

MINUTES | Community Consultative Committee

MEETING No. 34 | FINAL

Meeting	Moorebank Intermodal Precinct, Community Consultative Committee Meeting No. 34	
Date/Time	8 September 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) • Eric North (EN) • Diane Wills (DW)	MIP Project Team: • Brendon Lucas (ESR) (BL) • Will Dwyer (ESR) (WD) • Mellissa Karapalevski (ESR) (MK) • Carla Trainor (NI) (CT) • Westley Owers (NI) (WO) • Ross Hornsey CUP (RH) • Joseph Wey (CUP) (JW) • Simon Barney (Qube) (SB)
Apologies	• Michael Russell (MR) • Michael Byrne (MB) • Dan Riley (DR) • Anna Paton (CUP) (AP)	

Item	Description
1.0	Welcome and introductions • Chair: Opened the meeting, confirmed audio/visual arrangements, and welcomed attendees.
2.0	Community member questions The Chair referred to the community member questions submitted prior to the meeting, including matters relating to CCC membership arrangements. In response to questions from community members, the Chair confirmed that: • Under the CCC Terms of Reference, the decision to commence an Expression of Interest (EOI) process for additional community representatives rests with the Chair. • The CCC is currently operating effectively with six community representatives, although the Terms of Reference allow up to seven representatives. • Interested community members may contact the Chair or Secretariat and would be advised should a future EOI process be undertaken. RH-CUP confirmed that: • Community representatives must be appointed through an open EOI process in accordance with the Terms of Reference.

	Discussion relating to Moorebank Avenue connectivity and bushfire management continued under Items 9.0 and 6.0 respectively.
3.0	Minutes and actions from previous meetings <u>Action #68 (CLOSED): Chair recommends a dedicated briefing session, as an extraordinary meeting outside the formal CCC quarterly meeting to discuss air quality specific issues.</u> Response: The Air Quality Information Session was held on 19 August 2026. Presentation slides were subsequently distributed to CCC members. CCC Members noted the session was useful and provided an opportunity to ask more detailed questions regarding air quality monitoring and reporting. Status: Closed. ----- <u>Action #65 (CLOSED): ESR to follow up on outstanding Woolworths lighting issues, and Qube to follow up on truck reader lighting at night complaint.</u> Response: ESR confirmed motion sensors have been installed on Woolworths access stairs and that external lighting has been reviewed to minimise impacts on nearby residents. Qube confirmed works had been completed to reduce truck reader lighting intensity. Status: Closed. ----- <u>Action #67 (CLOSED): 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.</u> Response BL-ESR: Confirmed the matter had been discussed during the Air Quality Information Session. Air quality is monitored continuously; however, reporting relies on validated data and longer-term averages, which provide a more meaningful assessment of compliance and environmental performance. Status: Closed. ----- <u>Action #70 (CLOSED): Qube to provide clarification on TEU capacity increase process and available approval documentation.</u> Response: In response to questions from community members, Qube confirmed that: • The increase to 500,000 TEU was approved through a Complying Development Certificate (CDC) process. • A Traffic Certificate formed part of the approval process and assessed consistency with the approved concept traffic envelope. • No additional traffic modelling was required as the proposal remained within approved traffic limits. Status: Closed. ----- <u>Action #73 (CLOSED): Position on EOI for an additional community representative on the CCC.</u> Response: The Chair confirmed that the CCC is currently operating effectively with six community representatives, although the Terms of Reference allow up to seven representatives. Community representatives must be appointed through an open Expression of Interest process. Status: Closed. -----

Action #63 (CLOSED): ESR to provide summary of holistic precinct-wide noise audit.

Response: ESR confirmed the annual B140A Noise Monitoring Report has been completed and submitted to DPHI. A supplementary acoustic assessment of noise complaints received during the monitoring period has also been completed. A small number of exceedances were identified and are currently being reviewed with DPHI, with mitigation measures being considered where appropriate.

Status: Closed.

Action #69 (OPEN): Precinct Partners to share a 12-month planner / schedule of statutory auditing, compliance audits and reporting.

Response BL-ESR: ESR advised the compliance monitoring and reporting program is currently under review and a revised version suitable for the CCC is being prepared for distribution.

Chair: Requested an indication of likely timing.

Response BL-ESR: Advised the schedule is expected to be finalised and distributed in the near future.

Status: Open.

Action #71 (CLOSED): ESR to provide updated governance/responsibility diagram and reference to the overarching Precinct Environmental Management Plan.

Response BL-ESR: ESR presented the updated governance and responsibility diagram. Community members were advised that:

- Qube is responsible for terminal assets and rail operations.
- ESR is responsible for warehouse development, asset management and estate management functions.
- National Intermodal is responsible for enabling infrastructure works, biodiversity management and the Moorebank Avenue Realignment Works.
- CUP provides community engagement and secretariat support services for the CCC.

The project team confirmed that representation from multiple project partners allows questions to be addressed directly by the relevant subject matter representatives.

Status: Closed.

Action #72 (CLOSED): Confirm location of ASON monitoring equipment and cameras and whether monitoring captures both external and internal warehouse truck movements.

Response BL-ESR: Confirmed that:

- Monitoring requirements apply to operational vehicle movements entering and exiting the precinct, rather than individual warehouse access points.
- Traffic monitoring locations include monitoring points associated with the MPE warehouse precinct, IMEX terminal, MPW interstate terminal and Bushmaster Avenue access.
- Monitoring of public roads outside the precinct is not required under project approvals.
- Additional operational and logistics information is collected through existing reporting processes.

Status: Closed.

4.0 Qube update

SB-Qube: Qube provided an overview of current operations and construction activities across the precinct, including ongoing works within the central corridor and continued operation of the IMEX and interstate terminals.

In response to questions from community members, Qube confirmed that:

- The rail refuelling facility uses above-ground self-bunded diesel storage tanks and includes three locomotive refuelling stands.
- Rail operations occur 24 hours per day, with train movements varying according to operational requirements.
- A two-way at-grade freight crossing is proposed between the IMEX terminal and western warehouse precinct to facilitate internal freight movements and minimise reliance on the public road network.

5.0 ESR Update

BL-ESR: ESR provided an update on current construction activities across the precinct.

KMART Warehouse (S4)

BL-ESR: ESR confirmed construction remains underway, with external concrete works substantially complete and internal fit-out progressing. Practical completion remains targeted for Q4 2026, with operations anticipated to commence following tenant commissioning activities in mid-2027.

Moorebank Avenue Upgrade Works (MAUW)

BL-ESR: ESR provided an update on the Moorebank Avenue Upgrade Works, including construction of OSD10, precinct access reconfiguration and tie-in works associated with the Moorebank Avenue Realignment.

In response to questions from community members, ESR confirmed that:

- Retail-related land uses remain approved within the area surrounding the current Piccolo Me location and future planning remains under consideration.
- Access arrangements associated with any proposed Freight Village development will be serviced from the realigned Moorebank Avenue.

6.0 National Intermodal Update

WO-NI: Provided an overview of the recent Community Agreement process undertaken to support additional weekday construction hours associated with the Moorebank Avenue Realignment Works.

National Intermodal confirmed that:

- Consultation included direct notifications and door-knocking activities.
- A total of 158 responses were received from potentially affected residents.
- Ninety-three per cent of respondents indicated no objection to the proposal.
- The EPA subsequently approved the extended construction hours.

CT-NI: Provided update on progress of the Moorebank Avenue Realignment Works across the northern, central and southern construction zones.

In response to questions from community members, National Intermodal confirmed that:

- Fauna fencing will be installed following completion of construction activities.
 - The Anzac Creek culvert incorporates dedicated fauna migration cells to support wildlife movement.
 - Bushfire management measures include asset protection zones, vegetation management, fire trail upgrades, emergency response planning and access to firefighting infrastructure.
- Consultation with relevant fire authorities has occurred throughout planning and approval processes.

Community members raised bushfire management and emergency response matters associated with the surrounding biodiversity lands. National Intermodal acknowledged these concerns and advised that further information would be provided where available.

7.0	Quarterly environmental update BL-ESR: Provided a summary of environmental management activities undertaken since the previous meeting across MPE, MPW and the Moorebank Avenue Realignment project, together with a three-month construction lookahead. In response to questions from community members, ESR and National Intermodal confirmed that: • Acoustic monitoring will be undertaken following completion of southern warehouse development to determine any future noise mitigation requirements. • Current planning arrangements do not preclude future pedestrian connectivity opportunities between Casula and the precinct. • Any future connectivity infrastructure would need to be considered alongside operational, environmental and precinct planning requirements. Community members raised matters relating to river connectivity and future pedestrian access opportunities.
8.0	Project enquiries/complaints and website updates RH-CUP: A summary of project enquiries, complaints and website updates received since the previous CCC meeting was provided. Key themes included: • Roadway complaints relating to potholes and vehicle damage. • Requests for project information and compliance reporting. • A limited number of operational and construction noise enquiries and complaints. The committee was advised that project information, newsletters, registers and CCC materials continue to be published on the project website.
9.0	Any other business Community members raised concerns regarding: • Future capacity of Moorebank Avenue. • Broader road network connectivity. • Timing of future southern road connections. • Construction vehicle compliance with approved haulage routes. In response to questions from community members, National Intermodal, ESR and Qube confirmed that: • The Moorebank Avenue Realignment has been designed to accommodate a future four-lane carriageway (south of the Moorebank Precinct East) should additional capacity be installed by TfNSW . • Project traffic monitoring is undertaken at designated precinct access points in accordance with approval requirements and does not monitor all traffic using Moorebank Avenue. • Project-generated freight traffic remains subject to approved routing requirements. • Construction traffic is required to utilise approved haulage routes. In response to questions raised by community members regarding the status and timing of the Cambridge Avenue Upgrade projects, the project team advised that enquiries had been directed to Transport for NSW following the meeting. Transport for NSW subsequently confirmed that: • The Cambridge Avenue Upgrade (Hume Highway to Glenfield Waste Facility) project remains subject to the attached community update. • The Cambridge Avenue project (east of the Glenfield Waste Facility to the Moorebank Intermodal Precinct) remains unchanged, with no update to the current project status.

	The project team noted that these projects are not part of the Moorebank Intermodal Precinct; however, the enquiry has been responded to by the Precinct Partners in good faith s. Any further questions regarding the Cambridge Avenue Upgrade projects should be directed to Transport for NSW. Community members also suggested that future correspondence include direct hyperlinks to relevant management plans and project documentation to improve accessibility of information.
10.0	Next meeting date and close The CCC: Agreed the next meeting will be held on Tuesday, 1 December 2026, from 6:00pm to 8:00pm at the MIP Sales Suite and via Microsoft Teams. Meeting closed by the Chair at 7:27pm.

Moorebank Intermodal Precinct CCC – Meeting Action Log

Updated: 15 September 2026

	OPEN
	CLOSED

Item	Meeting date	Action details	Response
73	2 June 2026	Position on EOI for an additional community representative on the CCC.	Closed – Chair confirmed that, whilst the Terms of Reference permit up to seven community representatives, the committee is currently operating effectively with six members. Community representatives must be appointed through an open Expression of Interest process in accordance with the Terms of Reference.
72	2 June 2026	ESR to confirm location of ASON's monitoring equipment tools and cameras and confirm whether both external and internal (warehousing) truck movements are monitored.	Closed – Monitoring requirements apply to operational vehicle movements entering and exiting the precinct, rather than individual warehouse access points. Traffic monitoring locations were presented and include monitoring points associated with the MPE warehouse precinct, IMEX terminal, MPW interstate terminal and Bushmaster Avenue access
71	2 June 2026	Project team will provide updated governance/responsibility diagram. Reference to the overarching Precinct Environmental Management Plan.	Closed – Updated governance and responsibility diagram presented. Members were advised that Qube is responsible for terminal assets and rail operations, ESR for warehouse development, asset management and estate management functions, and National Intermodal for enabling infrastructure works, biodiversity management and rail access functions. CUP manages community engagement, enquiries and secretariat support for the CCC.
70	2 June 2026	Qube to provide committee members with clarification on TEU capacity increase process and available approval documentation.	Closed – Qube confirmed that the increase to 500,000 TEU was approved through a Complying Development Certificate (CDC) process. A Traffic Certificate was required as part of that process, which assessed whether the revised throughput remained within the traffic volumes approved under the original concept approval.
69	2 June 2026	Precinct Partners to share a 12-month planner / schedule of statutory auditing, compliance audits and reporting.	Ongoing – Compliance monitoring and reporting program is currently under review. A revised version suitable for the CCC is

			being prepared and is expected to be provided shortly.
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.	Closed – The Air Quality Information Session was held on 19 August 2026. Presentation slides were subsequently distributed to CCC members. Members noted the session was useful and provided an opportunity to ask more detailed questions regarding air quality monitoring and reporting.
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.	Closed – The matter was discussed during the Air Quality Information Session. Air quality is monitored continuously; however, reporting relies on validated data and longer-term averages, which provide a more meaningful assessment of compliance and environmental performance.
65	3 March 2026	ESR to follow up on Woolworths lighting and Qube to address truck reader lighting complaints.	Closed – Motion sensors have been installed on Woolworths access stairs so lights only activate when required. ESR has also engaged a consultant to inspect external lighting and ensure lighting is directed appropriately to minimise impacts on nearby residents. Qube confirmed works had been completed to reduce truck reader lighting intensity.
63	3 March 2026	ESR to provide summary of precinct-wide noise audit.	Closed – Annual B140A Noise Monitoring Report has been completed and submitted to DPHI. A supplementary acoustic technical memorandum assessing specific noise complaints received during the monitoring period has also been completed. A small number of exceedances were identified and are currently being reviewed with DPHI. Mitigation measures are being considered and implemented where appropriate