirements under the project's conditions of consent.			Closed
19/01/2023	Road user	Construction dust and mud: Road user complained about construction dust and mud on Moorebank Avenue. Road user was advised of mitigation measures in place including dust suppression, the use of water caters, wheel washing and sweeper trucks.			Closed
		2022 Complaints			
Date Received	Complainant	Nature of Complaint			Status
31/12/2022	Community member	Development impacts: Resident raised concern about the height of MPW warehousing and its impact on views. Resident was advised of initiatives to reduce impacts for community and was advised of the previous community consultation related to the development, including height of warehousing.			Closed
14/11/2022	CCC member	Construction schedule and upcoming works: CCC member (Casula resident) complained about helicopter lifting work continuing past standard construction hours. The project team investigated the incident with the relevant contractor, who has been instructed to implement measures to ensure that any future helicopter lifts			Closed

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		do not exceed construction hours. Further, the team notified the complainant of upcoming helicopter lifting work in December.			
10/10/2022	Local business	Water / Flooding: Water entered the premises of a site neighbour during a heavy rainfall event. Site contractors have undertaken remediation works to repair, regrade and lift the bund to drain the area, pump out remaining water and revegetate the area to stabilise the bund. Contractors will continue to monitor the area to pump excess water as required.			Closed
20/09/2022	Community member	General project and noise: A Wattle Grove resident complained about noise and hours of operation at the site, and about the project more broadly. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
21/08/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site, including out of hours works helicopter activity undertaken on site. The complainant was advised the works were an approved activity under the approved MPE Stage 2 Construction Noise and Vibration Management Plan (CNVMP) and noise monitoring undertaken as required by out of hours work consent identified noise levels were under the predicted levels outlined in the CNVMP. The complainant was also advised their observations of noise at other days/times are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
18/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
17/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the			Closed

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		site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			
16/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
13/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
13/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
12/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed

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12/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
11/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
10/8/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
31/7/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
30/7/2022	Community member	Noise: A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
29/7/2022	Community	Noise:			Closed

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	member	A Wattle Grove resident complained about noise and hours of operation at the site. The complainant was advised their observations are being investigated further through additional noise monitoring. The complainant was advised further additional attended noise monitoring will be undertaken.			
28/7/2022	Community member	Noise: A Wattle Grove resident made a complaint about truck and container movement noise at the site. The complainant was advised the project has approval to operate 24/7 within limits of the Operational Noise and Vibration Management Plan and the project undertakes ongoing noise management and monitoring, including permanent noise monitors. Further, the team notified the complainant that staged commencement of automated electric crane operations later this year which are expected to result in more environmentally friendly operations on site. The complainant was advised further additional attended noise monitoring will be undertaken.			Closed
19/7/2022	Community member	Noise: A Wattle Grove resident complained about noise emanating from the site, particular trucks and container movement noise. The complainant was advised the project has approval to operate 24/7 within limits of the Operational Noise and Vibration Management Plan and the project undertakes ongoing noise management and monitoring, including permanent noise monitors. Further, the team notified the complainant that staged commencement of automated electric crane operations later this year which are expected to result in more environmentally friendly operations on site. The complainant was advised further additional attended noise monitoring will be undertaken			Closed
4/7/2022	Local business	Flooding: Water entered the premises of a site neighbour during a heavy rainfall weather event (300mm +). Following an investigation, SIMTA contractors undertook cleaning of the site and repair to verges. Further work will be undertaken to repair swale damage.			Closed
18/06/2022	Community	Noise:			Closed

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	member	A resident in Wattle Grove made a complaint relating to container movement noise. The project team investigated and noise monitoring at the time described included some container noise which was within approved noise parameters for the site. As a result of the community member's observations, attended noise monitoring will be undertaken in the area to further explore (in addition to permanent noise monitoring already in place at locations determined by DPE). The complainant was advised further additional attended noise monitoring will be undertaken.			
10/06/2022	Community member	Noise: A resident in Wattle Grove made a complaint about container movement noise. The project team investigated and noise monitoring at the time described included some container noise which was within approved noise parameters for the site. As a result of the community member's observations, attended noise monitoring will be undertaken in the area to further explore (in addition to permanent noise monitoring already in place at locations determined by DPE).			Closed
26/04/2022	CCC member	Noise: Complainant noted sound from a water pump has been operating 24/7 near the Georges River at the north of the site for about a week. The project team investigated the complaint and discovered the water level within the excavation works area had recently receded, causing the pump to function incorrectly. The complainant was informed acoustic blankets would be installed for additional noise attenuation and the pump would only be running during standard construction hours until they are in place. Further noise modelling will be undertaken before overnight pumping resumes.			Closed
19/02/2022	CCC member	Noise: Complainant noted weekend work was being carried out after 1pm Saturday. The complainant was advised a new extended weekend construction hours order had been issued by the NSW Minister for Planning and was supplied a copy of the order.			Closed

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11/01/2022	CCC member	Noise: Complainant noted heavy vehicle noise late at night. No work was being undertaken on our project at that time, which complainant was advised.			Closed
		2021 Complaints			
Date received	Complainant	Nature of complaint			Status
25/11/2021	Road user	Condition of road: A motorist complained about potholes on Moorebank Avenue between East Hills railway line and Cambridge Avenue. The project team advised the motorist that the potholes are within the section of the road owned and managed by the Department of Defence and was not related to the project. The complainant was directed to contact Department of Defence. (Issue not related to project).			Closed
05/11/2021	Road user	Condition of road: A road user complained about the condition of Anzac Road. The project team investigated the specific location of Anzac Road and discovered this is an area of Anzac Road currently being upgraded by Liverpool City Council. This upgrade is unrelated to the project.			Closed
04/11/2021	CCC member	Dust: A CCC member reported dust coming from the southern end of Moorebank Precinct West. The project team reminded all contractors to ensure mitigation strategies continue to be implemented appropriately. Further discussions about dust management from active stockpiles were conducted with the overall project team. The complaint occurred on a day where the wind was 80-90km/hr - while water carts were suppressing dust on the day, it was impossible to eliminate the dust due to these high wind speeds.			Closed
01/11/2021	Community member	Noise: A resident in Wattle Grove complained about night works noise coming from Anzac Road. The project team discovered that these works are undertaken by Liverpool City Council and advised the resident to contact council. (Issue not related to			Closed

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		project).			
28/10/2021	Road user via Liverpool City Council	Condition of road: Liverpool City Council on behalf of road users complained about the condition of Bapaume Road, Moorebank. The project team is investigating ways to temporary remedy potholes and conditions of the road where possible. Please note this is a local controlled council road.			Closed
25/10/2021	Community member	Noise: A resident complained about noise coming from the Moorebank Intermodal Terminal direction. The project team acknowledged the complainant's concerns and requested more information about the noise so the team could carry out further investigation to identify the source. No further information was provided by the complainant, and project teams confirmed that no out of hours works were undertaken at the time by Moorebank Intermodal Terminal.			Closed
16/10/2021	Community member	Noise: A resident in Wattle Grove complained about night works noise. The project team investigated the complaint and discovered that night works (asphalting) were undertaken by nearby Holsworthy Army Barrack. Stakeholder was advised and encouraged to provide additional detail for future noise issues. (Issue not related to project.)			Closed
09/09/2021	CCC member	Noise: A CCC member complained about trucks beeping noise from a heavy vehicle in the early hours. The project team investigated the noise and discovered that it came from a Fire & Rescue NSW truck inspecting a local business premises. (Issue not related to project.)			Closed
07/09/2021	Community member	General project: A resident in Glenfield complained about the height of warehousing on MPW hindering his cityscape view. The project team provided information to assist complainant understanding of works currently underway and those planned and approved for the near future.			Closed
17/07/2021	Road user	Vehicle Damage: A motorist reported a pothole on Anzac Road, east of Anzac Creek. The project			Closed

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		team advised that the pothole was within the section of the road owned and managed by the Department of Defence and was not related to the project. The complainant was directed to DoD. (Issue not related to project.)			
14/07/2021	Road user	Vehicle Damage: A motorist reported windscreen damaged by a rock from a truck on Moorebank Avenue. The project team investigated the claim and discovered the truck was not working on the project on the day of the incident. The motorist was directed to contact the truck company directly. (Issue not related to project.)			Closed
14/05/2021	Road user	Driver behaviour: Site neighbour advised that vehicle leaving site failed to completely stop moving at a stop sign. SIMTA contractors issued road safety to relevant team members.			Closed
13/05/2021	Community member	Noise: A resident from East Moorebank complained of OOH excavator noise during a one-month period. Further information was requested from the complainant, but no response was provided. Investigations indicated the noise was not related to the project.			Closed
06/05/2021	Local Business	Water/Flooding: Site neighbour advised that water was flowing from SIMTA property into culvert situated along fence line on private property. SIMTA introduced measures to help prevent runoff during heavy rainfall.			Closed
13/04/2021	Road user	Traffic lights: A road user complained about traffic congestion on Moorebank Avenue causing major delays. Roads and Maritime Services advised the light sequencing system was faulty. The project team had also directly reported the issue to TfNSW. (Issue not related to project.)			Closed
08/04/2021	Local Business	Water/Flooding: Advised by site neighbour that a water hose situated on SIMTA property was leaking. The project team inspected the hose and repaired it.			Closed
29/03/2021	Road user	Traffic lights: A road user complained about traffic congestion on Moorebank Avenue causing			Closed

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		major delays. Roads and Maritime Services advised the light sequencing system was faulty. (Issue not related to project.)			
29/03/2021	Road user	Traffic lights: A road user complained about traffic congestion on Moorebank Avenue causing major delays. Roads and Maritime Services advised the light sequencing system was faulty. (Issue not related to project.)			Closed
22/03/2021	Local Business	Water/Flooding: Water entered the premises of a site neighbour during heavy rainfall. As a gesture of goodwill, SIMTA offered to pay for the clean-up.			Closed
09/01/2021	CCC member	Noise: A CCC member complained about trucks tailgates making noise during the delivery of material to the site. The project team investigated the complaint and noted that the complaint related to trucks operating during standard construction hours and within approval conditions.			Closed
12/12/2020	CCC member	Noise: A CCC member complained about noise from night work. The project team acknowledge the CCC member's concerns and informed that they have amended the work methodology in response to previous complaints. The team advised they have moved the out-of-hours work to a section of the site located further away from homes in Casula, endeavouring to ensure all plant and machinery on MPW uses non-tonal reversing sounders. Furthermore, the project team also introduced several initiatives to reduce the impact of night works. Noise monitoring indicates that these initiatives appear to be working in helping reduced noise impacts from night works.			Closed
10/12/2020	Community member	Dust: A community member complained about dust impacts on her home. The project team outlined the measures used to mitigate the impact of dust; including frequent use of dust suppression vehicles, continually monitoring dust levels and work practices being altered during strong winds. The project team apologised the community member for any impacts.			Closed
09/11/2020	CCC member	Noise:			Closed

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		A CCC member visited BMD gate on MPW and complained about noisy night work. The site supervisor discussed new noise mitigation measures had been put in place for the night work and the CCC member agreed the noise level had dropped. The supervisor also explained to the CCC member that ongoing toolbox talks with contractors/drivers on the need to keep noise levels down, especially with the use of horns and closing tailgates. The CCC member agreed that everyone was doing their best to keep noise levels down.			
04/11/2020	Road user	Truck driver behaviour: A road user complained about an interaction with a truck driver on Moorebank Avenue. The project team investigated the complaint and dashcam footage was inconclusive in terms of the account of the incident. The project team also discussed with the truck driver the importance of always ensuring road safety and road rules are adhered to when entering and leaving site. The project team apologised the road user for any concerns caused by the incident.			Closed
22/10/2020	CCC member	Noise: A CCC member complained about noisy night work. The project team acknowledge the CCC member's concerns and advised that they have amended the work methodology in response to his expressing dissatisfaction with the level of out-of-hours work noise. The team advised they have moved the out-of-hours work to a section of the site located further away from homes in Casula. In addition, the project team also introduced additional noise monitoring to help confirm noise sources. Feedback from the CCC member indicated that this eliminated the noise issues he had been experiencing.			Closed
20/10/2020	CCC member	Dust: A CCC member complained about dust coming up from the northern end of MPW. The project team investigated the complaint and informed the CCC member they could not conclusively identify any work that caused the dust complaint reported. The project team organised additional street sweeping and dust suppression vehicles to mitigate any possible dust issues.			Closed
15/10/2020	Community member	A resident in Casula complained about construction noise. The project team acknowledge the resident's concerns and advised that they have amended the			Closed

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		work methodology in response to residents expressing dissatisfaction with the level of out-of-hours work noise. The team did this by relocating the out-of-hours work to a section of the site located further away from homes in Casula. In addition, the project team also introduced additional noise monitoring to help confirm noise sources.			
14/10/2020	Community member	Noise: Two residents in Casula complained that they could hear loud metallic bangs at night. The project team acknowledged the residents' concerns and advised that the "banging" noises were determined to be caused by tipper trucks' tailgates delivering crushed sandstone to the site during extended hours. The team reiterated to drivers that they should take care to ensure their tailgates closed as quietly as possible after they deposited their load on-site. In addition, the project team relocated the out-of-hours work to a section of the site further away from homes in Casula and introduced additional noise monitoring. Feedback from the community indicated that this eliminated the noise issues they had been experiencing.			Closed
09/10/2020	Community member	Noise: A resident in Wattle Grove complained that he could hear hydraulic excavator or similar making loud noises at night. The project team investigated the complaint and informed the resident that there had not been any night-time activity on the site other than out-of-hours deliveries of crushed sandstone to Moorebank Precinct.			Closed
24/09/2020	Neighbour	Traffic lights: A representative of the Department of Defence complained about the traffic light timing at the intersection of Moorebank Ave and Frank Partridge Drive. Roads and Maritime Services advised that the signals operate on an auto-sensor system. Complainant was provided RMS details to advise of traffic delays that may require adjustment to the signaling.			Closed
24/09/2020	Community member	Noise: A resident in Casula complained about the noise generated by nightworks. The project team investigated and informed the resident that the noise was caused by trucks delivering crushed sandstone to the site during extended hours. The project team apologised for the inconvenience caused and reminded the contractor of the			Closed

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		importance of minimising the noise created by this work.			
21/09/2020	CCC member	Noise: A CCC member complained about noisy night work, including jackhammering. The project team investigated and confirmed that no work of high-impact nature caused the excessive noise claimed. The only work which used plant machinery and a bulldozer was the ongoing importation of materials to site.			Closed
15/09/2020	Community member via DPIE	Dust: A community member complained via DPIE about rubbish and sand on Moorebank Avenue. The project team organised additional street sweeping and dust suppression.			Closed
02/09/2020	Community member	Noise: A resident in Casula complained that he could hear loud metallic bangs at night. The project team investigated the complaint and informed the resident that the noise was likely caused by a truck's tailgate closing after it delivered crushed sandstone to the site during extended hours. The project team apologised for the inconvenience caused and reminded the contractor of the importance of minimising the noise created by this work.			Closed
02/09/2020	Community member	Vehicle Damage: A motorist reported that a pothole on Moorebank Avenue caused damaged to her car. The project team investigated the complaint and discovered that the pothole was within the section of the road owned and managed by the Department of Defence. The complainant was directed to DoD to discuss further.			Closed
26/08/2020	CCC member	Noise: A CCC member complained about loud metallic bangs from trucks' tailgate while unloading crushed sandstone to site. The project team investigated the complaint and believed that the noise might have been caused by a truck's tailgate closing after it had tipped its load. The project team reminded the contractor of the importance of this work being carried out more quietly in future and has also been carrying out noise monitoring of this work.			Closed
25/08/2020	Community member	Environmental impacts: A resident in Casula complained about the height of the proposed Woolworths			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		warehousing on MPW affecting the view from his backyard. The project team advised the resident the proposal was open for public consultation and directed him to the online information link to provide a submission detailing his concerns.			
24/08/2020	Community member	Condition of road: A member of the community complained about her vehicle being damaged by the pothole in Moorebank Avenue south of the East Hills rail line. The project team investigated the complaint and discovered that the pothole is in the area owned and managed by Department of Defence and advised her to raise her concerns with DoD.			Closed
18/08/2020	CCC member via DPIE	Environmental impacts: CCC member complained via DPIE that the colour scheme of the IMEX crane located on the Moorebank Precinct East site is considered visually intrusive. The project team confirmed to the complainant that this is the final colour scheme of the equipment.			Closed
17/08/2020	Community member	Condition of road: A community member complained about a pothole in Moorebank Avenue. The project team investigated the location of the pothole and found that it is in the area owned and managed by Department of Defence and advised the resident to contact the DoD.			Closed
27/05/2020	CCC member	Noise: CCC member noted that noise was audible until 8.30 pm on 26/5 as trucks delivered materials to the worksite. Project team confirmed that this is permitted by project approvals.			Closed
20/04/2020	CCC member	Lighting: CCC member asked that on-site lighting be trimmed down as one unit is directing light towards his home. Project team adjusted the relevant lighting, including light shields and further engaged with complainant to ensure temporary lighting units were not placed in locations that directed light towards his home.			Closed
13/03/2020	Community member via DPIE	Vegetation: Resident claimed that Aboriginal Scar trees were being removed from site. Project team confirmed and provided evidence that this had not occurred.			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
10/03/2020	Community member via Liverpool City Council	Condition of road: Local resident observed potholes on Moorebank Ave near Anzac Avenue and wanted the potholes repaired. Project team worked with LCC to identify and repair potholes.			Closed
24/02/2020	Community member	Environmental impacts: Request that traffic controllers stop feeding bread to the cockatoos. Personnel ceased doing so immediately.			Closed
18/02/2020	Local business	General construction: Noting runoff of water from site detention basins following 450mm rainfall storm event. Project team confirmed that this is in line with project approvals.			Closed
22/01/2020	Community member	General construction: Stacked containers wall fell during supercell storm. Project team reduced height of stack and altered stacking method to further reinforce the noise wall.			Closed
22/01/2020	Community member	General construction: Stacked containers wall fell during supercell storm. Project team reduced height of stack and altered stacking method to further reinforce the noise wall.			Closed
Date received	Complainant	Nature of complaint			Status
27/11/2019	RAID via DPIE	Dust: RAID member claimed dust that had settled on outdoor furniture was produced by project construction. No further evidence was able to be supplied.			Closed
25/11/2019	Local business	Condition of road: Roadside bollards damaged by turning truck. Project team repaired bollards.			Closed
25/10/2019	Community member via DPIE	Dust: Resident noted dust issues affecting his home and pool, as well as Moorebank Avenue. Project team noted dust mitigation and management protocols that are in place.			Closed
11/10/2019	Road user	Condition of road: Three pot holes on the road approaching the bridge on Cambridge Ave, Moorebank. Project team reported potholes to road owner.			Closed
7/09/2019	Road user	Vehicle damage:			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		Road user reported that her vehicle was damaged by site fencing during heavy wind. Investigation by relevant insurance agency determined that the damage had been existing on the vehicle.			
21/09/2019	Community member	Dust: Resident noted dust issues affecting his home. Project team noted dust mitigation and management protocols that are in place.			Closed
21/08/2019	Community member	Noise: Complainant reported excessive night-time noise over three nights, which they believed to have been caused by project construction. Project team confirmed that construction took place on only two of the three dates, and that the activities reported as occurring around 2am had concluded by midnight. Project team was able to ascertain that MS Motorway roadworks were also carried out on the dates in question.			Closed
21/08/2019	Community member	Noise: Complainant reported excessive night-time noise, which they believed to have been caused by project construction. Project team confirmed that construction took place on the reported date, with MS Motorway roadworks also carried out on the date in question.			Closed
20/08/2019	Community member	Noise: Complainant reported excessive night-time noise, which they believed to have been caused by project construction. Project team confirmed that construction took place on the reported date, with MS Motorway roadworks also carried out on the date in question.			Closed
17/08/2019	Community member	Noise: Complainant reported excessive night-time noise, which they believed to have been caused by project construction. Project team confirmed that construction took place on the reported date, with MS Motorway roadworks also carried out on the date in question.			Closed
16/08/2019	Community member	Noise: Complainant reported excessive night-time noise, which they believed to have been caused by project construction. Project team confirmed that construction took place on the reported date, with MS Motorway roadworks also carried out on the date in question.			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
18/07/2019	Community member	Water use: Repeat of 9/7/19 complaint, project team reiterated that water use was legal, approved, paid for and only took place when captured rainwater was unavailable.			Closed
16/07/2019	Community member	Truck movements: Resident noted heavy vehicle use of Anzac Road in exceedance of weight limit. Was unable to provide any registration number or other identifying features of the vehicles he witnessed.			Closed
9/07/2019	Community member	Water use: Complainant witnessed project water suppression tankers filling up from Sydney Water pumping station and alleged water was being stolen. Project team confirmed that this was approved under licence by Sydney Water, that the water was paid for and that mains refilling only took place when project water basins were empty.			Closed
2/07/2019	Local business	Condition of road: Complainant noted dirt "tracking" from worksite onto Bapaume Road and dirt in drains from site runoff. Project team cleaned Bapaume Road with street sweeper, improved site features to reduce tracking, cleaned gutters and pumped out roadside drains.			Closed
28/06/2019	Community member	Water use: Complainant witnessed project water suppression tankers filling up from Sydney Water pumping station. Project team confirmed that this was approved under licence by Sydney Water and that mains refilling only took place when project water basins were empty.			Closed
20/05/2019	Community member via DPIE	Noise: Complainant reported hearing an 'evacuation warning siren'. Project team was unable to identify a source of the noise within the worksite.			Closed
9/04/2019	Road user via Transport for NSW	Condition of road: Road user reported a "lip" in the road surface above the new rail underpass. Project team confirmed this was not the final road surface and that a weekend road closure to apply the final surface was upcoming.			Closed
3/04/2019	RAID via Liverpool City Council	Condition of road: Complainant reported localised flooding on the road along Moorebank Ave and its effect on road users.			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		Project team worked with Liverpool City Council to clear drains, and confirmed that a new drainage system delivered with the Moorebank Ave upgrade would resolve this issue.			
15/03/2019	Community member	Consultation: Complaint about lack of notification for upcoming helicopter movements. Project team confirmed that a letterbox notification was delivered across an area twice the size of that required by approval condition and the complainant resided outside that area. Also advised that all project notifications are made available on the project website.			Closed
15/02/2019	Community member	Noise: Complainant reported noise being produced on-site before 7am start of works. Project team reminded contractors about noise requirements and ensuring staff arrival noise was minimised.			Closed
		2018 Complaints			
Date received	Complainant	Nature of complaint			Status
23/11/2018	Road user	Condition of road: Road user reported a near-miss on Moorebank Avenue attributed to vehicle swerving to avoid a pothole. Project team arranged repair of pothole.			Closed
6/11/2018	Community member	Worker behaviour: Complainant reported contractor parking on property. Project team reminded work crews of respectful interface with neighbours and community.			Closed
5/11/2018	Community member	Truck movements: Resident noted heavy vehicle use of Anzac Road in exceedance of weight limit. Provided vehicle details and sub- contractor was reminded of approved truck travel routes.			Closed
25/10/2018	Road user	Vehicle damage and condition of road: Road user reported that two tyres on his vehicle were burst by Moorebank Ave pothole. Project team arranged reimbursement of the cost of two new tyres.			Closed
22/10/2018	Road user via	Vehicle damage:			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
	Liverpool City Council	Liverpool City Council received advice of damage to two vehicles caused by Moorebank Ave road surface. Project team referred complainants to relevant insurance agency.			
19/10/2018	Community member via Sydney Trains	Truck movements: Trucks producing dust and blocking entry to Sydney Trains maintenance facility. Project team met with Sydney Trains, erected signage advising trucks not to stop in designated areas and increased dust suppression on entry road.			Closed
3/10/2018	Road user	Condition of road: Cyclist advised of dissatisfaction with arrangements for cyclists on Moorebank Avenue during construction and identified safety hazard of damaged signposts. Project team confirmed that footpath that had closed was not a cycle path and use by cyclists was not legally permitted. Project team advised of the approved method for cyclists to navigate during construction, including using road traffic lanes as permitted by the road rules, and ensured dangerous signposts were removed.			Closed
21/9/2018	Local business	Condition of road: Roadside bollards damaged by turning truck. Project team repaired bollards.			Closed
10/9/2018	Community member	General project: Complainant expressing disgust in the SIMTA project and asking to see proof of approvals from the Land and Environment Court. Project team provided relevant approvals.			Closed
27/8/2018	Community member	Dust: Reiteration of earlier complaint.			Closed
24/8/2018	Community member via DPIE	Environmental impacts: Resident raised concerns about vegetation clearing beside Moorebank Avenue and asked whether approval had been sought. Project team confirmed this work had been approved and provided relevant approval documents.			Closed
23/8/2018	Road user	Condition of road: Complaint about dust and debris on Moorebank Ave. Project team advised of systems in place to manage dust/dirt and regular sweeping of the road surface. Project team reviewed dust suppression measures			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
		as a result of this and two other complaints and introduced an additional mitigation measure - spraying a polymer binder to seal dirt that would remain exposed long-term.			
23/8/2018	Community member	Condition of road: Complaint about dust and debris on Moorebank Ave. Project team advised of systems to manage dust/dirt and regular sweeping. Project team reviewed suppression measures as a result of this and two other complaints and introduced an additional mitigation measure - spraying a polymer binder to seal dirt that would remain exposed long-term.			Closed
21/8/2018	Community member	Dust: Complainant reported his house and car were being regularly made dirty by dust caused by construction and sought compensation for cleaning that he had been carrying out. Project team reviewed dust suppression measures as a result of this and two other complaints and introduced an additional mitigation measure - spraying a polymer binder to seal dirt that would remain exposed long-term.			Closed
8/8/2018	Road user	Traffic: Complainant reporting delays on Moorebank Ave caused by the management of project's traffic control. Traffic controllers were advised to ensure priority was given to vehicles travelling on Moorebank Ave during peak periods.			Closed
6/8/2018	Community member	Damage to property: Concrete slurry was left. Construction team cleaned this.			Closed
12/7/2018	Community member	Noise: Casula resident complaint about beeping noises before 7am. Project team confirmed no site vehicles have reversing "beepers" fitted, and reminded crews to arrive quietly.			Closed
2/7/2018	Community member	Condition of road: Resident advised on Moorebank Ave potholes. Project team organised for road to be repaired.			Closed
26/6/2018	Community member via	General construction: Temporary reinstatement of footpath with asphalt viewed by pedestrian as			Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
	Liverpool City Council	insufficient. Requested better permanent surface. This was provided after construction was completed in the area.			
17/6/2018	Community member	Truck movements: Resident had observed trucks parking alongside Anzac Road so drivers could frequent take-away food store. Also noted exceedance of Anzac Rd weight limit and claimed vehicles were parking in a No Stopping zone. Project team investigated and confirmed that roadside parking in the relevant section of Anzac Rd was legal, but ensured truck drivers were reminded not to block footpath when parking and that Anzac Rd past fire station carried a weight limit.			
					Closed
28/5/2018	Community member	General project: General Concerns around the amount of trucks that will be on local roads in the coming years. Complainant commented that the trucks are too noisy, and she believes they are speeding, especially on her street. Project team advised of project benefits around reduction of heavy vehicle movements and investigated claim re truck speeding on complainant's street. Complainant lives on the northern side of Moorebank in an area not used by project vehicles.			
					Closed
28/5/2018	Community member	General project: Caller advised that she received a letter re Moorebank Intermodal Terminal Facility and she would like more information. Resident lives on Junction Rd, Moorebank, and has many concerns around traffic and project works impacting on Junction Rd. Project team provided additional information on project.			
					Closed
24/5/2018	Local business	Truck movements: Complaint about trucks parking on nature strip outside business's premises. Nature strip was fenced off to ensure trucks were unable to park at that location.			
					Closed
16/5/2018	Road user	Vehicle damage: Complainant's vehicle was sprayed with a substance from a project vehicle. Project team arranged repair of the vehicle.			
					Closed
4/4/2018	Community member	General project: Complainant generally opposes the project. Project team noted the complaint.			
					Closed
2/3/2018	Community	Dust:			
					Closed

MOOREBANK INTERMODAL PRECINCT COMPLAINTS AND ENQUIRY REGISTER – 5 MAY – 19 MAY 2026

Date received	Complainant	Nature of complaint	Location (MPE/ MPW / MAAI / MAR / MIP General/Ot her)	Initial response time frame	Status
	member	Caller advised of large plume of dust going high into the air, viewed from Casula. Project team spoke with demolition crews and was unable to identify cause or confirm this was related to the project.			
1/3/2018	Community member	Environmental impacts: A resident advised they had provided EPA with photos of what they say is a sediment control incident. Project team liaised with EPA to resolve matter.			Closed
21/2/2018	Community member	Lighting: Report that temporary traffic lights are left on all night. Project team resolved.			Closed
16/2/2018	Community member via OPIE	Noise: Resident alleged that loud banging noise was audible at Sam. Project team confirmed no work was underway on site at that time.			Closed
8/2/2018	Community member	General project: Complaint made about ignoring community feedback. Project team noted this complaint.			Closed
5/2/2018	Community member	Traffic: Complainant reporting delays on Moorebank Ave caused by the management of project's traffic control. Traffic controllers were advised to ensure priority was given to vehicles travelling on Moorebank Ave during peak periods.			Closed
19/1/2018	Community member via OPIE	Noise: Resident alleged that loud banging noise was audible at 4.25am. Project team confirmed no work was underway on site at that time.			Closed

APPENDIX G – WEED MONITORING REPORTS

Available upon request

APPENDIX H – BTODR REPORTING

Lodged with the Department for information in accordance with CoC B28 separately

APPENDIX I – OPERATIONS INCIDENT REGISTER

APPENDIX J – STORMWATER INFRASTRUCTURE

Not applicable for this reporting period

APPENDIX K – NEST BOX MONITORING REPORT

DATE

13/05/2026

CLIENT

[REDACTED] (Tactical Group)

FROM

[REDACTED]

COPY TO

[REDACTED]

SUBJECT

Moorebank Logistics Park - Spring Nest Box Monitoring 2025

Arcadis were commissioned by Tactical Group on behalf of ESR Australia & NZ to conduct the annual spring nest box monitoring survey within the Moorebank Logistics Park (MLP). The spring 2025 monitoring event marks the eighth year that Arcadis has monitored nest boxes installed within the Bootland and Georges River corridor to offset the removal of hollow-bearing trees for the construction of the MLP development.

As a requirement of the State Conditions of Consent and Commonwealth Conditions of Approval and to guide the replacement of hollows removed during construction, a Nest Box Management Strategy (CPB, 2017) was prepared. This project document also included the requirement for monitoring of nest boxes. In 2025, an updated Artificial Hollow Management Strategy (Arcadis, 2025) was prepared to supersede the original Nest Box Management Strategy (CPB, 2017). This updated strategy reflects contemporary best practice and incorporates findings from previous monitoring events, including observed declines in nest box condition and functionality over time.

This memorandum has been prepared to document the findings of the spring 2025 nest box monitoring survey in accordance with the requirements of the original NBS, however recommendations for future maintenance and replacement of artificial hollows will be implemented in accordance with the updated Artificial Hollow Management Strategy. This transition ensures that ongoing management of artificial hollows across the MLP continues to meet offset obligations while improving the longevity, effectiveness, and ecological value of installed structures.

Background

The Sydney Intermodal Terminal Alliance (SIMTA) and Moorebank Intermodal Company entered an agreement to develop the Moorebank Precinct East (MPE) Project and Moorebank Precinct West (MPW) Project into the Moorebank Logistics Park (MLP). MLP is located in the suburb of Moorebank within the Liverpool Local Government Area (LGA).

The MLP development comprises an Import Export (IMEX) terminal on MPE and interstate terminal on MPW including rail links to the Southern Sydney Freight Line (SSFL); warehouse and distribution facilities; freight village; road and intersection upgrades; and ancillary activities such as landscaping and utilities installation and diversion.

Approval for the construction and operation of the MLP is divided into respective east and west precincts as follows:

- Stage 1 (SSD 6766), divided into Package 1 - Rail Access Land Package (RALP) and Package 2 - Import Export (IMEX) Terminal, and Stage 2 (SSD 7628) of MPE under the MPE Concept Consent (MP10_0193) was provided in March 2018 (as amended through the Land and Environment Court) and January 2018 respectively. Commonwealth approval (EPBC 2011/6299) was received in March 2014.

- MPW Concept and Stage 1 (SSD 5066) received approval in June 2016, with commonwealth approval (EPBC 2011/6086) in September 2016. MPW Stage 2 (SSD 7709) received approval on 11 November 2019.

Prior to construction, vegetation clearing was conducted across the two project sites: MPE and MPW. Vegetation clearing was conducted in a staged approach and included the removal of important habitat features including hollow-bearing trees. To offset impacts associated with the removal of hollow-bearing trees a Nest Box Strategy Report (NBS) (CPB 2017) was prepared. Preparation of an NBS was a requirement of the approval (refer to Table 1) and was initially developed for MPE Stage 1 – RALP and MPW Stage 1. The MPE Stage 1 – RALP NBS was further adapted for implementation on MPE Stage 1 – IMEX and MPE Stage 2.

Table 1: Conditions relevant to installation and monitoring of nest boxes within MLP

Condition	Requirement
MPE Stage 1 (SSD 6766)	
CoC E34(d)(ii)(b)	The identification of areas to be cleared and details of management measures to avoid residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat such as: clearing procedures (including nest box plan)
Final compilation of mitigation measures: 8C	A nest box management strategy will be prepared prior to clearing hollow-bearing trees. The strategy will inform the installation of nest boxes in retained native vegetation in the riparian corridor of the Georges River and the woodland in the Southern Bootland and the ongoing monitoring and maintenance of nest boxes through the construction and operational phases.
MPW Stage 1 (SSD 5066)	
CoC D21(d)(ii)	The identification of areas to be cleared and details of management measures to avoid residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat such as: - clearing procedures (including nest box plan)
MLP EPBC Approval	
Commonwealth mitigation measures: 7.4.1.3 n	Consider the installation of nest boxes in woodland vegetation in the rail corridor that may offer alternative nesting habitats to hollow-dependent species recorded in the study area.

Hollow loss and replacement

Prior to vegetation removal to facilitate construction, pre-clearing surveys were conducted by the construction contractor's ecologist to record an inventory of tree hollows subject to removal. A review of the pre-clearing survey data identified that 108 tree hollows were removed during construction, as follows:

- IMEX: 25 hollows were identified across 13 hollow-bearing trees.
- Rail Access Link Package (RALP): 33 hollows were identified across 30 hollow-bearing trees.
- Precinct East Demolition Remediation (PEDR) Stage 2: 50 hollows across 39 hollow-bearing trees.

Nest boxes of an appropriate size and specification were required to be installed within retained vegetation in MLP at a ratio of 2:1 to offset the loss of hollows as per the Nest Box Strategy (NBS) (CPB, 2017). As such a total of 216 nest boxes were required to be installed to offset the removal of 108 hollows. The updated Artificial Hollow Management Strategy (AHMS) however recognises that a 1:1 offset ratio is more appropriate as the preliminary 2:1 offset ratio was recommended for the removal of 25 hollows for Stage 1 of the development. As such, the maintenance of 108 hollows is now required to comply with the new AHMS.

Nest boxes were progressively installed within native vegetation at the Bootland and along the Georges River corridor. The majority of the areas where nest boxes were installed were included in the BA341 biobank site when it was established in January 2019. Nest boxes that were not within the biobank site have since been relocated into bushland within the Wattle Grove offset area (Bootland) and Moorebank offset area (Georges River corridor).

As of the 2025 nest box monitoring surveys, there are a total of 208 nest boxes within the BA341 biobank site; 52 in the Wattle Grove offset area (Bootland) and 156 in the Moorebank offset area (Georges River corridor).

Monitoring

The MPE NBS (based on MPE Stage 1 – RALP) recommended that nest boxes installed for the project should be monitored shortly after installation and then on an annual basis in the spring thereafter. The monitoring requirements have not changed with the implementation of the updated AHMS. There is a requirement for these nest boxes to be monitored and maintained to ensure they offer suitable habitat to locally occurring hollow-dependant fauna.

The first round of nest box monitoring on the Moorebank Precinct was completed by Arcadis in spring 2018. Arcadis was engaged to undertake the proceeding annual nest boxes spring monitoring surveys within the Moorebank Precinct in 2019 – 2024 and 2025 (the subject of this report) per the requirements specified in the MPE NBS and AHMS.

This memo summarises the results of the eighth round of nest box monitoring undertaken by Arcadis in spring 2025 across the Bootland and Georges River corridor.

Nest box details

The types of nest boxes installed within the Bootland and Georges River corridor and details of installation are summarised in Table 2. Examples of nest boxes installed in these areas are shown in Plate 1.

It is no longer recommended that nest boxes be installed using the 'Habisure' method due the damage the wire causes the trees they are installed on. Nest boxes installed in this manner should be eventually changed to the preferred direct screw attachment method. Nest boxes with fixed lids are unable to be inspected during monitoring and thus cannot be used when calculating occupancy rates. It is recommended that fixed nest box lids be phased out in favour of hinged lids to allow for internal inspection, as required by the AHMS..

Table 2: Nest box designs and methods of installation utilised

Types	Installation method	Installation height	Other comments
Possum/Lorikeet Glider Microbat Cockatoo/Owl Kookaburra	'Habisure' method hung using a wire Screwed directly into the trunk of the tree	3 – 15 metres above the ground	Fixed or hinged lid



Plate 1: Examples of nest box designs and installation methods in the Moorebank Logistics Park. Left to right: cockatoo/owl installed using habisure method, arboreal mammal/orikey nest box installed using the screws attaching to the tree, arboreal mammal/orikey nest box installed using the habisure method.

Previous surveys

Nest box monitoring surveys have been conducted annually by Arcadis since 2018. The number of nest boxes located within the Bootland and along the Georges River corridor has been varied between monitoring years for the following reasons:

- The initial number of nest boxes installed within the Bootland and along the Georges River corridor was unknown due to nest boxes being installed progressively and a lack of installation records.
- Nest boxes not being located during annual monitoring events.
- The decommissioning of damaged or fallen nest boxes during management works between monitoring years.

The number of nest boxes internally inspected has also changed between survey years, due to constraints such as box condition and access through vegetation (see Survey limitations). A summary of the number of nest boxes found and inspected across all previous years of monitoring is included in Table 3.

Table 3: Number of nest boxes located and internally inspected during monitoring events.

Survey year	Survey area	Number of nest boxes located	Number internally inspected
2018	Bootland	52	50
	Georges River corridor	195	169
	Total	247	219
2019	Bootland	54	51
	Georges River corridor	199	152
	Total	253	200
2020	Bootland	52	52
	Georges River corridor	161	140
	Total	213	192
2021	Bootland	51	51
	Georges River corridor	178	143

Nest box annual monitoring report

Survey year	Survey area	Number of nest boxes located	Number internally inspected
	Total	229	194
2022	Bootland	51	51
	Georges River corridor	174	146
	Total	225	197
2023	Bootland	51	51
	Georges River corridor	163	144
	Total	214	195
2024	Bootland	53	53
	Georges River corridor	160	130
	Total	213	183
2025	Bootland	52	52
	Georges River Corridor	156	121
	Total	208	173

Summary of findings from last year's (2024) monitoring

The outcomes of the previous years (2024) nest box monitoring survey are summarised below:

- 213 nest boxes were located: 160 in the Georges River corridor and 53 in the Bootland.
- 183 nest boxes were inspected internally using a pole-mounted camera.
- 30 nest boxes were not internally inspected.
- 52 nest boxes were occupied by native fauna: 41 in the Georges River corridor and 11 in the Bootland.
- 99 nest boxes were utilised by native fauna: 68 in the Georges River corridor and 31 in the Bootland.
- 13 nest boxes were utilised by invasive fauna (European Honeybee (*Apis mellifera*) and Common Myna (*Acridotheres tristis*)).
- During the 2024 survey period, 50 nest boxes were identified as requiring maintenance or removal, with 27 of these classified as needing urgent action.

In accordance with Section 5 of the updated AHMS, existing nest boxes would not be prematurely decommissioned or relocated to expediate implementation of the AHMS. Rather when nest boxes are identified for decommissioning or relocation, replacements would not be provided until the number of nest boxes reduces to 108. At which point any nest boxes that need replacing to meet the minimum offset requirement of 108 artificial hollows would consider the recommendations discussed in the AHMS.

As the 27 nest boxes classified as requiring urgent action were not considered to present a hazard to fauna, and the total number of nest boxes accounted for during the 2024 survey period was 213, maintenance actions were not undertaken.

Methodology

Nest box monitoring surveys within the Bootland and Georges River corridor were undertaken by Arcadis ecologists Taylor Bliss-Henaghan, Acacia Jennings, Emily Cleghorn, and Chris Power across three days in Spring, 2025. Survey dates and weather conditions on the dates of survey are outlined in Table 4.

Nest box annual monitoring report

Table 4: Survey dates and climate data from the weather station closest to MLP, Holsworthy Aerodrome (066161) (BoM, 2025)

Date	Min (°C)	Max (°C)	Rain (mm)	Max wind gust	
				Direction	Speed (km/h)
6 November 2025	7.9	26.4	0	ENE	37
24 November 2025	15.7	24.5	0	SSE	43
26 November 2025	16.5	34.9	0	WSW	74

Ecologists traversed the Bootland and Georges River corridor on foot, using an Arc-GIS enabled iPad to locate nest boxes and record survey data. Initial external inspections were made for each nest box, and if no fauna could be observed externally, internal inspections were conducted using a GoPro (Wi-Fi connected) camera attached to an 8-metre telescopic pole. The following information was collected for each nest box, as recommended in Section 7 of the AHMS:

- Date and time.
- Nest box number.
- Nest box location (GPS).
- Occupancy status (identification of fauna to a species level where possible).
- Life stage of occupying fauna (eggs, juvenile, adults).
- Condition of occupying fauna (healthy, deceased).
- Evidence of previous occupancy (such as nesting material, feathers, scratch/claw marks).
- General condition of the nest box and mount.
- Any recommendations for maintenance actions, such as:
 - Reinstallation of the nest box to resecure, lower, or increase shade cover.
 - Replacement, repair or re-installation of missing, damaged or fallen nest boxes or mounts.
 - Removal of excess nesting material.
 - Amending or moving nest boxes that aren't functioning correctly.

Survey limitations

Some nestboxes were unable to be reached or inspected during the survey event. Only nest boxes internally inspected or with fauna observed from outside the box were included in the calculation of occupancy and utilisation rates.

Results

A total of 208 nest boxes were located by Arcadis during the spring 2025 survey period: 52 in the Bootland and 156 in the Georges River corridor. Of the 208 nest boxes located during the 2025 survey period, 173 nest boxes were internally inspected using a pole-mounted camera or had fauna observed from outside the box. The remaining 35 were not inspected internally for the following reasons:

- 12 nest boxes were installed greater than 10 metres above the ground and could not be reached with a pole-mounted camera.
- 14 nest boxes were not fitted with hinged lids and therefore could not be internally inspected with a pole-mounted camera.
- 6 boxes were inaccessible due to the high cover of vegetation, primarily Lantana.
- 1 nest box was installed greater than 10 metres above the ground and could not be reach and was not fitted with a hinged lid.
- 1 nest box was inaccessible due to the high cover of vegetation and was not fitted with a hinged lid.

- 1 nest box was unable to be located.

Twenty-seven of the nest boxes located during the spring 2025 monitoring did not have ID numbers. 14 of these unnumbered boxes can be accounted for using data from 2022 to 2024, with some installed prior to 2020 when the tree-tag numbering system was implemented. The remaining 13 unidentified nest boxes could not be accounted for using 2023 or 2024 data.

A summary of the utilisation and condition of nest boxes from the spring 2025 monitoring period is discussed below and presented in Figure 1.

Nest box occupancy

Nest box 'occupancy' was determined based on the number of nest boxes recorded as being occupied by fauna at the time of survey, including nests containing eggs or hatchlings. Only nest boxes that could be internally inspected or nest boxes with fauna observable from the outside were assessed for occupancy. The following occupancy rates were recorded for nest boxes during the spring 2025 monitoring period:

- 56 nest boxes were occupied by native fauna, 24 nest boxes in the Bootland and 32 nest boxes in the Georges River corridor.
- Five nest boxes were occupied by invasive fauna, all located in the Georges River corridor
- Signs of movement were observed in two nest boxes in the Georges River corridor. The fauna species was not visible for identification.

Table 5 provides a list of species recorded occupying or utilising nest boxes during the 2025 monitoring period, and examples of nest boxes occupied by native fauna are shown in Plate 2. A detailed record of nest boxes identified as being occupied by fauna is included in Appendix B.

Table 5: Species observed occupying or utilising nest boxes within the survey area.

Native fauna	Invasive fauna
Australian Owlet-nightjar (<i>Aegotheles cristatus</i>) Australian Wood Duck (<i>Chenonetta jubata</i>) Common Ringtail Possum (<i>Pseudocheirus peregrinus</i>) (Plate 2) Green Tree Frog (<i>Litoria caerulea</i>) Rainbow Lorikeet (<i>Trichoglossus haematodus</i>) Sugar Glider (<i>Petaurus breviceps</i>) (Plate 2) Sulphur-crested Cockatoo (<i>Cacatua galerita</i>)	Black Rat (<i>Rattus rattus</i>) European Honeybee (<i>Apis mellifera</i>)



Plate 2: Native fauna recorded occupying nest boxes within the survey area – Common Ringtail Possum (left), Sugar Gliders (right)

Nest box utilisation

Nest box 'utilisation' is measured for nest boxes currently occupied or with evidence of previous occupancies such as nesting material, or eggshells. Utilisation by invasive species was determined by the presence of an invasive species, or evidence of use by an invasive species, such as nesting materials not used by native fauna.

Common Myna's are known to use non-organic nesting materials including plastics, rubber, and metal (Dhandukia & Patel, 2012). All nest boxes with evidence of utilisation not associated with invasive fauna were considered to be utilised by native fauna. Nesting material indicative of occupation by native fauna included eucalypt leaves, bark shredding and other organic matter. The presence of feathers was also relied upon to determine whether a nest box was utilised by native or introduced species. Examples of nest boxes with evidence of utilisation by both native and invasive species are shown in Plate 3.



Plate 3: Examples of nest boxes utilised by fauna – Invasive Indian Myna nesting material (left) and native Sugar glider nesting material (right)

A summary of nest box utilisation observed during the spring 2025 survey event includes:

- 87 nest boxes are considered to be utilised by native fauna, 33 in the Bootland and 54 in the Georges River corridor, equating to a utilisation rate of 42 per cent for all nest boxes in the 2025 survey period.

- Five nest boxes are considered to be utilised by invasive species, all of which are located in the Georges River corridor, equating to an overall utilisations rate of two per cent.

A summary of nest box utilisation by invasive fauna during the spring 2025 survey event includes:

- Three nest boxes contained old or active European Honeybee hives.
- Two nest boxes showed signs of utilisation by Common Myna, containing nesting material (litter) used by the species.

Nest box condition

Observations on nest box 'condition' assessed the structural condition of boxes as well as box mounts. The condition of each nest box was assessed upon inspection to identify if any maintenance actions are required.

The majority of nest boxes located during the spring 2025 survey period showed minor deterioration due to weathering or use by fauna.

Of the 208 nest boxes located, 52 were identified as requiring assessment for maintenance actions for the following reasons:

- A total of 26 were nest boxes identified as damaged and in poor condition for use by fauna. Damages included missing bottoms and lids and lack of drainage for pooling water. Of the 26 nest boxes, four were found to have fallen from the tree.
- Nest box installed at a height above 10 metres: 14 nest boxes were installed too high and were unable to be internally inspected due to the camera being unable to reach the box.
- Seven nest boxes were unable to be accessed due to dense *Lantana camara* blocking access.
- Nest box unstable on the tree due to incorrect mounting: A total of two nest boxes were loose on the tree.
- Nest box installed in an inappropriate location (i.e., no shade): One nest box was found to have little shade cover and had potentially resulted in a fauna fatality.
- Two nest box was installed too low to the ground (below three metres).

Many of the nest boxes inspected during the 2025 surveys were found to have several maintenance issues, full descriptions of the maintenance actions required for each nest box are described in Appendix A. Examples of nest boxes identified as requiring management action are shown in Plate 4.

As noted in the sections above and in line with recommendations made in the AHMS, corrective actions were not undertaken for the 50 nest boxes flagged for maintenance, including 27 nest boxes flagged for urgent maintenance, during the spring 2024 survey period. It can therefore be assumed that 50 of the 52 nest boxes flagged above for maintenance during the spring 2025 surveys are the same nest boxes described in the Nest Box Monitoring Report – Spring 2024 (Arcadis, 2024).

A total of 11 nest boxes (#56, #85, #99, #106, #146, #165, #168, #169, #170, #235 and one unnumbered box in Georges River corridor) were unable to be reached using a pole-mounted camera. Three damaged nestboxes were also unable to be reached (#163, #164 and one unnumbered box in Georges River Corridor).

Issues with nest boxes that may put fauna at risk cannot be identified if boxes are unable to be inspected.

Nest box annual monitoring report



Plate 4: Examples of nest boxes with management issues – fallen nest box (left), nest box with full sun exposure (right)

Nest box annual monitoring report

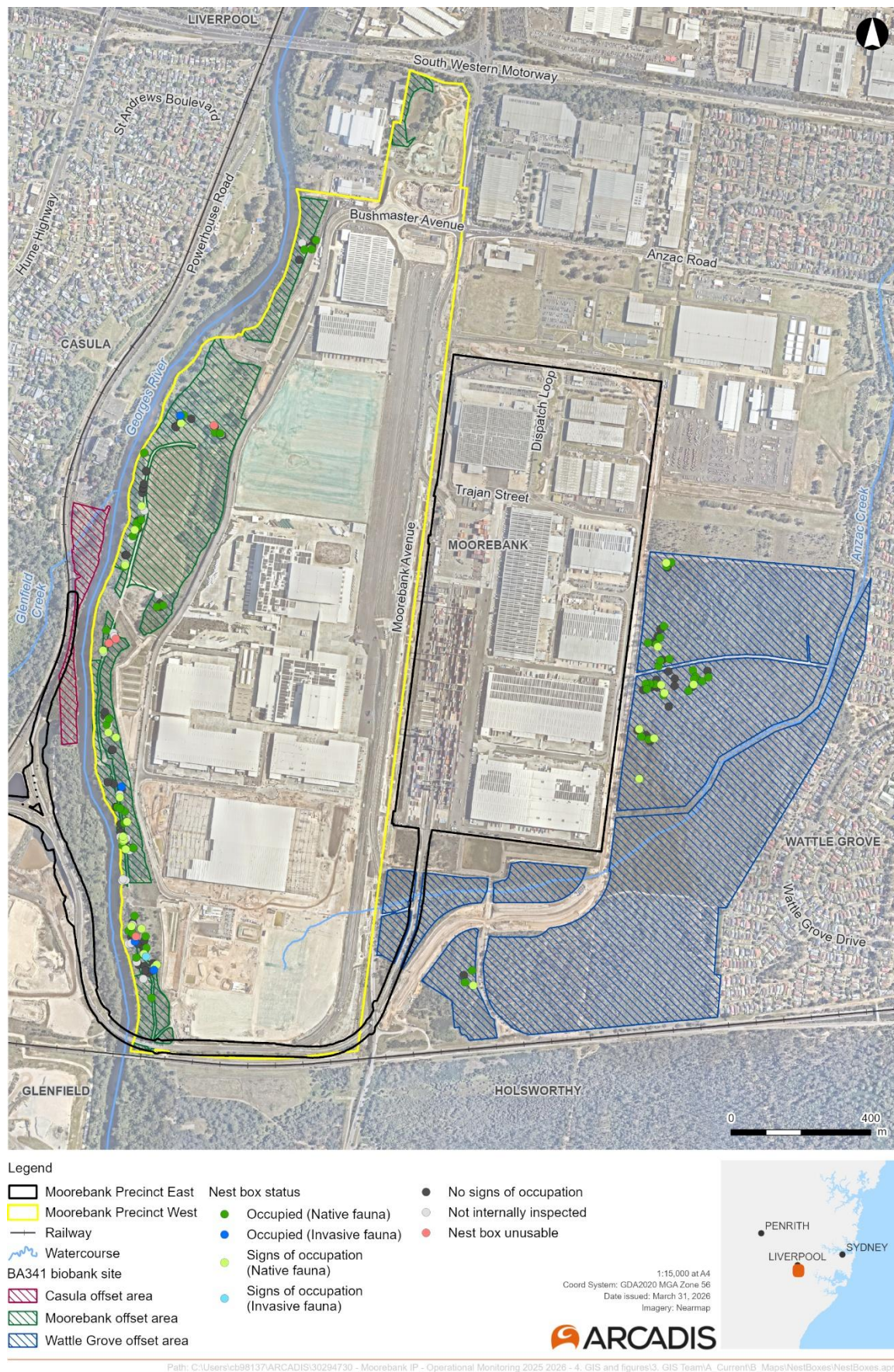


Figure 1: Results of the 2025 nest boxes monitoring survey

Discussion and recommendations

Native fauna

Comparison of nest box occupancy by native fauna can be made between different monitoring periods, given the occurrence of live animals is independent during each monitoring period. A summary of nest box occupation rates for all spring monitoring events conducted to date is included in Table 6.

Table 6: Occupation of nest boxes by fauna for annual survey periods

Survey year	Survey area	Number of nest boxes	Occupied by native fauna
2018	Bootland	52	(4) 7%
	Georges River corridor	195	(23) 12%
	Total	247	(27) 11%
2019	Bootland	54	(5) 9%
	Georges River corridor	199	(31) 16%
	Total	253	(36) 14%
2020	Bootland	52	(16) 31%
	Georges River corridor	161	(31) 19%
	Total	213	(47) 22%
2021	Bootland	51	(14) 27%
	Georges River corridor	178	(54) 30%
	Total	229	(68) 30%
2022	Bootland	51	(17) 33%
	Georges River	174	(51) 35%
	Total	225	(68) 35%
2023	Bootland	49	(29) 59%
	Georges River	161	(32) 20%
	Total	214	(61) 29%
2024	Bootland	53	(11) 21%
	Georges River	160	(41) 26%
	Total	213	(52) 24%
2025	Bootland	52	(24) 46%
	Georges River	156	(32) 21%
	Total	208	(56) 27%

A comparison between annual spring monitoring periods from 2018-2022 indicates a steady increase in the occupation of nest boxes by native fauna but a decline from 2022-2024 (Figure 2). In the 2018 monitoring event, 11 per cent of nest boxes were occupied, which had increased to a 35 per cent rate of occupation in 2022 but decreased to 24 per cent in the 2024 survey period. The 2025 monitoring event saw an increase in native occupation across both the Bootland and the Georges River Corridor.

Nest box annual monitoring report

Overall, there has been a three per cent increase in the occupation of nest boxes by native fauna across both offset sites during the 2025 monitoring period. The Bootland showed a large increase from 21 per cent to 46 per cent occupation of nest boxes by native fauna between the 2024 and 2025 monitoring periods, while Georges River had a small decrease from 26 per cent to 21 per cent occupation by native fauna between the same monitoring periods.

The variability in the data likely reflects a variety of processes including changes in species composition, seasonal patterns of behaviour and temporal variation of nest box use.

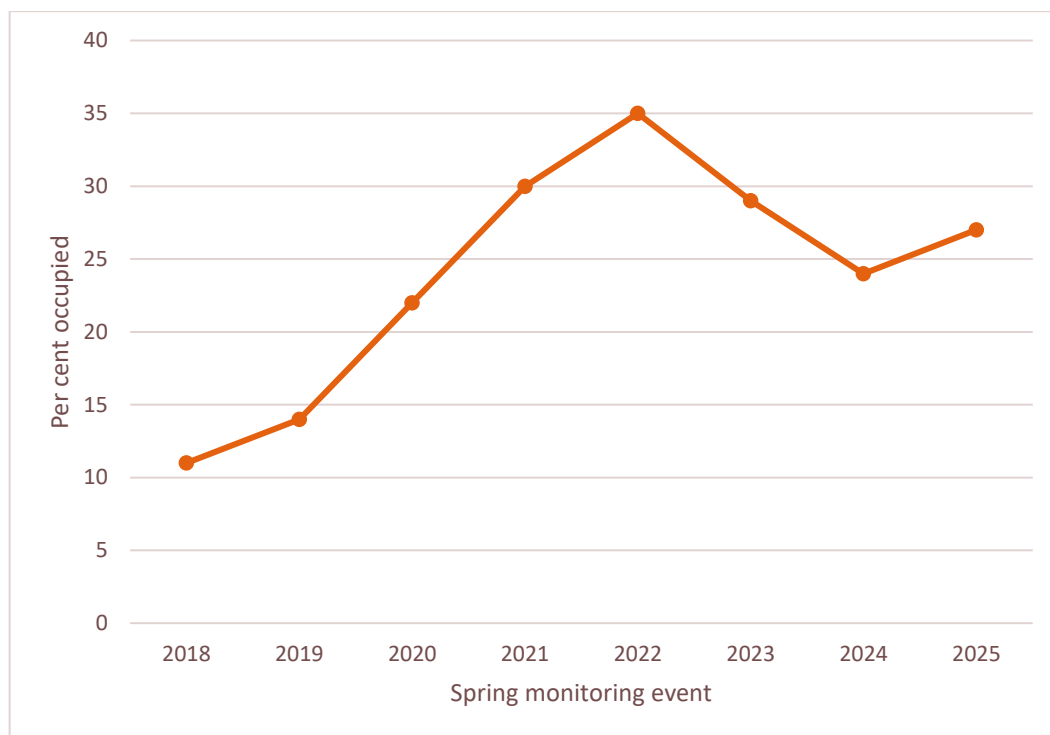


Figure 2: Occupancy rate of nest boxes by native fauna for spring monitoring events between 2018 and 2025

Comparisons of utilisation between monitoring periods are not reliable, given some evidence of occupation may still be present from previous survey years. Combining occupancy status with evidence of use does provide a cumulative measure of nest box utilisation over time. The rate of utilisation by native fauna for all nest boxes has increased from 33 per cent in 2018 to 52 per cent in 2022 but decreased to 42 per cent in 2025 (Table 7).

Nest box annual monitoring report

Table 7: Utilisation of nest boxes within the survey area across each survey year.

Survey year	Survey area	Number of nest boxes	Utilisation by native fauna	Utilisation by invasive fauna
2018	Bootland	52	(5) 9.6%	(3) 6%
	Georges River corridor	195	(65) 33%	(5) 2.5%
	Total	247	(70) 28%	(8) 3.2%
2019	Bootland	54	(21) 39%	(2) 3.7%
	Georges River corridor	199	(60) 30%	(6) 3%
	Total	253	(81) 32%	(8) 3%
2020	Bootland	52	(28) 53.8%	(1) 2%
	Georges River corridor	161	(71) 44%	(7) 4%
	Total	213	(99) 46%	(8) 4%
2021	Bootland	51	(28) 55%	(0) 0%
	Georges River corridor	178	(109) 61%	(10) 5.6%
	Total	229	(131) 57%	(10) 4.4%
2022	Bootland	51	(31) 61%	(1) 2%
	Georges River corridor	174	(86) 49.4%	(7) 4%
	Total	225	(117) 52%	(8) 3.5%
2023	Bootland	49	(31) 63%	(0) 0%
	Georges River corridor	161	(72) 45%	(10) 6%
	Total	214	(102) 48%	(10) 5%
2024	Bootland	53	(31) 59%	(2) 6%
	Georges River corridor	160	(68) 43%	(11) 7%
	Total	213	(99) 47%	(13) 6%
2025	Bootland	52	(33) 63%	(0) 0%
	Georges River corridor	156	(54) 35%	(5) 3%
	Total	208	(87) 42%	(5) 2%

While there is still a 14 per cent increase in the total number of nest boxes with signs of use by native fauna since 2018, noting that nest boxes may show signs of occupation from previous years, utilisation by native fauna has been slowly decreasing since 2021, from 57 per cent to 42 per cent in 2025. The steady decrease may be linked to ongoing maintenance works (including repair, reinstallation and relocation of nest boxes), which commenced in 2022. During maintenance works, signs of native fauna occupation accumulated over previous years may be lost resulting in lower occupancy rates than those recorded prior to 2022.

Monitoring utilisation over time may provide useful insights into nest box preferences of local hollow-dependent fauna. As annual monitoring continues, nest boxes showing no signs of use can be assessed to determine if design modifications or reinstallation into a more appropriate area may be needed to increase the likelihood of utilisation. During the 2023 spring survey, Nest boxes #8, #87, #150 and #253 recorded no utilisation and therefore, were recommended be relocated to more desirable habitat during the next maintenance works. These maintenance actions were not carried out, however, in the 2024 surveys, nest box #150 and #253 were recorded as having evidence of use. The remaining two nest boxes #8 and #87 are still

recommended for relocation. Additionally, nest box #153 has recorded no occupation between 2020 and 2025 and as such is recommended for relocation.

Overall, nest box occupancy and utilisation by native fauna are considered adequate if occupancy rates are greater than 10 per cent (Goldingay et al. 2018, Lindenmayer et al. 2017). As the occupancy rates for native fauna in both the Bootland and the Georges River corridor are 46 per cent and 21 per cent respectively, the levels of occupancy and utilisation are considered adequate.

Invasive fauna

A comparison of the nest boxes utilised by invasive fauna across all monitoring events identified that:

- The 2024 monitoring event had the highest rate of utilisation by invasive fauna at six per cent.
- The 2025 monitoring event had the lowest invasive nest box utilisation rate of two per cent.

The overall nest box occupancy by invasive species between installation in 2018 and monitoring in 2025 is considered low and similar across annual monitoring periods. Nest box utilisation by invasive fauna should continue to be recorded and compared across monitoring periods to assess competition pressure from invasive fauna on native hollow-dependent species. The current rates of utilisation by invasive fauna are unlikely to negatively impact native species in the area. No new invasive species were identified in the 2025 survey period, with all invasive species observed in previous monitoring years.

Nest box management and maintenance

Currently, there are 208 recorded nest boxes across the Bootland and Georges River corridor. Of these, 26 nest boxes are broken or have fallen from the tree and are unable to be used by local fauna, meaning the number of functional boxes providing suitable habitat for native hollow-dependant fauna species is 182. One additional nest box may be considered to be not functional due to low sun protection resulting in fauna mortality.

A total of 52 nest boxes were identified as requiring maintenance actions during the spring 2025 survey period, including the 26 nest boxes (and the one additional sun exposed nestbox) that are no longer considered functional. In assessing the condition of nest boxes during monitoring, some nest boxes identified as requiring maintenance are still considered to be functional to fauna. Nest boxes with management issues that were still considered functional to fauna were those that have been:

- Identified as being unstable on the tree, but not at immediate risk of falling.
- Unable to be internally inspected during the 2025 surveys due to overgrown vegetation restricting access.
- Installed on a dead tree, but in otherwise good condition (restricts from access).
- Installed at a height below 3 metres.
- Nest box has no evidence of use since 2018 monitoring period.

Table 8 summarises nest boxes identified as requiring maintenance action. Maintenance works have been undertaken in March 2022, May 2023 and June 2024 to repair and reinstall nest boxes across the site, however, the number of failing nest boxes continues to increase annually as the boxes approach the end of their expected lifespan.

As per the AHMS, the replacement and/or decommissioning of nest boxes would occur over the next five to 10 years, only as existing boxes requires replacement or decommissioning. Nest boxes considered no longer functional (refer to Table 8) should be decommissioned and not replaced until the number of nest boxes reduces to 108. Nest boxes requiring maintenance but considered functional to fauna would remain in place and continue to be monitored.

Nest box annual monitoring report

Due to the increasing number of failing nest boxes, it is recommended that the installation of alternative artificial hollows be considered for future maintenance works, such as chainsaw hollows or mechanically bored hollows inside large eucalypts. Carved hollows built into trees generally require less maintenance than nest boxes and may be preferable to fauna due to better temperature regulation (Terry et al. 2023). Rather than continually repairing already degraded nest boxes within the offset site, Arcadis recommends the installation of new hollows to meet the 1:1 hollow replacement ratio as required under the AHMS. The Moorebank offset sites has an abundance large Eucalypts and stags which would be suitable for the installation of carved hollows.

For the nest boxes identified as requiring non-urgent maintenance action, it is recommended that the condition of these nest boxes be reassessed in spring 2026 for risk to fauna and changes to functionality. The following nest boxes pose a risk to fauna and have been flagged for urgent maintenance this year:

- Nest boxes #58 and #136 showed evidence of waterlogging and present a drowning risk to fauna.
- Nest box #3 located on tree with no shade cover.

Table 8: Summary of issues of nest boxes found within the survey area and maintenance actions

Issue	Box ID Number	Action Recommended	Urgency
Damaged box (potential hazard to fauna)	58, 136	Decommission nest box	Urgent
Box on tree with no shade cover	3	Decommission nest box	Urgent
Damaged box	59, 62, 67, 79, 83, 91, 103, 115, 117, 148, 159, 162, 163, 164, 175, 194, 195, 212, 220, No ID	Decommission nest box	Non-urgent
Installed above 10 metres in height and unable to be internally inspected	56, 85, 99, 106, 146, 163*, 164*, 165, 168, 169, 170, 235, No ID, No ID*	Reinstall box at appropriate height	Non-urgent
Box fallen from tree	72, 86, 207, No ID	Remove fallen box	Non-urgent
Unstable on tree	105, 146	Reinstall box securely on tree at appropriate height	Non-urgent
Box inaccessible due to overgrown vegetation	192, 197, 198, 243, 244, 249, No ID	Remove exotic species blocking tree access	Non-urgent
Installed below 3 metres in height	52, 92	Reinstall box at appropriate height	Non-urgent
Nest box shows no evidence of use in 5-year period	8, 87, 153	Relocate nest box to higher quality habitat and/or more appropriate position on tree	Non-urgent

* Nestbox also identified as damaged box

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APPENDIX A. NEST BOXES REQUIRING MAINTENANCE

Box Location	Box ID	Box Condition	Action Required
Bootland	3	Sun exposure	Decommission box
Bootland	8	No evidence of use	Consider relocation to a different area of habitat
Georges River Corridor	52	Box height	Reinstall higher on tree
Georges River Corridor	56	Box height	Reinstall lower on tree
Georges River Corridor	58	Damaged box	Decommission box
Georges River Corridor	59	Damaged box	Decommission box
Georges River Corridor	62	Damaged box	Decommission box
Georges River Corridor	67	Damaged box	Decommission box
Georges River Corridor	72	Fallen box	Decommission box
Georges River Corridor	79	Damaged box	Decommission box
Georges River Corridor	83	Damaged box	Decommission box
Georges River Corridor	85	Box height	Reinstall lower on tree
Georges River Corridor	86	Fallen box	Decommission box
Georges River Corridor	87	No evidence of use	Consider relocation to a different area of habitat
Georges River Corridor	91	Damaged box	Decommission box
Georges River Corridor	92	Box height	Reinstall higher on tree
Georges River Corridor	99	Box height	Reinstall lower on tree
Georges River Corridor	103	Damaged box	Decommission box
Georges River Corridor	105	Unstable on tree	Reinstall box to be securely attached to tree
Georges River Corridor	106	Box height	Reinstall lower on tree
Georges River Corridor	115	Damaged box	Decommission box
Georges River Corridor	117	Damaged box	Decommission box
Georges River Corridor	136	Damaged box	Decommission box
Georges River Corridor	146	Box height, unstable on tree	Reinstall lower on tree and securely attach to tree
Georges River Corridor	148	Damaged box	Decommission box
Georges River Corridor	153	No evidence of use	Consider relocation to a different area of habitat
Georges River Corridor	159	Damaged box	Decommission box
Georges River Corridor	162	Damaged box	Decommission box
Georges River Corridor	163	Damaged box, Box height	Decommission box
Georges River Corridor	164	Damaged box, Box height	Decommission box
Georges River Corridor	165	Box height	Reinstall lower on tree

Nest box annual monitoring report

Box Location	Box ID	Box Condition	Action Required
Georges River Corridor	168	Box height	Reinstall lower on tree
Georges River Corridor	169	Box height	Reinstall lower on tree
Georges River Corridor	170	Box height	Reinstall lower on tree
Georges River Corridor	175	Damaged box	Decommission box
Georges River Corridor	192	Box inaccessible	Weed control - remove Lantana blocking tree access
Georges River Corridor	194	Damaged box	Decommission box
Georges River Corridor	195	Damaged box	Decommission box
Georges River Corridor	197	Box inaccessible	Weed control - remove Lantana blocking tree access
Georges River Corridor	198	Box inaccessible	Weed control - remove Lantana blocking tree access
Georges River Corridor	207	Fallen box	Decommission box
Georges River Corridor	212	Damaged box	Decommission box
Georges River Corridor	220	Damaged box	Decommission box
Georges River Corridor	235	Box height	Reinstall lower on tree
Georges River Corridor	243	Box inaccessible	Weed control - remove Lantana blocking tree access
Georges River Corridor	244	Box inaccessible	Weed control - remove Lantana blocking tree access
Georges River Corridor	249	Box inaccessible	Weed control - remove Lantana blocking tree access
Georges River Corridor	No ID	Damaged box	Decommission box
Georges River Corridor	No ID	Box height	Reinstall lower on tree
Georges River Corridor	No ID	Box height	Reinstall lower on tree
Georges River Corridor	No ID	Fallen box	Decommission box
Georges River Corridor	No ID	Box inaccessible	Weed control - remove Lantana blocking tree access

APPENDIX B. FAUNA RECORDED IN NEST BOXES

Location	Box ID	Box Type	Species	Notes
Bootland	3	Medium mammal/small parrot		Ring Tail possum
Bootland	4	Medium mammal/small parrot	Owlet Nightjar	Nesting
Bootland	10	Medium mammal/small parrot	Wood duck	Nesting
Bootland	12		Green tree frog	
Bootland	13	Glider	Sugar gliders	Family of sugar gliders
Bootland	15	Medium mammal/small parrot	RTP	
Bootland	17	Medium mammal/small parrot	Wood duck	Nesting
Bootland	23	Glider	Sugar Glider	
Bootland	24	Large bird	Rainbow Lorikeet	Eggs likely lorikeet
Bootland	25	Glider	Sugar Glider, Green Tree Frog	Sugar glider nesting material only, gtf present
Bootland	28	Large bird	Owlet nightjar	
Bootland	30	Glider	Sugar glider	
Bootland	32	Medium mammal/small parrot	RTP	
Bootland	33	Medium mammal/small parrot	Lorikeet	1 baby lorikeet. Coloured feathers
Bootland	35	Glider	Sugar glider	
Bootland	38	Medium mammal/small parrot	Ring tail Possum	Two RTP
Bootland	39	Glider	Green tree frog	Two GTF
Bootland	42	Glider	Sugar glider	Family if sugar gliders
Bootland	44	Medium mammal/small parrot	Night owlet	Stick nest
Bootland	45	Medium mammal/small parrot	RTP	
Bootland	48	Medium mammal/small parrot	Lorikeet	Two baby lorikeets
Georges River Corridor	55	Medium mammal/small parrot	Common Ringtail Possum x1	
Georges River Corridor	66	Medium mammal/small parrot	Common Ringtail Possum	X2
Georges River Corridor	69	Microbat	Sugar Glider	X1 seen in thick nest
Georges River Corridor	70	Medium mammal/small parrot	Common Ringtail Possum	
Georges River Corridor	74	Medium mammal/small parrot	Ringtail possum x1	
Georges River Corridor	84	Glider	Bees	
Georges River Corridor	88	Medium mammal/small parrot	Rainbow Lorikeet	X2 Seen inside box

Nest box annual monitoring report

Location	Box ID	Box Type	Species	Notes
Georges River Corridor	89	Medium mammal/small parrot	Rainbow Lorikeet	X2 Seen in the nest box
Georges River Corridor	93	Medium mammal/small parrot	Common Ringtail Possum	2
Georges River Corridor	98	Glider	Sign of movement	Lots of fresh leaf litter rat?
Georges River Corridor	99	Medium mammal/small parrot	Rainbow Lorikeet	X2 chicks
Georges River Corridor	107	Medium mammal/small parrot	Rainbow Lorikeet	2 x chicks
Georges River Corridor	109	Medium mammal/small parrot	Rainbow Lorikeet	2 x rainbow lorikeet chicks
Georges River Corridor	111	Glider	Sugar Glider	Fresh nest
Georges River Corridor	112	Glider	European Honeybee	Fixed lid
Georges River Corridor	122	Glider	Black Rat	X1
Georges River Corridor	133	Medium mammal/small parrot	Common Ringtail Possum	
Georges River Corridor	139	Medium mammal/small parrot	Lorikeet	Fledgling
Georges River Corridor	144	Medium mammal/small parrot	Rainbow Lorikeet	
Georges River Corridor	148	Medium mammal/small parrot	Unidentified bird	Eggs in pile of feathers
Georges River Corridor	154	Glider	Rainbow Lorikeet	X2 eggs
Georges River Corridor	166	Medium mammal/small parrot	Common Ringtail Possum	X1
Bootland	173	Medium mammal/small parrot	Possum spcs	
Georges River Corridor	174	Medium mammal/small parrot	Common Ringtail Possum	X1
Georges River Corridor	193	Large bird	Sulphur-crested Cockatoo	Occupied nesting
Georges River Corridor	199	Medium mammal/small parrot	Common Ringtail Possum	
Georges River Corridor	202	Medium mammal/small parrot	Wood duck nest?	2x eggs
Georges River Corridor	208	Medium mammal/small parrot	Rat?	Leaf litter and rubbish
Georges River Corridor	213	Glider	Sugar Glider	X4
Georges River Corridor	216	Medium mammal/small parrot	Bird	Two eggs
Georges River Corridor	219	Medium mammal/small parrot	3x eggs	
Georges River Corridor	227	Glider	Bee hive	
Georges River Corridor	234	Medium mammal/small parrot	Ring Tail Possum	
Georges River Corridor	236	Glider	Sugar glider	Family of SG
Georges River Corridor	237	Medium mammal/small parrot	Ring tail Possum	
Bootland	247	Medium mammal/small parrot	Owlet nightjar	Nesting
Georges River Corridor	No ID	Medium mammal/small parrot	Ringtail possum	
Georges River Corridor	No ID		Beehive	

Nest box annual monitoring report

Location	Box ID	Box Type	Species	Notes
Bootland	No ID	Medium mammal/small parrot	Owlet nightjar and eggs	Owlet nightjar observed. Two types of eggs present (potential wood duck and lorikeet)
Georges River Corridor	No ID	Glider	Sugar glider	Sugar glider x5
Georges River Corridor	No ID	Medium mammal/small parrot	Common Ringtail Possum	
Georges River Corridor	No ID	Medium mammal/small parrot	Rainbow Lorikeet	Eggs in box

APPENDIX L – COMPLIANCE REPORT DECLARATION FORM

Project Name	Moorebank Intermodal Precinct (MIP) – East Precinct
Project Application Number	SSD 6766 & SSD 7628
Description of Project	Moorebank Intermodal Precinct aims to streamline the freight logistics supply chain from port to store, deliver savings to businesses and consumers, and help service the rapidly growing demand for imported goods in south-west Sydney. It is located approximately 27 kilometres (km) south-west of the Sydney Central Business District and approximately 26 km west of Port Botany within the Liverpool Local Government Area. The MLP is divided into an East Precinct and a West Precinct, located east and west of Moorebank Avenue respectively. The East Precinct includes the 24/7 operation of an import-export terminal (IMEX), rail link connecting to the South Sydney Freight Line (SSFL), warehousing and distribution facilities and freight village.
Project Address	Moorebank Intermodal Precinct, Moorebank, NSW, 2170
Proponent	The Trust Company Limited (ACN 004 027 749)
Title of Compliance Report	Moorebank Intermodal Precinct East Precinct – Operation Compliance Report
Date	Friday, 19 June 2026

I declare that I have reviewed relevant evidence and prepared the contents of the attached Compliance Report and to the best of my knowledge:

- the Compliance Report has been prepared in accordance with all relevant conditions of consent;
- the Compliance Report has been prepared in accordance with the Compliance Reporting Post Approval Requirements;
- the findings of the Compliance Report are reported truthfully, accurately and completely.
- due diligence and professional judgement have been exercised in preparing the Compliance Report; and
- the Compliance Report is an accurate summary of the compliance status of the development.

Notes:

- Under section 10.6 of the Environmental Planning and Assessment Act 1979 a person must not include false or misleading information (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and

APPENDIX L – COMPLIANCE REPORT DECLARATION FORM

- The Crimes Act 1900 contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years' imprisonment or 200 penalty units, or both).

Name of Authorised Reporting Officer	
Title	Possum Environmental Consulting
Signature	
Qualification	Bachelor of Science – Environmental Science
Company	Possum Environmental Consulting
Company Address	32 Rainworth Road Bardonia Queensland 4065