

Project Maverick

225 – 245 Martin Road, Bradfield

Internal Works – SSD 97688711

Ecologically Sustainable Development (ESD) Report

May 2026

Prepared for: Goodman Property Services (Aust) Pty Ltd

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Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Executive Summary

This Ecologically Sustainable Development (**ESD**) report has been prepared by Urbis Ltd (**Urbis**) to address the site-specific Secretary's Environmental Assessment Requirements (**SEARs**) received in respect of the proposed State Significant Development Application (**SSDA**) No. 97688711. The proposed development is being undertaken by Goodman Property Services (Aust) Pty Ltd (**Applicant**) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (Owner). The proposed development, Project Maverick, is located at 225 – 245 Martin Road, Bradfield, 2556 (**the Site**).

The SSDA seeks approval for the construction, fit-out (including office and standard warehouse racking) and operation of 14 warehouse buildings, Active Open Space & amenities precinct (including a café), and internal site infrastructure works.

This report addresses the ESD and Green Star frameworks integrated into the proposed development and has carefully considered sustainability initiatives that the development can leverage to achieve optimal and practical sustainable/ resilient outcomes as part of this application. The contents of the report have also been prepared in response to the relevant requirements outlined within the Planning Secretary's Environmental Assessment Requirements issued on 24 November 2025.

This report concludes that the proposed development is suitable and warrants approval subject to the implementation of the sustainability strategy set out in this report, summarised as follows:

- Minimise operational energy use through passive design, efficient buildings services, controls and monitoring,
- On-site generation of renewable energy with space allocated for future battery storage systems,
- Reduce upfront carbon used in building materials, and reporting on upfront carbon,
- Provision of electric vehicle (EV) charging points,
- The Sydney Water Integrated Stormwater scheme will support the efficient management of water resources and recycling, and responsible management of stormwater pollution and runoff,
- Procurement of responsible materials, including best practice Polyvinyl Chloride (PVC) and low-Volatile Organic Compounds (VOC) finishes,
- Waste minimisation plan implemented to reduce waste to landfill during demolition and construction,
- Develop a climate risk assessment and response to extreme risks.

The integration of these ESD principles and initiatives into the project works underscores a strong commitment to achieving exemplary environmental and social outcomes. Moreover, the development achieves the objectives and standards set forth in the Western Sydney Aerotropolis Precinct Plan and DCP. The ESD principles established in this report also identify a clear and intentional framework for future sustainable development.

1 Introduction

This ESD report has been prepared by Urbis Ltd (**Urbis**) to address the site-specific Secretary's Environmental Assessment Requirements (**SEARs**) received in respect of the proposed State Significant Development Application (**SSDA**) No. SSD-97688711. The proposed development is being undertaken by Goodman Property Services (Aust) Pty Ltd (**Applicant**) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (**Owner**). The development is located at 225 – 245 Martin Road, Bradfield, 2556 (**the Site**).

The development is classified as a State Significant Development (**SSD**). The project is subject to assessment in accordance with the SEARs issued under section 4.12(8) of the *Environmental Planning & Assessment Act 1979* (**EP&A Act**) on 24th November 2025.

1.1 Proposed Development

The SSDA seeks approval for the construction, fit-out (including office and warehouse racking) and operation of 14 warehouse buildings, Active Open Space & amenities precinct (including a café) and internal site infrastructure works. Specifically, this includes:

- **Warehouses and Distribution Buildings**
 - 24/7 use of the Warehouse and distribution use for all warehouse buildings.
 - A total developable site area of approximately 1,124,286 sqm (or 112.4 Ha), comprising construction, fit-out and operation of approximately 597,610 sqm of warehouse and office GLA space across 14 small, medium and large format warehouses, ancillary offices and onsite parking. Warehouses range between 10,000sqm to 100,000sqm with heights of either 14.6m or 16.8m (excluding rooftop plant and solar).
 - The above Warehouse and Distribution buildings will also include guardhouses, dock offices, loading bays, landscaping, electric vehicle charging, solar panels and signage
- **Active Open Space & Amenities Precinct**
 - Active open space & public amenities precinct (including a café) totalling approximately 708sqm of GLA within the western Enterprise zone to align with Connecting with Country outcomes.
- **Internal Estate Infrastructure**
 - Construction of the following roads, and associated services infrastructure (being electrical, potable, recycled & wastewater and telecommunications network):
 - Internal estate council roads.
 - Internal estate collector roads as identified on the Precinct Plan.
 - Internal estate retaining walls (including importation of engineered fill for backfill of walls).
 - Corridor reservation, design and partial construction of the following primary arterial roads located within the site:
 - Corridor reservation for the Eastern Ring Road (ERR) between the northern site boundary and southern site boundary.
 - Corridor reservation, design and construction (50%) of 'H-Road' being the east-west connection between the proposed ERR intersection and eastern collector road intersection within the site.
 - Reservation of the remaining 'H-Road' arterial road corridor to the east of the proposed eastern collector road. (N.B. this corridor will ultimately form part of a future arterial regional road

connection between Devonshire Road and the ERR identified in Schedule 3 – List of Infrastructure in the Aerotropolis Special Infrastructure Contribution).

- Regional stormwater and drainage infrastructure (on behalf of Sydney Water) identified within the ENZ land. This will include:
 - Stormwater Basins per the Integrated Stormwater Management Scheme
 - Sediment Basin
 - Bio retention Basin
 - Wetland Basin
 - Pond
 - Trunk Drainage channels as identified per the Integrated Stormwater Management Scheme
- **Other**
 - Landscaping across the Site in accordance with Precinct Plan, Connecting with Country and airport safeguarding requirements.
 - Vegetation Management Plan (VMP).
 - 3 x 12m Estate Identification Pylon Signs on Lots 6, 7 and 8 (excludes individual Warehouse wayfinding signage).
 - Public art within the western active open space & amenity precinct
 - Subdivision of the estate.

1.2 Related Applications/Activities

External Lead-in Infrastructure

The Applicant is proposing access to the Site via the following route which will be upgraded to be in accordance with the Precinct Plan:

- Part 1 – Martin Road / Elizabeth Drive intersection
 - It is expected that these works will be undertaken by Transport for New South Wales (TfNSW) via an amendment to the existing Part 5 Activity Approval issued by TfNSW for the Elizabeth Drive upgrade.
 - It is understood that TfNSW will undertake these works with a target completion date of December 2029 (being prior to target date of operations for the first warehouse building at the site).
- Part 2 – 4 – Martin Road / East West Collector Road / Lawson Road Upgrades
 - Further to Part 1, access to the site is proposed to be constructed concurrently as follows:
 - Part 2 – access from the Martin Road / Elizabeth Drive intersection will continue down Martin Road and join the future east / west collector road identified within the Precinct Plan through Lot 36 DP 3050.
 - The portion of road between the Elizabeth Drive intersection and future east / west collector road will be upgraded with a temporary access strategy to be agreed with Council Part 3.2, Requirement DS5 of the Precinct Plan.
 - Part 3 – The east / west collector road through Lot 36 DP 3050 will be delivered in ultimate form to connect Martin Road with Lawson Road consistent with its designation under the Precinct Plan and relevant cross section within the Aerotropolis DCP.

- Part 4 – From the east / west collector road connection on Lawson Road, the portion of Lawson Road south through to the Site will be upgraded in ultimate form consistent with its designation under the Precinct Plan and relevant cross section within the Aerotropolis DCP.
- Goodman have discussed the approach outlined within Parts 2-4 with Liverpool City Council. The anticipated completion date for these upgrades is December 2029, based on a commencement date of June 2028. These works are expected to be completed by Council prior to operation of the first warehouse building at the site.

Rehabilitation, Quarrying and Bulk Earthworks SSDA 97711727

Further to this, a separate SSDA No. SSD-97711727 has been proposed by the Applicant for site preparation works only (i.e no buildings, retaining walls or other infrastructure works), including the rehabilitation of areas disturbed by historic mining and brick-making operations, as well as remediation and bulk earthworks across other areas of the site to make the site suitable for intended future land use. The proposed application also seeks approval for demolition of any remaining structures on the Site.

Cumulatively, these three applications together, seek to facilitate the development of a new industrial estate at the Site.

1.3 Secretary's Environmental Assessment Requirements (SEARs)

The below has been prepared in response to the relevant requirements outlined within the Planning SEARs.

SEARs requirement	Summary Response	Reference in this report
Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development.	The development responds adequately to all ESD criteria and has sustainable principles embedded at the core of its design and implementation plan.	Section 3
Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards	The development incorporates ESD principles and initiatives that supports sustainable development, including principles for built form to meet or exceed relevant performance standards and compliance with the State Environmental Planning Policy (Sustainable Buildings) 2022.	Sections 3 and 4
Demonstrate how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water-sensitive urban design) and material resources.		

The following sustainability items were also referenced by Government Authority Advice supporting the SEARs.

Authority	Authority Comment	Reference in this report
Liverpool City Council	Considering the large roof areas of the warehouses, CDPD encourages the applicant to consider and include the requirements of the Western Sydney Airport DCP regarding solar panels and integration of water collection and reuse for irrigation of landscaped areas.	Section 3

While BDA acknowledges the proponent's commitment to meeting the requirements of the Sustainable Buildings SEPP, we encourage the investigation of opportunities to exceed these standards, particularly in relation to embodied carbon reduction, NABERS and Green Star certification, and the delivery of measurable public benefits. These initiatives will support the Aerotropolis vision for high-performance, high-value, and commercially attractive industrial precincts that align with NSW's Net Zero Plan.

1.4 The Site

The project site is located on Dharug Country, and the project team acknowledges the Cabrogal Clan, who have cared for this Dharug Country, their elders past and present and their deep and continuing connection to their land. The project team acknowledges the importance of a Country-centred approach to the design, guided by Aboriginal people.

Figure 1 Site Masterplan



Source: Urbis

The key features of the Site are as follows:

Description	Site Detail
Land Configuration	- Lot 1 DP 1278780 - Lot 2 DP 1278780 - Lot 3 DP 1278780 - Lot 55 DP 3050 - Lot 56 DP 3050

Note (1) – The above lots do not include the works proposed to be included under External Lead In works.

Existing land use(s)

The Site is Quarry and Brick Making Facility. The structures and hardstand areas used for the quarry operations are located in the central portion of the Site, connected by an internal road network. In addition, three pits are located along the southern and southeast portion of the Site.

Surrounding Land Use

Surrounding land uses include:

- **North:** Land to the north is predominantly characterised by a mix of rural, agricultural, landscape industries and, residential properties accessed by Lawson and Martin Roads. It is noted that several sites are subject to existing SSDAs for industrial / warehouse developments. Both Martin and Lawson Roads intersect with Elizabeth Drive, a major Arterial Road that provides access to the WSI site and the broader regional road network including the M7, Northern Road and the future M12.
- **South:** The land to the south is currently rural however is subject to the IPG Master Plan which was approved on 11 July 2025. The approved Master Plan covers 184 hectares and aims to support over 12,400 jobs. Inghams Property Group has allocated around 625,467 sqm for employment space, focusing on advanced manufacturing, logistics, and community services. The plan includes a mix of industrial and commercial zones, a local centre, and accessible public green spaces near the Western Sydney International Airport.

Further to the south-west of the site, is Bradfield City Centre, a 114-hectare planned urban development adjacent to Western Sydney International Airport. Designed to be a hub for innovation, advanced industries, and economic growth, it has the potential to create 20,000 jobs and provide 10,000 homes, including affordable housing. The Bradfield City Master Plan prioritises sustainability, integrating green spaces, climate-resilient infrastructure, and a commitment to achieving net-zero emissions.

- **East:** Further east of the Wianamatta-South Creek which bounds the site, is the suburb of Kemps Creek. This land is characterised by a mix of open space, rural, agricultural, emerging urban development, and residential properties that are non-initial precincts under the WSAP but intended for employment generating uses
 - **West:** To the immediate west of the Site, bound by Badgerys Creek, is Western Sydney International Airport (**WSI**). Located in Badgerys Creek, WSI is a major federal infrastructure project designed to accommodate Sydney's future aviation needs. Set to commence operations in 2026, WSI will initially handle 10 million passengers annually and operate 24/7. Badgerys Creek Road also travels in a north-south direction to the west of the site. It provides a north-south connection between Elizabeth Drive and the Northern Road.
-

Site Access and road network

The Site is currently accessible from Martin Road which is located at the north-eastern boundary. The ultimate access to the site is in accordance with the proposed design via separate Part 5 Approvals with Transport for New South Wales and Liverpool City Council

2 Regulatory Requirements

2.1 Strategic Context

The following are relevant Government policies and strategies that inform the expectations and direction for ESD development and have been considered in relation to the proposed development within SSD-97688711.

2.1.1 Paris Agreement

In December 2015, Australia became a signatory to the United Nations Paris Agreement on climate change. The main objectives of the Paris Agreement are to:

- Limit the increase in global temperatures to well below two degrees and pursue efforts to limit the rise to 1.5 degrees.
- Achieve net-zero emissions, globally, by the second half of the century.
- Differentiate expectations for developed nations, including Australia, that they will reduce their emissions sooner than developing nations.

The Australian Government has committed to reduce greenhouse gas emissions by 26–28% on 2005 levels by 2030. The proposed development will align to the nation's international commitments to reduce greenhouse gas emissions and to Australia's effort to meet the Paris Agreement by leveraging renewable energy resources, adapting the urban community to climate change impacts and improving the local resilience through the uptake of nature-positive approaches to urban design and new technologies.

2.1.2 Net Zero Plan Stage 1: 2020–2030

The *Climate Change (Net Zero Future) Act 2023* legislates the targets of the *Net Zero Plan Stage 1: 2020–2030* (Net Zero Plan), which has served as the foundation for NSW's action on climate change and goal to achieve net zero emissions in the state by 2050. It outlines the NSW Government's approach to balancing economic growth, creating jobs and helping to achieve the State's objective to deliver a 70% cut in emissions by 2035 compared to 2005 levels, on the pathway to net zero by 2050.

The proposed development will support the Net Zero Plan by delivering environmentally sustainable facilities, generating significant renewable electricity and considering futureproofing provisions to support longer term grid resilience. Some of the key initiatives include:

- Clean Energy Expansion – Deliver significant rooftop solar PV supporting reduced grid consumption, grid resilience, and futureproofing provisions for battery energy storage systems.
- Energy Efficiency – Support customers to reduce electricity consumption through onsite renewable electricity generation and environmentally sustainable design principles.
- Electric Vehicle Uptake – Provide electric vehicle charging infrastructure for passenger vehicle charging.
- Industry Decarbonisation – Collaborate and engage with industry partners to identify longer term innovation in energy management for the precinct.

2.1.3 The Greater Sydney Region Plan: A Metropolis of Three Cities

The *Greater Sydney Region Plan: A Metropolis of Three Cities* aspires to transform Greater Sydney into a more liveable, productive, and sustainable metropolis by 2056. The plan envisions three interconnected cities: the Eastern Harbour City, the Central River City, and the Western Parkland City. This tri-city model aims to ensure that most residents live within 30 minutes of their employment, education, and essential services. Central to this vision is the enhancement of infrastructure, the promotion of economic growth, the improvement of housing affordability, and the advancement of environmental sustainability.

The *Western District Plan* serves as a detailed framework for the Western Parkland City, aligning with the broader objectives of the Greater Sydney Region Plan. It seeks to foster a thriving, sustainable, and liveable region. Key objectives include the creation of job opportunities closer to residential areas, the improvement of transport connectivity, the enhancement of green spaces, and the provision of essential services and amenities. The Plan places significant emphasis on sustainable housing development, ensuring that new housing projects are environmentally responsible and contribute to the overall sustainability of the region.

Both Plans underscore the importance of community engagement and collaboration with local stakeholders to achieve these goals. By focusing on housing and sustainability, these Plans aim to create a more equitable and resilient Greater Sydney, where all residents can enjoy a high quality of life.

The Greater Sydney Region Plan is deeply embedded in the core vision of the proposed development, and its design reflects the objectives of this strategy.

2.2 Statutory Context

The following section provides an overview of the key strategic and statutory context relevant to the site and the proposed Development, including:

- *Environmental Planning Assessment Regulation 2021 (the Regulations)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (SB SEPP)*
- *State Environmental Planning Policy (Precincts—Western Parkland City) 2021 (WPC SEPP)*
- *Western Sydney Aerotropolis Precinct Plan 2020*
- *Western Sydney Aerotropolis Development Control Plan 2022*
- *NSW’s Net Zero Emissions goal 2050*

The ESD initiatives and targets outlined within this report have been compiled based on the following:

- Best practice design principles.
- National Construction Code (NCC) Section J – Energy Efficiency Targets (i.e.: exceeding targets).
- Green Star Buildings Submission Guidelines
- Green Star Communities Submission Guidelines

The following assessment refers to the ESD Framework provided in Section 3 of this report.

2.2.1 Environmental Planning and Assessment Regulation 2021

The following section describes how ESD principles (as defined within clause 193 of the Environmental Planning and Assessment Regulation 2021) are incorporated in the design, construction, and operation phases of the proposed development.

Table 1 Statutory compliance with the EPA Regulations

Principle	Objective	Project Response
The precautionary principle	Ensure that environmental protection is prioritised in decision-making processes, particularly when there is a lack of full scientific certainty about potential environmental harm.	The proposed development adopts ESD initiatives that embody precautionary principle decision making, designed to enable sustainable and resilient development that can respond to climate change and potential environmental harm, including managing urban heat, supporting increased biodiversity and minimising waste.

Inter-generational equity	Ensure that the health, diversity, and productivity of the environment are maintained or enhanced for the benefit of future generations. This principle emphasises the responsibility to manage resources and ecosystems in a way that does not compromise the ability of future generations to meet their own needs.	The ESD Framework describes objectives and initiatives to ensure inter-generational equity by implementing measures in accordance with the Resilience framework and with a sustainable vision capable of withstanding the future impacts of climate change.
Conservation of biological diversity and ecological integrity	Prioritise the protection and preservation of the variety of life forms and the natural processes that sustain them. This principle focuses on maintaining the health and resilience of ecosystems, ensuring that biological diversity and ecological integrity are conserved for their intrinsic value and for the benefit of all living organisms.	The ESD Framework focuses on promoting a healthy green and blue grid across the proposed development to support a nature-positive outcome. The Landscape Strategy supports a significant green network and increased tree canopy, including native trees that will provide habitat for diverse species.
Improved valuation, pricing and incentive mechanisms	Promote the use of economic tools and incentives to reflect the true value of environmental resources and services. This principle emphasises that environmental factors should be included in the valuation of assets and services. Key considerations include: ▪ Polluter Pays: Those who generate pollution and waste should bear the cost of containment, avoidance, or abatement. ▪ Full Life Cycle Costs: Users of goods and services should pay prices that reflect the full life cycle costs of providing those goods and services, including the use of natural resources and assets and the ultimate disposal of waste. ▪ Cost-Effective Environmental Goals: Established environmental goals should be pursued in the most cost-effective way by creating incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.	The proposed development is designed to achieve 5-star Green Star Buildings Ratings, which will incentivise and support efficient use of energy and materials, and meeting or exceeding sustainability performance standards. Further, the proposed development will also achieve a 5-star Green Star Communities Rating in accordance with the Western Sydney Aerotropolis Precinct Plan objectives.

2.2.2 State Environmental Planning Policy (Sustainable Buildings) 2022

The *State Environmental Planning Policy (Sustainable Buildings) 2022* (SB SEPP) outlines requirements to allow development to reduce greenhouse gas emissions. This section addresses the following sustainability standards and provisions for residential and non-residential development.

Table 2 Statutory Compliance with the SB SEPP

Standard	Project Response
2.1 Standards for residential development	
(i) Schedule 1 sets out the standards that apply to BASIX development referred to in paragraphs (a) and (b) of the definition of BASIX development in the Environmental Planning and Assessment Regulation 2021.	The proposed development does not include any residential built form. Future residential built form will require consideration and compliance with the SB SEPP.
3.2 Standards for non-residential development	
(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,	The project is targeting a design and construction waste diversion rate of over 90% from landfill, ensuring that materials are recycled or reused wherever possible, as detailed in the Waste Management Plan.
(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,	The proposed development includes industrial buildings. The ESD Framework identifies initiatives to support adoption of energy-efficient technology and renewable energy systems.
(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,	The proposed development includes industrial buildings. The ESD Framework provides initiatives to include energy efficient light fixtures such as LEDs and efficient lighting controls such as occupancy sensors or motion detectors and energy efficient HVAC system and building envelope.
(d) the generation and storage of renewable energy,	The proposed development includes industrial buildings. The ESD Framework provides initiatives to include rooftop solar photovoltaics (PV) and provision for battery energy storage systems to reduce reliance on the grid and fossil-fuel and support greater energy resilience.
(e) the metering and monitoring of energy consumption,	The proposed development includes industrial buildings. Smart metering and smart building management systems are embedded in the project to monitor, manage, and reduce energy consumption and increase efficient operational performance.
(f) the minimisation of the consumption of potable water.	The proposed development comprises industrial buildings. The ESD framework outlines initiatives to enhance water efficiency, including potable and irrigation water metering and monitoring, swales, and permeable paving to capture and reuse stormwater. Where applicable, these strategies also integrate key Water Sensitive Urban Design (WSUD) principles.

Note: NABERS embodied emission material form, and Net Zero ready statement are required to be disclosed but do not make up part of this report.

2.2.3 Western Sydney Aerotropolis Precinct Plan

The Western Sydney Aerotropolis Precinct Plan (September 2024) outlines a comprehensive framework to ensure sustainable development and resilience across the Western Sydney Aerotropolis Precincts. The strategic direction and policy embedded in the Plan focus on several key areas to achieve these goals.

The objectives for Sustainability and Resilience identified in Section 4.7 of the Western Sydney Aerotropolis Precinct Plan are as follows.

Code	Description	Response
SRO1	Development is to support the transitioning to a net zero or net positive outcome over the medium to long term. This will be measured around performance regarding waste management, water management and carbon consumption benchmarks that are provided in the DCP or other relevant legislation.	The development is designed to support a transition to net zero over the medium to long term, with clear measures across carbon, water, and waste. On carbon, the project aligns with Science Based Targets initiative (SBTi) commitments, will operate on 100% renewable electricity under Goodman's operational control, and incorporates rooftop solar PV to directly benefit customers by reducing grid electricity consumption. Battery storage readiness has been considered in design to futureproof energy storage options. For water, onsite rainwater tanks will capture and reuse water for amenities and landscape irrigation, supported by smart water meters to proactively monitor and manage consumption. While operational waste management will be under the customer's control, the development provides the infrastructure and design to enable effective recycling and reuse, supporting long-term performance against relevant waste benchmarks.
SRO2	Development should seek to exceed the water and energy requirements of BASIX.	Not applicable. BASIX applies to residential development only.
SRO3	Green infrastructure is effectively used through the provision of water treatment and retention, urban cooling, ecosystem services and amenity and integrated into built, landscaped and natural environments.	The project will aim to deliver more than 40% of the total estate area as landscaped space, ensuring significant integration of green infrastructure within the built environment. This includes the enhancement of a riparian corridor, which will provide water treatment and retention functions, support biodiversity, and contribute to urban cooling. Opportunities to maximise biodiversity across the site have been explored, so that ecosystem services are embedded into both landscaped and natural areas. Together, these measures will create amenity-rich spaces that connect people with nature while supporting environmental resilience.
SRO4	Buildings, infrastructure and public domain elements maximise the recycling and reuse of materials.	The project is targeting a design and construction waste diversion rate of over 90% from landfill, ensuring that materials are recycled or reused wherever possible. Dedicated external space has been allocated adjacent to the warehouse to enable customers to undertake their own recycling activities. As waste management during operations will be under the customer's control, these provisions will support ongoing recycling and reuse practices beyond the construction phase, embedding resource efficiency into the life of the development.
SRO5	Facilitate the design, construction and operation of environmentally	The development is targeting a 5 Star Green Star Buildings rating and 5 Star Green Star Communities rating, which comprehensively addresses energy efficiency, renewable energy

	sustainable buildings and precincts, including energy efficiency, renewable energy, efficient resource and energy use and reduced emissions and waste.	integration, efficient resource use, and the reduction of emissions and waste. This benchmark ensures the design, construction, and operation of the buildings and precinct meet nationally recognised standards for environmental sustainability.
SRO6	Effectively uses waste as a resource through its collection, transport and recycling in a manner that is safe, efficient, cost effective and does provide a positive impact on liveability and the environment.	The project is targeting over 90% diversion of design and construction waste from landfill, ensuring applicable construction and demolition waste materials are recycled or reused wherever possible. As this is a greenfield site, opportunities to use existing waste as a resource are limited; however, potential applications such as incorporating suitable infill material into road base will be considered. These measures will ensure waste is managed safely, efficiently, and in a way that supports environmental outcomes and contributes positively to the liveability of the precinct.
SRO7	Measures to mitigate urban heat island effects are integrated in the design of the built form and public domain, for example the use of light-coloured roofs.	The development's 5 Star Green Star Buildings target incorporates Solar Reflectance Index (SRI) requirements, ensuring roof materials meet standards that mitigate urban heat island effects. The use of Colorbond roofing is part of the standard design, providing light-coloured, high-reflectance surfaces. In addition, project will aim to deliver more than 40% of the total estate area as landscaped space, contributing to cooling and enhancing the public domain. Together, these measures integrate effective heat mitigation into both the built form and surrounding spaces.
SRO8	Planning is to provide sustainable and resilient approaches to development and is to incorporate circular economic principles found in the NSW Circular Economy Policy Statement.	The development will evaluate methodologies to support circular economy principles by enabling components to be adapted, reused, or replaced over time with minimal waste. Considerations to align with the NSW Circular Economy Policy Statement by promoting resource efficiency and designing for longevity will be made and measures implemented subject to feasibility.

In addition to the above objectives, the Western Sydney Aerotropolis Precinct Plan emphasises some key priorities that align with sustainability and resilience outcomes, including:

- **The integration of blue-green infrastructure** combines waterways, riparian areas, bushland, open spaces, and tree canopy to manage water quality, biodiversity, and recreation. This includes total water cycle management to retain water in the landscape, support stormwater harvesting, and use recycled water for irrigation. Urban heat mitigation focuses on implementing green infrastructure, extensive tree canopy cover, and passive cooling techniques to provide comfort and amenity for residents and workers.
- **The protection and restoration of biodiversity** and vegetation corridors include safeguarding riparian corridors and vegetated zones to support biodiversity and ecological connectivity. The Cumberland Plain Conservation Plan protects areas of high biodiversity value and enhances landscape connectivity.
- **Sustainable transport and mobility** are prioritised through a transport network that encourages public and active transport, aiming for significant modal shifts towards sustainable options. Active transport is integrated with blue-green infrastructure to promote walking and cycling.
- **Energy and carbon management** are addressed by promoting renewable energy sources, energy-efficient technologies, and all-electric built environments to reduce greenhouse gas emissions. The plan also adopts circular economy principles to improve resource efficiency and reduce waste.

- **Climate resilience** is a key consideration, with design and planning measures to address climate extremes, including urban heat, flooding, and drought, enhancing community resilience to climate change impacts.
- **The strategic direction includes starting with Country**, incorporating Aboriginal cultural heritage and knowledge into the design and development process, and promoting access to Country. A landscape-led approach utilises the natural topography and blue-green grid as defining elements in urban design, creating a network of open spaces that provide recreational opportunities, enhance biodiversity, and support urban cooling.
- The identified requirements SR1 to SR6 are specific to built form development, including requirements for future built form to achieve minimum Green Star Building and Green Star Communities ratings. As the Project does not propose any built form, these requirements are not relevant for assessment but must be considered for built form in future development applications. An overview of the Green Star Framework is provided in Section 5 to acknowledge the considerations required in future development applications.
- The sustainability and resilience objectives and outcomes identified in the Western Sydney Aerotropolis Precinct Plan have directly informed the ESD Framework for the proposed development and the initiatives implemented, identified in Section 3.

2.2.4 Western Sydney Aerotropolis Development Control Plan (DCP) 2022

Part 2.5.2 and 2.12 of the Western Sydney Aerotropolis DCP outlines requirements for ecologically sustainable development.

Table 3 Statutory Compliance with the Western Sydney Aerotropolis DCP

Requirement	Project Response
Site layout of development and public domain mitigates urban heat island effect.	The proposed development has been designed with a layout of green and blue grid to enhance passive cooling and the capture of westward winds that can mitigate urban heat island effect.
Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.	The proposed development has been carefully designed based on available microclimate data to maximise future solar access and passive cooling. Design measures such as incorporating cool roofs and selecting low-carbon construction materials have been integrated into the proposed development.
Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.	The proposed development includes rooftop solar PV and battery energy storage systems to reduce reliance on the grid and encourage customers to adopt 100% renewable electricity supply agreements by 2030.

3 ESD Framework

The proposed development will incorporate the following set of ESD frameworks as listed below to minimise their impact and enhance their performance in economic, social and ecological outcomes of the community and development. This ESD framework, informed by a comprehensive technical analysis of relevant assessments and proposed designs, synthesises the objectives and initiatives established for development.

The specific initiatives identified for the development are aligned with these overarching objectives, ensuring that the initial development phase achieves sustainable outcomes and remains consistent with the vision for sustainable development in future stages.

The objectives identified in the ESD Framework are aligned with the broader development's objectives. These objectives often influence and support other ESD objectives, guiding the ESD initiatives in the proposed development.

3.1 Energy Efficiency

This section describes the measures incorporated and being considered in the development's design to minimise the proposal's energy use and operational greenhouse gas emissions, in line with the Government's goal of net zero emissions by 2050 as noted in the SEARs requirements.

Table 4 Energy Efficiency Objectives and Initiatives

Objectives	Initiatives
Carbon Neutral Development	Minimum 10% reduction of embodied carbon per warehouse against an industry baseline.
	The proposed development will achieve a 5 Star Green Star Buildings and 5-star Green Star Communities.
	Design strategies implemented will include appropriate insulation and performance glazing to comply with NCC Section J requirements for the building fabric. Section J assessment will be undertaken during detailed design.
	The entire building is designed to handle solar as the building and rooftop structure are designed to accommodate rooftop solar PV across the entire precinct, with roof loading specifications of 32 kg/m ² dead weight and capacity for full coverage. Current design allows for approximately 250 kW per 10,000 m ² (~30% coverage), with scope for additional installations should customer energy load profile be suitable for this approach. This equates to approximately 14MW of rooftop solar capacity, with capacity to expand to approximately 30MW to be generated across the Precinct.
	Design considerations allow for the future install of battery energy storage system (BESS) to capture excess energy from rooftop solar PV.
Use of Energy Efficient Equipment/ Systems	Efficient building services, systems, and equipment will be specified and installed.
	Zoned lighting and HVAC and controls to avoid energy consumption associated with unnecessary lighting and space conditioning.
	Reduction of hot water energy consumption through installation low flow fixtures and insulating hot water pipes. Use of instantaneous hot water systems where applicable, to eliminate standby energy loss.
	Variable Speed Drives (VSDs) will be used on fans and pumps allowing turndown and energy savings at part load.

Building Air Tightness	Proposed buildings to consider air tightness requirements for conditioned areas to improve thermal performance and energy efficiency.
Management	Comprehensive Commissioning and Tuning will be undertaken for the nominated building systems.
	Comprehensive operations and maintenance information will be developed and provided to facilities management team.
	Environmental impacts during construction will be managed by implementing a best practice, site specific environmental management plan.
	Smart metering for energy and water meters for all uses in habitable zones and common areas.
	All major plant and equipment selections are to be capable of future Building Monitoring Systems (BMS) that monitors and tracks consumption and any other supplementary equipment to enhance energy efficiency.

3.2 Water Efficiency and Management

This section outlines the objectives and initiatives in the development's design to minimise potable water consumption and effectively manage water on site as a resource. In line with the objectives of the SEARs, the Western Sydney Aerotropolis Precinct Plan 2023, and the Western Sydney Aerotropolis Development Control Plan 2022 (DCP), the development applies the principles of Water Sensitive Urban Design (WSUD). This proposed development places a strong emphasis on water-sensitive urban design, by integrating all elements of the urban water cycle including stormwater, groundwater, wastewater management, and water supply into the design to reduce environmental impacts.

Table 5 Water sensitive urban design (WSUD) Objectives and Initiatives

Objective	Response
Reducing potable water demand	Install fittings, fixtures and appliances with high Water Efficiency Labelling Scheme (WELS) rating and use low-flow fittings where applicable to increase efficiency.
	Install smart irrigation systems that adjust watering schedules based on soil moisture and weather conditions.
Managing stormwater quality and quantity	Stormwater filtered / treated to meet pollution reduction targets which in turn helps reduces pollution entering waterways.
	Reduction of rainwater run-off by harvesting, storing, distributing and reusing it for non-potable uses. This also helps offset the potable water usage.
	Use permeable paving materials to increase infiltration and reduce peak flows.
	Implement sediment and erosion control measures during construction to protect downstream waterways.
Integrate water management into landscape design	Incorporate native, low-water-use and drought-tolerant plant species into landscaping to reduce irrigation needs.
	Design swales and vegetated buffers to direct and filter stormwater naturally.
	Use mulch and soil amendments to improve water retention in landscaped areas.

Installation of smart metering and connecting major water use points to the Building Management System (BMS) for user's monitoring, leak detection and performance optimisation.

Conducting regular water audits to identify inefficiencies and opportunities for savings.

3.3 Materials & Waste Management

This section outlines the objectives and initiatives in the development's design to minimise waste generation and promote sustainable material use. In line with the objectives of the SEARs, the Western Sydney Aerotropolis Precinct Plan 2023, and the Western Sydney Aerotropolis Development Control Plan 2022 (DCP), the development applies the principles of sustainable materials selection and circular economy practices.

The proposed development places a strong emphasis on responsible materials and waste management by prioritising the use of low-impact, recycled, and locally sourced materials, and by implementing strategies to maximise resource recovery and recycling. These measures are integrated into both the construction and operational phases to reduce landfill disposal, lower embodied carbon, and minimise environmental impacts.

Table 6 Materials and waste management objectives and initiatives

Objective	Response
Minimise construction and operational waste	More than 90% of the construction and demolition waste to be diverted from landfill.
	A Waste Management Plan is to be developed to support key objectives on minimising waste, reduce operational environmental impacts and ensure waste to landfill is minimised.
Maximise resource recovery and recycling	Provide clearly labelled, accessible recycling stations for different waste streams (paper, plastics, metals, organics) and use on-site sorting and separation to improve recycling rates for the operational waste.
	Design for disassembly and reuse, enabling materials to be recovered at end-of-life will be explored and implemented subject to feasibility.
	Engagement with local material exchange networks to source and redistribute surplus materials will be explored and implemented subject to feasibility.
Responsible usage of products	Materials with high recycled content and low embodied carbon will be explored and used subject to feasibility.
	Investigate products / materials which are more responsible, including those with environmental certifications and recognised under some of the sustainability schemes.
	Materials with environmental product disclosures (EPDs) that support the improvement of industry standards and transparency of information on material impacts will be evaluated and may be considered subject to feasibility.
Monitor and report performance	Track waste generation and recycling rates through regular audits in common areas subject to feasibility.

3.4 Resilience

This section outlines the objectives and initiatives in the development's design to strengthen resilience to climate change impacts and reduce peak energy demand. In line with the objectives of the SEARs, the Western Sydney Aerotropolis Precinct Plan 2023, and the Western Sydney Aerotropolis Development Control Plan 2022 (DCP), the development applies climate-responsive design principles and integrates adaptation strategies to address physical climate risks.

Table 7 Climate resilience objectives and initiatives.

Objective	Response
Climate change risk resilience	Incorporate passive design strategies and fabric optimisation such as orientation, shading, natural ventilation, and thermal mass to reduce reliance on mechanical systems.
	Using light-coloured roofing and paving materials and increase landscaping/ tree canopy to mitigate urban heat island effect and to lower indoor ambient temperatures.
	To mitigate the potential for increased urban heat island effects across the site and surrounding area, the design will integrate cool roofing systems. These systems aim to minimise heat buildup within the building materials, thereby reducing the energy demands on HVAC systems.
	Avoid flood zones and design site levels, drainage, and landscaping to manage extreme rainfall events, including detention basins and overland flow paths above Probable Maximum Flood Levels (PMF) to prevent future flood risks.
	Select materials and finishes that can withstand projected climate conditions, such as higher temperatures, increased UV exposure, and more intense rainfall.
Energy Resilience	Integrate backup power systems, water storage, and safe refuge areas to maintain functionality during extreme events.
	The entire building and roof structure have been designed to accommodate solar PV systems. Provisions will be considered for battery energy storage system integration at main switchboard (MSB) or main distribution board (MDB) levels, including spare capacity and reserved slab locations for external installations. Opportunities for precinct-level energy storage will be explored to enhance resilience and optimise energy use.
	Consideration of smart building management systems (BMS) that adjust lighting, HVAC, and equipment operation to reduce load during peak times.

3.5 Indoor Environmental Quality (IEQ)

This section outlines the objectives and initiatives in the development's design to enhance indoor environmental quality and support occupant health, comfort, and wellbeing. In line with the objectives of the SEARs, the Western Sydney Aerotropolis Precinct Plan 2023, and the Western Sydney Aerotropolis Development Control Plan 2022 (DCP), the development applies best-practice principles for indoor environmental performance. The proposed design integrates strategies to maximise indoor air quality, optimise thermal and acoustic comfort, improve lighting quality, and incorporate biophilic elements. These measures are embedded into both the design and operational phases to create healthy, productive indoor spaces while reducing environmental impacts.

Table 8 Indoor environmental quality objectives and initiatives

Objective	Response
Maximise indoor air quality	Locate air intakes away from sources of pollution and ensure regular maintenance of HVAC systems.
	Use low-VOC (volatile organic compound) paints, adhesives, sealants, and finishes to minimise harmful emissions.
	Install high-efficiency air filtration systems to remove particulates and allergens. Provision of adequate fresh air ventilation rates in line with or exceeding NCC and ASHRAE standards will be explored further subject to feasibility.
Optimise thermal comfort	Design building envelope and HVAC systems to maintain stable indoor temperatures across seasons. For e.g. Incorporating high performance glazing into the façade to reduce the dependency of mechanical systems and increase occupant thermal comfort.
	Incorporate passive design measures such as shading, insulation, and thermal mass to reduce reliance on mechanical heating and cooling.
Improve lighting quality	Use energy-efficient/ automated lighting with colour rendering and brightness suited to the space's function. Provide glare control measures where appropriate such as blinds, louvres, or shading devices.
	Maximise daylight access through appropriate window placement, glazing selection, and interior design. For e.g. Incorporating high performance glazing into the façade to increase daylight access and improve thermal comfort.
Support occupant well-being	Incorporate biophilic design elements such as indoor plants, natural materials, and views to outdoor green spaces. Provide spaces for relaxation and collaboration to support mental health.
	Use acoustic insulation and sound-absorbing materials to reduce external and internal noise intrusion.

3.6 Transport

This section outlines the objectives and initiatives in the development's design to deliver sustainable, low-emission, and culturally connected transport options. In line with the objectives of the SEARs, the Western Sydney Aerotropolis Precinct Plan 2023, and the Western Sydney Aerotropolis Development Control Plan 2022 (DCP), the development applies best-practice transport planning principles to reduce greenhouse gas emissions, encourage active travel, and improve accessibility.

Table 9 Transport objectives and initiatives

Objective	Response
Reduce transport-related emissions	Installation of approximately 5% passenger electric vehicle (EV) charging stations across the entire precinct to support the transition to low-emission transport.
	Installation of conduits and allocation of space for batteries and EV charging infrastructure for the fleet vehicles.

Promote active and culturally connected transport	Integrate connecting with Country design principles into pedestrian and cycling networks, ensuring pathways reflect and respect local cultural narratives and Country.
	Provide end-of-trip facilities including secure bicycle parking, showers, and lockers to encourage cycling and walking.

3.7 Urban Ecology

This section outlines the objectives and initiatives in the development's design to protect, enhance, and integrate urban ecology within the precinct. In line with the objectives of the SEARs, the Western Sydney Aerotropolis Precinct Plan 2023, and the Western Sydney Aerotropolis Development Control Plan 2022 (DCP), the development applies best-practice ecological planning to maximise biodiversity, improve habitat connectivity, and strengthen climate resilience.

Table 10 Urban ecology objectives and initiatives

Objective	Response
Enhance biodiversity and habitat connectivity	Maximise biodiversity opportunities, including habitat creation, fauna migration corridors, and ecological linkages across the precinct.
	Designing of green spaces and landscaped areas to support native flora and fauna, with planting that provides food, shelter, and breeding sites.
	Integration water bodies, wetlands, and vegetated swales to create diverse habitats and improve ecological resilience.
	Ensure landscaped areas are connected to pedestrian and cycling networks, encouraging interaction with nature.
	Include interpretive signage and educational elements to raise awareness of local ecology and cultural connections to Country.
Promote climate-resilient landscaping	Incorporation of drought-tolerant landscaping to reduce irrigation demand and improve resilience to changing climate conditions.
	Application of mulching and soil improvement techniques to enhance water retention and plant health.

4 Green Star

Green Star is a comprehensive sustainability rating system designed to assess and promote the environmental performance of buildings and communities in Australia. Developed by the Green Building Council of Australia, it provides a set of standards and benchmarks across various categories, including energy efficiency, water usage, indoor environmental quality, and materials selection.

The framework aims to encourage the adoption of sustainable practices in the design, construction, and operation of buildings, ultimately contributing to healthier, more resilient, and environmentally responsible urban environments. By achieving Green Star certification, projects demonstrate their commitment to sustainability and leadership in creating a better future for our cities and communities.

The proposed development is committed to achieving a 5 Star Green Star Building Certification and a 5 Star Green Star Communities Certification. The Green Star Framework as summarised below will be a key consideration during the detailed design for the proposed development.

4.1 Green Star Buildings

The Green Star Buildings tool incorporates ESD principles across eight major categories. The proposed development does not include any proposed built form. As such, Green Star Buildings will be a consideration in future development applications within the Precinct.

Figure 2: Key framework categories of Green Star Buildings



Source: Green Building Council of Australia

Some of the key features of Green Star Buildings include:

- Provides a comprehensive framework for defining a truly sustainable building
- Accelerates progress towards significant decarbonisation
- Addresses major sustainability trends, including protecting nature and advancing circular practices
- Establishes clear standards for the design and delivery of new buildings
- Encourages transformation and innovation across the supply chain

4.2 Green Star Communities

The proposed development will be subject to achieving a Green Star Communities rating. As of February 2025, the Green Star Communities tool is updated to have the same eight major categories as the Green Star Buildings Tool.

Figure 3: Key Framework categories of Green Star Communities

Category framework

The rating tool is structured into eight categories that are defined by a distinct outcome.



Responsible

Ensures the precinct is planned, designed and constructed to a high standard.



Places

Supports the creation of accessible, safe, and vibrant places that respect connections to Country.



Healthy

Promotes initiatives that improve the physical and mental health of the community.



People

Embraces the diversity of people, experiences and perspectives that contribute to the community.



Resilient

Strengthens the community's capacity to mitigate, adapt and respond to shocks and long-term stressors.



Nature

Safeguards ecosystems by protecting, restoring and enhancing nature.



Positive

Provides a pathway for precincts to minimise carbon emissions from materials and energy consumption.



Leadership

Recognises projects that set a strategic direction, build a vision for industry, or enhance the industry's capacity to innovate.

Source: Green Building Council of Australia

The project can also achieve a Green Star Masterplanned assessment, which reflects the sustainability goals of their development plans and the star rating they are to achieve upon the completion.

Green Star Masterplanned

Recognises a project's sustainability commitments during the planning and development stages. It confirms the project is on track to achieve a targeted rating, based on credible plans, and allows use of the Green Star Masterplanned logo for promotion. Status is valid for one year and requires annual reassessment. It does not guarantee certification but provides a clear pathway towards it.

Green Star Certified

Awarded once a precinct is completed and has met the required sustainability standards in design and construction. It reflects actual achievements at the time of assessment, replaces the Masterplanned status, and permits use of the Green Star Certified trademark for marketing.

5 Conclusion

The proposed development at 225–245 Martin Road, Bradfield, has been designed to meet and exceed the sustainability expectations outlined in the Secretary’s Environmental Assessment Requirements, the Western Sydney Aerotropolis Precinct Plan, and the Western Sydney Aerotropolis Development Control Plan. Guided by a robust ESD framework, the project incorporates targeted initiatives across energy efficiency, water management, materials selection, waste reduction, climate resilience, indoor environmental quality, transport, and urban ecology.

The development is aligned with the vision to deliver core sustainability outcomes in accordance with ESD principles, as defined in section 193 of the Environmental Planning and Assessment Regulation. Key initiatives include:

- The entire building and roof structure have been designed to accommodate solar PV systems, allowing for approximately 250 kW per 10,000 m² (~30% coverage), with scope for additional installations should customer energy load profile be suitable for this approach. This equates to approximately 14MW of rooftop solar capacity, with capacity to expand to approximately 30MW to be generated across the Precinct. Provisions will be considered for battery energy storage system integration at main switchboard (MSB) or main distribution board (MDB) levels, including spare capacity and reserved slab locations for external installations to support opportunities for precinct-level energy storage to enhance resilience and optimise energy use.
- The Sydney Water Integrated Stormwater scheme will support the efficient management of water impacts and resources, alongside consideration of use of high WELS rated water fixtures and water efficient landscape design to improve water performance.
- Provision of electric vehicle (EV) charging infrastructure and facilities to encourage active transport.
- Responsible material procurement, including low carbon and low VOC finishes, and a waste minimisation plan targeting over 90% diversion from landfill during construction.
- Enhancement of biodiversity through native landscaping, riparian corridor restoration, and increased tree canopy cover.
- Major plant and equipment selections are to be capable of future Building Monitoring Systems (BMS) that monitors and tracks consumption to enhance energy efficiency.

The integration of these ESD principles and initiatives demonstrates a clear commitment to achieving high quality environmental and social outcomes. This approach supports the vision for the precinct to be a high performing, resilient, and sustainable employment hub that meets, and where possible exceeds, industry recognised building sustainability and environmental performance standards. The proposed development also satisfies the objectives and standards set out in the Western Sydney Aerotropolis Precinct Plan and DCP, establishing a strong and intentional framework for future sustainable development within the precinct.

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A.1 State Design Review Panel

Review 1 Meeting Minutes

Review 1 Meeting Minutes: Sustainability and Climate Change

SDRP Recommendations	Response
34. Maximise the use of rooftop solar systems and provide appropriate roof structures to allow for future expansion.	The entire building and roof structure have been designed to accommodate solar PV systems, allowing for approximately 250 kW per 10,000 m ² (~30% coverage), with scope for additional installations should customer energy load profile be suitable for this approach. Provisions will be considered for battery energy storage system integration at main switchboard (MSB) or main distribution board (MDB) levels, including spare capacity and reserved slab locations for external installations to support opportunities for precinct-level energy storage to enhance resilience and optimise energy use.
35. Provide the necessary infrastructure and spatial allowance within each building for batteries/substations capable of supporting fully electrified freight and transport by 2050.	Carparks and open spaces within the precinct have been effectively utilised to incorporate EV charging stations and supporting infrastructure. Due to uncertainty around timing and future technology for fully electrified freight and logistics, the proposed electrical infrastructure has been designed to allow for expansion to meet changing demand for charging infrastructure through to 2050.
36. Illustrate how the project will contribute to NSW's Net Zero emissions goal by 2050.	The precinct aims to install significant rooftop solar PV to support the reduction of customer electricity consumption, with structural roof design to allow for future solar expansion where required. Installation of EV charging infrastructure provisions to allow for uptake of passenger EV vehicles, with allowance for future conduits. In addition, collaboration and consultation with industry partners and distribution networks to explore strategic energy opportunities to further reduce energy efficiency across the precinct, and support NSW net zero emissions goal by 2050.

Review 2 Meeting Minutes: Sustainability and Climate Change

SDRP Recommendations	Response
Accept provision of appropriate roof structures to allow for future expansion of photovoltaic systems.	Noted
20. Increase the provision of EV charging facilities within the staff car parks beyond legislative minimum requirements	The NCC requirements for EV charging applicable to the development Class type is 20% of car spaces to be designed for the provision of EV charging. This means allowance for Electrical Boards and conduits to be delivered that allow for installation of EV charging equipment (referred to as EV ready development). The project will allow for the provision in accordance with NCC requirements. Above the NCC requirements, the project will provide 5% of car spaces across the masterplan with full EV ready infrastructure (inclusive of the EV charger) to enable EV charging. This equates to more than 100 car spaces across the masterplan will have full EV charging capability, which is modelled to be greater than the immediate demand from future employees, with capacity to expand provision in response to tenant demand over time. This flexible approach ensures that infrastructure can adapt to evolving market uptake of electric vehicles.
21. Demonstrate how EV charging facilities for trucks (e.g. B-Doubles, Semi-trailers, HRVs) could be readily provided for each site.	The NCC does not require the provision of EV truck charging. However, provision will be made at detailed design within warehouse lots to accommodate future EV charging infrastructure for heavy vehicles, including installation of conduits and allocation of space within hardstand and loading areas to support future EV charging equipment. Detailed implementation will be informed by tenant requirements and evolving industry standards.
22. Explore developing a microgrid and/or precinct wide energy approach for better resilience and greater opportunities for on-site energy generation.	The project will explore opportunities for a precinct-wide energy approach, including potential microgrid solutions, in collaboration with energy providers such as Endeavour Energy. This will support long-term resilience, energy efficiency and increased on-site renewable energy utilisation.

A.2 NABERS Commitment to Rate Agreement



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