

MINUTES | Community Consultative Committee

MEETING No. 33 | FINAL

Meeting	Moorebank Intermodal Precinct, Community Consultative Committee Meeting No.33		
Date/Time	Tuesday, 2 June 2026, 6:00pm - 8:00pm		
Location	MIP Sales Suite (above Piccolo Me Moorebank: 400 Moorebank Ave, Moorebank NSW 2170) Microsoft Teams.		
Attended	CCC Chair and Members: • Dr Colin Gellatly (Chair) • Jeff Thornton (JT) • Ian Pryde (IP) • Michael Byrne (MB) • Eric North (EN) • Diane Wills (DW)	MIP Project Team: • Brendon Lucas (ESR) (BL) • Will Dwyer (ESR) (WD) • Melissa Karapalevski (ESR) (MK) • Carla Trainor (NI) (CT) • Westley Owers (NI) (WO) • Nina Macken (CUP) (NM) • Anna Paton (CUP) (AP) • Joseph Wey (CUP) (JW) • Simon Barney (Qube) SB • Ross Hornsey CUP (RH)	Liverpool City Council • Daniel Riley (DR)
Apologies	• Michael Russell (MR) • Scott Spiers (SS)		

Item	Description
1.0	Welcome and introductions • Chair: Opened the meeting, confirmed audio/visual arrangements, and welcomed attendees. • NM-CUP: Advised committee of some personnel changes, noted she is stepping away from her current position at Colliers Urban Planning to take a role elsewhere and therefore this is her final meeting. • NM-CUP: Introduced new attendees including Brendan Lucas (ESR), Ross Hornsey (Colliers Urban Planning) and Joseph Wey (Colliers Urban Planning).
2.0	Terms of Reference – Code of Conduct Signing • Code of Conduct and Conflict of Interest declarations signed by CCC members present. Hard copies issued. • Chair: Confirmed documents will be retained in accordance with CCC requirements.
3.0	Minutes and actions from previous meetings DW: Questioned MIP project team why it takes so long to get any information on anything i.e. recent traffic and air quality requests? NM-CUP: Confirmed ESR will provide a precinct update during this meeting.

ACTION # 54 (CLOSED): Prepare truck movement data for next meeting - include capacity vs allowable limits. ESR to liaise with traffic consultant ASON.

Response: Response to this action will be provided as part of a general overview on truck movements and air quality included as part of ESR's general precinct update in agenda item part 5.

- **DW:** raised concern regarding delays in receiving traffic and air quality information.
- **NM-CUP:** advised update would be provided as part of the precinct presentation.

ACTION # 57 (CLOSED): NI to respond to Eric North's previous email requests re: traffic generation and compliance.

Response: Meeting was held with Eric North prior to the last CCC (3.03.2026), further questions were responded to by TfNSW. National Intermodal and ESR are unable to source or provide the requested information.

EN: Requested clarification on meaning of "closed" and noted issue not resolved from their perspective.

Response WO-NI: Confirmed CCC is focused on current operational matters and the requested information is not held by the project team. Advised escalation pathway remains DPHI.

Status: Closed.

ACTION #59 (ONGOING): Review and follow up air quality compliance reports. Provide sample of hourly air quality data for months where AQM3 exceeded annual PM2.5 levels.

Response WD-ESR: 24-hour air quality data was issued to CCC members on 02.06.2026, along with links to the following operational plans:

- Operational Air Quality Management Plan – Addendum (Precinct West South, January 2026)
- Operational Environmental Management Plan – Addendum (Precinct West South, January 2026)

Six-monthly operations compliance reports (No.1 and No.2) for Moorebank Intermodal East were also issued to CCC members on 29.05.2026.

NM-CUP: Noted that a mismatch exists between the data requested (hourly) and the data provided (24-hour), and that confirmation is required regarding availability of hourly data.

JT / EN: Noted that hourly air quality data had been referenced in previous compliance reports but not provided. Members raised concern that reliance on averaged (24-hour) data may mask short-duration exceedances, particularly at AQM3, which is located near sensitive receivers closest to schools, Casula residents and Powerhouse museum. Concerns were also raised regarding delays in data provision and the need for more timely responses.

JT: Raised a further query regarding whether the procedures outlined in the Construction Air Quality Management Plan had been followed, and what influence these procedures may have had on previously reported exceedances.

Chair: Proposed that ESR arrange an out-of-session session with technical specialists to provide clarity on monitoring methodology, reporting processes and interpretation of air quality data.

WD-ESR: Confirmed that the project team will investigate availability of hourly data and liaise with relevant consultants. Clarified that hourly data is collected but monthly data was reported in compliance and auditing.

ACTION #67: ESR to investigate availability of hourly air quality monitoring data (including November 2021 to November 2023 period referenced by CCC members) and provide to the CCC where available.

ACTION # 68: Chair recommends a dedicated briefing session, as an extraordinary meeting outside the formal CCC quarterly meeting to discuss air quality specific issues. To be attended by air quality consultant.

ACTION # 66 (CLOSED): ESR to confirm regulatory reporting obligations to EPA (AQM3) for air quality exceedances and provide written clarification.

Response: Response to this action will be provided as part of a general overview of truck movements and air quality included as part of ESR's general precinct update in agenda item part 5.

JT / EN: Sought clarification on trigger levels for air quality exceedances and whether these are reported appropriately under current regulatory requirements, noting concern that exceedances may not have been escalated.

Response: WD-ESR: Confirmed that reporting obligations differ depending on the nature of the exceedance, noting that not all exceedances require direct reporting to the EPA. Advised that operational reporting requirements have been reviewed and further clarification will be incorporated into ongoing air quality review processes.

ACTION # 60: Precinct Partners to confirm escalation process for dispute resolution on issues outside of scope.

Response WO-NI: Confirmed that, in accordance with CCC Guidelines, members may escalate issues to the Department of Planning, Housing and Infrastructure (DPHI).

EN: Raised concerns regarding the independence of this process, noting that DPHI is both the approval authority and escalation body. Suggested consideration of an alternative approach, such as the involvement of an independent party (e.g. Independent Planning Commission), to support dispute resolution in certain circumstances).

Response WO-NI: Noted EN question. Enquired about EN's previously flagged presentation on this matter had not yet been provided.

EN: Advised that due to recent illness, the presentation had been delayed and indicated it would be finalised following review of the current response provided by MIP precinct partners in this CCC meeting.

ACTION # 61 (CLOSED): Update ToR with CCC guidelines wording on external communications.

Response: Updated and final ToR issued by Chair 01.4.2026. Code of Conduct is to be signed by ALL members during this meeting 02/06/2026.

No comments/questions raised.

ACTION # 62 (CLOSED): Qube to provide clarity around consent conditions for locomotives (air quality, noise, "continual improvement" requirements.

Response: Qube will adhere to relevant Consent Conditions.

EN: Referred to previously identified conditions relating to best practice and continual improvement obligations, and queried whether these requirements are currently being met, including consideration of higher emission standards for future locomotive procurement.

SB-Qube: Requested that the referenced material be provided to Qube by EN following the meeting to enable formal review and response.

JT: Queried current locomotive and freight activity associated with the interstate terminal.

Response SB-Qube: Confirmed that the interstate terminal is ready for operations, just has no current active customers at present and that locomotive movements and container handling at that location are limited to intermittent or non-operational uses (e.g. storage), with no regular freight operations currently underway.

ACTION # 63 (ONGOING): ESR to provide summary of holistic precinct wide noise audit at next CCC

Response: Noise Monitoring report required under condition B140A (SSD 7709) has been completed and submitted to DPHI. This will soon be made available on the MIP website.

WD-ESR: Confirmed that the annual B140A noise monitoring report has been completed and submitted to DPHI. A supplementary technical memo is being prepared by the project's acoustic consultant to assess specific noise complaints recorded between November 2025 and present, with completion anticipated in early June 2026.

EN: Raised concern regarding how noise criteria are applied across different precinct stages and approval conditions, and requested a clearer explanation of how thresholds and reporting are rationalised across the site

WD-ESR: Confirmed this forms part of ongoing work to consolidate and clarify noise monitoring and reporting across the precinct, including alignment of criteria where multiple consents apply.

ACTION # 63 (updated): Noise Audit report to be shared with CCC (once available).

ACTION # 69: Precinct Partners to share a 12-month planner/ schedule of all statutory precinct auditing and compliance audits and reporting once available.

EN: Notes for the noise audit report should be testing where exceedances are found.

NM-CUP: introduces Dan Rielly from LCC.

ACTION #64 (CLOSED): CUP to share TfNSW M5 Westbound visualisation video with CCC members once released publicly.

Response: Actioned with finalisation of minutes, issued to CCC members on 01.04.26.

ACTION #65: (ONGOING) ESR to follow up on outstanding Woolworths lighting issues, and Qube to follow up on truck reader lighting at night complaint.

Response BL-ESR: Woolworths lighting issues are being investigated in coordination with the ESR asset management team. Mitigation measures under review include sensor activation, shielding and verification of compliance with approved lighting design. It was noted that further assessment of luminaire compliance and potential use of diffusers is underway to minimise impacts to nearby receivers.

Response SB: Truck reader lighting is being assessed following a site visit, with screening and mitigation options currently under investigation.

MB: Queried whether operational activities at Woolworths are generating any measurable noise impacts.

Response WD-ESR: Confirmed that monitoring is typically undertaken against overall noise levels rather than isolating specific sources or locations, and that current assessments are being considered within broader precinct noise monitoring frameworks.

Status: Ongoing. Investigations underway by ESR and Qube.

ACTION # 66: (CLOSED) ESR to confirm regulatory reporting obligations to EPA (AQM3) for air quality exceedances and provide written clarification.

Response: Response to this action will be provided as part of a general overview of truck movements and air quality included as part of ESR's general precinct update in agenda item part 5.

JT: Enquired what the triggers were for reporting exceedances and escalation. Asked if exceedances are actually being reported and noted he did not think exceedances have been reported properly.

WD-ESR: Noted concern raised. Noted he was still familiarising himself with reporting requirements, being a new member of the committee. Confirmed he had reviewed all 'operational plans' required by the consent conditions for the precinct. Construction plans are the next.

4.0 Qube update

SB-Qube: Provided an overview of terminal operations:

- IMEX terminal operating (~300,000 TEU/year)
- 5–7 trains per day
- Interstate terminal is ready for operations, it just has no current active customers at present

EN: Asked why TEU limit of 250,000 (initial approval) has increased to 350,000? Noted committee was not alerted to any revised proposal or application. Asked where this revised allowance has been published.

Response: SB-Qube: Confirmed 500,000 TEU is the new approval allowance.

ACTION #70: Qube to provide committee members with clarification on TEU capacity increase process and available approval documentation.

EN: Sought clarification on consent conditions relating to interchangeability between IMEX and interstate operations (MPE and MPW) total warehousing limit (850,00sqm).

Response SB-Qube (supported by WO-NI): Confirmed that approvals apply separately to IMEX and interstate terminals via State environmental planning policies (SEPP) and cannot be combined beyond approved limits, noting operational flexibility exists within those constraints.

EN: Queried operational use of the interstate terminal, including current practice of trains being stored without active freight operations, and how this aligns with consent conditions. Questioned in what capacity Woolworths trains were undertaking their activities within the Interstate terminal.

Response (SB-Qube): Advised that future container movement between IMEX and warehouse facilities will occur via internal movements, including crossings over the rail alignment, once the precinct is fully operational.

5.0 ESR update

Vehicle movement update:

BL-ESR:

- Approved capacity ≈ 10,800 heavy vehicles/day
- Current ≈ 2,200/day (~20%)

EN: Asked who the traffic consultant would be for the independent traffic audit once capacity reaches 25%. Enquired if traffic movement monitors were located on the East side of the precinct

Response: BL-ESR: Confirmed that traffic reporting is undertaken by an independent consultant that has not worked on the project previously. Ason is engaged to undertake the general operational traffic monitoring across the precinct.

EN: Notes that the Operational Management Plan (OTMP) requires per warehouse traffic reporting as well as how many trucks leave the terminal and the site. Eric to provide reference to Precinct Partners.

EN: Queried monitoring approach and consent limits and raised an alternative interpretation of approved traffic limits, noting a potentially lower allowable capacity than currently reported. Advised this position would be provided to the project team separately within a detailed recorded presentation.

Response: The project team noted that interpretation of consent limits and traffic capacity would be addressed through appropriate technical review processes outside of the CCC forum.

Response BL-ESR: Monitoring is undertaken via traffic counters located across the precinct, with an independent traffic audit required once operational thresholds reach 25% of approved capacity.

MB: Noted Moorebank Ave was originally planned to go through Glenfield, through defense site. Now every vehicle is travelling through up to Campbelltown Road. Provides overview of precinct history from 1998, noting residents have lost out.

Air quality and governance

WD-ESR: Environmental Management Plan governs responsibilities. Multiple entities operate under coordinated framework. CCC members sought clarification on governance arrangements and accountability across multiple precinct partners.

Response: WD-ESR: Referred to the overarching precinct Environmental Management Plan as the primary plan that sits above every other management plan. This plan dictated responsibilities across precinct. Noted Logos was previous head of the precinct. Working through the legalities on who is responsible for what across the precinct.

Noted that there could be 3 separate CCC's as per the conditions but have been consolidated for more holistic governance.

WO-NI: Noted the Moorebank Avenue Re-alignments works (MAR) was brought into MIP CCC (did not need to be) for a more holistic CCC process.

EN: Queried accountability across multiple operators and proposed real-time monitoring for truck movements (similar to rail logger).

Response: The suggestion of real-time monitoring systems (similar to existing rail operation loggers) was noted for further consideration by the project team.

6.0

National Intermodal Update

WO-NI: provided an Overview of Moorebank Avenue works:

- All work currently remains offline (no change to traffic / access)
- Earthworks almost complete on Defense Joint Logistics Unit (DJLU) entry
- Completion of the Anzac Creek Culvert
- DURs revegetation commenced
- Expect to see more significant progress over next few months
- No MARW enquiries or complaints in last quarter.
- Talks through various site photos

MB / EN: Queried staging and long-term traffic implications; concerns regarding road network capacity. Location of new road.

Response WO-NI: Works designed to align with approved planning framework and minimise disruption.

	EN: Noted community has been told no trucks will be able to go via Cambridge Avenue? WO: Confirmed this point noting it's a condition of Approval. With the exception of trucks for construction, transferring material to Glenfield Waste Facility. EN: Queried the future right hand turn access arrangements to MIP site (currently at Piccolo Me site) once Moorebank Avenue realignment is completed. WO: Public vehicles and MPE Operational vehicles (accessing the MPE site from the north and east) would continue around the precinct as the road curves at the north, there would be no signals at this location and the transition from the existing Moorebank Avenue would be relatively seamless.
7.0	Quarterly environmental update WD-ESR: Provided a summary of environmental monitoring and reporting activities for the past quarter, including upcoming works and compliance reporting. Members were advised that relevant reports and compliance documentation are available via the project website.
8.0	Project enquiries/complaints and website updates NM-CUP: Provided a summary of complaint categories received throughout last quarter. Most recent issues include noise, lighting and road maintenance. NM-CUP: provided a summary of website updates and document uploads throughout last quarter.
9.0	Community member questions and any other business <u>Governance</u> CCC members sought clarification on governance and accountability across multiple precinct partners. DW: Requested updated diagram showing responsibility across project partners. Response WD-ESR: Confirmed that roles and responsibilities are defined within the Environmental Management Plan, with coordinated response protocols across all project partners. ACTION #71: Project team will provide updated governance/responsibility diagram. Reference to the overarching precinct Environmental Management Plan. <u>CCC membership</u> EN: Raised interest in additional CCC members. Response: EOI process to be reviewed by Precinct Partners. <u>Traffic monitoring</u> EN: Queried if ASON (consultant preparing the biannual traffic report) only have external monitoring equipment tools and cameras (entry gates) or do they also monitor internally (warehousing)? ACTION #72: ESR to confirm location of ASON's monitoring equipment tools and cameras to confirm if both external and interna; (warehousing) truck movements are being monitored. Response: To be clarified.
10.0	Next meeting date and close The CCC: Agreed the next meeting will be held, Tuesday 8 September 2026 (6:00pm – 8:00pm) ACTION #73: CUP to scan signed copies of Terms of Reference and provide to Chair.

Meeting closed by the Chair at 7:50pm.

Moorebank Intermodal Precinct CCC – Meeting Action Log
Updated: 30 June 2026

	OPEN
	CLOSED

Item	Meeting date	Action details	Response
54	3 Dec 2025	Prepare truck movement data for next meeting including capacity vs allowable limits (ESR to liaise with ASON).	Closed – addressed via precinct traffic update at meeting #33 on 2 June 2026.
57	3 Dec 2025	NI to respond to Eric North’s requests regarding traffic generation and compliance.	Closed – information not available. Escalation pathway for acquiring further information on this matter was confirmed as DPHI at Meeting #33 on 2 June 2026.
59	2 Dec 2025	Provide a sample of hourly air quality data where AQM3 exceeded PM2.5 levels and review compliance reports.	Ongoing – 24-hour data provided to CCC members. Investigation into availability of hourly data is underway.
60	3 March 2026	Confirm escalation process for dispute resolution on issues outside CCC scope.	Closed – escalation process confirmed as DPHI in accordance with CCC Guidelines at meeting #33 on 2 June 2026.
61	3 March 2026	Update Terms of Reference with CCC Guidelines wording on external communications.	Closed – updated ToR issued and executed at meeting #33 on 2 June 2026.
62	3 March 2026	Qube to provide clarity on locomotive consent conditions (air quality, noise, continual improvement).	Closed – Qube confirmed adherence to consent conditions at meeting #33 on 2 June 2026.
63	3 March 2026	ESR to provide summary of precinct-wide noise audit.	Ongoing - Noise Audit Report required under condition B140A (SSD 7709) has been completed and submitted to DPHI. This will soon be made available on the MIP website. Noise Audit Report to be shared with CCC (once available).
64	3 March 2026	CUP to share TfNSW M5 Westbound visualisation video with CCC members.	Closed – issued with meeting minutes on 1 April 2026.
65	3 March 2026	ESR to follow up on Woolworths lighting and Qube to address truck reader lighting complaints.	Ongoing – Investigations underway by ESR and Qube. Woolworths lighting issues are being investigated in coordination with the ESR asset management team. Mitigation measures under review include sensor activation, shielding and verification of compliance with approved lighting design. It was noted that further assessment of luminaire compliance and potential use of diffusers is underway to minimise impacts to nearby receivers.

			Truck reader lighting is being assessed following a site visit (2 June 2026), with screening and mitigation options currently under investigation.
66	3 March 2026	ESR to confirm reporting obligations to EPA for air quality exceedances.	Closed – response incorporated into broader air quality review and reporting framework slides presented at meeting #33 on 2 June 2026.
67	2 June 2026	ESR to investigate availability of hourly air quality monitoring data (including November 2021 to November 2023 period referenced by CCC members) and provide to the CCC where available.	Open (New)
68	2 June 2026	Chair recommends a dedicated briefing session, as an extraordinary meeting outside the formal CCC quarterly meeting to discuss air quality specific issues. To be attended by air quality consultant.	Open (New)
69	2 June 2026	Precinct Partners to share a 12-month planner/ schedule of all statutory precinct auditing and compliance audits and reporting once available.	Open (New)
70	2 June 2026	Qube to provide committee members with clarification on TEU capacity increase process and available approval documentation.	Open (New)
71	2 June 2026	Project team will provide updated governance/responsibility diagram. Reference to the overarching precinct Environmental Management Plan.	Open (New)
72	2 June 2026	ESR to confirm location of ASON's monitoring equipment tools and cameras to confirm if both external and internal; (warehousing) truck movements are being monitored.	Open (New)
73	2 June 2026	CUP to scan signed copies of Terms of Reference and provide to Chair.	Open (New)