

Quarterly Report: Q1 2026

Urban Design Development Report

Moorebank Precinct West Stage 2

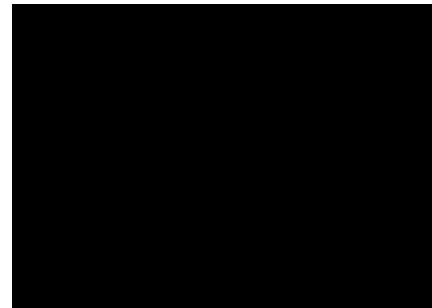


Moorebank Intermodal Precinct West Stage 2

SSD 7709

UDDR Quarterly Report – Q1 2026

Author(s)	[REDACTED]
Checker	[REDACTED]
Approver	[REDACTED]
Report No	J001993260520.02
Date	20/05/2026
Revision	02



© Copyright 2026 ESR Australia & NZ. The concepts and information contained in this document are the property of ESR Australia & NZ. Use or copying of this document in whole or in part without the written permission of ESR constitutes an infringement of copyright. Limitation: This report has been prepared on behalf of, and for the exclusive use of ESR's Client, and is subject to, and issued in accordance with, the provisions of the contract between ESR and the Client. ESR accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Limitations on use and reliance

Aspect Environmental Pty Ltd has prepared this report solely for the use of the Client and those parties with whom a warranty / end-user agreement or licence has been executed, or with whom an assignment has been agreed. Should any third party wish to use or rely upon the contents of the report, written approval must be sought from Aspect Environmental Pty Ltd; a charge may be levied against such approval.

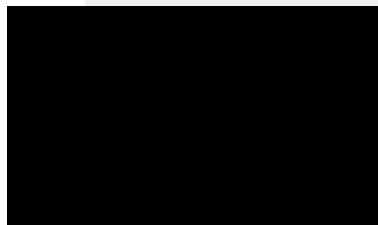
Aspect Environmental Pty Ltd accepts no responsibility or liability for:

- a) the consequences of this document being used for any purpose or project other than for which it was commissioned, and*
- b) the use of, or reliance on, this document by any third party with whom an agreement has not been formally executed.*

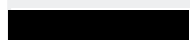
The work undertaken to provide the basis of this report comprised a study of available documented information from a variety of sources (including the Client).

Should additional information become available which may affect the opinions expressed in this report, Aspect Environmental Pty Ltd reserves the right to review such information and, if warranted, to modify the opinions accordingly.

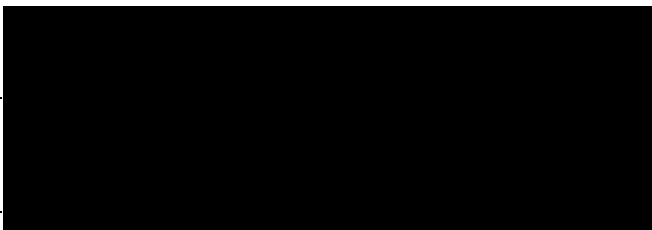
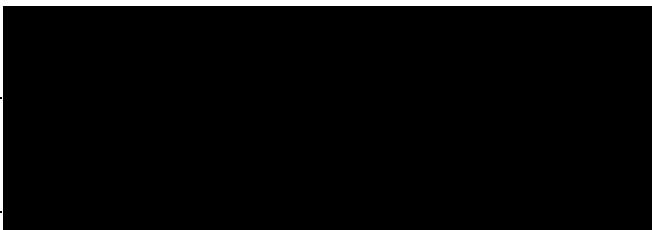
Author Details

Author(s)	Qualifications and Experience
	BEnvSc 3 year experience in environmental assessment and management across a variety of projects, including State significant development and Commonwealth approvals.
	BEnvSc (Hons1), GradCert EnvPI  has over 17 years' experience in environmental planning, assessment and management across private and public sectors.

Approver Details

Approver	Qualifications and Experience
	BSc; Dip. Law 30+ years environmental planning, assessment and management including 15 years public sector; 18 years consulting (water/ resources/ energy/ industrial/ infrastructure).

Revisions

Revision	Date	Description	Prepared by	Approved by
01	19/05/2026	Draft for Client review		
02	20/05/2026	Final		

Acronyms and Definitions

Acronym / Term	Meaning
AEP	Annual exceedance probability
Albedo	The amount of the light hitting a surface that it reflects back. Described in percentages or on a scale from 0 to 1.
B2 Plan	Plan required by MPW Stage 2 CoC B2
CoC	Condition(s) of consent
DPHI	Department of Planning, Housing and Infrastructure
ESR	ESR Australia and NZ
INTS	Interstate Rail Terminal
LOGOS	LOGOS Pty Ltd
MAAI	Moorebank Avenue and Anzac Road Intersection
MIP	Moorebank Intermodal Precinct
MoNDC	Moorebank National Distribution Centre
MoRDC	Moorebank Regional Distribution Centre
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
OSD	On-site detention basin
RLDD	Revised landscape design drawings
SDDR	Stormwater Development Design Report
SIMTA	Sydney Intermodal Terminal Alliance. SIMTA owned the MIP site prior to ESR
SSD	State significant development
SSD 7709	MPW Stage 2
The Development	The MPW Stage 2 Development
UDDR	Urban Design Development Report (Reid Campbell, September 2022)
UHIMS	Urban Heat Island Mitigation Strategy
WSUD	Water sensitive urban design

Table of Contents

Acronyms and Definitions	5
List of Tables.....	6
1. Introduction	7
1.1. Moorebank Intermodal Precinct	7
1.2. The MPW Stage 2 Development.....	7
1.3. Approved Urban Design Development Report	7
1.4. Scope and Purpose	8
1.5. Reporting Period.....	8
2. UDDR Strategy Implementation	9
2.1. Warehouse Status During Reporting Period	9
2.2. Rail Terminal Status	9
2.3. Status of UDDR Implementation.....	9
3. Conclusion.....	33
Appendix A. Evidence of Implementation	34
Appendix B. BlueScope Steel Warranty	35
Appendix C. Lighting Certifications.....	36
Appendix D. N1, N2 and MoNDC / MoRDC Bicycle Parking Plans (For Construction).....	37
Appendix E. Landscape Masterplan.....	38
Appendix F. CARAS Fill Register for Q4 2024.....	39
Appendix G. Waste Monitoring	40
Appendix H. Reuse of Materials.....	41
Appendix I. Energy Efficiency.....	42
Appendix J. Northern Area of MPW Stage 2 Site Plan.....	43

List of Tables

Table 1-1 – UDDR Conditional approval requirements (11 September 2021)	8
Table 2-1 – Operational status of warehouses	9
Table 2-2 – Status of UDDR Implementation.....	10

1. Introduction

1.1. Moorebank Intermodal Precinct

The Moorebank Precinct East (MPE) and Moorebank Precinct West (MPW) Developments are being developed as part of the broader Moorebank Intermodal Precinct (MIP), operated by ESR Australia & NZ (ESR) (formerly LOGOS Pty Ltd (LOGOS)). When completed, the MIP will move 1.05 million shipping containers annually. It will also feature Australia's largest purpose-built warehouse and distribution precinct, serviced by automated technology which will see driverless shuttle carriers collect and transport containers around the precinct to be processed, unpacked and stored on site or distributed in smaller consignments.

Construction and operation activities are currently underway across the MIP, for both the MPE and MPW Developments.

1.2. The MPW Stage 2 Development

The approval for the construction and operation of the MPW Stage 2 Development (SSD 7709), which comprises the second stage of the Development under the MPW Concept Approval (SSD 5066), was received in November 2019.

The MPW Stage 2 Development (the Development) involves the construction and operation of a multi-purpose intermodal (freight) terminal facility, rail link connection, warehousing, freight village, and upgrades to the Moorebank Avenue and Anzac Road intersection and the subdivision of site including ancillary works.

Notification of commencement of MPW Stage 2 operations was provided to the Department of Planning, Housing and Infrastructure (DPHI) on 27 May, 2024. ESR subsequently advised DPHI that actual commencement of operations occurred on 1 August, 2024 (*Independent audit – Operations; MPW Stage 2*, WolfPeak Group P/L, September, 2025). Since then, completed warehouses have progressively commenced operations.

1.3. Approved Urban Design Development Report

CoC B52 of the MPW Stage 2 Development Consent states that an Urban Design Development Report (UDDR) and associated drawings must be submitted to the Planning Secretary for approval prior to commencement of relevant permanent built surface works and/or landscaping.

The UDDR aims to establish a set of detailed objectives to create a facility that is efficient in its intended operations and provides for local and regional amenities. It incorporates ecologically sustainable design initiatives, water sensitive urban design (WSUD) including water storage and reuse, urban heat island mitigation strategies, landscape design sympathetic to the surrounding vegetation and passive and active measures employed in the design of buildings and logistic operations.

The Planning Secretary approved the latest version of the UDDR (Revision 7, dated September 2022) and associated drawings on the 27 September 2023.

1.4. Scope and Purpose

As part of the UDDR Revision 5 approval (12 August, 2020), the Planning Secretary included a requirement to provide quarterly progress updates on the implementation of UDDR strategies under CoC B48, B49, B58, B75, B76, B77, B78, B80 and B81 until all design aspects of the MPW Stage 2 Development are successfully implemented.

This UDDR Quarterly Report provides the Q1 2026 progress update on the implementation of UDDR strategies under the above-mentioned MPW Stage 2 CoC.

In the UDDR Revision 6 approval letter (11 September, 2021), the Planning Secretary included a number of additional conditions to be satisfied. These conditions are addressed below in Table 1-1.

Table 1-1 – UDDR Conditional approval requirements (11 September 2021)

Condition	Response
The UDDR includes 122 bicycle spaces for 1318 car spaces. You are reminded to provide 1 staff bicycle space per 10 staff (or 1 per 10 spaces if. The staff numbers are undetermined), in accordance with Condition B62(a)	Table 2-2 of this report provides the compliance of operational elements of the Development against this condition. These details will continue to be updated each quarter as additional warehouse and freight village facilities become operational.
Section 3.3 of the UDDR seeks variation under B63(a) to allow for construction within the required 18m setback from Moorebank Avenue. This variation can only be approved once the design for the Moorebank Avenue / Anzac Road intersection has been finalised.	The current Development design achieves the required setbacks under Condition B63(a) and no variation is sought from the Planning Minister. This matter was reported as being closed in the Q4 2024 quarterly update report, which was approved by DPHI 16/05/2025.
A plan of the northern area of MPW Stage 2 (emergency truck holding area and truck queueing) at the required 1:1000 @ A1 scale has not been provided. Please provide to the Department for information.	Watson Young have provided a 1:1000 @ A1 scale site plan of the northern area of MPW Stage 2 (Appendix J). This plan was included as part of the Q2 2025 quarterly update report and subsequently acknowledged by DPHI on 29/08/2025. This matter is considered addressed and closed.

Table 2-2 provides further details in relation to the implementation of the UDDR.

1.5. Reporting Period

This UDDR Quarterly Report covers the reporting period from 1 January 2026 to 31 March 2026.

2. UDDR Strategy Implementation

This section describes the current operational status of MPW Stage 2 including the warehouses and the Interstate Rail Terminal (INTS). It also reports on the implementation of strategies under the UDDR for the Precinct.

2.1. Warehouse Status During Reporting Period

Table 2-1 shows the operational status of warehouses.

Table 2-1 – Operational status of warehouses

Warehouse	Operational Status
Warehouse N1 – Maersk	Operational
Warehouse N2 – Sydney Tools	Operational
Warehouse N3 – TBA	Not operating - under construction
Warehouse N4 – TBA	Not operating - under construction
Warehouse 5 –Primary Connect – Moorebank Regional Distribution Centre (MoRDC)	Operational
Warehouse 6 –Primary Connect – Moorebank National Distribution Centre (MoNDC)	Operational

2.2. Rail Terminal Status

The INTS commenced operations during the Q2 2025 reporting period on May 27, 2025.

2.3. Status of UDDR Implementation

A review of the relevant CoC identified within the approved UDDR, the strategies for addressing each CoC, and the implementation status is provided in Table 2-2. This table shows the progress made during this quarter along with a status of either 'completion' or 'still in progress'. For progress made during previous quarters please see the relevant past reports.

Evidence of implementation is provided in Appendix A.

Table 2-2 – Status of UDDR Implementation

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
B48	The Development must be designed and operated to meet Urban Heat Island Mitigation principles and to achieve a 4C degree decrease in temperature compared to neighbouring industrial developments by including measures such as:	Section 2.2 of the UDDR addresses all of the Urban Heat Island Mitigation principles. The 'Urban Heat Island Mitigation Strategy' (UHIMS) prepared by SIMTA covering the MPW Stage 2 Precinct provides further detail about how cooling is intended to be achieved. Part 2 of the UDDR has UHIMS modelling and a UHIMS report. Appendix 4.4, a UHIMS report by Integral Group, found that cooling of 4C degree was able to be achieved.	*See comments below		
	(a) WSUD elements such as wetlands;	Section 3.9 of the UDDR identifies the following strategies for WSUD within MPW Stage 2 (this is supported by the Stormwater Development Design Report (SDDR) (Rev C, 29/04/2020, Costin Roe): - limiting post-development flow to pre-development flows by implementing a series of detention tanks and open basins sized for the 1:100 Average Recurrence Interval storm event - achieving water quality and pollution reduction through implementation of a treatment train including gross pollutant	WSUD elements are progressively being implemented in accordance with the latest approved SDDR (Rev C, 29/04/2020, Costin Roe), through on-site detention (OSD) basins, overland flow paths, and rainwater tanks. Post-development flow has been limited by the implementation of OSD basins (Appendix A, Figures 1 to 7). The SDDR identifies warehouse finished floor levels should be above 1% AEP flood level. Operational warehouse finished floor levels are listed below and comply with this requirement: - N1 – 17 mRL - N2 – 17.1 mRL - MoNDC 17.0 mRL		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		traps and bio-retention systems, including within the OSD basins - managing flood flow events by locating infrastructure 500mm above the 1% annual exceedance probability (AEP) flood level and providing overland flow paths - rainwater reuse tanks included for each warehouse, freight village and IMT. Rainwater to meet demand for irrigation, internal non-potable uses & container washdown facility - landscape design would be integrated into the stormwater system and drainage infrastructure to improve visual amenity.	- MoRDC 17.0 mRL. Rainwater tanks have been installed to date at Warehouses N1, N2, MoNDC and MoRDC (Appendix A, Figure 8). MitCo have advised that rainwater tanks for the INTS terminal office will be installed as part of the terminal office construction. Construction of the terminal office and associated rainwater tank did not commence during the reporting period. Landscaping has been integrated into the stormwater design at the following elements: - OSDs - Overland flow paths and stormwater drains See Appendix A (Figures 1 to 7). No additional WSUD elements were implemented during the reporting period. The progressive implementation of this strategy will be confirmed in future UDDR Quarterly Reports.		
	(b) shade tree planting;	Section 2.2 of the UDDR states that <i>the UHIMS addresses shade tree planting</i>. The UHIMS modelling on page 4 of the UDDR Part 2 states that <i>the MPW Precinct is to have 12% tree canopy shading based on a 1 per 30m² tree spacing method</i>.	Tree spacing of 1 per 30m² is required as part of the updated Development Layout Drawings (refer to CoC B2 Plan). A Landscaping Masterplan (GroundInk; 11 April, 2025) confirming the extent of progressive implementation of landscaping is provided in Appendix E. This plan will be updated as part of future UDDR quarterly reports, as landscaping implementation progresses.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			This plan includes identification of areas where shade tree planting has been implemented. Examples of shade tree planting have been provided in Appendix A (Figures 9 to 16). An update of the progress of shade tree planting, including evidence of vegetation mortality, has been provided in Appendix A (Figures 17 to 28). During Q3 2025, shade tree planting was undertaken along Moorebank Avenue and Anzac Road Intersection (MAAI). See Appendix A (Figure 26). This landscaping will be reflected in Appendix E in a future report. Upon inspection of the site for this Q1 2026 Quarterly Report, there was evidence of die off amongst shade tree plantings (see Figures 18 to 24 in Appendix A). Maintenance and management of landscaping areas is to be undertaken via implementation of the MPW Stage 2 Landscape Vegetation Management Plan (LVMP) (ESR, November 2024) – with particular reference to Table 3-1. The implementation of this strategy will continue to be reported on in future UDDR Quarterly Reports.		
	(c) vegetation ground cover;	Section 2.2 of the UDDR states the UHIMS addresses vegetation ground cover. The UHIMS modelling on Page 4 of Part 2 of the UDDR identifies that vegetation ground cover (including the	This report considers implementation of the UDDR within the bounds of the MPW Stage 2 site but excluding the conservation area. Appendix E provides a plan identifying areas that have been landscaped to date within the MPW Stage 2 footprint. These areas include ground		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		conservation area) has been designed to cover 22% of the site area.	cover. Examples of ground cover vegetation are provided in Appendix A (Figures 29 to 36). Figures 37 to 47 in Appendix A provide an update on the progress of this ground cover landscaping. Vegetation cover is progressively being implemented in accordance with the approved B2 Plan. During Q3 2025, vegetation ground cover was planted along MAAI. See Appendix A (Figure 34). Upon inspection of the site for the Q1 2026 Quarterly Report, there was evidence of mortality amongst vegetation ground cover plantings (see Figures 38 to 47 in Appendix A). Landscape plantings that are in poor health should be managed in accordance with Table 3-1 of the LVMP (ESR, 2024). The implementation of this strategy will be confirmed in future UDDR Quarterly Reports.		
	(d) use of 'cool' building and pavement materials (i.e. those with high reflectivity in the infrared spectrum); and	The UHIMS modelling in Section 4.4 of the UDDR Part 2 identifies that <i>all roofs are to be built with materials that have a cool-roof treatment (albedo of 0.65).</i>	Cool-roof treated building materials have been implemented for the roofing of Warehouses N1, N2, MoRDC and MoNDC. The BlueScope Steel Warranty Advice (BlueScope, 6/3/24) provides the types of cool roof treated materials utilised for Warehouse N1 and N2. Review of the product website indicates the selected material has a solar reflective index (equivalent to albedo) of 0.81 (see Appendix B). The external finishes schedule provided to the contractor for the construction of Warehouse MoNDC on 24/03/2023 shows that the finish on		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			the roof had an albedo of 0.81. This is consistent with the strategy identified in the UDDR. See Appendix B for more information. The BlueScope Steel Warranty Advice (BlueScope, 2/7/24) provides the type of cool roof finish for MoRDC. Solar albedo is 0.81 and satisfies this condition. See Appendix B for more information. MitCo have advised that this condition will be implemented as part of the terminal office construction. Construction did not commence during the reporting period. The continued implementation of this strategy will be confirmed in future UDDR Quarterly Reports.		
	(e) green roofs.	(e) green roofs were not included in design as they are not suitable for an industrial project.	Consistent with UDDR - not appropriate for the Development.		
B49	The Development must be designed and operated to meet ESD principles and include measures such as the following:	Section 2.3 of the UDDR addresses Ecologically Sustainable Development in detail.	*See comments below		
	(a) passive solar design;	Section 2.3 of the UDDR identifies that buildings will be orientated to facilitate solar power capture of the northern sun, designed to incorporate overhanging eaves and awnings, warehouses will utilise cross-ventilation.	Warehouse N1, N2, MoNDC and MoRDC have been constructed with an orientation facilitating the northern sun. They have also been constructed incorporating overhanging eaves and awnings and utilising cross ventilation. See Appendix A (Figures 50 to 52) for evidence of implementation. MitCo have advised that this condition will be implemented as part of the terminal office		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			construction. Construction did not commence during the reporting period. No additional implementation of this strategy occurred during the reporting period. This will continue to be implemented as the Development becomes progressively operational.		
	(b) use of energy efficient plant and equipment;	Section 2.3 of the UDDR states the use of energy efficient plant and equipment will be managed through plant and equipment being compliant with SIMTA's internal Environmental Management System's Plan. Section 2.3 also states that efficient plant and equipment will be addressed in more detail per tenant requirements.	Warehouses that are currently operational have implemented energy efficient plant and equipment in line with the MPW Stage 2 and Stage 3 Operational Environmental Management Plan (ESR, November 2024). Appendix I shows that energy efficient plant and equipment were being used in Warehouses MoRDC and MoNDC. Electric forklifts and high reach pallet runners are used in both warehouses. The remaining gas powered forklifts and high reach pallet runners are planned to be transitioned into electric powered ones. The tenants at both Warehouse N1 and N2 identified that they are only using electric forklifts for operations in the warehouse (see Appendix I). This will continue to be progressively implemented as the Development becomes operational.		
	(c) use of renewable energy sources;	Section 2.3 of the UDDR identifies that solar panels are to be installed on 30% of warehouse roof surface area, where feasible. It also aims for the solar panels to be visually unobtrusive.	Solar panels have been installed on approximately 30% of roof surface area on Warehouses N1, N2, MoNDC and MoRDC. See Appendix A (Figure 53) for evidence of implementation.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		Drawings PIWW-RCG-AR-DWG-0110-112 and JR-SK-A-9200 show approximately 30% rooftop solar panel coverage across the completed warehouses.	No additional implementation of this strategy occurred during the reporting period. The continued implementation of this strategy will be confirmed in future UDDR Quarterly Reports.		
	(d) cross-ventilation;	Section 2.3 of the UDDR states the strategy to provide cross ventilation is to promote open spaces between buildings, have permeable facades (through openings and vents) and to select orientation considerate of overall site layout.	Evidence of cross ventilation is provided in Appendix A (Figure 54) showing how the roller doors of operational warehouses include vents to allow for airflow. Warehouses N1, N2, MoNDC and MoRDC have roller doors with ventilation. Warehouses have been constructed so there is open space between them and have been orientated to promote airflow within this space from the prominent wind direction, see Appendix A (Figure 53). The prominent wind direction is west during spring, autumn and winter and east during summer (Construction Air Quality Management Plan, ESR, December 2024). No additional implementation of this strategy occurred during the reporting period. The implementation of this strategy will be confirmed in future UDDR Quarterly Reports.		
	(e) selection of materials with lower energy manufacturing requirements;	Section 2.3 of the UDDR states that the strategy to use lower energy manufactured materials is to reuse demolished materials as aggregate through a co-located concrete crushing plant; and to consider utilising low embodied energy materials where possible. The section	Reuse of aggregate material from the co-located crushing plant has been used for construction. The Development Environmental Protection Licence Annual Returns state that, for the years the plant was operating (2019 – 2022), the volume of material crushed for the purposes of onsite reuse ranged from 50,000 to 100,000 tonnes.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		states further that long span timber was considered for construction of the project but steel was chosen instead because of the scale and operational requirements of the Development.	Where possible, contractors have chosen lower energy embodied materials for construction. All the steel utilised for reinforcing concrete in MAAI upgrades and Bushmaster Avenue up to, and inclusive of, the roundabout, met Australian Reinforcing Company Green Star requirements (see Appendix H). Low embodied materials (i.e. steel, concrete, pavers and timber) were used during the construction of Warehouses MoNDC and MoRDC, see Appendix H. In line with the UDDR, steel has been used preferentially over timber because of the scale and operational requirements of the Development.		
	(f) use of locally sourced material to reduce impacts associated with transport	Section 2.3 of the UDDR states the strategy to use locally sourced fill material can be achieved through using local sources such as the WestConnex Projects about 20km away as opposed to the normal quarry sourced fill which is about 100km away.	As demonstrated by available fill importation records (Appendix F), fill material has been sourced from available local sources. These projects include the Metro West from locations around Sydney. Fill importation under MPW Stage 2 was completed in Q4 of 2024.		
	(g) rainwater capture and reuse;	Section 2.3 of the UDDR states that all buildings are to be fitted with water recycling and reuse tanks. It also states that stormwater collection on-site detention systems and overland flow paths will be implemented to mitigate localised flood as per	All warehouses that have been constructed have been fitted with a rainwater tank. See evidence of implementation in Appendix A (Figures 55 and 56). MitCo have advised that this condition will be implemented as part of the terminal office		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		engineer's specifications and requirements under the consent.	construction. Construction did not commence during the reporting period. On-site stormwater collection is facilitated by overland flow paths that discharge into OSD basins to mitigate the impact of flood events. See Appendix A (Figure 5). No additional implementation of this strategy occurred during the reporting period. This will be implemented as the Development becomes progressively operational.		
	(h) water efficient fixtures and fittings; and	Section 2.3 of the UDDR states that all taps will be fitted with efficient tap fittings to help minimise water use throughout the Development where possible.	Warehouses N1, N2, MoRDC and MoNDC have been fitted with water efficient tap fittings. See Appendix A (Figures 57 to 60) for evidence. MitCo have advised that this condition will be implemented as part of the terminal office construction. Construction did not commence during the reporting period. No additional implementation of this strategy occurred during the reporting period. This will be implemented as the Development becomes progressively operational.		
	(i) waste minimisation and recycling.	Section 2.3 of the UDDR states that the Development will be working with end users to promote and develop best practice in their operations.	As tenants (end users) progressively occupy warehouses, the Developer will assist to promote best practice for their operations. The MPW Stage 2 Operational Environmental Management Plan (ESR, November 2024) has been established with six-monthly monitoring conducted to verify effective waste management and recycling practices are implemented and maintained.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			All available records of tenant waste from this current report and previous reports are presented in Appendix G. Waste data from Warehouse N1, MoRDC and MoNDC, identifies that waste was segregated into different classifications during the reporting period by the tenants of those warehouses. No other up to date waste data was available at the time of reporting. Monitoring will continue to be implemented as the Development becomes progressively operational. This strategy continues to be implemented during the reporting period.		
B58	The Revised Landscape Design Drawings and Revised Architectural Drawings and associated elements must demonstrate a design criteria and other requirements listed in Conditions B59 to B74.		*See comments below against relevant CoC		
B59	Pedestrian and cycle paths must: (a) be provided through the site to provide connections to Moorebank Avenue, the rail terminal office and between warehouses and the freight village; and (b) integrate with existing and planned footpaths or cycleways in the locality.	Section 3.4 of the UDDR provides the strategy for pedestrian and cycle paths to, from and through the Precinct. It states that there will be pedestrian and cyclist access entry and exit via the Moorebank Avenue Frontage, an integrated pedestrian and cycle path along the Estate Road with a landscape buffer, and pedestrian and cycle paths for internal roads with a landscape strip on either	Pedestrian and cycle paths have been implemented for entry and exit via Moorebank Avenue, along the Estate Road, and the internal warehouse roads established to date for Warehouse N1, N2, MoRDC and MoNDC. See Appendix A (Figures 61 to 62) for evidence. During Q3 2025, a pedestrian and cycle path was constructed and implemented along the western side of MAAI. See Appendix A (Figure 66) for evidence of implementation. This will continue to		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		side. Additionally, there is provision for future connections to the Casula Railway Station via the Estate Road shared cycle path. This is outlined on Figure 3.5 of the UDDR. The B2 Plan (PIWW-RCG-AR-DWG-0100 ('Post Approvals - MPW Masterplan - Part 1')) shows the Precinct will be designed to comply with this condition.	be implemented as the Development becomes progressively operational.		
B60	Paths must be integrated with landscaping and include meanders to allow for canopy tree clusters and a more varied walking/ riding experience.	Section 3.4 of the UDDR shows that pedestrian and cycle paths along the Estate Roads and Internal Roads have been designed to have landscaping buffers. Meandering paths are shown on the B2 Plan.	Pedestrian and cycle paths along the Estate Roads and Internal roads established to date have landscaping buffers and are meandering. See Appendix A (Figure 67) for evidence and Appendix E for landscape implementation plan. The progression of this landscaping has been captured in Figure 68. No additional implementation of this strategy occurred during the reporting period. This will be implemented as the Development becomes progressively operational.		
B61	The rail terminal office, freight village and each warehouse must include an outdoor meal break area with shade, seating, lighting and landscaping including shrubs and groundcover and canopy trees where reasonable. In addition, the freight village	In the UDDR, drawings PIWW-RCG-LN-DWG-0110-0112 show the Warehouses, rail terminal office and freight village are designed to have outdoor meal break areas.	Outdoor meal break areas have been provided for Warehouses N1, N2, MoNDC and MoRDC, see Appendix A (Figures 69 to 72). MitCo have advised that this condition will be implemented as part of the terminal office construction. Construction did not commence during the reporting period.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
	outdoor area(s) must include a water fountain(s) or other fresh drinking water provision.		No additional implementation of this strategy occurred during the reporting period. This will continue to be implemented as the Development becomes progressively operational.		
B62	Secure bicycle parking and end-of-trip facilities must provide: (a) a minimum 1 staff bicycle parking per 10 staff (or 1 per 10 car spaces if staff numbers are undetermined); (b) compliance with the minimum requirements of AS 2890.3:2015 Parking facilities - Bicycle parking for the layout, design and security of bicycle facilities, and be located in easy to access, well-lit areas that incorporate passive surveillance; and (c) under cover bike storage, showers and change facilities at each warehouse sufficient to accommodate the needs of the forecast number of employees.	In the UDDR, drawing PIWW-RCG-AR-DWG-0190 shows that every warehouse has been designed to meet this condition. The B2 Plan also shows each warehouse has been designed to have bicycle parking.	The following has previously been confirmed for operational Warehouses: N1: - Bicycle Parking = 16 - Staff numbers = max 50 per shift (average 24 per shift) N2: - Bicycle Parking = 16 - Staff numbers = 50 per shift MoNDC/MoRDC - Bicycle Parking = 23 - Staff numbers = 150 per shift Bicycle parking provided for operational warehouses complies with this condition (Appendix A, Figures 73 to 78). Relevant “as built” drawings are provided in Appendix D. MitCo have advised that bicycle parking and end of trip facilities for the INTS terminal office will be constructed as part of the terminal office construction. Construction did not commence during the reporting period. No additional implementation of this strategy occurred during the reporting period. This will		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			continue to be implemented as the Development becomes progressively operational.		
B63	The following minimum setbacks apply: (a) 18 m from Moorebank Avenue with minimum soft landscaped width of 10 m, subject to any variation agreed to by the Planning Secretary at the site entrance for the purpose of facilitating the primary access driveway into the site; and (b) 5 m setback from the western internal road to warehouse carparks. Note: See also Condition B2.	This condition is designed for in the B2 Plan. Section 3.3 of the UDDR identifies a variation to the 18m setback for the purpose of facilitating the primary access driveway into the site. Drawings PIWW-GNK-LN-DWG-101, 102, 106 show the design to comply with this condition.	The variation to the 18m setback from Moorebank Avenue is no longer required, based on current Development design. See Appendix A (Figure 79 and 80) for evidence of implementation. The 5m setback from the western internal road to warehouse carparks has been implemented for Warehouses N1, N2, MoNDC and MoRDC. See Appendix A (Figure 81 to 85) and Appendix E for evidence. No additional implementation of this strategy occurred during the reporting period. Setbacks will continue to be implemented as the Development becomes progressively operational.		
B64	Canopy tree planting must be provided around the perimeter of the site, including the southern fill area where future warehousing is proposed.	This condition is designed for in drawings PIWW-RCG-AR-DWG-0100 and PIWW - GNK-LN-DWG-101, 102, 104, 106-108.	Canopy tree planting has been implemented around the site's western perimeter (Appendix A Figure 86). Canopy tree planting along the northern and southern perimeter has not yet been implemented and will be reported on in future UDDR reports. Planting on the eastern perimeter is not needed as this is occupied by the INTS. Appendix E provides a plan of landscaping areas that have been implemented to date within the MPW Stage 2 footprint.		
B65	The southern fill area where future warehousing is proposed must be topsoiled and hydroseeded with native grasses.	Drawing PIWW-GNK-LN-DWG-102 shows the design that meets this condition.	The southern fill area is currently under construction under separate approvals. Hydroseeding will not be required.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			The Site is inspected and reported on by the Certified Professional in Erosion and Sediment Control in accordance with Condition B32.		
B66	Perimeter fill batters must be stabilised with vegetation.	Drawing PIWW-GNK-LN-DWG-101 and 102 shows the design that meets the requirements of this condition.	Perimeter fill batters have been established along the western perimeter of the MPW Stage 2 site. These have been stabilised with vegetation (Appendix A, Figure 87). A northern perimeter batter has been constructed adjacent to the substation. During Q1 of 2026 it has been seeded with vegetation and some growth has emerged. Erosion and sediment controls were still in place. See Appendix A (Figure 88). On the western side of the noise wall, adjacent to the substation, the perimeter fill batter has been constructed and seeded. Vegetation is yet to become established. The batter to be constructed along the perimeter adjacent to Lot 100 and Lot 101, (Appendix J) has not yet been constructed. The southern perimeter fill batter has been partially constructed to satisfy the MPE Stage 1 consent. No construction has been undertaken on the southern batter under the MPW Stage 2 consent. The batter has not been seeded with vegetation. This will continue to be implemented as the Development becomes progressively operational. No additional implementation of this strategy occurred during the reporting period.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
B67:	Landscaping within the warehouse area must include dense canopy tree planting, shrubs, sedges, herbs, ground covers and tufted native grasses primarily derived from OEH lists of Cumberland Plain Woodland. The canopy tree mix must include some or all of the following species: <i>Eucalyptus crebra</i> , <i>Eucalyptus moluccana</i> , <i>Eucalyptus amplifolia</i> , <i>Eucalyptus bosistoana</i> , <i>Eucalyptus eugenioides</i> , <i>Eucalyptus tereticornis</i> , <i>Eucalyptus punctate</i> , <i>Eucalyptus baueriana</i> , <i>Corymbia maculata</i> , <i>Angophora floribunda</i> and <i>Angophora bakeri</i> .	Section 2.4 of UDDR has the strategy to provide native landscaping consistent with that of the existing area and to blend it in with surrounding bushland. PIWW - GNK-LN-DWG-001 shows the list of species chosen to be planted on the Precinct.	Most landscaping completed to date incorporates native species as required by the UDDR (Appendix A, Figure 89). The MIT, Bushmaster Avenue and Warehouses MoRDC and MoNDC have incorporated native species as required by this condition into landscaping. See Appendix E for further information. The progression of this landscaping during this reporting period is captured in Figure 90 (Appendix A). Evidence of mortality was evident upon site inspection during Q1 2026 (Figure 90 in Appendix A). Landscape plantings that are in poor health are to be managed in accordance with Table 3-1 of the LVMP (ESR, 2024). No additional implementation of this strategy occurred during the reporting period.		
B68:	The following minimum landscaping requirements apply: (a) 15% of the warehouse area landscaped at ground level, 10% of which must be soft landscaping, excluding the OSD basins unless they are accepted as contributing to soft landscaping in the peer review report required under Condition B55; (b) 1 canopy tree per 30 m ² of landscaped area; and (c) a 2.5 m wide landscaped bay every 6-8	Section 3.1 of the UDDR requires car parking to include landscape bays every 6-8 bays. The B2 Plan and drawings PIWW-RCG-AR-DWG -110-112, PIWW-GNK-LN-DWG-100, 101, 102, 104-108, 200 and JR SK A-9200 demonstrates the landscaping scheme complies with this condition.	A landscape plan has been prepared and provided in Appendix E identifying areas of the MPW Stage 2 site where landscaping has been implemented: - The MIT and Warehouses N1, MoRDC and MoNDC have incorporated the required landscaping areas. - Warehouses MoRDC and MoNDC have incorporated the requirement of having one tree per 30m² of landscaped area.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
	car spaces to provide shade within carpark areas, or alternative carpark landscaping (such as linear planting of vegetation of a minimum width of 2 m between rows of carparking) accepted as providing adequate shade in the peer review report required under Condition B55. Note: For the purposes of this condition, canopy trees are not required to be planted on or immediately adjacent to vehicle paths between the intermodal terminal and the eastern elevation of each warehouse.		The MIT and Warehouse N1, N2, MoRDC and MoNDC have incorporated landscaped bays in their carparking areas. This plan will be updated as a part of future UDDR Quarterly Update reporting. Evidence of inclusion of canopy tree planting and carpark landscape bays is provided in Appendix A (Figures 91 to 95). Upon inspection of the site for the Q1 2026 Quarterly Report, there was evidence of mortality amongst landscaping plantings (see Figures 92 to 94 in Appendix A). Landscape plantings that are in poor health are to be managed in accordance with Table 3-1 of the LVMP (ESR, 2024). Landscaping consistent with this condition will be progressively implemented as the Development becomes operational. Future UDDR quarterly reporting will provide updates on the progressive implementation of landscaping.		
B69:	Perimeter and on-site detention and biofiltration/ bioretention basin fences higher than 1.2m must be transparent and dark in colour but not constructed of chain wire, to provide visual amenity.	Section 3.7 of UDDR states that palisade fencing should be in place to provide a physical barrier to industrial lots. It also states that OSD basin fences will be higher than 1.2m will be transparent and dark in colour.	The fencing of Warehouses N1, N2, MoNDC and MoRDC has been implemented. A representative example of the warehouse palisade fencing is shown in Appendix A (Figure 95). Fencing has not been installed around OSD basins to date as construction in these areas is not yet complete. No additional implementation of this strategy occurred during the reporting period.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			This will be progressively implemented as the Development becomes operational.		
B70:	Boundary fencing design must allow for fauna movement where required under Condition B152(b).	Not addressed in the UDDR. CoC 152 is addressed via Koala Management Plan No. 18194RP1 (Cumberland Ecology, 03/03/2020).	The Planning Secretary approval of the Koala Management Plan (SIMTA, 12/03/2020) prepared to address CoC B152 required, as a condition of approval, the preparation of quarterly reporting on the progressive implementation of the Plan. It is understood that quarterly reporting is being undertaken separate to this report to address the requirements of the Plan and DPHI approval. Further progressive implementation updates within this report is not required as part of the UDDR approval.		
B71	Screen fencing and planting must be provided around waste bins or other outside storage areas.	Drawings PIWW-RCG-AR-DWG-0110-12 and JR-SK-A-9200 + 9204 show designs for screen fencing as required by this condition. UDDR notes that screen fencing around waste bin areas should be implemented to protect public visual amenity.	Waste bin areas have been implemented at Warehouses N1, N2, MoRDC and MoNDC. These areas have been located so that they are not visible from public areas around the site (internal estate roads, Moorebank Avenue, Bushmasters Road) and so additional screening is not required. Evidence of implementation of waste areas has been provided in Appendix A (Figures 96 to 99). Whilst the MoRDC warehouse has begun operations, it was unable to be confirmed during this reporting period whether the MoRDC waste area has been finalised. MitCo have advised that waste storage and associated screen fencing for the INTS terminal office will be constructed as part of the terminal		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			office construction. Construction did not commence during the reporting period. This will continue to be implemented as the Development becomes progressively operational.		
B72	Screen planting must be provided on both sides of noise walls.	Section 3.7 of UDDR states that <i>there is no need for a noise wall and that OSD landscaping can provide visual amenity in place of one</i> . It also states that <i>retaining walls should include landscaping per CoC B73</i> . Drawings PIWW-GNK-LN-DWG-101, 102, 104, 106-108 provide design for screen planting on both sides of the noise wall.	Screen planting has been completed on the estate side (eastern side) of the noise wall. Evidence of implementation is shown in Appendix A (Figure 100) and Appendix E. A progress update has been provided in Appendix A, see Figures 101 and 102. Upon inspection of the site for the Q1 2026 Quarterly Report, there was evidence of mortality amongst vegetation ground cover and shade tree plantings (see Figures 101 and 102 in Appendix A). Landscape plantings that are in poor health are to be managed in accordance with Table 3-1 of the LVMP (ESR, 2024). No further implementation of this strategy occurred during the reporting period. This will be implemented as the Development becomes progressively operational.		
B73	Retaining wall materials and colours must be of a natural appearance and incorporate landscaping.	Section 3.7 of UDDR states that <i>retaining walls must be of natural appearance and should include landscaping per CoC B73</i> .	Retaining walls have been constructed within the MPW Stage 2 footprint at separate points west of the noise wall. These have been constructed in accordance with this condition. See Appendix A (Figure 103) for evidence of implementation. No further implementation of this strategy occurred during the reporting period.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			This will continue to be implemented as the Development becomes progressively operational.		
B74	Noise barriers must minimise visual and amenity impacts and be designed in accordance with the Noise wall design guideline – Design guideline to improve the appearance of noise walls in NSW (RMS, March 2016).	Section 3.7 of UDDR and Appendix 4.5 of the UDDR determines that <i>there is no need for a noise wall from an urban design perspective</i> . Drawings PIWW-RCC-AR-DWG-0100-0112 + 0130 and PIWW-GNK-LN-DWG-101, 102, 104, 106-108 all provide a design for a noise wall. Visual and amenity components of noise wall design	The noise wall was completed in accordance with the condition and verified in the Q3 2024 report. Screen planting has been completed on the estate side (eastern side) of the noise wall. Evidence of implementation is shown in Appendix A (Figure 104) and Appendix E. This will continue to be implemented as the Development becomes progressively operational.		
B75	The following must be included on, or provided with the Revised Landscape Design Drawings required under Condition B52.		*See comments below		
	(a) irrigation systems;	Revised Landscape Design Drawing (RLDD) PIWW-GNK-LN-DWG-400 shows a diagram and description of the irrigation system: <i>A low volume drip irrigation system may be installed at the discretion of the Developer., Position of control box, solenoids and irrigation conduits to be designed and constructed concrete based pedestal mount. Performance specification to be provided by landscape architect, nominally 25mm delivered to plant areas each week during establishment (depending on weather</i>	The RLDD meet the requirements of this Condition. The RLDDs will be updated progressively, if required, as the precinct develops. No updates during the reporting period. See Figures 105 to 108 in Appendix A for evidence of irrigation throughout MPW S2.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		<i>conditions). After establishment, irrigation rates can be decreased in certain areas of the landscape depending on the species.</i>			
	(b) planting schedule including tree and shrub species, expected mature height, planting densities and to sizes;	RLDD PIWW-GNK-LN-DWG-001 provides all the information required for this condition.	The RLDD meet the requirements of this Condition. The RLDDs will be updated progressively, if required, as the precinct develops. There have been no updates during the reporting period.		
	(c) soil specification and depth for landscaped areas in relation to pot sizes and species to ensure the viability of shrubs and trees;	RLDD PIWW-GNK-LN-DWG-400 provides the strategy for pot size and soil types and depth. <i>Soil horizon A will be a sandy loam to clay loam topsoil, horizon B will be open granular well drained growing media and horizon C will be compacted site sub base. Holes for planting will be no less than 100mm wider all around to allow for space for the roots.</i>	The RLDD meet the requirements of this Condition.		
	(d) landscaping around the southern and northern boundaries of the site; and	RLDD PIWW-GNK-LN-DWG-101 102 shows designs for landscaping around the southern and northern boundaries of the site.	The RLDD meet the requirements of this Condition. The RLDDs will be updated progressively, if required, as the precinct develops. No updates during the reporting period.		
	(e) noise wall, retaining wall and fencing graphics and material details.	UDDR Section 3.8: Screening and Fencing references Appendix 4.5 of the UDDR which identifies that <i>a noise wall is not needed despite the condition as it will have no effect.</i>	The RLDD meet the requirements of this Condition. The RLDDs will be updated progressively, if required, as the precinct develops. No updates during the reporting period.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
			See Figures 109 and 110 in Appendix A.		
B76	Operational lighting must:		*See comments below		
	(a) comply with the latest version of AS 4282-1997 - Control of the obtrusive effects of outdoor lighting (Standards Australia, 1997); and	UDDR Section 3.8 identifies that <i>operational Lighting and Signage will comply with Conditions B76, B77 and B78, and will be detailed during Construction Certificate. Lighting is to be designed and managed to mitigate light spill impacts on fauna, habitat and any adjoining developments or residences, but must be maintained to a level sufficient for operational standards and site safety.</i>	The following evidence has been provided confirming implementation of this condition (see Appendix C for documented evidence): - Warehouse N1 – Electrical Services Operation and Maintenance Manual for N1 (Apex, 2024) - Warehouse N2 – Electrical Services Operation and Maintenance Manual for N2 (Apex, 2024) - Warehouse INTS – Aurecon confirmation with MITCO 20/03/2024 - Internal MPW Stage 2 estate roads – Northrop provided confirmation 27/07/2023 - Warehouse MoNDC – Design Certification for MoNDC (Modcol, 13/12/2021) - Warehouse MoRDC – Obtrusive Light Compliance Report (Bell, 29/05/2024). Verification for other operational warehouses will be included in future reporting. This strategy will continue to be progressively implemented as the Development becomes operational.		
	(b) be designed to reduce light spill and be mounted, screened and directed in such a manner that it does not create a nuisance and minimises visual impacts to	UDDR Section 3.8 identifies that <i>design and lux of any internal or spot lighting shall be designed to avoid off site or traffic safety impacts such as reflection and glare, and signage</i>	Where installed, lighting has been implemented in accordance with this condition. See Appendix A (Figure 111) for evidence of implementation. No additional implementation of this strategy occurred during the reporting period.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
	surrounding properties, the public road network, the Georges River riparian corridor and the Boot Land.	<i>fronting Moorebank Avenue is to be designed to complement the architectural character of the built form, the landscape treatments, the sites natural character, and to provide a unique SIMTA identity.</i>	This will be progressively implemented as the Development becomes operational.		
B77	The following signage is not permitted:		*See comments below		
	(a) general advertising or moving or flashing signs;	Drawing PIWW-RCG-AR-DWG-0190 shows the standard design for Warehouse signage acknowledging signage must comply with this condition.	Signage on the Development has been implemented in accordance with the requirements of this condition for Warehouses N1, N2, MoRDC and MoNDC. See Appendix A (Figures 112 to 115) for evidence of implementation. No additional implementation of this strategy occurred during the reporting period. This will be implemented as the Development becomes progressively operational.		
	(b) west facing illuminated building signage visible from residences; and				
	(c) internally illuminated signs that are visible from residences.				
B78	Signage must not occupy more than 10% of any façade or wall of a building.	Drawing PIWW-RCG-AR-DWG-0190 shows the standard design for Warehouse signage acknowledging signage can be no more than 10% greater than the facade/wall.	Current signage does not occupy more than 10% of any façade or wall of a building. See Appendix A (Figures 116 to 118) for evidence. Note, warehouse N2 does not have any signage on the building. No additional implementation of this strategy occurred during the reporting period. This will be implemented as the Development becomes progressively operational.		
B80	A rainwater tank(s) must be included on each warehouse, the freight village and rail terminal buildings.	Drawings PIWW-RCG-AR-WG-0110-0112 show rainwater tanks designed to be implemented per this condition. JR-SK-A-9200 shows	Rainwater tanks have been implemented on Warehouses N1, N2, MoNDC and MoRDC. See Appendix A (Figures 119 to 122) for evidence of implementation.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q3 2025	In Progress	Complete
		rainwater tanks designed for Warehouses MoRDC and MoNDC.	MitCo have advised that this condition will be implemented as part of the terminal office construction. Construction did not commence during the reporting period. No additional implementation of this strategy occurred during the reporting period. This will be implemented as the Development becomes progressively operational.		
B81	Rainwater must be used for irrigation, all internal non-potable uses, the container washdown facility and be considered for cooling towers; heating, ventilation, and air conditions; and ground source heat exchange.	UDDR Section 3.9: <i>Rainwater tanks may be used to collect off water from the site's warehouses and stored to meet demand for irrigation, internal non-potable uses and the container wash down facility.</i> Drawing PIWW-GNK-LN-DWG-400 shows the design for irrigation from the Site's stormwater system.	Rainwater tanks have been installed to allow for reuse at Warehouses N1, N2, MoNDC and MoRDC. See Appendix A (Figures 123 and 124) for evidence of implementation. MitCo have advised that this condition will be implemented as part of the terminal office construction. Construction did not commence during the reporting period. No additional implementation of this strategy occurred during the reporting period. This will be implemented progressively as the Development on the precinct is completed progressively.		

3. Conclusion

A review of the relevant CoCs identified within the approved UDDR, the strategies for addressing each CoC and the implementation status of each strategy have been presented in this UDDR Quarterly Report.

During the reporting period Warehouses N1, N2, MoNDC and MoRDC were already operational. The INTS commenced operations during the Q2 2025 reporting period on May 27, 2025.

The strategies identified in the UDDR to address the relevant CoC continue to be progressively implemented across MPW as the Development becomes operational.

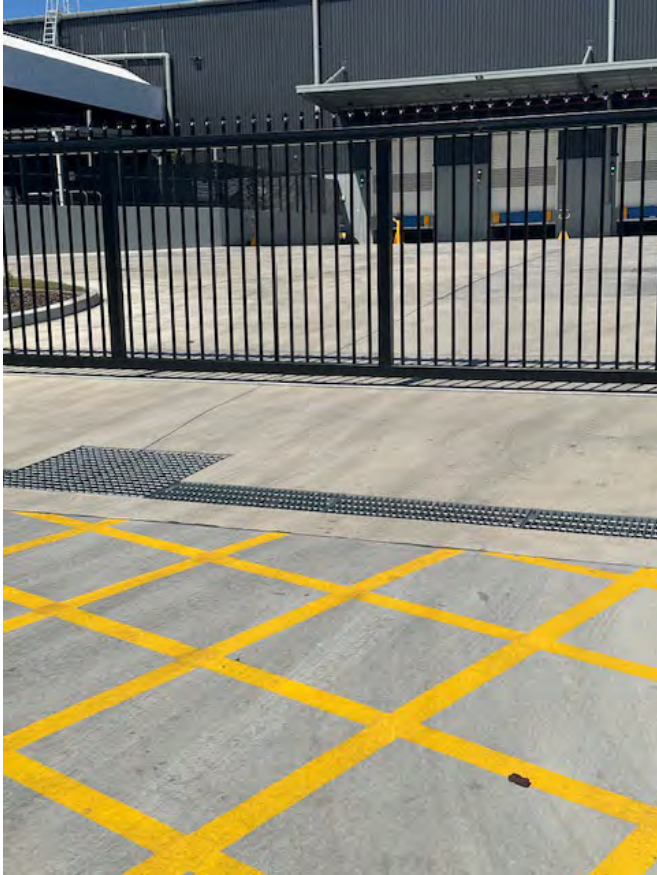
Appendix A. Evidence of Implementation

Condition	Condition text	Evidence
B48 The Development must be designed and operated to meet Urban Heat Island Mitigation principles and to achieve a 4°C decrease in temperature.	(a) WSUD elements such as wetlands;	 Figure 1 – Example of an OSD Basin. Subject example is OSD 8 (21/10/2024).

Condition	Condition text	Evidence
		 Figure 2 – Example of an OSD Basin. Subject example is OSD 5 (09/04/2026).

Condition	Condition text	Evidence
		 Figure 3 – Example of vegetating OSD's. Example is hydroseeding at OSD 5 (26/02/2026).

Condition	Condition text	Evidence
		 Figure 4 – Example of an OSD's GPT. Subject example is at OSD 6 (12/03/2025).

Condition	Condition text	Evidence
		 Figure 5 – Example of an overland flow path. Subject example drains into OSD 5 and is located adjacent to Warehouse N1 (17/03/2025).

Condition	Condition text	Evidence
		 Figure 6 – Example of drainage situated within a landscaped area. Subject example is next to the carpark at Warehouse N2 (11/03/2025).

Condition	Condition text	Evidence
		 Figure 7 – Example of landscaping and drainage adjacent to the internal road. Subject example is along Bushmaster Avenue where construction has not begun at Pad 4 (12/03/2025).

Condition	Condition text	Evidence
		 Figure 8 – Example of an operational rainwater tank. Subject example is at Warehouse N2 (17/03/2025).

Condition	Condition text	Evidence
	(b) shade tree planting;	Before:  Figure 9 – Example of shade tree planting at Warehouse N1 (13/03/2025).



Figure 10 – Example of shade tree planting at Warehouse N2 (13/03/2025).



Figure 11 – Example of shade tree planting at Warehouse MoRDC (13/03/2025).



Figure 12 – Example of shade tree planting at Warehouse MoNDC (13/03/2025).



Figure 13 – Example of shade tree planting at Warehouse INTS (17/03/2025).



Figure 14 – Example of shade tree planting at MAAI (30/10/2025).



Figure 15 – Example of shade tree planting at Bapaume Road (13/03/2025).



Figure 16 – Example of shade tree planting at the noise wall (eastern side) (14/03/2025).

Condition	Condition text	Evidence
		Now:  Figure 17 – Example of shade tree planting at Warehouse N1 (09/04/2026).



Figure 18 - Mortality amongst shade tree planting at Warehouse N1 (09/04/2026).

Condition	Condition text	Evidence
		 Figure 19 – Example of shade tree planting at Warehouse N2 (09/04/2026).



Figure 20 - Mortality amongst shade tree planting at Warehouse N2 (09/04/2026).

Condition	Condition text	Evidence
		 Figure 21 – Example of shade tree planting at MoRDC (09/04/2026).



Figure 22 – Mortality amongst shade tree planting at Warehouse MoRDC (09/04/2026).

Condition	Condition text	Evidence
		 Figure 23 – Example of shade tree planting at Warehouse MoNDC (09/04/2026).



Figure 24 – Mortality amongst shade tree planting at Warehouse MoNDC (09/04/2026).

Condition	Condition text	Evidence
		 Figure 25 – Example of shade tree planting at INTS (09/04/2026).



Figure 26 – Example of shade tree planting at MAAI (09/04/2026).



Figure 27 - Example of shade tree planting along Bapaume Road (09/04/2026).



Figure 28 – Example of shade tree planting along the eastern side of the noise wall (09/04/2026).

Condition	Condition text	Evidence
	(c) vegetation ground cover;	Before:  Figure 29 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Warehouse N1 (13/03/2025).



Figure 30 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Warehouse N2 (14/03/2025).



Figure 31 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Warehouse MoRDC (13/03/2025).

Condition	Condition text	Evidence
		 Figure 32 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Warehouse MoNDC (13/03/2025).



Figure 33 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at INTS (17/03/2025).



Figure 34 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at MAAI (30/10/2025).



Figure 35 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Bapaume Road (13/03/2026).



Figure 36 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at the noise wall (eastern side) (13/03/2025).

Condition	Condition text	Evidence
		Now:  Figure 37 – Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Warehouse N1 (09/04/2026).



Figure 38 - Evidence of ground cover mortality at Warehouse N1 (09/04/2026).

Condition	Condition text	Evidence
		 Figure 39 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Warehouse N2 (09/04/2026).



Figure 40 - Missing ground cover at Warehouse N2 (09/04/2026)

Condition	Condition text	Evidence
		 Figure 41 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Warehouse MORDC (09/04/2026).



Figure 42 - Evidence of ground cover mortality at Warehouse MoRDC (09/04/2026)



Figure 43 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example is at INTS (09/04/2026).



Figure 44 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at MAAI (09/04/2026).



Figure 45 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at Bapaume Road (09/04/2026).



Figure 46 - Example of ground cover vegetation implemented in accordance with the UDDR. Subject example at is at the noise wall (eastern side) (09/04/2026).



Figure 47 - Mortality amongst noise wall ground cover vegetation (09/04/2026)

Condition	Condition text	Evidence
	(d) use of 'cool' building and pavement materials (i.e. those with high reflectivity in the infrared spectrum); and	The BlueScope Steel Warranty Advice (6/3/24) provides the types of roofing utilised for Warehouses N1 and N2. This type of roofing and its qualities has a solar reflective index (same as albedo) of 81. See Appendix B. The External Finishes Schedule for MoNDC (24/07/2023) and MoRDC (03/07/2023) provides the types of roofing utilised for Warehouse MoNDC. This type of roofing and its qualities has a solar reflective index (same as albedo) of 81. See Appendix B.

Condition	Condition text	Evidence
		 Figure 48 – Example of what a roof looks like when it has been designed to include low albedo material. Subject example is on Warehouse MoNDC where confirmation of low albedo material being used is shown in Appendix B. Evidence of albedo material being used at Warehouse MoRDC has also been provided in Appendix B (21/10/2024).

Condition	Condition text	Evidence
		 Figure 49 – Example of low albedo pavement. Subject example is adjacent to Bushmaster Avenue and Warehouse N2 (22/10/2024).

Condition	Condition text	Evidence
B49 The Development must be designed and operated to meet ESD principles and include measures such as the following:	(a) passive solar design;	 Figure 50 – Example of an overhanging eave. Subject example is of the office at Warehouse N1 (14/03/2025).

Condition	Condition text	Evidence
		 Figure 51 – Example of awning providing shade. Subject example is at Warehouse N2 (18/03/2025).

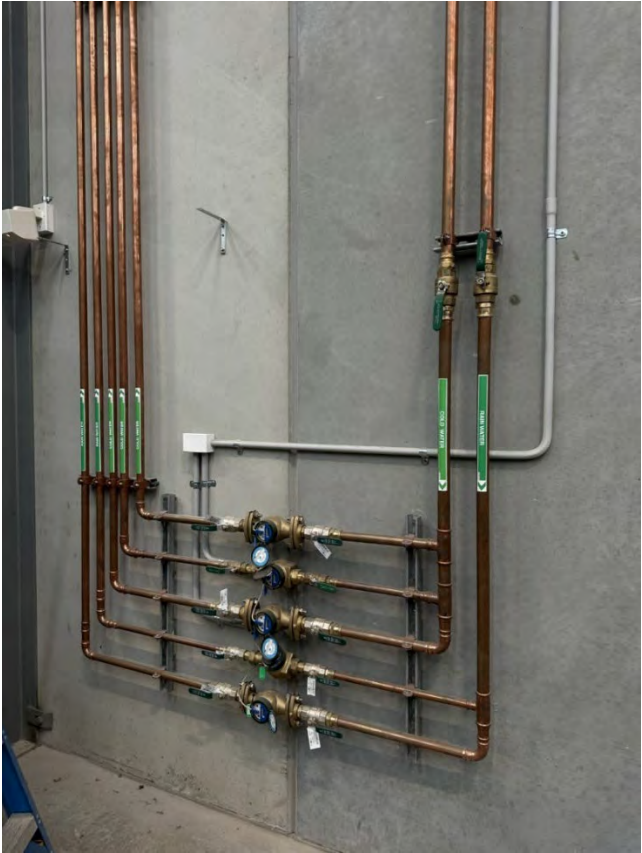
Condition	Condition text	Evidence
		 Figure 52 – Space provided between warehouses and warehouses orientated to allow for cross ventilation with the natural wind direction (west and south-west through the year until summer where its east and south-east) (10/03/2025).

Condition	Condition text	Evidence
	(b) use of energy efficient plant and equipment;	NA – no photographic evidence. See quarterly report for implementation status.

Condition	Condition text	Evidence
	(c) use of renewable energy sources;	 Figure 53 – Aerial image of MPW Stage 2 warehouses showing solar panel installation (10/03/2025).

Condition	Condition text	Evidence
	(d) cross-ventilation	 Figure 54 – Example of a roller door with cross ventilation vents in the middle. Subject example is in Warehouse MoNDC (24/01/2025).
	(e) selection of materials with lower energy manufacturing requirements;	NA – no photographic evidence. See quarterly report for implementation status.
	(f) use of locally sourced material to reduce impacts associate with transport	NA – no photographic evidence. See quarterly report for implementation status.

Condition	Condition text	Evidence
	(g) rainwater capture and reuse;	 Figure 55 – Example of rainwater being used in a warehouse. Subject example is in Warehouse N2 (24/01/2025).

Condition	Condition text	Evidence
		 Figure 56 – Rainwater reuse taps in Figure 18 zoomed out to show position on wall (14/03/2025).

Condition	Condition text	Evidence
	(h) water efficient fixtures and fittings; and	 Figure 57 – Water efficient tap fittings in in Warehouse MoNDC (18/03/2025).

Condition	Condition text	Evidence
		 Figure 58 – Water efficient tap fitting at Warehouse MoRDC (14/03/2025).

Condition	Condition text	Evidence
		 Figure 59 – Water efficient tap fitting at Warehouse N2 (18/03/2025).

Condition	Condition text	Evidence
		 Figure 60 – Water efficient tap fitting at Warehouse N1 (18/03/2025).

Condition	Condition text	Evidence
	(i) waste minimisation and recycling.	NA – no photographic evidence. See quarterly report for implementation status.
B58	The Revised Landscape Design Drawings and Revised Architectural Drawings and associated elements must demonstrate a design criteria and other requirements listed in Conditions B59 to B74.	See below

Condition	Condition text	Evidence
B59: Pedestrian and cycle paths must:	(a) be provided through the site to provide connections to Moorebank Avenue, the rail terminal office and between warehouses and the freight village; and	 Figure 61 – Example of the pedestrian and cycle path along the Estate Road (Bushmaster Road). Subject example is adjacent to Warehouse N1 (09/04/2026).

Condition	Condition text	Evidence
		 Figure 62 – Example of a pedestrian and cycle path leading into a warehouse from the pedestrian path along Bushmaster Road. Subject example is leading into Warehouse N2 (17/03/2025).

Condition	Condition text	Evidence
	(b) integrate with existing and planned footpaths or cycleways in the locality.	 Figure 63 – Example of the pedestrian path heading towards Moorebank Avenue along Bapaume Road (14/03/2025).

Condition	Condition text	Evidence
		 Figure 64 – The intersection of Bapaume Road and Moorebank Avenue where the path in Figure 26 connected to Moorebank Avenue. The pedestrian path in Figure 26 is on the right of this photo (13/03/2025).

Condition	Condition text	Evidence
		 Figure 65 – Progress update of the MAAl intersection shown in Figure 64 (26/02/2026).

Condition	Condition text	Evidence
		 Figure 66 - Pedestrian and cycle access along the western side of MAAI (view facing north from the beginning of Bushmaster Avenue) (30/10/2025).

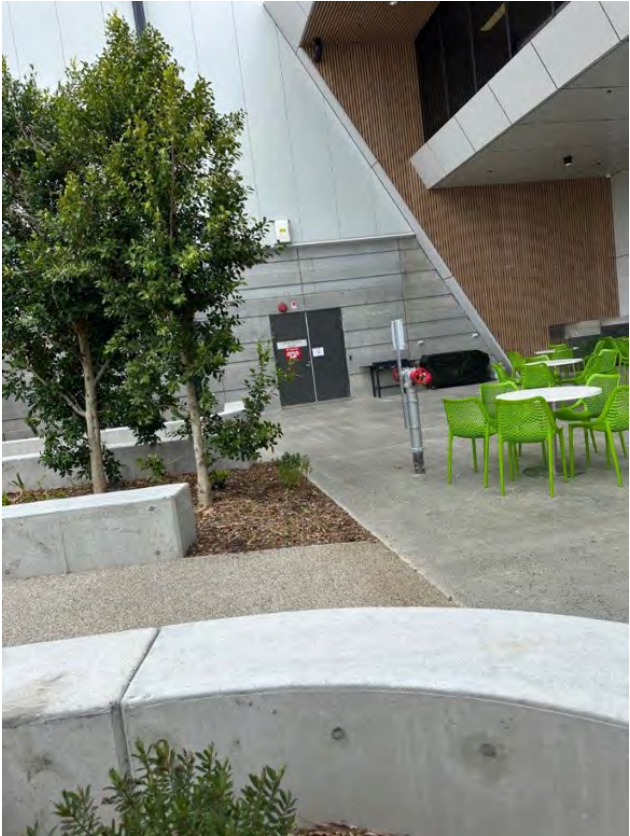
Condition	Condition text	Evidence
B60	Paths must be integrated with landscaping and include meanders to allow for canopy tree clusters and a more varied walking/ riding experience	 Figure 67 - Example of how the pedestrian paths of the Development meander with landscaping. Subject example is along Warehouse N1 (13/03/2025).

Condition	Condition text	Evidence
		 Figure 68 – Progress update of pedestrian path vegetation shown in Figure 67 (06/02/2026).

Condition	Condition text	Evidence
B61	The rail terminal office, freight village and each warehouse must include an outdoor meal break area with shade, seating, lighting and landscaping including shrubs and groundcover and canopy trees where reasonable. In addition, the freight village outdoor area(s) must include a water fountain(s) or other fresh drinking water provision	 Figure 69 – The outdoor meal break area at Warehouse MoNDC (18/03/2025).

Condition	Condition text	Evidence
		 Figure 70 – The outdoor meal break area at Warehouse N1 (14/03/2025).

Condition	Condition text	Evidence
		 Figure 71 – The outdoor meal break area Warehouse N2 (14/03/2025).

Condition	Condition text	Evidence
		 Figure 72 – The outdoor meal break area at Warehouse MoRDC (14/03/2025).

Condition	Condition text	Evidence
B62 Secure bicycle parking and end-of-trip facilities must provide:	(a) a minimum 1 staff bicycle parking per 10 staff (or 1 per 10 car spaces if staff numbers are undetermined);	 Figure 73 – The bicycle parking at Warehouses MoNDC and MoRDC – which have shared parking facilities (14/03/2025).

Condition	Condition text	Evidence
		 Figure 74 – The bicycle parking at Warehouse N2 (14/03/2025).

Condition	Condition text	Evidence
		 Figure 75 – The bicycle parking at Warehouse N1 (14/03/2025).

Condition	Condition text	Evidence
	(b) compliance with the minimum requirements of AS 2890.3:2015 Parking facilities - Bicycle parking for the layout, design and security of bicycle facilities, and be located in easy to access, well-lit areas that incorporate passive surveillance; and	NA – no photographic evidence. See quarterly report for implementation status.

Condition	Condition text	Evidence
	(c) under cover bike storage, showers and change facilities at each warehouse sufficient to accommodate the needs of the forecast number of employees.	 Figure 76 – The end of trip facilities in Warehouse N1 (18/03/2025).

Condition	Condition text	Evidence
		 Figure 77 – The end of trip facilities in Warehouse N2 (18/03/2025).

Condition	Condition text	Evidence
		 Figure 78 – The end of trip facilities at Warehouses MoNDC and MoRDC (18/03/2025).

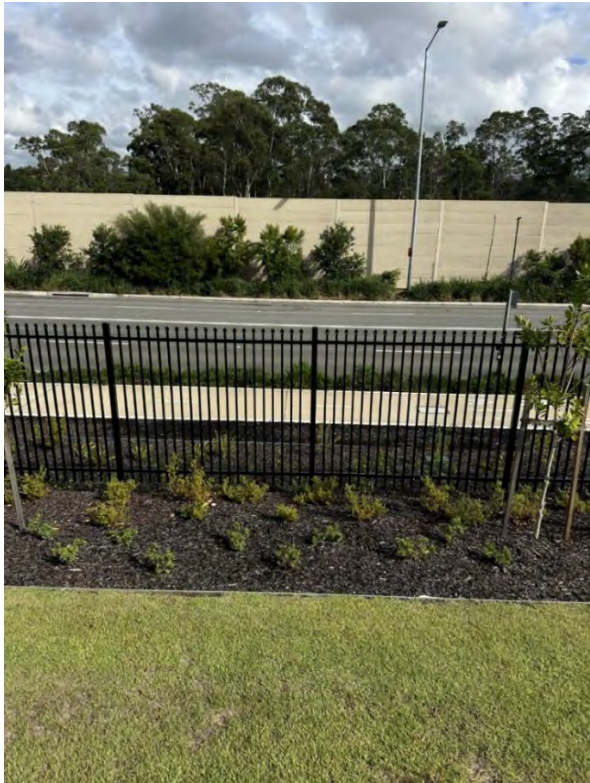
Condition	Condition text	Evidence
B63 The following minimum setbacks apply:	(a) 18 m from Moorebank Avenue with minimum soft landscaped width of 10 m, subject to any variation agreed to by the Planning Secretary at the site entrance for the purpose of facilitating the primary access driveway into the site; and	Before:  Figure 79 – The 18m setback from Moorebank Avenue (27/11/2024).

Condition	Condition text	Evidence
		Now:  Figure 80 – The 18m setback from Moorebank Avenue (09/04/2026).

(b) 5 m
setback from
the western
internal road to
warehouse
carparks. Note:
See also
Condition B2.



Figure 81 – Example of the 5m setback from the internal road to warehouse carparking. Subject example is at Warehouse N1 (09/04/2026).

Condition	Condition text	Evidence
		 Figure 82 – Example of the 5m setback from the internal road to warehouse carparking. Subject example is at Warehouse N2 (13/03/2025).

Condition	Condition text	Evidence
		 Figure 83 – Example of the 5m setback from the internal road to warehouse carparking. Subject example is at Warehouse MoRDC (09/04/2026).

Condition	Condition text	Evidence
		 Figure 84 – Example of the 5m setback from the internal road to warehouse carparking. Subject example is at Warehouse MoNDC (09/04/2026).



Figure 85 – Example of the 5m setback from the internal road to warehouse carparking. Subject example is at Warehouse INTS (09/04/2026).

Condition	Condition text	Evidence
B64	Canopy tree planting must be provided around the perimeter of the site, including the southern fill area where future warehousing is proposed.	 Figure 86 – Example of the canopy trees on the western perimeter of site. This is adjacent to OSD 5 (13/03/2026).

Condition	Condition text	Evidence
B65	The southern fill area where future warehousing is proposed must be topsoiled and hydroseeded with native grasses.	The southern fill area is currently under construction under separate approvals. The Site is inspected and reported on by the CPESC in accordance with Condition B32. Completed.

Condition	Condition text	Evidence
B66	Perimeter fill batters must be stabilised with vegetation.	 Figure 87 – Example of the vegetation used to stabilise the western perimeter fill batters. Subject example is at the northwest of site on the western side of the noise wall, adjacent to the substation works and the biobanking area (13/03/2025).

Condition	Condition text	Evidence
		 Figure 88 – Northern batter adjacent to the substation (19/02/2026).

Condition	Condition text	Evidence
B67	Landscaping within the warehouse area must include dense canopy tree planting, shrubs, sedges, herbs, ground covers and tufted native grasses primarily derived from OEH lists of Cumberland Plain Woodland. The canopy tree mix must include some or all of the following species: <i>Eucalyptus crebra</i>, <i>Eucalyptus moluccana</i> <i>Eucalyptus amplifolia</i>, <i>Eucalyptus bosistoana</i>, <i>Eucalyptus</i>	 Figure 89 – Example of native Australian flora used for landscaping across the site. Subject example is along the noise wall at the northern end of site (14/03/2025).

Condition	Condition text	Evidence
	<i>eugenioides</i> , <i>Eucalyptus tereticornis</i> , <i>Eucalyptus punctata</i> , <i>Eucalyptus baueriana</i> , <i>Corymbia maculata</i> , <i>Angophora floribunda</i> and <i>Angophora bakeri</i> .	 Figure 90 – Progress update of landscaping of Australian native flora such as shown in Figure 89. Mortality has been outlined in red (06/02/2026).

Condition	Condition text	Evidence
B68 The following minimum landscaping requirements apply:	(a) 15% of the warehouse area landscaped at ground level, 10% of which must be soft landscaping, excluding the OSD basins unless they are accepted as contributing to soft landscaping in the peer review report required under Condition B55;	NA – no photographic evidence. See quarterly report for implementation status.

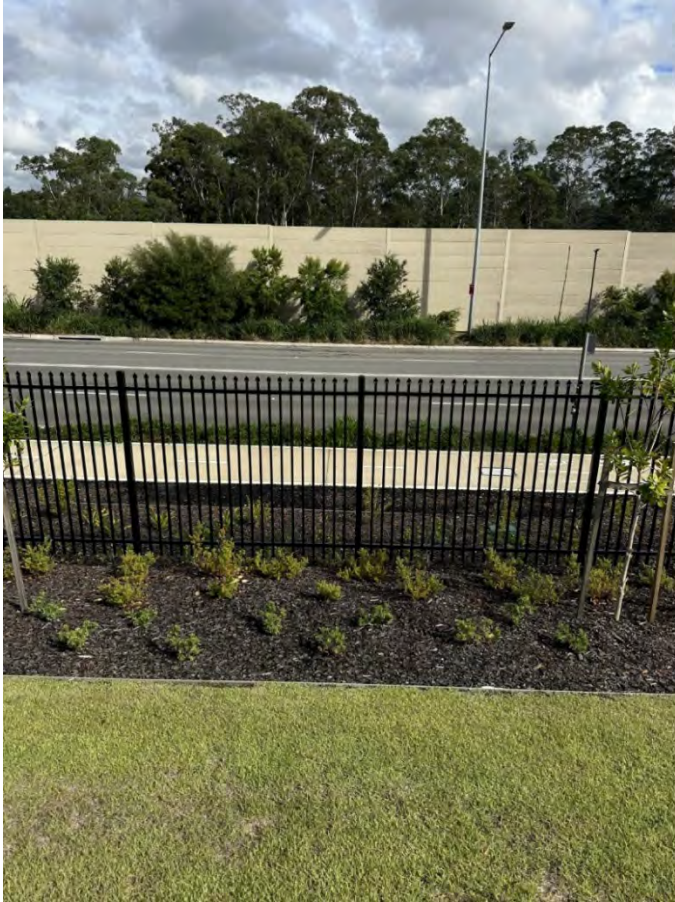
Condition	Condition text	Evidence
	(b) 1 canopy tree per 30 m ² of landscaped area; and	 Figure 91 – Example of tree planting to meet the requirement of 1 per 30m². Subject example is at Warehouse MoNDC (13/03/2026).



Figure 92 – Mortality amongst trees planted to satisfy the 1 per 30m² requirement.

Condition	Condition text	Evidence
	(c) a 2.5 m wide landscaped bay every 6-8 car spaces to provide shade within carpark areas, or alternative carpark landscaping (such as linear planting of vegetation of a minimum width of 2 m between rows of carparking) accepted as providing adequate shade in the peer review report required under Condition B55. Note: For the purposes of this condition, canopy trees are not required to be planted on or	 Figure 93 – Example of the carpark canopy tree planting and landscape bays at warehouses. Subject example is at Warehouse MoNDC (18/03/2025).

Condition	Condition text	Evidence
	immediately adjacent to vehicle paths between the intermodal terminal and the eastern elevation of each warehouse.	 Figure 94 – Evidence of mortality has been seen in the MoNDC carpark landscaping shown in Figure 93. Mortality outlined in red (06/02/2026).

Condition	Condition text	Evidence
B69	Perimeter and on-site detention and biofiltration/ bioretention basin fences higher than 1.2m must be transparent and dark in colour but not constructed of chain wire, to provide visual amenity.	 The photograph shows a black metal palisade fence in the foreground, with a concrete wall and trees in the background. The fence is made of vertical black metal bars. Behind the fence is a concrete wall, and further back are trees and a street with a light pole. The sky is cloudy. Figure 95 – Example of palisade fencing around warehouses. Subject example is at Warehouse N2 (13/03/2025).

Condition	Condition text	Evidence
B70	Boundary fencing design must allow for fauna movement where required under Condition B152(b).	NA – no photographic evidence. See quarterly report for implementation status.

Condition	Condition text	Evidence
B71	Screen fencing and planting must be provided around waste bins or other outside storage areas.	 Figure 96 – Waste area fencing at Warehouse N1 (18/03/2025).

Condition	Condition text	Evidence
		 Figure 97 – Waste area fencing at Warehouse N2 (13/03/2025).

Condition	Condition text	Evidence
		 Figure 98 – Automatic waste bin at Warehouse MoRDC (01/04/2025)

Condition	Condition text	Evidence
		 Figure 99 – Automatic waste bins at Warehouse MoNDC (01/04/2025).

Condition	Condition text	Evidence
B72	Screen planting must be provided on both sides of noise walls.	 Figure 100 – Example of screen planting on the Estate Road (eastern) side of the noise wall. Subject example is taken adjacent to the future location of Warehouse N3 (22/10/2024).

Condition	Condition text	Evidence
		 Figure 101 – Progress update of landscaping along the noise wall shown in Figure 100. Ground cover mortality can be observed (outlined in red) (06/02/2025).

Condition	Condition text	Evidence
		 Figure 102 – Evidence of mortality in shade tree plantings along the noise wall. Mortality outlined in red (06/02/2025).

Condition	Condition text	Evidence
B73	Retaining wall materials and colours must be of a natural appearance and incorporate landscaping.	 Figure 103 – Example of the retaining walls found across site. Subject example is on the western side of the noise wall adjacent to Warehouse MoNDC (11/03/2025).

Condition	Condition text	Evidence
B74	Noise barriers must minimise visual and amenity impacts and be designed in accordance with the Noise wall design guideline – Design guideline to improve the appearance of noise walls in NSW (RMS, March 2016).	 Figure 104 – Noise wall installed and consistent with requirements within approved UDDR (14/03/2025).

Condition	Condition text	Evidence
B75 The following must be included on, or provided with the Revised Landscape Design Drawings required under Condition B52:	(a) irrigation systems;	 Figure 105 – Landscape irrigation piping at Warehouse N1 (12/03/2025).

Condition	Condition text	Evidence
		 Figure 106 – Landscape irrigation at Warehouse N2 (14/03/2025).

Condition	Condition text	Evidence
		 Figure 107 – Landscape irrigation at Warehouse MoNDC (18/03/2025).

Condition	Condition text	Evidence
		 Figure 108 – Landscape irrigation at Warehouse MoRDC (13/03/2025).

Condition	Condition text	Evidence
	(b) planting schedule including tree and shrub species, expected mature height, planting densities and to sizes;	NA – no photographic evidence. See quarterly report for implementation status.
	(c) soil specification and depth for landscaped areas in relation to pot sizes and species to ensure the viability of shrubs and trees;	RLDD meets this requirement. Completed.
	(d) landscaping around the southern and northern boundaries of the site; and	NA – no photographic evidence. See quarterly report for implementation status.

Condition	Condition text	Evidence
	(e) noise wall, retaining wall and fencing graphics and material details.	 Figure 109 – Example of a section of the completed noise wall. Subject example at the northern end of OSD 5 (22/10/2024).

Condition	Condition text	Evidence
		 Figure 110 – Example of the retaining walls found across site. Subject example is on the western side of the noise wall adjacent to Warehouse MoNDC (11/03/2025)

Condition	Condition text	Evidence
B76 Operational lighting must:	(a) comply with the latest version of AS 4282-1997 - Control of the obtrusive effects of outdoor lighting (Standards Australia, 1997); and	NA – no photographic evidence. See quarterly report for implementation status.

Condition	Condition text	Evidence
	(b) be designed to reduce light spill and be mounted, screened and directed in such a manner that it does not create a nuisance and minimises visual impacts to surrounding properties, the public road network, the Georges River riparian corridor and the Boot Land.	 Figure 111 – Example of the complying operational lighting on site. Subject example is at Warehouse MoRDC (18/03/2025).
B77 The following signage is not permitted	(a) general advertising or flashing signs; (b) west facing illuminated	

Condition	Condition text	Evidence
	building signage visible from residences and;	
	(c) internally illuminated signs that are visible from residences.	

Figure 112 – Complying signage for Warehouse N2 on Bushmaster Avenue (18/03/2026).

Condition	Condition text	Evidence
		 Figure 113 – Complying signage for Warehouse N1 on Bushmaster Avenue (18/03/2026).

Condition	Condition text	Evidence
		 Figure 114 – Complying signage for Warehouse MoRDC on Bushmaster Avenue (18/03/2026).

Condition	Condition text	Evidence
		 Figure 115 – Complying signage for Warehouse MoNDC on Bushmaster Avenue (18/03/2026).

Condition	Condition text	Evidence
B78	Signage must not occupy more than 10% of a façade or wall of a building.	 Figure 116 – Complying signage for Warehouse MoNDC (18/03/2026).

Condition	Condition text	Evidence
		 Figure 117 – Complying signage for Warehouse MoRDC (18/03/2026).

Condition	Condition text	Evidence
		 Figure 118 – Complying signage for Warehouse N1 (18/03/2025).

Condition	Condition text	Evidence
B80	A rainwater tank must be included on each Warehouse, the freight village and rail terminal buildings.	 Figure 119 – Rainwater tank located at Warehouse N2 (17/03/2025).

Condition	Condition text	Evidence
		 Figure 120 – Rainwater tank located at Warehouse N1 (18/03/2025).

Condition	Condition text	Evidence
		 Figure 121 – Rainwater tank located at Warehouse MoRDC (18/03/2025).

Condition	Condition text	Evidence
		 Figure 122 – Rainwater tank located at Warehouse MoNDC (18/03/2025).

Condition	Condition text	Evidence
B81	Rainwater must be used for irrigation, internal non-potable uses, the container washdown facility and be considered for a variety of cooling techniques.	 Figure 123 – Example of internal rainwater usage. Subject example in Warehouse N2 (18/03/2025).

Condition	Condition text	Evidence
		 Figure 124 – Example of landscape irrigation piping. Subject example at Warehouse N1 (12/03/2025).