Quarterly Report: Q2 2026

Urban Design Development Report

Moorebank Precinct West Stage 2

Moorebank Intermodal Precinct West Stage 2

SSD 7709

UDDR Quarterly Report – Q2 2026

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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

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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 Q2 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 April 2026 to 30 June 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 ‘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 Q2 2026	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 11). 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 Q2 2026	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, Figures 123 to 126). 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 11). 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 *the UHIMS addresses shade tree planting*. The UHIMS modelling on page 4 of the UDDR Part 2 states that *the MPW Precinct is to have 12% tree canopy shading based on a 1 per 30m^2 tree spacing method.*	Tree spacing of 1 per 30m^2 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 Q2 2026	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 12 to 27). An update on the progress of each planting in comparison to previous UDDR Reports has been included. During Q3 2025, shade tree planting was undertaken along Moorebank Avenue and Anzac Road Intersection (MAAI). This landscaping will be reflected in Appendix E in a future report. Upon inspection of the site for this Q2 2026 Quarterly Report, there was evidence of die off amongst shade tree plantings (see Figures 28 to 31 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 cover. Examples of ground cover vegetation are		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
		conservation area) has been designed to cover 22% of the site area.	provided in Appendix A (Figures 32 to 47). An update on the progress of ground cover landscaping in comparison to previous UDDR Reports has been included. Vegetation cover is progressively being implemented in accordance with the approved B2 Plan. During Q3 2025, ground cover landscaping was undertaken along Moorebank Avenue and Anzac Road Intersection (MAAI). This landscaping will be reflected in Appendix E in a future report. Upon inspection of the site for the Q2 2026 Quarterly Report, there was evidence of mortality amongst vegetation ground cover plantings (see Figures 48 to 55 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 *all roofs are to be built with materials that have a cool-roof treatment (albedo of 0.65).*	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).		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
			The external finishes schedule provided to the contractor for the construction of Warehouse MoNDC on 24/03/2023 shows that the finish on 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,	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		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
		warehouses will utilise cross-ventilation.	Appendix A (Figures 73 to 76) 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 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	Solar panels have been installed on approximately 30% of roof surface area on		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
		30% of warehouse roof surface area, where feasible. It also aims for the solar panels to be visually unobtrusive. Drawings PIWW-RCG-AR-DWG-0110-112 and JR-SK-A-9200 show approximately 30% rooftop solar panel coverage across the completed warehouses.	Warehouses N1, N2, MoNDC and MoRDC. See Appendix A (Figure 75) for evidence of implementation. 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 76) 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 75). 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	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		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
		through a co-located concrete crushing plant; and to consider utilising low embodied energy materials where possible. The section 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.	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. 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	All warehouses that have been constructed have been fitted with a rainwater tank. See evidence of		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
		states that stormwater collection on-site detention systems and overland flow paths will be implemented to mitigate localised flood as per engineer's specifications and requirements under the consent.	implementation in Appendix A (Figures 123 and 126). MitCo have advised that this condition will be implemented as part of the terminal office 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 9). 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 119 to 122) 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		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
			been established with six-monthly monitoring conducted to verify effective waste management and recycling practices are implemented and maintained. All available records of tenant waste from this current report and previous reports are presented in Appendix G. All tenants (Warehouse N1, N2. MoRDC and MoNDC) provided waste tracking information. 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	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	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 77 to 82) for evidence. During Q3 2025, a pedestrian and cycle path was constructed and implemented along the western		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
	existing and planned footpaths or cycleways in the locality.	with a landscape buffer, and pedestrian and cycle paths for internal roads with a landscape strip on either 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.	side of MAAI. See Appendix A (Figure 82) for evidence of implementation. This will continue to 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 83) for evidence and Appendix E for landscape implementation plan. The progression of this landscaping has been captured in Figure 84. 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	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 91 to 94). 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 Q2 2026	In Progress	Complete
	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.		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.		
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 85 to 87). Relevant “as built” drawings are provided in Appendix D. End of trip facilities have been provided as shown in Appendix A (Figures 88 to 90). 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		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	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.		
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 95 to 101) 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 57). A progress update on landscaping is provided in Appendix A (Figure 58). Canopy tree planting along the northern and southern perimeter has not yet been implemented and will be reported on in future UDDR reports (see Appendix A Figure 59 and 60). Planting on the eastern perimeter is not needed as this is occupied by the INTS.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
			Appendix E provides a plan of landscaping areas that have been implemented to date within the MPW Stage 2 footprint. The southern fill area is being developed for warehouses under separate approvals and will not require landscaping under this condition.		
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. 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, Figures 57 and 58). 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. No major update was recorded upon inspection for Q2 2026. See Appendix A (Figure 59 and 60). 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.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
			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.		
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: *Eucalyptus crebra, Eucalyptus moluccana Eucalyptus amplifolia, Eucalyptus bosistoana, Eucalyptus eugenioides, Eucalyptus tereticornis, Eucalyptus punctate, Eucalyptus baueriana, Corymbia maculata, Angophora floribunda* and *Angophora bakeri.*	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 61). 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. Evidence of mortality was evident upon site inspection during Q2 2026 (Figures 31 and 54 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.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
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 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.	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 30m^2 of landscaped area. • 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 62 to 65). Upon inspection of the site for the Q2 2026 Quarterly Report, there was evidence of mortality amongst landscaping plantings (see Figures 28 to 30 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.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
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 102). 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. 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 are 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.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
			Evidence of implementation of waste areas has been provided in Appendix A (Figures 103 to 106). MitCo have advised that waste storage and associated screen fencing for the INTS terminal office will be constructed as part of the terminal 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 *there is no need for a noise wall and that OSD landscaping can provide visual amenity in place of one.* It also states that *retaining walls should include landscaping per CoC B73.* 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 46) and Appendix E. A progress update has been provided in Appendix A, see Figure 47. Upon inspection of the site for the Q2 2026 Quarterly Report, there was evidence of mortality amongst vegetation ground cover and shade tree plantings (see Figures 31 and 55 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	Section 3.7 of UDDR states that *retaining walls must be of natural*	Retaining walls have been constructed within the MPW Stage 2 footprint at separate points west of the noise wall.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
	appearance and incorporate landscaping.	*appearance and should include landscaping per CoC B73.*	These have been constructed in accordance with this condition. See Appendix A (Figure 107) for evidence of implementation. No further implementation of this strategy occurred during the reporting period. 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 *there is no need for a noise wall from an urban design perspective*. 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 108) 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: *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*	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 67 to 70 in Appendix A for evidence of irrigation throughout MPW S2.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
		mount. Performance specification to be provided by landscape architect, nominally 25mm delivered to plant areas each week during establishment (depending on weather conditions). After establishment, irrigation rates can be decreased in certain areas of the landscape depending on the species.			
	(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. *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.*	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.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
	(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 *a noise wall is not needed despite the condition as it will have no effect.*	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 107 and 108 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 *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.*	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.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
	(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.	UDDR Section 3.8 identifies that *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 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.*	Where installed, lighting has been implemented in accordance with this condition. See Appendix A (Figure 109) for evidence of implementation. No additional implementation of this strategy occurred during the reporting period. 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 110 to 113) 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 114 to 116) for evidence. Note, warehouse N2 does not have any signage on the building. No additional implementation of this strategy occurred during the reporting period.		

CoC Ref.	Condition Text	UDDR Strategy	Status of Implementation during Q2 2026	In Progress	Complete
			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 designed for Warehouses MoRDC and MoNDC.	Rainwater tanks have been implemented on Warehouses N1, N2, MoNDC and MoRDC. See Appendix A (Figures 123 to 126) 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 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: *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.* 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. Internal piping shows evidence of implementation, see Appendix A (Figures 117 and 118). 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

1. WSUD

WSUD



Figure 1 – OSD Basin 8 (21/10/2024).

Before



Figure 2 - OSD Basin 8 (02/07/2026).

Now

WSUD



Figure 3 - OSD Basin 6 (02/07/2026).



Figure 4 – OSD Basin 5 (12/03/2024).

Before



Figure 5 - OSD Basin 5 (02/07/2026).

Now

WSUD



Figure 6 – Example of hydroseed vegetation at OSD 5 (26/02/2026).

Before



Figure 7 - OSD 5 hydroseed vegetation (02/07/2026).

Now

WSUD



Figure 8 – Example of an OSD's GPT. Subject example is at OSD 6 (12/03/2025).

WSUD

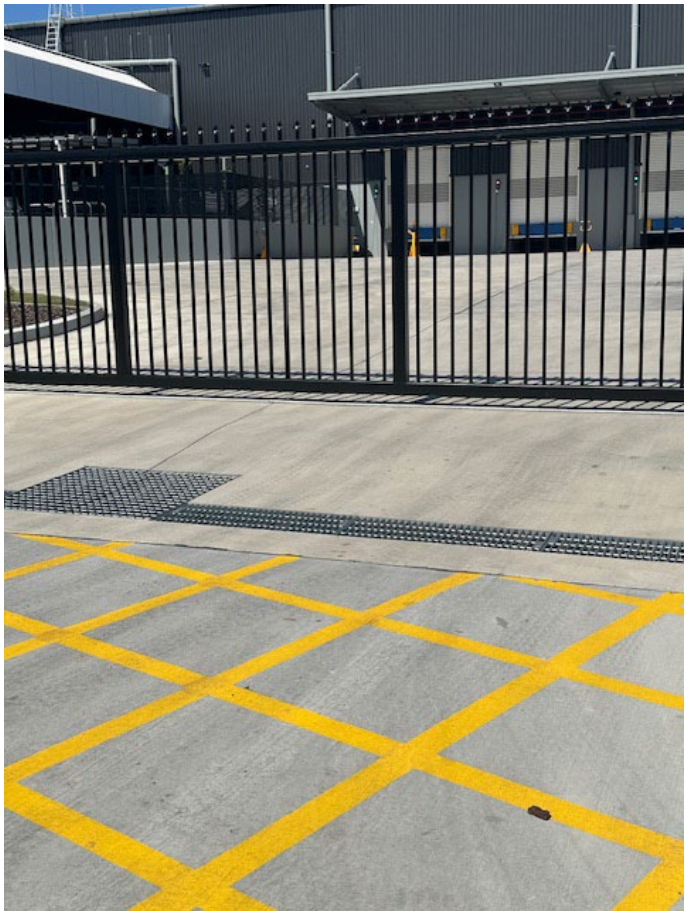


Figure 9 – Example of an overland flow path. Subject example drains into OSD 5 and is located adjacent to Warehouse N1 (17/03/2025).



Figure 10 – Example of drainage situated within a landscaped area. Subject example is next to the carpark at Warehouse N2 (11/03/2025).

WSUD



Figure 11 – 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).

2. Landscaping

Landscaping



Figure 12 – Shade tree planting at Warehouse N1 (13/03/2025).

Before



Figure 13 – Shade tree planting at Warehouse N1 (02/07/2026).

Now

Landscaping



Figure 14 – Shade tree planting at Warehouse N2 (09/04/2026).

Before



Figure 15 – Example of shade tree planting at Warehouse N2 (02/07/2026).

Now

Landscaping



Figure 16 – Shade tree planting at MoRDC (02/07/2026).

Landscaping



Figure 17 – Example of shade tree planting at Warehouse MoNDC (02/07/2026).

Now

Landscaping



Figure 18 – Shade tree planting at INTS (09/04/2026).

Before

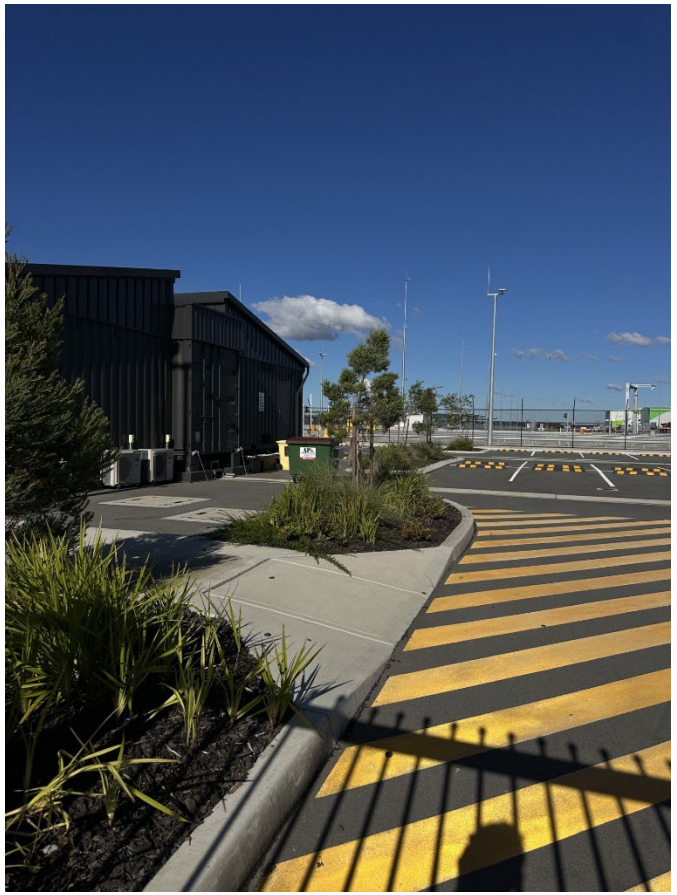


Figure 19 – Shade tree planting at INTS (02/07/2026).

Now

Landscaping



Figure 20 – Shade tree planting at MAAI (09/04/2026).

Before



Figure 21 – Shade tree planting at MAAI (02/07/2026).

Now

Landscaping



Figure 22 - Shade tree planting along Bapaume Road (02/07/2026).

Landscaping



Figure 23 – Shade tree planting along the eastern side of the noise wall (02/07/2026).



Figure 24 - Shade tree mortality at Warehouse N1 (02/07/2026).

Landscaping mortality



Figure 25 - Shade tree mortality at Warehouse N2 (02/07/2026).

Landscaping mortality

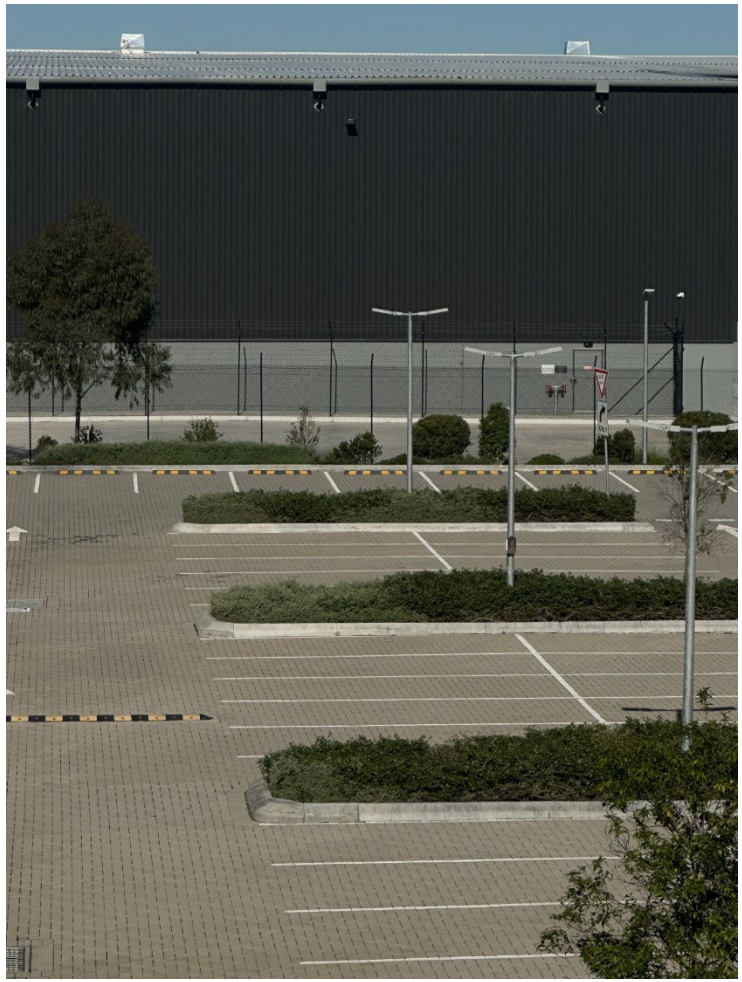


Figure 26 - Shade tree mortality at MoNDC (02/07/2026).

Landscaping Mortality

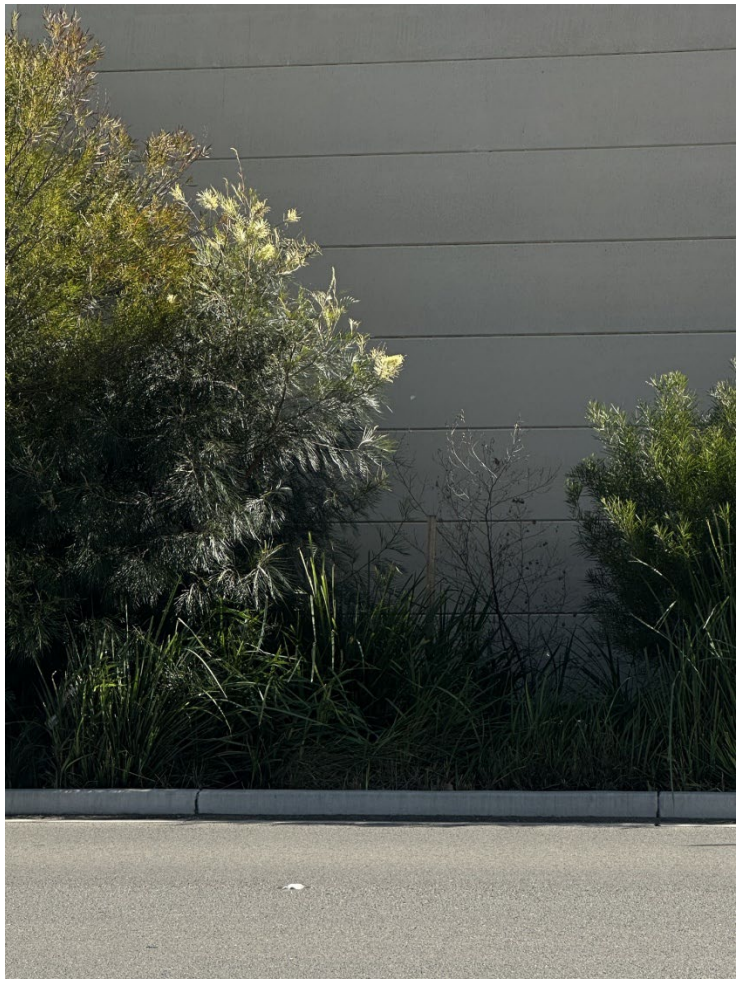


Figure 27 - Shade tree mortality along the noise wall (02/07/2026).

Landscaping mortality

Landscaping



Figure 28 – Ground cover vegetation at Warehouse N1 (09/04/2026).

Before



Figure 29 – Ground cover vegetation at Warehouse N1 (02/07/2026).

Now

Landscaping



Figure 30 - Ground cover vegetation at Warehouse N2 (02/07/2026).

Landscaping



Figure 31 – Ground cover vegetation at Warehouse MoRDC (02/07/2026).

Landscaping



Figure 32 - Ground cover vegetation at Warehouse MoNDC (02/07/2026).

Landscaping



Figure 33 – Ground cover vegetation at INTS (09/04/2026).

Before



Figure 34 – Ground cover vegetation at INTS (02/07/2026).

Now

Landscaping



Figure 35 – Ground cover vegetation at MAAI (09/04/2026).
Before



Figure 36 – Grund cover vegetation at MAAI (02/07/2026).
Now

Landscaping

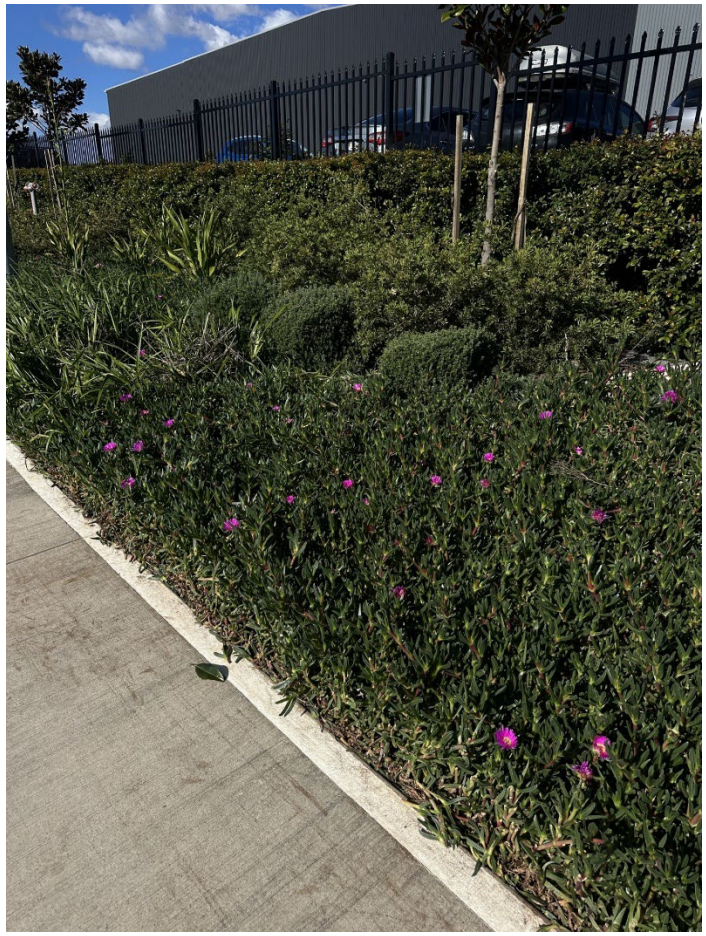


Figure 37 – Ground cover vegetation along Bapaume Road (02/07/2026).

Landscaping



Figure 38 – Gound cover at the noise wall (eastern side) (02/07/2026).

Landscaping



Figure 39 - Evidence of ground cover mortality at Warehouse N1 (02/07/2026).

Landscaping mortality



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

Incomplete landscaping (as outlined in Landscaping Masterplan by GroundInk, 11 April, 2025)

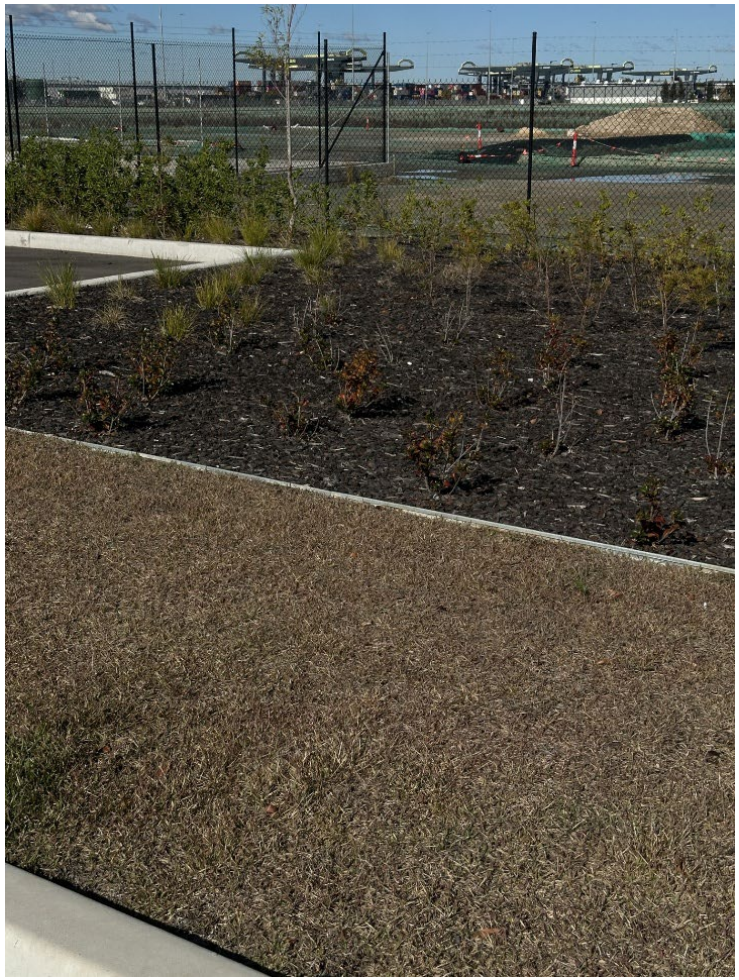


Figure 41 - Ground cover vegetation mortality at Warehouse N2 (02/07/2026).

Landscaping mortality



Figure 42 - Ground cover mortality at Warehouse MoNDC (02/07/2026).

Landscaping mortality



Figure 43 - Incomplete ground cover at MoNDC (02/07/2026).

Incomplete landscaping



Figure 44 - Evidence of ground cover mortality at Warehouse MoRDC (02/07/2026).

Landscaping mortality



Figure 45 - Ground cover mortality along Bapaume Road (02/07/2026).

Landscaping mortality



Figure 46 - Mortality amongst noise wall ground cover vegetation (02/07/2026).

Landscaping mortality

Landscaping



Figure 47 – Example of the canopy trees on the western perimeter of site. This is adjacent to OSD 5 (13/03/2026).



Figure 48 – Example of the vegetation used to stabilise the western perimeter fill batters. Subject example is at the north-west of site on the western side of the noise wall, adjacent to the substation works and the biobanking area (13/03/2025).

Before



Figure 49 - Vegetation along the western perimeter fill batter (02/07/2026).

Now



Figure 50 – Northern batter adjacent to the substation (19/02/2026).

Before



Figure 51 - Northern perimeter batter (02/07/2026).

Now



Figure 52 - 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).



Figure 53 - Warehouse N1 carpark canopy (02/07/2026).



Figure 54 - Warehouse N2 carpark canopy (02/07/2026).

Landscaping



Figure 55 – Example of the carpark canopy tree planting and landscape bays at warehouses. Subject example is at Warehouse MoNDC (18/03/2025).



Figure 56 - Carpark canopy at INTS (02/07/2026).

Landscaping



Figure 57 – 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).



Figure 58 – Landscape irrigation piping at Warehouse N1 (12/03/2025).

Landscaping



Figure 59 – Landscape irrigation at Warehouse N2 (14/03/2025).

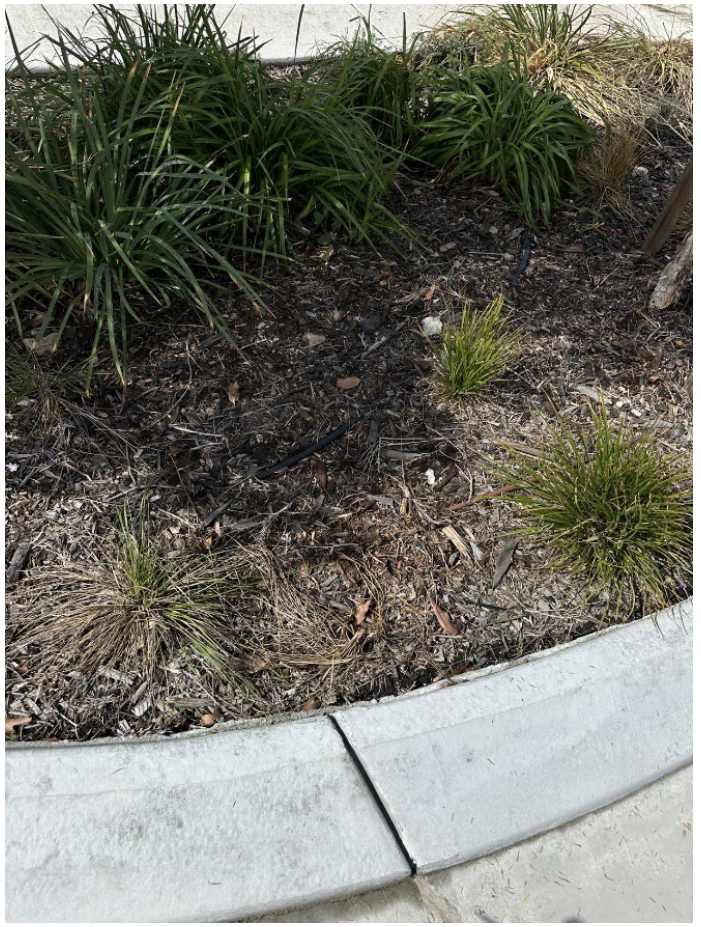


Figure 60 – Landscape irrigation at Warehouse MoNDC (18/03/2025).

Landscaping



Figure 61 – Landscape irrigation at Warehouse MoRDC (13/03/2025).

3. Urban Heat Island Mitigation

Urban Heat Island Mitigation



Figure 62 – Example of low albedo material used in roof construction. Subject example is on Warehouse MoNDC (see Appendix B for evidence). (21/10/2024).



Figure 63 – Example of low albedo pavement. Subject example is adjacent to Bushmaster Avenue and Warehouse N2 (22/10/2024).

4. Ecological Sustainable Development

Ecologically Sustainable Development

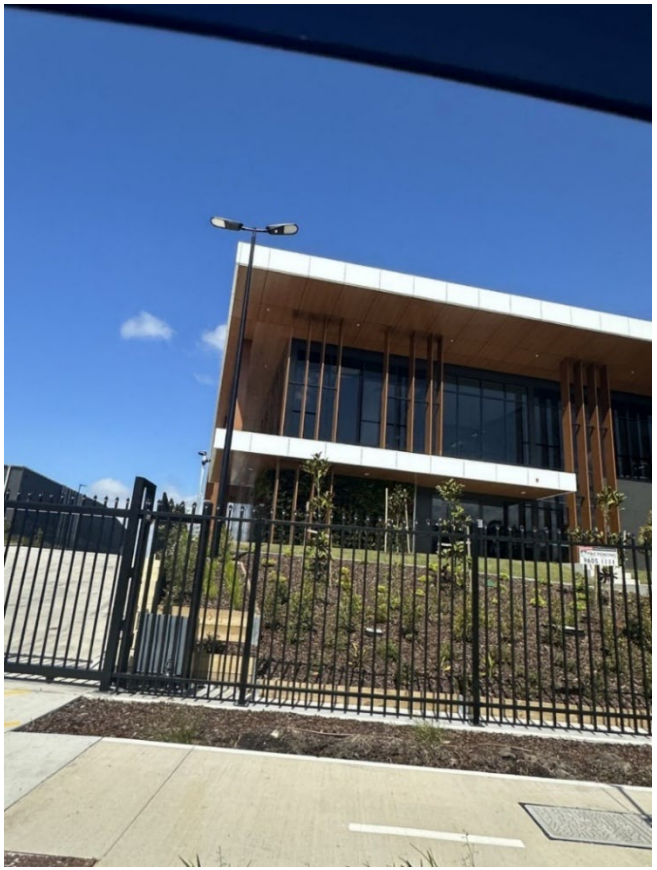


Figure 64 – Example of an overhanging eave. Subject example is of the office at Warehouse N1 (14/03/2025).

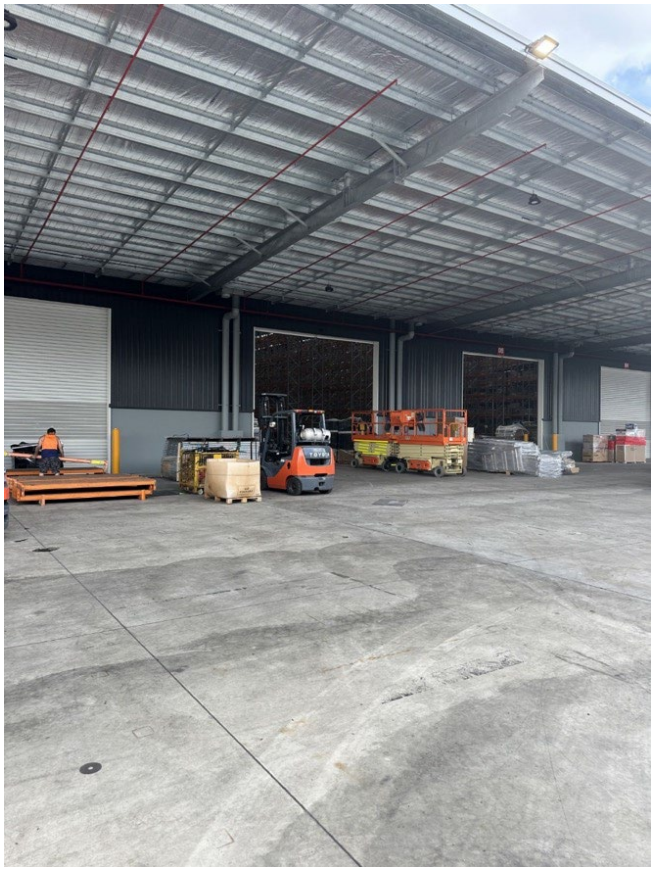


Figure 65 – Example of awning providing shade. Subject example is at Warehouse N2 (18/03/2025).

Ecologically Sustainable Development



Figure 66 – 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).



Figure 67 – Example of a roller door with cross ventilation vents in the middle. Subject example is in Warehouse MoNDC (24/01/2025).

5. Parking, pathways and access

Parking, pathways and access



Figure 68 – Example of the pedestrian and cycle path along the Estate Road (Bushmaster Road). Subject example is adjacent to Warehouse N1 (09/04/2026).

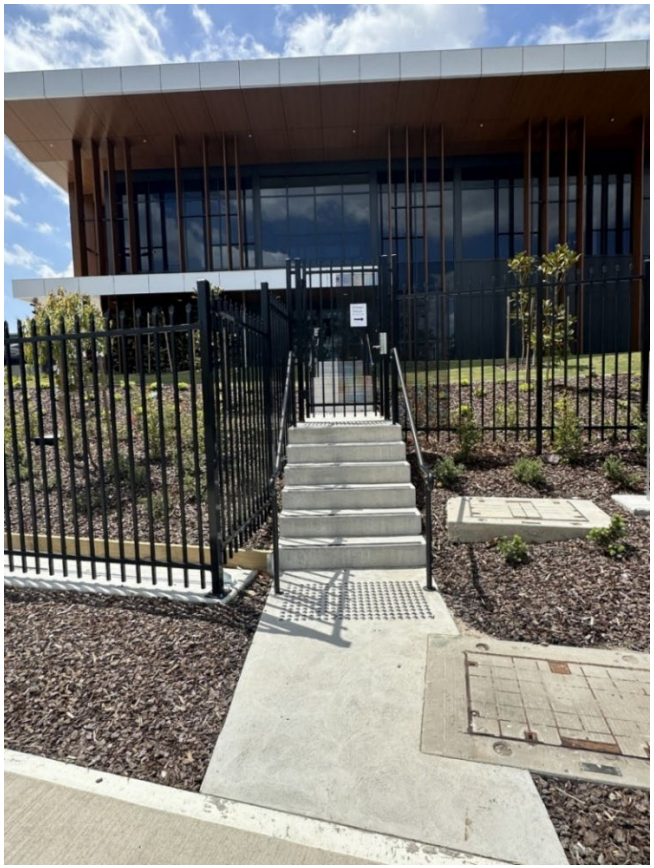


Figure 69 – Example of a pedestrian and cycle path leading into a warehouse from the pedestrian path along Bushmaster Road. Subject example is leading into Warehouse N2 (17/03/2025).

Parking, pathways and access



Figure 70 – Example of the pedestrian path heading towards Moorebank Avenue along Bapaume Road (14/03/2025).

Parking, pathways and access



Figure 71 – 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).

Before



Figure 72 – Progress update of the MAAI intersection shown in Figure 80 (26/02/2026).

Now

Parking, pathways and access

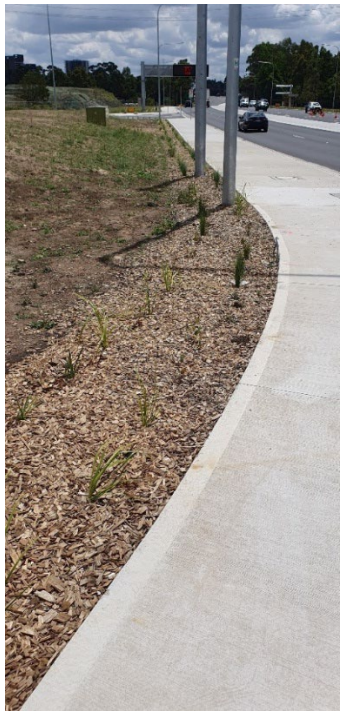


Figure 73 - Pedestrian and cycle access along the western side of MAAI (view facing north from the beginning of Bushmaster Avenue) (30/10/2025).

Parking, pathways and access



Figure 74 - Example of how the pedestrian paths of the Development meander with landscaping. Subject example is along Warehouse N1 (13/03/2025).

Before



Figure 75 – Progress update of pedestrian path vegetation shown in Figure 83 (06/02/2026).

Now

Parking, pathways and access

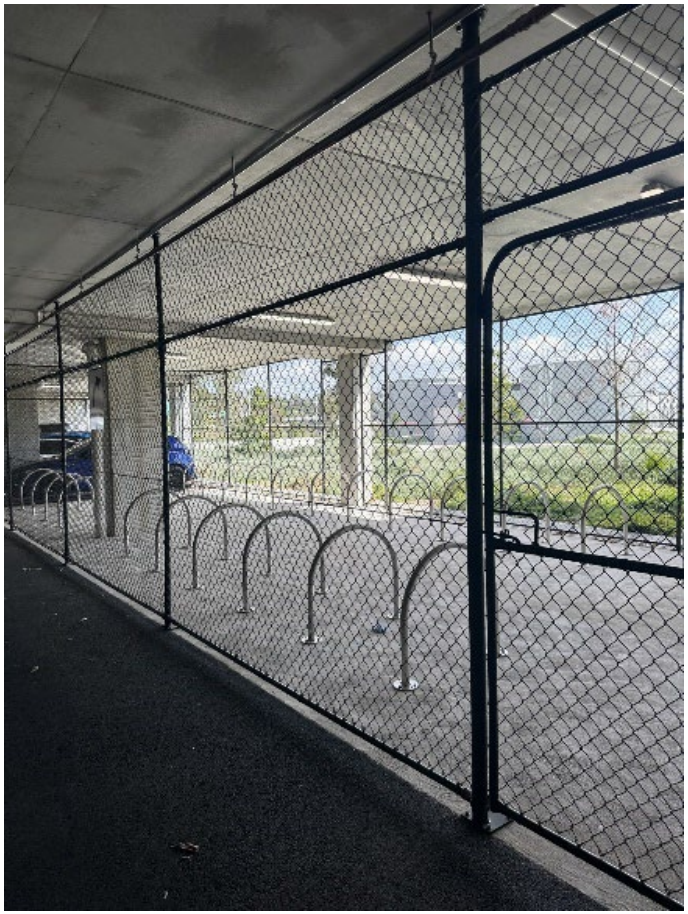


Figure 76 – The bicycle parking at Warehouses MoNDC and MoRDC – which have shared parking facilities (14/03/2025).

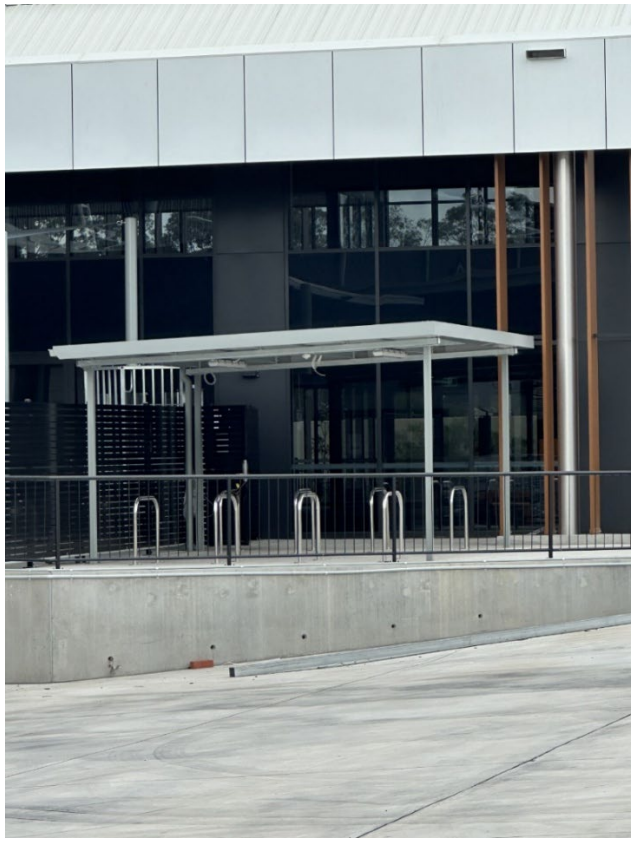


Figure 77 – The bicycle parking at Warehouse N2 (14/03/2025).

Parking, pathways and access



Figure 78 - The bicycle parking at Warehouse N1 (14/03/2025).



Figure 79 – The end of trip facilities in Warehouse N1 (18/03/2025).

Parking, pathways and access

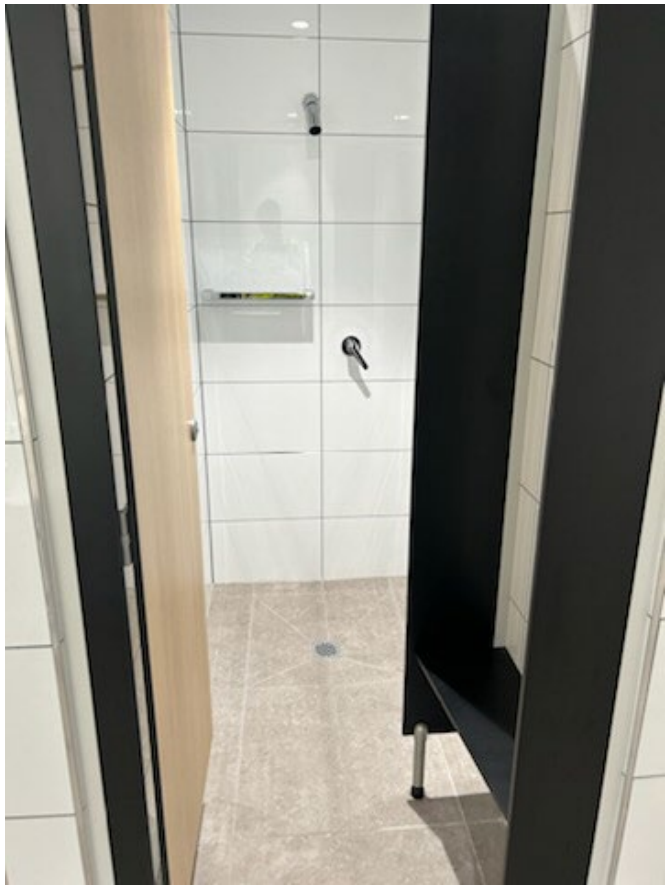


Figure 80 – The end of trip facilities in Warehouse N2 (18/03/2025).



Figure 81 – The end of trip facilities at Warehouses MoNDC and MoRDC (18/03/2025).

6. Outdoor meal break area

Outdoor Meal Break Area



Figure 82 – The outdoor meal break area at Warehouse MoNDC (18/03/2025).



Figure 83 – The outdoor meal break area at Warehouse N1 (14/03/2025).

Outdoor Meal Break Area



Figure 84 – The outdoor meal break area Warehouse N2 (14/03/2025).

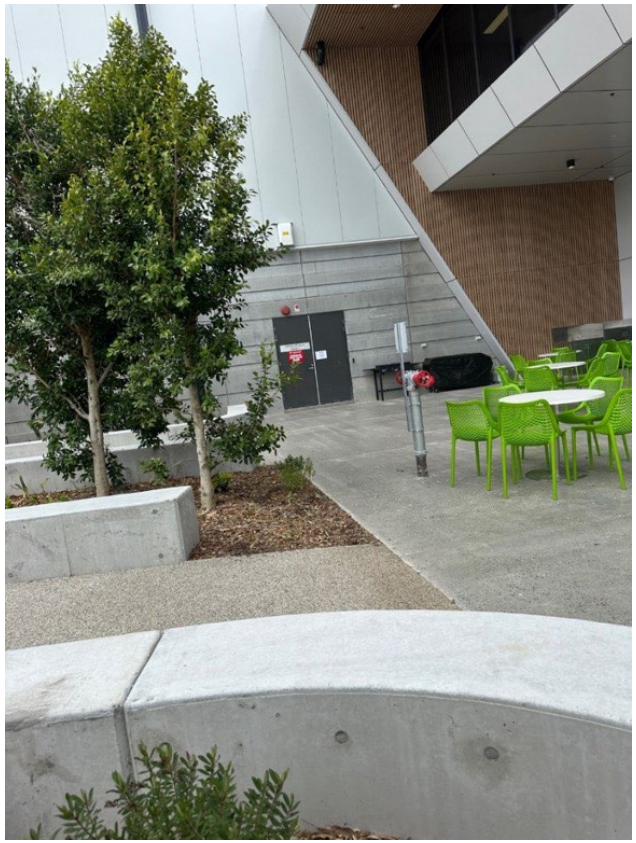


Figure 85 – The outdoor meal break area at Warehouse MoRDC (14/03/2025).

7. Setbacks

Setbacks



Figure 86 – The 18m setback from Moorebank Avenue (27/11/2024).

Before



Figure 87 – The 18m setback from Moorebank Avenue (09/04/2026).

Now

Setbacks



Figure 88 – Example of the setback from the internal road to warehouse carparking. Subject example is at Warehouse N1 (09/04/2026).



Figure 89 – Example of the setback from the internal road to warehouse carparking. Subject example is at Warehouse N2 (13/03/2025).

Setbacks



Figure 90 – Example of the setback from the internal road to warehouse carparking. Subject example is at Warehouse MoRDC (09/04/2026).



Figure 91 – Example of the setback from the internal road to warehouse carparking. Subject example is at Warehouse MoNDC (09/04/2026).

Setbacks



Figure 92 – Example of the setback from the internal road to warehouse carparking. Subject example is at Warehouse INTS (09/04/2026).

8. Fencing, screening, retaining walls and noise walls

Fencing, Screening, Retaining Walls and Noise Walls



Figure 93 – Example of palisade fencing around warehouses. Subject example is at Warehouse N2 (13/03/2025).



Figure 94 – Waste area fencing at Warehouse N1 (18/03/2025).

Fencing, Screening, Retaining Walls and Noise Walls



Figure 95 – Waste area fencing at Warehouse N2 (13/03/2025).



Figure 96 – Automatic waste bin at Warehouse MoRDC (01/04/2025)

Fencing, Screening, Retaining Walls and Noise Walls



Figure 97 – Automatic waste bins at Warehouse MoNDC (01/04/2025).



Figure 98 – 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).

Fencing, Screening, Retaining Walls and Noise Walls



Figure 99 - Noise wall.

9. Lighting



Figure 100 – Example of the complying operational lighting on site. Subject example is at Warehouse MoRDC (18/03/2025).

10. Signage

Signage

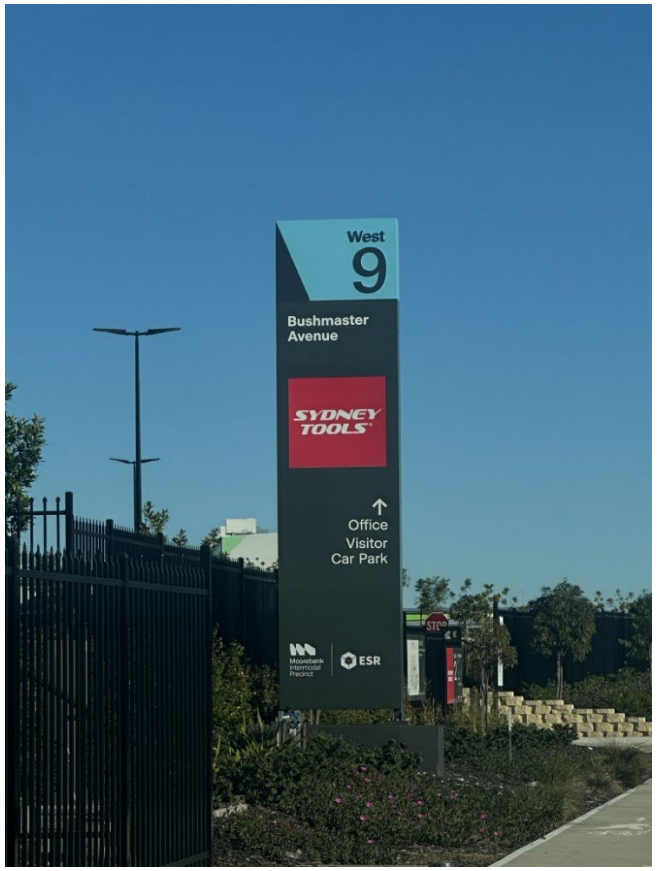


Figure 101 – Complying signage for Warehouse N2 on Bushmaster Avenue (02/07/2026).

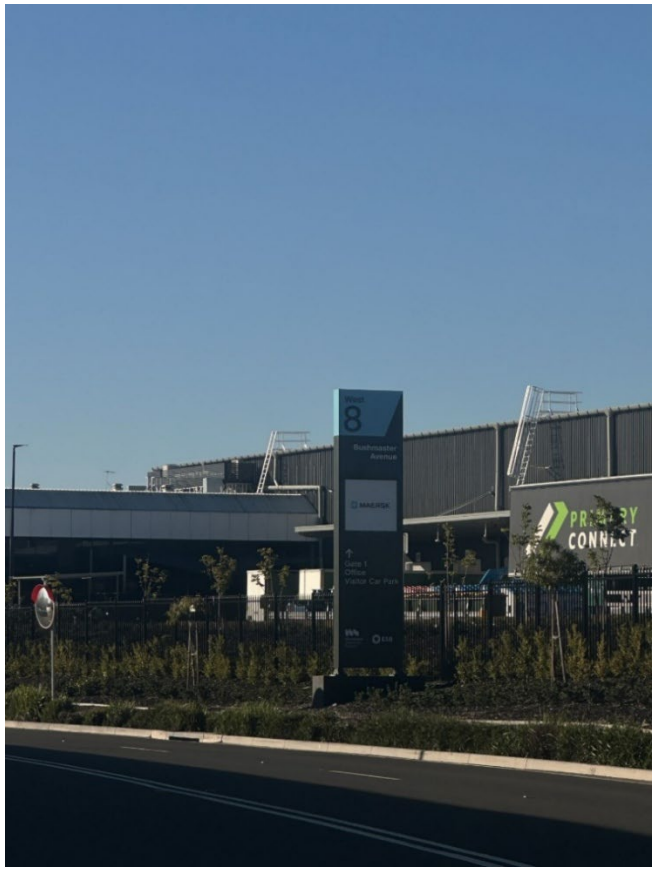


Figure 102 – Complying signage for Warehouse N1 on Bushmaster Avenue (02/07/2026).

Signage

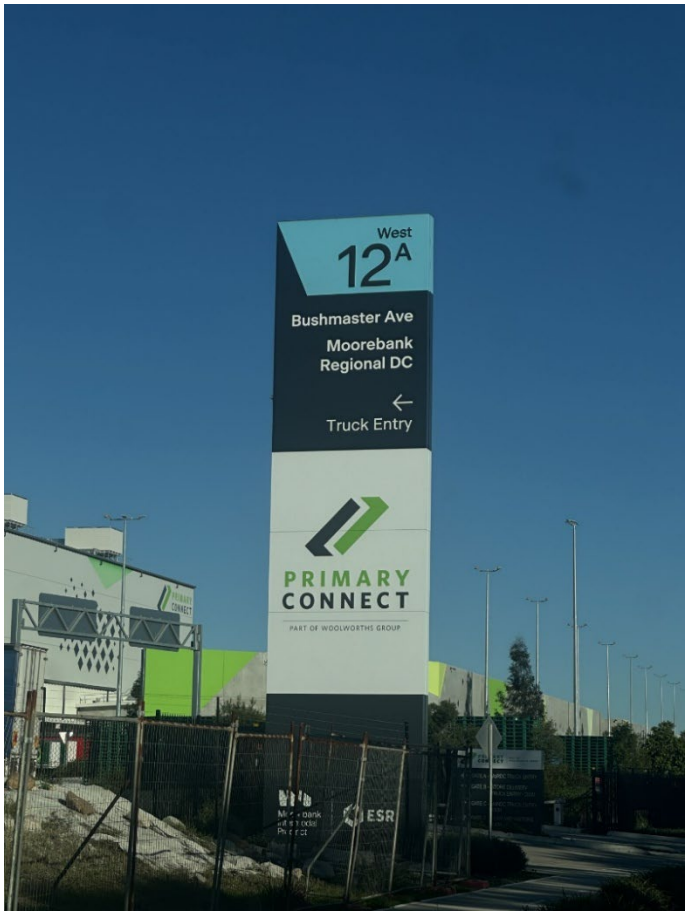


Figure 103 – Complying signage for Warehouse MoRDC on Bushmaster Avenue (02/07/2026).



Figure 104 – Complying signage for Warehouse MoNDC on Bushmaster Avenue (02/07/2026).

Signage



Figure 105 – Complying signage for Warehouse MoNDC (18/03/2026).



Figure 106 – Complying signage for Warehouse MoRDC (18/03/2026).

Signage

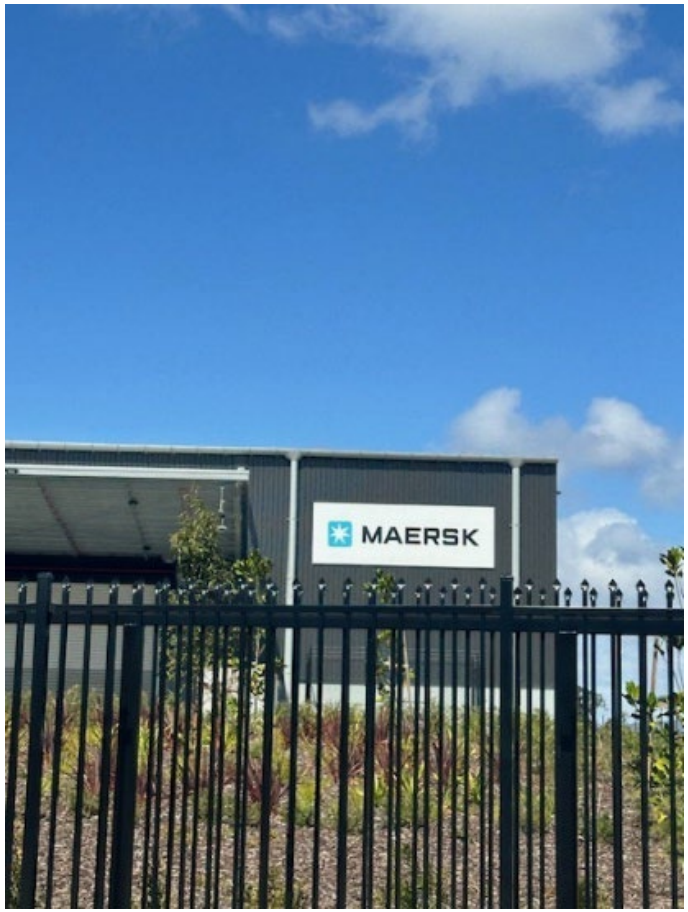


Figure 107 – Complying signage for Warehouse N1 (18/03/2025).

11. Rainwater tanks and Water Fixtures

Rainwater Tanks and Water Fixtures

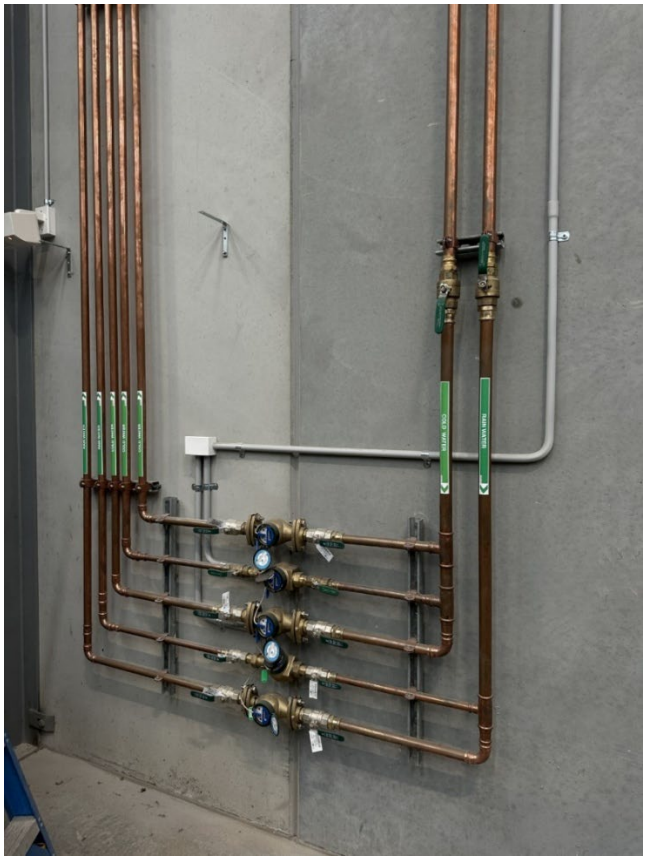


Figure 108 – Rainwater reuse piping in Figure 118 zoomed out to show position on wall (14/03/2025).



Figure 109 – Example of rainwater being used in a warehouse. Subject example is in Warehouse N2 (24/01/2025).

Rainwater Tanks and Water Fixtures



Figure 110 – Water efficient tap fitting at Warehouse N1 (18/03/2025).



Figure 111 – Water efficient tap fittings in in Warehouse MoNDC (18/03/2025).

Rainwater Tanks and Water Fixtures



Figure 112 – Water efficient tap fitting at Warehouse MoRDC (14/03/2025).



Figure 113 – Water efficient tap fitting at Warehouse N2 (18/03/2025).

Rainwater Tanks and Water Fixtures



Figure 114 – Example of an operational rainwater tank. Subject example is at Warehouse N2 (17/03/2025).



Figure 115 – Rainwater tank located at Warehouse N1 (18/03/2025).

Rainwater Tanks and Water Fixtures



Figure 116 – Rainwater tank located at Warehouse MoRDC (18/03/2025).



Figure 117 – Rainwater tank located at Warehouse MoNDC (18/03/2025).