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The Planning Secretary
The Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy Street
PARAMATTA, NSW, 2140

7 May 2026

Dear Planning Secretary,

Moorebank Avenue Realignment Works - SSI 10053

Response to Independent Environmental Audit #4

The purpose of this correspondence is to provide response to the Independent Environmental Audit Report #4 (Audit Report) (prepared by Trigalana – dated 10 March 2025), as required by condition of approval (CoA) A37(b) of the Moorebank Avenue Realignment Works (MARW) Instrument of Approval (approval) (SSI -10053).

This response has been prepared in conjunction with the BMD Constructions Pty Limited, the construction contractor appointed by National Intermodal for the construction of the MARW.

Further, the Audit Report (enclosed) and this response address the following CoA of SSI-10053:

- CoA A34 - the independent environmental auditor, Richard Peterson (Trigalana), has been approved by the Secretary (correspondence dated 7 December 2024)
- CoA A35 - the Audit Report, has been prepared in accordance with the *Independent Audit Post Approval Requirements* (DPIE, 2020), in particular:
  - audit report submitted to DPHI within 2 months from the site audit inspection (10 March 2026 inspection / deadline for submission 10 May 2026).

The Audit Report concludes that the works undertaken to date for the MARW (with the exception of one incident) are compliant with the approval. National Intermodal supports the findings of the Audit Report. For completeness a response to the findings of the Audit Report is provided within Table 1.

Table 1 National Intermodal response to Audit Report findings

Audit Report	National Intermodal /BMD Response	Action Required
Findings		
Construction activities have progressed since the previous Audit with mainline clearing earthworks and permanent structures underway	Agree.	N/A
Experienced environmental professionals and specialists have been appointed to oversee the implementation of the CEMP and subplans.	Agree.	N/A
Key environmental issues are being managed effectively on site as summarised: • Erosion and sediment controls including sediment basins, clean water diversions, geofabric lined drains, stabilised site access and sediment fences have been installed • A water treatment plant has been installed to treat PFAS contaminated water • Regular inspections undertaken by the Independent Environmental Representative and an experienced Certified Professional in Erosion and Sediment Control (CPESC).	Agree.	N/A
One construction related complaint has been received during the Audit period.	This was received by an internal precinct tenant and has since been reported to the EPA who are satisfied with the approach. Dust monitoring and mitigation has increased with this complaint considered closed.	Ongoing monitoring and mitigation continues.
One non-compliance has been recorded during the audit period. The non-compliance related to the slumping of a stockpile following a rain event resulting in turbid water discharged off site. Appropriate actions have been taken to address the non-compliance.	Agree.	No further action.
No reportable environmental incidents have been received during the Audit period, however DPHI advised as part of the non-compliance that they consider the non-compliance was an incident.	Agree.	No further action.
One recommendation has been made relating to noise mitigation measures where Construction Noise and Vibration Impact Statements (CNVIS) predict noise exceedances.	This CNVIS has also recently (April 2026) been reviewed by the Department of Planning, Housing and Infrastructure (DPHI). This review identified that some	No further action.

Audit Report	National Intermodal /BMD Response	Action Required
	information was missing, which resulted in the report being unclear. The report was subsequently updated to provide a clear explanation of the noise monitoring data, including result validity, apparent noise exceedances, and identified noise sources. The revised report makes it clearer that there have been no noise exceedances attributable to MARW noise sources. The updated report has been submitted to DPHI, and no further comments have been received.	
One key strength has been identified by the Audit relating to the reuse of materials including the felled timber, placement of asbestos containing materials, topsoil and mulch salvaged from the MAR within landscaping features on the Disused Rail Spur (DURS) in lieu of offsite disposal.	Agree, National Intermodal and BMD have worked collaboratively to maximise reuse across the MARW (and DURs), especially in relation to the creation of habitat for long-term biodiversity preservation within the DURs.	No further action.

A copy of the Audit Report and this letter of response will be uploaded to the Moorebank Intermodal Precinct website within 60 days (of the date of this letter, i.e. submission to DPHI) in accordance with CoA B13 (SSI-10053).

Please do not hesitate to contact the undersigned with any further questions.

Yours sincerely,

[redacted]