

Project Maverick – Internal Works 225–245 Martin Road, Bradfield (SSD–97688711)

Engagement Outcomes Report

May 2026

Prepared for: Goodman Property Services
(Australia) Pty Limited (Goodman)

Urbis staff responsible for this report were:

Associate Director Aparna Casimir
Senior Consultant Alastair Fisher & Aleena Castanos
Project Code P0062504
Report Number Final

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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Abbreviations

Table 1 Abbreviations

Abbreviation	Definition
BEL	Bulk Earthwork Levels
DA	Development Application
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
ERR	Eastern Ring Road
FSR	Floor Space Ratio
IAP2	International Association of Public Participation
IPG	Ingham Property Group
LALC	Local Aboriginal Land Council
LGA	Local Government Area
LOO	Letter of Offer
LSPS	Liverpool Local Strategic Planning Statement
RAPs	Registered Aboriginal Parties
SEARs	Secretary's Environmental Assessment Requirements
SSD	State Significant Development
SSDA	State Significant Development Application
TAIA	Transport and Accessibility Impact Assessment
WSAP	Western Sydney Aerotropolis Plan

1 Introduction

1 Introduction

This Engagement Outcomes Report has been prepared by Urbis Ltd 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 development is located at 225 – 245 Martin Road, Bradfield, 2556 (the Site).

This report has been prepared with reference to the Department of Planning, Housing and Infrastructure's (DPHI's) *Undertaking Engagement Guidelines for State Significant Projects* and The Engagement Institute's *Public Participation Spectrum*.

1.1 Legislative context

In NSW, the preparation and evaluation of environmental assessments for state significant developments is legislated through the *Environmental Planning and Assessment Act 1979* (EP&A Act). The EP&A Act outlines a series of statutory requirements for proponents seeking development approval. The EP&A Act includes specific requirements to provide community members and stakeholders with opportunities to participate in the planning process.

As such, this report has been prepared in line with the following guidelines and requirements:

- The industry specific SEARs issued for this project
- DPHI's *Undertaking Engagement Guidelines for State Significant Projects* (March 2024) (*Undertaking Engagement Guidelines*)
- DPHI's Community Participation Plan (April 2024)
- The Engagement Institute's *Public Participation Spectrum*.

1.2 Response to Secretary's Environmental Assessment Requirements (SEARs)

The engagement activities and outcomes detailed within this report address the Secretary's Environmental Assessment Requirements (SEARs), as issued by the DPHI. The SEARs require demonstration of how the engagement to be undertaken for this project is consistent with DPHI's *Undertaking Engagement Guidelines for State Significant Projects*.

Table 2 provides the project-specific SEARs that are relevant to the delivery of community and stakeholder engagement for this project.

Table 2 Response to SEARS – SSD-97688711

SEARs item	Project response
Community and stakeholder engagement	
A community and stakeholder engagement strategy consistent with the Department's Undertaking Engagement <i>Guidelines for State Significant Projects</i> for all stages of the development, including (but not limited to): ▪ details of how issues raised, and feedback provided during engagement activities ▪ have been considered and responded to in the development ▪ details of the proposed approach to future community and stakeholder engagement based on the results of consultation.	This document outlines an approach to engagement that is consistent with the Undertaking Engagement Guidelines for State Significant Projects. The outcomes of the consultation approach, including how issues raised, and feedback provided have been considered and responded to in the project will be captured in the: ▪ Engagement and Communications Outcomes Report (this document, specifically Section 5) ▪ Future community and stakeholder engagement (this document, specifically section 6) ▪ The Environmental Impact Statement (EIS) prepared by Urbis.
Consultation	
During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with: ▪ Liverpool City Council ▪ Department of Climate Change, Energy, the Environment and Water, specifically the: – Conservation Programs, Heritage and Regulation Group – Water Group – Heritage NSW ▪ Transport for NSW ▪ Fire & Rescue NSW ▪ NSW Rural Fire Service ▪ Sydney Water ▪ Western Sydney Airport Corporation ▪ Air Services Australia ▪ Civil Aviation Safety Authority ▪ Department of Primary Industries and Regional Development – Agriculture ▪ surrounding local landowners, businesses and stakeholders	As above

- local and regional community and environmental groups
- Local Aboriginal Land Council
- any other public transport, utilities or community service providers.

1.3 Alignment with *Undertaking Engagement Guidelines for State Significant Projects*

This engagement outcomes report has been prepared in line with DPHI's *Undertaking Engagement Guidelines*, which provide guidance for the effective delivery of engagement to support the development of state significant projects in NSW. The *Undertaking Engagement Guidelines* provide a series of objectives for effective engagement. These community participation objectives are detailed in Table 3. This table also outlines where each objective has been addressed within this report.

Table 3 Community participation objectives

Objective	Where has this been addressed
1 Identify the people or groups who are interested in or are likely to be affected by the project.	Community and key stakeholders are detailed in section 3.2
2 Use appropriate engagement techniques. This includes: ▪ considering the accessibility of how information is delivered ▪ the avoidance of technical language and jargon so information can be easily interpreted by the audience ▪ the adoption of non-written forms of engagement, where needed. Appropriate engagement techniques are particularly important when engaging with specific groups, such as Aboriginal and Torres Strait Islander groups, where engagement should be a discrete, planned activity undertaken by and with experienced Indigenous engagement specialists.	For an overview of engagement activities, see section 4
3 Ensure the community are provided with safe, respectful and inclusive opportunities to express their views	For an overview of engagement activities, see section 4
4 Involve the community, councils and government agencies early in the development of the proposal, to enable their views to be considered in project planning and design	For details of the approach to engagement with key stakeholders, such as community, council and government agencies, see section 4
5 Be innovative in their engagement approach and tailor engagement activities to suit the: ▪ context (e.g. sensitivity of the site and surrounds) ▪ scale and nature of the project and its impacts ▪ level of interest in the project.	For an overview of the project context, see section 2.2

6	Provide clear and concise information about what is proposed and the likely impacts for the relevant people or group they are engaging with.	See Section for a clear description of the project specifics in section 2.4
7	Clearly outline how and when the community can be involved in the process.	See Section 4 for details of how community members will be invited to participate in the planning process.
8	Make it easy for the community to access information and provide feedback.	
9	Seek to understand issues of concern for all affected people and groups and respond appropriately to those concerns.	For an overview of engagement activities, see section 4
10	Provide feedback about how community and stakeholder views were used to shape the project or considered in making decisions.	Community and stakeholder views will be summarised and provided in the Engagement Outcomes Report to be prepared for this project. Section 5
11	Be able to demonstrate how the demography of the area affected has been considered in how and what engagement activities have been undertaken.	For the demographic profile of the local area, see section 3.3

Source: DPHI's Undertaking Engagement Guidelines for State Significant Projects – March 2024

2 Project details

2 Project details

This section provides detailed information about the development site and the SSDA.

2.1 The site

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 <i>Note (1) – The above lots do not include the works proposed to be included under External Lead In works.</i>
Existing land use(s)	The Site is a 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, 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

Figure 1 Aerial Photo



Source: Urbis

2.2 Strategic context

The future development of Sydney is guided by strategic plans aimed at fostering sustainable growth, economic resilience, and enhanced liveability. The project, located within the Western City District of the Greater Sydney region, aligns with a number of these key plans:

- The **Greater Sydney Region Plan – Western City District**: This strategic framework guides Sydney's development over the next 40 years. The project supports the plan by enhancing major freight, logistics, warehousing, and regional distribution due to its proximity to critical infrastructure, and by generating industrial employment opportunities within the Western Parkland City.
- The **Western Sydney Aerotropolis Plan (WSAP)**: The Aerotropolis Plan establishes a high-level vision for the Western Sydney Aerotropolis as a global gateway with a landscape-led, Recognise Country approach. The project supports this vision by reinforcing the Badgerys Creek Precinct as a key initial precinct and delivering a major employment hub within the Aerotropolis.
- The **Liverpool Local Strategic Planning Statement (LSPS)**: The LSPS outlines a 20-year strategy to deliver jobs, housing, and infrastructure to meet the needs of the Liverpool community. The project is consistent with the LSPS by unlocking industrial and employment lands, supporting job growth, attracting investment, and strengthening freight and logistics operations to support 24-hour airport activity, while safeguarding bushland and waterways.
- The **Western Parkland City Blueprint**: This plan seeks to transform Western Sydney into a vibrant, sustainable 30-minute city with new knowledge-based jobs and enhanced infrastructure. The project contributes by creating employment opportunities, strengthening the region's logistics and supply chain capabilities, and ensuring efficient distribution of goods and services to support residents and businesses.

2.3 Project description

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 708 sqm 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 electricity, 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 Sydney Water 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.

Related Applications/Activities

Part 5 Activity – External Works Lead in Roads and Services

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 upgrades

- 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 consistent with 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.

3 Community and stakeholder engagement

3 Community and stakeholder engagement

This section outlines the engagement activities delivered from May 2025 to March 2026 to inform and invite feedback from the community and stakeholders about the proposal. This engagement methodology and its outcomes have been informed by and are consistent with DPHI's *Undertaking Engagement Guidelines for State Significant Projects*.

Engagement activities with government authorities, relevant agencies and service providers are detailed in Section 5.

3.1 Purpose of engagement

The engagement objectives and approach have been informed by the Engagement Institute's Public Participation spectrum (Figure 2) and DPHI's Community Participation Plan.

In assessing the engagement approach, Urbis took into consideration that the SSDA is for a modification within an existing industrial zone and for industry with similar impact on surrounding residents and businesses both in terms of fit-out processes and operations.

Consultation was undertaken for both SSDAs (SSD-97711727 – Bulk Earthworks & SSD-97688711 – Internal works) to ensure stakeholders had a clear opportunity to understand the full context of the masterplan, without unnecessary duplication or demand on their time.

The approach also considers that there are currently minimal sensitive receivers in the area surrounding the site, with regards to potential impacts. Accordingly, the engagement objective was to inform and consult stakeholders and the community, providing clear and transparent information and the opportunity to make enquiries and provide feedback.

Figure 2 Engagement Institute Public Participation Spectrum

	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
Promise	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: Engagement institute

In line with DPHI's *Community Participation Plan*, the approach for engagement has been informed by the *Community Participation Plan* objectives shown in Figure 3.

Figure 3 DPHI's *Community Participation Plan* objectives



Table 4 Engagement approach and alignment with objectives

Approach	Alignment with objectives
Providing consistent, relevant, jargon-free and up-to-date information on the proposal, impacts, benefits, and the planning report process through accessible, tailored open lines of communication.	  
Identify potential impacts on stakeholders and the community, as well as measures to enhance potential positive impacts and minimise potential negative impacts, through genuine and consistent consultation.	  
Providing methods for monitoring and opportunities for the community to give feedback to help inform the planning process.	 
Responding appropriately and in a timely manner to concerns or questions raised by the community and stakeholders throughout the lifecycle of the project.	   
Facilitating information flow to the project team by establishing working relationships to ensure stakeholder and community views and local knowledge are appropriately incorporated into the design of the project.	 
Managing expectations by closing the feedback loop and sharing how stakeholder and community views influenced the proposal.	  

3.2 Stakeholders

Stakeholders are individuals, groups of individuals or organisations that could influence or affect a project. Described in DPHI's *Undertaking Engagement Guidelines for State Significant Projects*, the community is anyone (including individuals, community groups, Aboriginal and Torres Strait Islander communities, culturally and linguistically diverse communities, peak bodies or businesses) interested in or likely to be affected by the project.

In light of this approach, targeted engagement with the closest neighbours to the site and surrounding community was undertaken. Figure 5 shows the site and the closest neighbouring residents and businesses who were also offered a separate project briefing.

Figure 4 Stakeholder categories

Government authorities	Relevant agencies and service providers
▪ NSW Department of Planning, Housing and Infrastructure – Planning and Assessments – Strategic Planning – Infrastructure contributions – Government Architect NSW ▪ Liverpool City Council – Planning and Assessments team – Voluntary Planning Agreement team – Social Planner	▪ NSW Premiers Department ▪ Department of Climate Change, Energy, the Environment and Water (DCCEEW) – Conservation Programs, Heritage and Regulation Group (CPHR) – Water Group – Heritage NSW ▪ Transport for NSW ▪ Infrastructure NSW ▪ Bradfield Development Authority ▪ Fire and Rescue NSW ▪ NSW Rural Fire Service ▪ Western Sydney Airport Corporation ▪ Air Services Australia ▪ Civil Aviation Safety Authority ▪ South Western Sydney Local Health District (SWSLHD) – Population Health ▪ Crown Lands ▪ Department of Primary Industries and Regional Development (DPIRD) – Fisheries and forestry – Agriculture team ▪ Service providers – Sydney Water – Endeavour Energy – Jemena

First Nations stakeholders	Surrounding community
- Gandangara Local Aboriginal Land Council (LALC) - Registered Aboriginal parties (RAPs) as part of the ACHA process - Dharug Traditional Custodians - Local knowledge holders	- Near neighbours (Lawson Rd, Martin Rd & Victor Ave) - Surrounding landowners, businesses and stakeholders - Western Sydney Aerotropolis Community Consultative Committee and Independent Community Commissioner

Figure 5 The site and surrounding community



3.3 Community profile

This section provides a demographic profile of the local community. This profile has been developed using 2021 Census data for the suburb of Badgerys Creek and encompasses a range of key indicators.

This information was used to shape the engagement strategy.

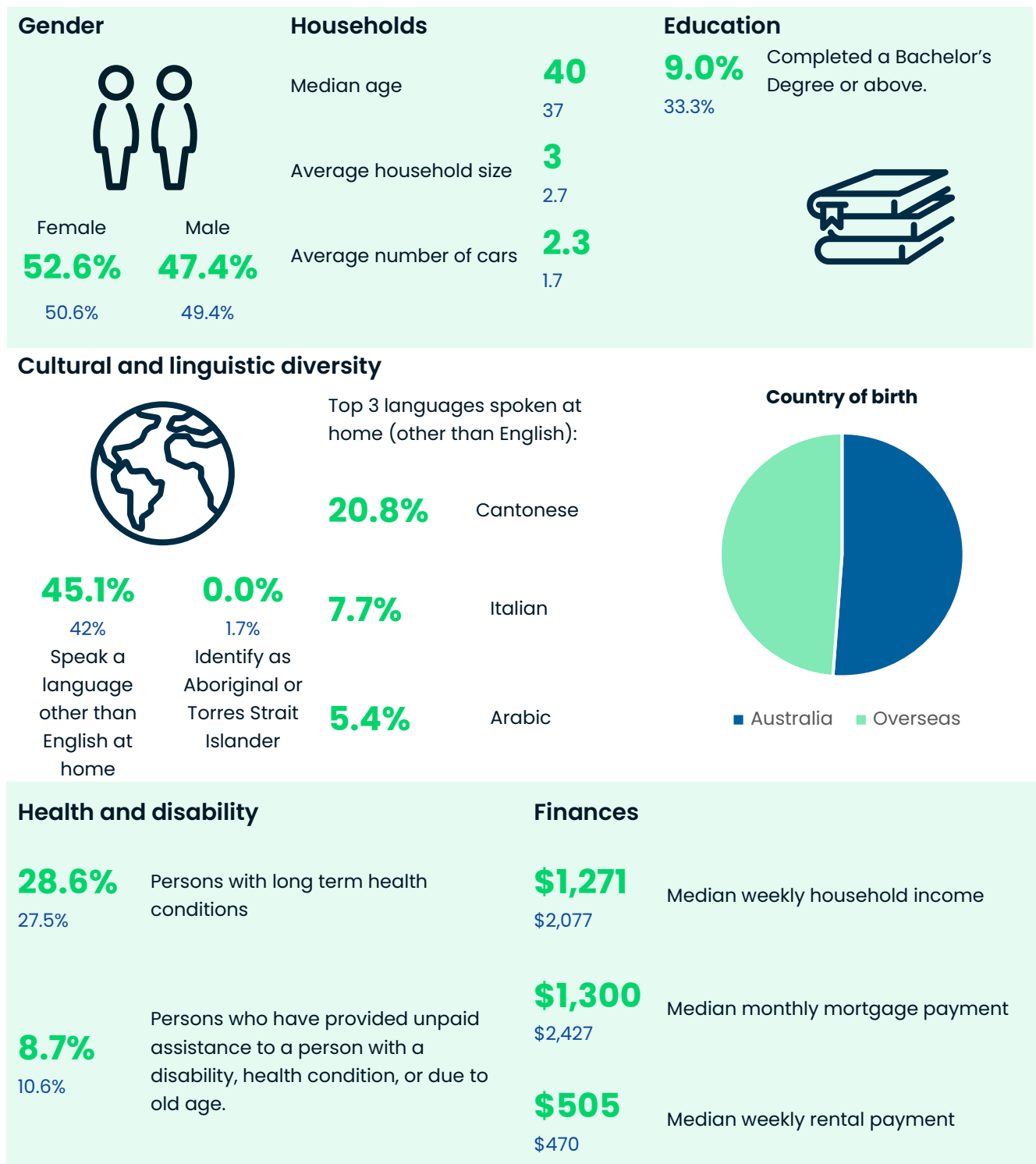
When compared with the Greater Sydney population the Badgerys Creek population has:

- **Lower education attainment** – 9.0% of residents have completed a Bachelor’s degree or higher, compared with 33.3% across Greater Sydney
- **Older population** – The median age of residents is 40, compared with 37 for Greater Sydney
- **Greater cultural and linguistic diversity** – 42% of residents speak a language other than English at home, compared with 20.8% across Greater Sydney. Top non-English languages include Cantonese (45.1%), Italian (7.7%) and Arabic (5.4%).
- **Higher prevalence of long-term health conditions** – 28.6% of residents report long-term health conditions, compared with 27.5% in Greater Sydney.

The insights garnered from the demographic snapshot provided in Figure 6 informed the engagement approach by ensuring Urbis provided project information that was clear and easy to understand, and provided flexible engagement options, such as via phone, email, written newsletters, and offer of project briefings.

While the community profile of the broader Badgerys Creek suburb is diverse, the engagement area of the project (1km radius from site) is predominantly industrial with some neighbouring residential dwellings, and not reflective of the Badgerys Creek multilingual residential community. As such, the engagement approach did not use translations.

Figure 6 Community profile



*Greater Sydney Average

	Badgerys Creek
	Greater Sydney Average

4 Engagement activities

4 Engagement activities

This section outlines the engagement activities that were implemented during the consultation process.

Consistent with DPHI's *Undertaking Engagement Guidelines for State Significant Projects*, the approach to engagement was proportionate to the context, scale and potential impact of the project. Engagement activities for the community and other key project stakeholders are outlined below.

Figure 7 Engagement activities summary



Table 5 Engagement activities – Detailed summary

Engagement activities	Target stakeholder(s)	Details
Project newsletter	Surrounding businesses, landowners and residents	On 6 November 2025 a project newsletter was distributed to 1,403 properties surrounding the site. This newsletter (see Appendix A) provided an overview of the planning applications proposed and how residents and surrounding businesses could make enquiries, request further information and provide feedback. The distribution area of this newsletter can be found in Appendix B.

	Emails	Liverpool City Council – Social Planning Western Sydney Aerotropolis Community Consultative Committee (WSA CCC)	On 12 November, Urbis emailed the project newsletter and an invitation to participate in an interview to inform the Social Impact Assessment (SIA) to Liverpool City Council, with a follow up email sent on 17 November 2025. On 27 November, Urbis Social Planning emailed the project newsletter and an invitation to participate in an interview to inform the SIA to WSA CCC.
	Letter	Near neighbours and businesses immediately surrounding the site	On 6 November 2025 a letter was distributed to 44 of the site's closest neighbours along Martin Road, Lawson Road and Victor Avenue. The letter (Appendix C) introduced the SSDA, provided a high-level overview of the engagement program and offered a project briefing.
	Key stakeholder briefings	Near neighbours and businesses immediately surrounding the site Western Sydney Aerotropolis Community Consultative Committee (WSA CCC)	Key stakeholders or community members with a specific interest in the project were invited to participate in a briefing for the project. Goodman also offered briefings to the following stakeholders: - Near neighbours, specifically those located on Lawson Road, Martin Road and Victor Avenue - Western Sydney Aerotropolis CCC (WSACCC) The briefings conducted included: - Online meetings with nearby business neighbours Cleanaway, Formus, EMKC, Heidelberg, Suttons, Mirvac, Ingham Property Group, Boral and ESR between October 2025 and February 2026 - Two in-person briefings 29 January 2026 with near neighbours on Lawson Road, attended by two residents; and with members of the WSACCC (Badgerys Creek) attended by nine residents.
	SIA community survey	Accessible to all stakeholders	The project newsletter (see above) included an invitation to participate in an online survey to inform the SIA. One completed response to the SIA survey was received.
	Enquiry lines	Accessible to all stakeholders	Throughout the engagement program, Urbis Engagement provided the community and stakeholders with an 1800 number and email address to make enquiries and provide feedback. No phone calls and one email enquiry have been received at the time of this report.

5 What we heard

5 What we heard

This section of the Engagement Outcomes Report provides a detailed summary of issues raised by key stakeholders and community members throughout the engagement process, and the project response to this feedback.

Given the interdependence between this project (SSD-97688711) and SSD-97711727 for bulk earthworks, quarrying and remediation, Goodman undertook consultation concurrently to provide stakeholders and the community with a holistic overview of the proposal.

5.1 Detailed stakeholder and community feedback summary

Table 6 outlines the stakeholders consulted, the method of communication and engagement with these stakeholder groups, any feedback received and the project's response to this feedback including specific dates.

Table 6 Key stakeholders: Issues raised and project response

Stakeholder	How this group was consulted	Feedback received	Project response
Government stakeholders			
Department of Planning, Housing and Infrastructure (DPHI) - Planning and Assessment team - Strategic Planning team - Infrastructure contributions	The project team have met with DPHI on multiple occasions to discuss the proposal throughout the pre scoping and preparation of the EIS phases. On 3 June 2025, the project team met with DPHI's Infrastructure Contributions team to discuss Voluntary Planning Agreement (VPA) and Works in Kind (WIK) agreements for the delivery of the Eastern Ring Road (ERR)	DPHI advised that a draft letter of offer is to be submitted with the SSDA.	A draft letter of intent was lodged prior to the SSDA and is under assessment by DPHI and TfNSW.
	The project team met with DPHI's Strategic Planning team on 6 June 2025 to discuss Western Sydney Aerotropolis VPA, Special Infrastructure Contributions (SIC)	DPHI confirmed SIC applies to applications lodged prior to the repeal in June 2026. It was confirmed that no credits apply for the provision of infrastructure. DPHI advised	As per Goodman's draft letter of offer and DA timeline, SSD-97688711 will be submitted prior to 30 June 2026, therefore operating under the current SIC regime regarding applicable VPA works.

Stakeholder	How this group was consulted	Feedback received	Project response
	and Housing and Productivity Contribution rates (HPC).	that a biodiversity component would apply to HPCs.	
	On 10 June 2025, the project team met with DPHI's Strategic Planning team to discuss the proposed changes to the State Environmental Planning Policy (Precincts—Western Parkland City) 2021 (WPC SEPP) and the Precinct Plan governing development within the Aerotropolis.	DPHI advised that any changes to the Western Sydney Aerotropolis Precinct Plan (WSAPP) and WPC SEPP would need to be minor and would be assessed on a merit-based approach.	The works proposed under SSD-97688711 are generally consistent with the WSAPP. Minor variations are required to the WSAPP as a byproduct of the approved IPG Master Plan, located to the south of the subject site. The proposed minor variations have been and continue to be developed in consultation with relevant agencies including Sydney Water, TfNSW, DPHI and Liverpool Council as well as the SDRP. It is noted that as part of the IPG Master Plan, owners' consent was provided to the approved WSAPP variations by the former landowner CSR.
	On 19 June 2025, the project team met with DPHI's Planning and Assessment team to provide an overview of the proposed development and access routes.	DPHI noted that Liverpool City Council has advised the development approval is conditional and subject to Goodman demonstrating that the proposal is consistent with Section 4.39 of the WPC SEPP, which states that development must align with the applicable precinct plan, except where a minor and well-justified inconsistency can be demonstrated and the proposal remains consistent with the precinct's overall strategic vision and objectives.	A Section 4.39 Variation Request has been lodged with DPHI as part of the SSDA package. The Variation Request assesses the proposed amendments to the WPC SEPP and provides justification for these variations. A number of the variations are in response to the IPG Master Plan approval.
	On 8 August 2025, the project team met with DPHI's Planning and Assessment team again to share	DPHI advised that a draft letter of offer would be considered prior to formal lodgement of the SSDA.	A draft letter of intent has been lodged for the allocation of SIC to the upgrade works proposed at the intersection of

Stakeholder	How this group was consulted	Feedback received	Project response
	details on the application and scope being sought for approval. Goodman advised DPHI that the scoping reports would be lodged imminently.		Martin Road and Elizabeth Drive as Transport Infrastructure Contributions (TIC) and is under assessment by DPHI and TfNSW.
	On 1 September 2025, the project team met with DPHI's Planning and Assessment Team to review the draft submitted scoping reports.	DPHI advised that scoping reports should be submitted offline for review prior to lodgement.	These updates were made to the Scoping Reports before they were lodged on DPHI's Major Project's Portal. Offline submissions were made 19 September 2025, with DPHI feedback received 3 October 2025.
	On 24 October 2025, the project team meet with DPHI, Liverpool City Council, Conservation Programs, Heritage and Regulation Group (CPHR), Sydney Water, TfNSW and GANSW for the Projects Planning Focus meeting. This meeting was facilitated by DPHI Planning and Assessment team, DPHI Mining Team.	Positive feedback was received, with a post-meeting action to meet with the Department of Climate Change, Energy, the Environment and Water's (DCCEE) CPHR Group. DPHI also suggested that the external roads originally proposed to be undertaken as an SSDA may be better suited to a Part 5 assessment by LCC, given their scope and ultimate ownership. Following the meeting, the Part 5 assessment pathway was confirmed, with Council advising that it is able to assess the works under this pathway.	Goodman met with CPHR on 5 December 2025 (refer to record of consultation below). During the meeting the interim stormwater management strategy was outlined as part of the DA reports. It is understood that external roadworks will be delivered separately subject to ongoing discussions with Liverpool City Council with a target completion date of December 2029.
	On 5 December 2025 Goodman, Urbis Planning, Colliers, Vinculum Advisory and Aurecon Group met with DPHI, Sydney Water, Department of Climate Change, Energy, the Environment and	Model for Urban Stormwater Improvement Conceptualisation (MUSIC) modelling Detailed MUSIC modelling for each stage and substage of the proposal was requested to confirm compliance with the Wianamatta South Creek technical	MUSIC modelling MUSIC modelling has been provided for the proposed development. The MUSIC modelling demonstrates that the stormwater quality objectives will be achieved through delivery of the ultimate

Stakeholder	How this group was consulted	Feedback received	Project response
	Water's (DCCEEW) Conservation Programs, Heritage and Regulation Group (CPHR) and Liverpool City Council to discuss the key issues as it relates to Interim Stormwater Management requiring resolution before approval and delivery of the proposal.	guidance throughout construction and operation. It was noted that whole site models alone are insufficient.	regional stormwater infrastructure by Sydney Water. Goodman/Colliers are to confirm whether staged MUSIC modelling will be undertaken for the final reports.
		Sediment basins Concerns were raised of the proposal to use Type D sediment basins instead of the guideline preferred Type A or B. Modelling is required to demonstrate adequate detention and capacity. The conversion timing for the basin was identified as critical to avoid gaps in sediment control. There was support for the use of on lot basins as redundancy.	Sediment basins On lot sediment basins and end of line sediment basins have been designed for the estate and water balancing modelling has been undertaken to ensure requirements are being met.
		Stormwater harvesting The interim stormwater harvesting's use for irrigation was considered straightforward. DPHI noted that future site use would require compliance with NSW Health requirements to prevent contamination. Clarification was requested on the responsibilities for stormwater harvesting.	Stormwater harvesting Stormwater harvesting in the interim scenario is to be used for external non-potable irrigation after undergoing a combination of primary, secondary and tertiary treatment, in consideration of the principles in the Australian Guidelines for Water Recycling: Managing Health and Environmental Risks (phase 2) Stormwater harvesting and reuse" (July 2009). Goodman will be responsible for the stormwater harvesting in the interim scenario until such a time at which the ultimate Sydney Water regional recycled stormwater infrastructure is operating.

Stakeholder	How this group was consulted	Feedback received	Project response
		External road works Coordination with other developments timings and integration was requested.	External road works External road works are subject to a separate Part 5 approval. It is understood that external roadworks will be delivered separately with discussions currently ongoing with Liverpool City Council with a target completion date of December 2029. It is understood that Transport for NSW will complete these works with a target completion date of December 2029.
Government Architect NSW (GANSW)	On 20 November 2025, Goodman and members of the wider consultant team met with the State Design Review Panel (SDRP) for an initial design review session. On 1 December 2025, GANSW provided a letter containing the advice and recommendations arising from that session. A further SDRP session was held on 5 March 2026. On 16 March 2026, GANSW provided a letter containing the advice and recommendations arising from that session.	Goodman has addressed SDRP feedback as part of its commitment to ensure design excellence of the project, beyond the planning process. Details of feedback provided by the SDRP and the project responses have been included in Appendix F of the EIS that is lodged alongside this Report.	
Liverpool City Council Planning and Assessment	Liverpool City Council were consulted as part of the SEARs. Council's feedback on the proposal	Council provided a table list of matters to be addressed in relation to the proposed variations to the Western Sydney Aerotropolis Precinct Plan (WSAPP), noting that adequate justification will need to be provided for the variations sought. In relation to the relocation of the active open space, Council noted that any amendments to open	

Stakeholder	How this group was consulted	Feedback received	Project response
Voluntary Planning Agreement (VPA) team ▪	was provided in their letter dated 10 November 2025.	space/stormwater land under the WSAPP and land identified under the Land Reservation Acquisition (LRA) mapping under the SEPP will require the provision of an explanation of intended effects. Council noted that DPHI advice is required in relation to the proposed changes, and requested that both the proponent and DPHI liaise and engage with Council to discuss any proposed changes to the LRA mapping.	
	The project team met with Liverpool City Council's Planning and Assessment team on 6 August 2025 regarding the project, specifically the External Lead In works.	Council confirmed its support for lead-in access to the site via Martin Road / the future East-West Road through Lot 36 DP 3050 and Lawson Road, in lieu of the applicant's proposed strategy to upgrade Martin Road in line with 50 per cent of the future Eastern Ring Road. It was noted that this alternative access strategy would be consistent with the Precinct Plan requirements for access to the proposed development site.	SSD 97688711 reflects this revised access strategy. External road works are subject to a separate Part 5 approval. It is understood that external roadworks will be delivered separately with a target completion date of December 2029 subject to ongoing discussions with Liverpool City Council.
	Ongoing discussions have been held with Council's planning and VPA teams between 11 December 2026 and 4 February 2026. A Letter of Offer was issued on 22 September 2025 outlining Goodman's VPA proposal.	Ongoing discussions are underway with Council, with no specific issues raised to date. The LOO issued on 22 September 2025 included details on the relocation of the active open space and its proposed ownership. No further feedback was received from Council regarding this matter.	Goodman will continue to engage with Council to finalise the VPA for the dedication of the local roads that are located on the site.
	Planning Focus Meeting – October 2025 The Planning Focus Meeting was attended by the Proponent, DPHI,	Matters discussed included the VPA, Wildlife Assessment, Riparian Corridor health and the SDRP process. No specific comments were raised by Council in relation to the proposed WSAPP variations including the relocation of the active open space.	

Stakeholder	How this group was consulted	Feedback received	Project response
	Liverpool City Council, TfNSW, Sydney Water, GANSW and CPHR.		
	SDRP The project team attended two SDRP sessions. Each SDRP session had Council representatives in attendance. Refer to Appendix F for details of the SDRP feedback and the project responses. As part of the SDRP 2 feedback, the location of the Active Open Space was supported.		
	On 5 December 2025 Goodman, Urbis Planning, Colliers, Vinculum Advisory and Aurecon Group met with Liverpool City Council, Sydney Water, DCCEE's CPHR and DPHI to discuss the key issues requiring resolution before approval and delivery of the proposal.	External road works Liverpool City Council noted that their Council Asset team will need to have acceptance of the propriety systems in road reserves with a preference for near final solutions. Coordination with other developments timings and integration was requested.	External road works External road works are subject to a separate Part 5 approval. It is understood that external roadworks will be delivered separately with a target completion date of December 2029 subject to ongoing discussions with Liverpool City Council.
		<i>Additional feedback regarding MUSIC modelling, sediment basins and stormwater harvesting, as well as project responses to these matters, are provided above, as part of consultation records for the NSW Department of Planning, Housing and Infrastructure.</i>	
Social Planning team	Urbis' Social Planners emailed the Liverpool City Council Social Planning team on 12 November 2025 and 17 November 2025 inviting them to participate in a Social Impact Assessment interview; and followed up via phone call on 20 November 2025.	No response was received from Liverpool City Council Social Planning team.	Goodman and Urbis will continue to be available to engage with Council's Social Planning team should it respond. To inform the SIA, Urbis' Social Planners contacted the Western Sydney Aerotropolis Community Consultative Committee.

Stakeholder	How this group was consulted	Feedback received	Project response
Relevant agencies			
NSW Premiers Department	On 27 May 2025, the project team met with the NSW Premiers Department. Goodman discussed their overall development pipeline in NSW and presented the site. The project team discussed government investment in the area and the committed timelines required for regional infrastructure to support future development.	No issues were raised by the NSW Premier's Department. The meeting focused on the applicant's proposal and the importance of State-delivered infrastructure to ensure the proposed development within the wider Aerotropolis can be delivered in line with the Aerotropolis Sector Plan.	Goodman will continue to engage with the NSW Premiers Department throughout the planning process as required.
Department of Climate Change, Energy, the Environment and Water (DCCEEW) - Conservation Programs, Heritage and Regulation Group (CPHR) - Water Group	On 3 September 2025, Goodman met with DCCEEW to discuss treatment of surface water and the need for a Surface Water Access Licence. Goodman confirmed that proposed modification to MPI0_0014 would confirm surface water is to be managed in accordance with the EP&A Act and the relevant Blue Book requirements.	DCCEEW noted that it would assess any surface water requirements as part of the SSDA submission. Goodman issued an email dated 5 September 2025 outlining the proposed surface water management strategy; no response was received.	The SSDA considers the relevant Surface Water Management requirements as outlined in the SEARs which are outlined within the Integrated Water Cycle Management Strategy.
	On 5 December 2025 Goodman, Urbis Planning, Colliers, Vinculum Advisory and Aurecon Group met with DPHI, Sydney Water, DCCEEW's CPHR and Liverpool City Council to discuss the key issues requiring resolution before approval and delivery of the proposal.	<i>Additional feedback regarding MUSIC modelling, sediment basins and stormwater harvesting, as well as project responses to these matters, are provided above, as part of consultation records for the NSW Department of Planning, Housing and Infrastructure.</i>	

Stakeholder	How this group was consulted	Feedback received	Project response
	On 9 December, the project team met with DCCEEW to discuss referral of potentially impacted vegetation in the Environmental Zone.	Impacted vegetation Advice provided regarding referral of potentially impacted vegetation in the Environmental Zone.	Impacted vegetation A BDAR has been prepared to assess the potential impacts on biodiversity within the uncertified land from the cumulative ongoing operations of the proposed development and a referral under the EPBC Act was prepared for the project and submitted on the 17 February 2026 to address the potential impacts on the site. A decision was made on the 19 March 2026 which confirms that the proposed development is not a controlled item action under the EPBC Act.
Heritage NSW	On 21 January 2026, Goodman emailed Heritage NSW to provide the Scoping Report and SEARs and offer a meeting to discuss the project.	To date, to feedback has been received from Heritage NSW	Goodman will continue to be available to engage with Heritage NSW as the project progresses as required. The SSDA includes the relevant Heritage assessments and have been completed in accordance with the SEARs requirements.

Stakeholder	How this group was consulted	Feedback received	Project response
Transport for NSW (TfNSW)	On 14 March 2025, the project team met with TfNSW to discuss the Site, proposed access via Eastern Ring Road (ERR) and the prospect of completing works on behalf of TfNSW.	TfNSW noted they do not yet have funding for the delivery or land acquisition associated with the Eastern Ring Road No comments raised on estate masterplan proposal aside from ensuring access is provided in a manner that supports safe access and generally aligns with the Precinct Plan.	TfNSW is ultimately expected to deliver the ERR in line with the Precinct Plan and Aerotropolis Sector Plan with an anticipated delivery date of 2040. Goodman have provided a proposed road corridor through the projects masterplan to allow for the future delivery by TfNSW. In addition to this, it is noted below, that TfNSW will be delivering the Martin Road / Elizabeth Drive upgrade works themselves, with a target delivery date of December 2029. The Applicant is currently negotiating a Letter of Offer ('LOO') and a Voluntary Planning Agreement ('VPA') with the Department of Planning, Housing & Infrastructure (DPHI) to propose the allocation of contributions towards a potential Traffic Infrastructure Contribution (TIC) with TfNSW regarding the Martin Road/Elizabeth Drive Intersection.
	On 3 and 6 June 2025, additional meetings were held with TfNSW to discuss Goodman's proposal to deliver 50% of the Eastern Ring Road on an alternate alignment, utilising the existing Martin Road corridor, was outlined.	TfNSW reiterated that it does not have funding for the delivery or land acquisition associated with the Eastern Ring Road.	TfNSW is expected to deliver the ERR in line with the Precinct Plan and Aerotropolis Sector Plan with an anticipated delivery date of 2040. Goodman have provided a proposed road corridor through the projects masterplan to allow for the future delivery by TfNSW.

Stakeholder	How this group was consulted	Feedback received	Project response
	On 2 July 2025, Goodman discussed lead-in access to the site and sought TfNSW's position on the proposed lead-in works, including funding for associated road infrastructure and whether TfNSW would undertake the works in a timely manner to support the staged development of the site. Goodman also sought DPHI's position on the proposal's consistency with the Precinct Plan.	TfNSW reiterated that it does not have funding for the delivery or land acquisition associated with the Eastern Ring Road.	External roadworks to facilitate interim site access will be assessed via a Part 5 approval pathway. This application is subject to further discussions with Council although expected to be delivered by December 2029. As previously outlined, in addition to upgrades to the local roads, the Applicant is currently negotiating a Letter of Offer ('LOO') and a Voluntary Planning Agreement ('VPA') with the Department of Planning, Housing & Infrastructure (DPHI) to propose the allocation of contributions towards a potential Traffic Infrastructure Contribution (TIC) with TfNSW regarding the Martin Road/Elizabeth Drive Intersection.
	The project team has been in ongoing discussions with TfNSW regarding delivery of the ultimate Elizabeth Drive/Martin Road intersection under a VPA. This includes meetings on 6 June, 11 August, 15 October, 30 October, 13 November and 28 November 2025.	Goodman noted that Mirvac has an interim intersection design that is below the ultimate design standard and raised concerns regarding the upgrade from the interim to the ultimate arrangement. TfNSW and DPHI advised that they would review the matter; however, no immediate concerns were raised during the meeting.	As noted above, and following this meeting, it is the applicant's understanding that TfNSW will deliver the Martin Road / Elizabeth Drive upgrade works, with a target delivery date of December 2029. Additionally, as previously mentioned, the Applicant is currently negotiating a Letter of Offer ('LOO') and a Voluntary Planning Agreement ('VPA') with the Department of Planning, Housing & Infrastructure (DPHI) to propose the allocation of contributions towards a potential Traffic Infrastructure Contribution (TIC) with
	On 15 October 2025, the project team met with TfNSW, DPHI and Mirvac to discuss the proposed delivery of the Martin Road and Elizabeth Drive intersection. The meeting was held in the context of the development application		

Stakeholder	How this group was consulted	Feedback received	Project response
	Mirvac submitted to Penrith City Council for access to Council's site. It also addressed TfNSW's ultimate plans for the intersection upgrade as part of the Elizabeth Drive works.		TfNSW regarding the Martin Road/Elizabeth Drive Intersection.
	On 19 January 2026, Ason Group met with TfNSW's Bus Planning team to discuss current work on future public transport service planning. The discussion centred on how anticipated demand is being assessed, how potential routes may be identified, and how this work interacts with master planning by Council and developers.	TfNSW advised that, while service planning is underway, there is currently no committed funding for future services. TfNSW is assessing anticipated demand to help identify potential routes, after which funding would need to be sought from Treasury. It was noted that Council and developers can continue to work through service planning details as part of master planning, with TfNSW providing feedback as required. A key requirement highlighted was that local bus stops should be spaced a minimum of 400 metres apart.	The proposed masterplan generally seeks to align with the Precinct Plan Transport Network Map. Bus stop locations will be finalised in consultation with TfNSW during detailed design.
Environment Protection Authority (NSW EPA)	On 21 January 2026, the project team emailed EPA to provide an overview of SSD-97688711 and seek feedback.	On 27 February 2026, the EPA advised it had provided feedback to DPHI on requirements for the EIS. EPA further advised it would review the EIS once submitted to DPHI.	Goodman will continue to engage EPA as required throughout development of the proposal.
Infrastructure NSW (INSW)	On 4 June 2025, the project team met with Infrastructure NSW to discuss alignment of the proposal with the Aerotropolis Sector Plan, and the role of INSW during the SSDA process.	Infrastructure NSW did not provide any initial feedback on the proposal.	Goodman will continue to engage INSW as required throughout development of the proposal.

Stakeholder	How this group was consulted	Feedback received	Project response
	On 25 November, the project team met with INSW to discuss the proposal and timing of infrastructure delivery in the area.		
Bradfield Development Authority	On 24 June 2025, the project team met with the Bradfield Development Authority to provide them with an overview of the proposal and the timings of the development.	The Bradfield Development Authority briefed Goodman on its progress and future plans. Goodman noted that Development Application packages are being prepared for submission in Q1/Q2 2026.	Goodman will continue to engage the Bradfield Development Authority as required throughout the planning process.
	On 9 March 2026, Goodman presented a project update to the Bradfield Development Authority as part of its regular meetings about various development applications in the Aerotropolis.	No feedback was provided by the Bradfield Development Authority in this meeting.	
Fire & Rescue NSW	Goodman and technical consultants, BM+G, submitted an application to Fire and Rescue NSW (FRNSW) for a pre-DA consultation review. The application is currently being processed by FRNSW. BM+G emailed FRNSW on 25 February 2026 offering a briefing on the proposal. <i>Goodman notes, however, that it is unusual to consult with FRNSW prior to a building-specific Fire Engineering Brief (FEB) being lodged with FRNSW, which typically</i>	On 13 March 2026, FRNSW advised it will review the application and provide feedback via the DPHI Major Projects Portal at the appropriate time.	Goodman will continue to engage FRNSW as required throughout development lifecycle. FRNSW requirements per the SEARs have been addressed within the EIS.

Stakeholder	How this group was consulted	Feedback received	Project response
	<i>occurs after development application consent.</i>		
NSW Rural Fire Service (RFS)	On 2 December 2025, Goodman and bushfire consultants, Blackash, Goodman emailed the NSW RFS offering a briefing on the proposal.	NSW RFS confirmed they have previously assessed and supported the detailed recommendations of the bushfire report for the proposal and do not wish to receive a project briefing at this stage.	Goodman and Blackash will continue to engage the NSW RFS as required throughout the assessment process.
Western Sydney Airport Corporation	On 2 June 2025, the project team met with the Western Sydney Airport Corporation to discuss airport safeguarding requirements.	Western Sydney Airport Corporation provided details on the referral process and safeguarding requirements that the proposal will need to comply with.	The masterplan complies with Airport Safeguarding requirements. Further detail is provided in the Airport Safeguarding Assessment submitted as part of the SSDA.
Air Services Australia	Airservices confirmed, as part of the SEARs process, that it has no comments on the proposal. It recommended that further consultation be undertaken with WSA and CASA.		Consultation with WSAC and CASA has been undertaken, with records included in this table.
Civil Aviation Safety Authority (CASA)	On 5 January 2026, Goodman contacted CASA and provided the Scoping Report and SEARs. Goodman advised that a draft aviation impact assessment has been prepared for review. The correspondence sought CASA's comments in response to the SEARs issued for the SSD-97688711 (Internal Works) and SSD-97711727 (Bulk Earthworks, Quarrying and Remediation) and invited CASA to meet with the Goodman team in mid to late January to discuss the project.	CASA advised that it would not provide further substantive feedback on the two SSDAs beyond reviewing the draft Aviation Impact Assessment. CASA also noted that no additional pre-DA consultation is required for either DA and that CASA's requirements, as identified in the SEARs, will be addressed as part of the assessment process.	Goodman will continue to engage CASA as required throughout development of the proposal.

Stakeholder	How this group was consulted	Feedback received	Project response
WaterNSW	On 23 December 2025, Goodman emailed Water NSW to provide the project Scoping Report and SEARs, and an offer to meet with the project team to discuss the proposal.	WaterNSW advised it does not need to be consulted regarding SSD-97711727 & SSD-97688711 as the site is not located near to any WaterNSW lands or assets.	Goodman will continue to engage WaterNSW as required throughout the planning process.
South Western Sydney Local Health District (SWSLHD) – Population Health	On 2 February 2026, Goodman emailed SWDLHD – Population Health to provide an overview of the proposal and seek feedback. Goodman also invited the SWDLHD – Population Health to attend a meeting with the project team.	Acoustic impacts Noise assessments and mitigation measures should consider cumulative impacts, including airport flight paths, and be updated over the site’s lifecycle as flight volumes increase.	Acoustic impacts Cumulative noise and aircraft noise impacts have been addressed within the Noise and Vibration Impact Assessment lodged with the SSDA.
		Air quality Air quality assessments should account for cumulative impacts from airport activities and the interaction between air pollution and urban heat in South Western Sydney.	Air quality Cumulative air quality impacts have been addressed within the Air Quality Impact Assessment lodged with the SSDA.
		Traffic SWSLHD supports a focus on pedestrian safety, particularly around bus stops near the Martin Road and Elizabeth Drive intersection. The Transport and Accessibility Impact Assessment (TAIA) should specifically address public transport access and safety, internal street design, and cumulative traffic impacts, in line with Transport for NSW’s Road User Allocation Policy (2021), prioritising walking, cycling, public transport, freight and point-to-point transport over general private vehicle traffic.	Traffic The TAIA has assessed active travel, public transport access and private transport, planned road upgrades and service improvements in line with Transport for NSW’s Guide to Transport Impact Assessment 2024. A Green Travel Plan accompanies the TAIA which demonstrates how the proposal will provide active transport.

Stakeholder	How this group was consulted	Feedback received	Project response
		Social Impact Assessment (SIA) The SIA should explicitly assess health impacts, drawing on the final Noise and Air Quality Assessments. Community engagement should occur after these assessments are completed and include in-person engagement with adjacent residents and other sensitive receivers.	Social Impact Assessment (SIA) The SIA assesses health impacts drawing on all relevant technical reports. Goodman will continue to engage the community as the proposal progresses (See Section 6 for outline of future engagement). The community was consulted via an online survey distributed through the community newsletter. One response was received and, as a result, no further consultation was undertaken as part of the SIA.
		Green-blue grid The proposed future arterial road shown in the Scoping Report appears to pass through land identified as high biodiversity value and intended open space within the Wianamatta South Creek precinct. SWSLHD recommends reconsidering the alignment in consultation with Transport for NSW to ensure consistency with the Western Sydney Aerotropolis Precinct Plan.	Green-blue grid Goodman is not proposing to deliver the East-West Arterial Road on the eastern portion of the site, which would pass through land with high biodiversity value. The alignment of the future road is identified in the Precinct Plan.
		Transport-road use conflict Internal street layouts should align with Transport for NSW's Road User Allocation Policy (2021), prioritising safe walking access, including footpaths and crossings, to the Active Open Space and amenities precinct. The Transport and Accessibility	Transport-road use conflict The internal street network has been prepared to ensure alignment and consistency with the Precinct Plan. All streets include provision for people walking and cycling. Crossings will be provided to enable safe access to Open

Stakeholder	How this group was consulted	Feedback received	Project response
		Impact Assessment should assess internal street networks against this policy, considering pedestrians, cyclists, freight, public transport and motorists. SWSLHD also noted the importance of prioritising walking, cycling, public transport, freight and point-to-point transport over general private vehicle traffic on classified roads.	Space Area and to reflect pedestrian desire lines. Within Section 5 of the TAIA, a multimodal impact assessment is undertaken to determine the impact of the development during construction and operation.
		Open space and amenity All open space should be accessible via shaded active transport routes and achieve a minimum 40 per cent tree canopy cover in line with the Western Sydney Aerotropolis Precinct Plan. Adequate shaded seating should be provided, and noise should be considered in the design and location of the Active Open Space and amenities precinct. SWSLHD notes Goodman's intention to deliver this precinct and prepare an Urban Design and Landscaping Report addressing shade, canopy and urban heat.	Open space and amenity A 26.15% mature tree canopy has been provided across the site (including on lot planting, road corridor, environmental zones and active open space) to balance alignment with the Precinct Plan, DCP requirements alongside airport safeguarding and wildlife hazard management.
		Urban heat management Precinct-wide heat mitigation strategies should be incorporated in line with NSW DPHI Cooler Places guidance and the WSROC Heat Smart City Plan. Measures should prioritise canopy cover, heat-resilient materials and increased pervious surfaces to reduce urban heat and improve amenity and stormwater outcomes.	Urban heat management The proposed masterplan, and on-lot architectural and landscape design, seek to increase canopy coverage across the site where possible, while remaining consistent with Airport Safeguarding and Wildlife Hazard requirements to protect airport operations.

Stakeholder	How this group was consulted	Feedback received	Project response
		Airport safeguarding Given the site's proximity to the airport, SWSLHD notes that aviation safeguarding controls may limit some design outcomes. Where this occurs, alternative design solutions should be pursued to meet the intent of sustainability and precinct objectives while protecting airspace operations.	Airport safeguarding The masterplan complies with Airport Safeguarding requirements. The proposed masterplan, and on-lot architectural and landscape design, seek to increase canopy coverage across the site where possible, while remaining consistent with Airport Safeguarding and Wildlife Hazard requirements to protect airport operations.
Crown Lands	On 21 January 2026, Goodman emailed Crown Lands to provide an overview of the project including the SEARs and masterplan and seek feedback. Goodman also invited Crown Lands to attend a meeting with the project team.	Crown Lands advised that no Crown land is included within the project footprint, although Crown waterways may adjoin the eastern and western boundaries. While no direct impacts are anticipated, it recommended that measures be implemented to avoid any encroachment or unintended impacts on adjoining Crown waterways. It was requested that Crown Lands be contacted promptly if any impacts on Crown land or waterways are identified to confirm any further requirements.	Goodman's proposal implements the appropriate controls to avoid encroachment or unintended impacts beyond the site boundary.
Department of Primary Industries and Regional Development (DPIRD) Fisheries and forestry	On 21 January 2026, Goodman emailed contacted DPIRD's Fisheries and Forestry team to provide the Scoping Report and SEARs and offer a to discuss the project.	DPIRD Fisheries noted from the Masterplan that the creeks bordering the proposal to the east and west are surrounded by Environment and Recreation Zones (ENZ), which provide important protection for these key fish habitats. It also emphasised that all works must be planned and undertaken to avoid, minimise or mitigate	A Land Use Conflict Risk Assessment and a Biodiversity Management Plan have been prepared for the application and assess the biosecurity risks associated with the proposal.

Stakeholder	How this group was consulted	Feedback received	Project response
		any potential impacts on these sensitive environments.	
Agriculture team	On 23 January 2026, Goodman emailed DPIRD's Agriculture team to provide the Scoping Report and SEARs and offer a meeting to discuss the project.	DPIRD advised that its SEARs response for SSD-97688711 outlines the required information and guidance for preparing the EIS, and clarified that a Land Use Conflict Risk Assessment and Biosecurity Management Plan is required, rather than a Land Use and Biodiversity Assessment.	
Utilities and service providers			
Sydney Water	On June 4 2025, the project team met with Sydney Water to discuss the site and the proposed delivery of Sydney Water Infrastructure under a VPA/WIK/Deed.	Sydney Water has been providing ongoing feedback and design input for SSD-97688711 (Internal Works) and SSD-97711727 (Bulk Earthworks, Quarrying and Remediation) required to facilitate the development.	The EIS outlines the service delivery strategy in line with discussions with Sydney Water and the issued feasibility letters. Goodman is working with Sydney Water on a developer works deed/WIK to offset the required works being delivered within and off the project site boundary.
	Goodman has been meeting with Sydney Water on a fortnightly basis from 28 August 2025 to discuss the stormwater and trunk drainage requirements. These meetings are ongoing.		
	On 5 December 2025 Goodman, Urbis Planning, Colliers, Vinculum Advisory and Aurecon Group met with Sydney Water, DCCEEW's CPHR, Liverpool City Council and DPHI to discuss the key issues requiring resolution before	External road works Sydney Water requested mapping of sag points and sub catchments to align interim systems with ultimate catchment plans and to explore the Scheme Service Area credit or previous offsets. Coordination with other developments timings and integration was requested.	External road works External road works are subject to a separate Part 5 approval. It is understood that external roadworks will be delivered separately with a target completion date of December 2029 subject to ongoing discussions with Liverpool City Council.

Stakeholder	How this group was consulted	Feedback received	Project response
	approval and delivery of the proposal.	<i>Additional feedback regarding MUSIC modelling, sediment basins and stormwater harvesting, as well as project responses to these matters, are provided above, as part of consultation records for the NSW Department of Planning, Housing and Infrastructure.</i>	
Jemena	Goodman met with Jemena on 26 May 2025 and 15 August 2025 to discuss the relocation of assets.	No concerns were identified with the relocation proposal in principle, subject to it proceeding in accordance with the Jemena relocation proposal. In principle agreement regarding the relations was reached and preliminary cost agreement executed to work through design.	Ongoing consultation is occurring, with Jemena to finalise the approved design.
Endeavour Energy	On 3 June 2025, the project team met with Endeavour Energy to discuss the proposed site and feeder network.	Endeavour Energy noted the estimated Maximum Demand Calculation (MDC) for the proposal.	Goodman's proposal has considered this MDC and will continue to engage Endeavour Energy as required throughout development of the proposal.
Surrounding community			
Near neighbours, specifically those located on: - Lawson Road - Martin Road - Victor Avenue	On 6 November 2025 a letter was distributed to 44 of the site's closet neighbours. The letter contained: Information about the proposal Invitation to attend a project briefing 1800 number and email address Link to the online SIA survey.	No enquiries from near neighbours were received. One response was received to the online SIA survey. The response noted support for the proposal, due to: - Economic benefits and job creation that the proposal will deliver to the local area - Upgrades to Lawson Road and Martin Road. Potential impacts of construction activities on the local area, including dust, noise and track movements	Goodman will continue to engage near neighbours throughout development of the proposal via the established communication contact points.

Stakeholder	How this group was consulted	Feedback received	Project response
		It was requested that Goodman maintain transparent and ongoing communication with the community throughout construction and operation. This included collaborating with stakeholders to deliver community benefits, addressing complaints promptly and introducing measures to reduce dust, noise and truck activities.	
	On 10 February 2026, Urbis contacted neighbours on Martin Road and Lawson Road to request access to their properties to conduct dilapidation inspections. Urbis outlined that these inspections were intended to record the existing condition of neighbouring properties prior to commencement of the proposed construction works at 235 Martin Road, Badgerys Creek, and to inform the dilapidation reports prepared prior to construction.	Following acceptance from two Martin Road neighbours via email, representatives from the project team attended these properties on 2 March 2026. Shortly after the inspections commenced, both neighbours withdrew their consent, requesting more detailed information about the inspection process. As a result, no full internal or external dilapidation inspection was completed for either property.	As preparation of a dilapidation report was not a SEARs requirement for this project, Goodman ceased attempts to conduct inspections with neighbours. Should the preparation of a dilapidation report be required post-approval, Goodman will contact these neighbours again to request access to their properties.

Stakeholder	How this group was consulted	Feedback received	Project response
Surrounding landowners, businesses and stakeholders	On Thursday, 6 November 2025 a newsletter was distributed to approximately 1,403 residents and businesses surrounding the site (including the near neighbours noted above). The community newsletter included summary information about the SSDA and invited the community to provide feedback.	Feedback and project responses have been captured within this table for all community members.	
Near neighbours on Lawson Road	On 29 January 2026, Urbis Engagement met with near neighbours on Lawson Road to provide information on the proposal and seek feedback.	Roads, transport and timing Stakeholders sought clarity about the alignment and potential property impacts of the Eastern Ring Road and its role as a major through-road; road capacity; and why some roads remain single carriageway. Stakeholders expressed importance of ensuring development does not proceed before major transport infrastructure is delivered. Stakeholders expressed understanding that roads are set by the Aerotropolis Precinct Plan and Transport for NSW (TfNSW), with some interim works delivered by developers ahead of final TfNSW delivery.	Roads, transport and timing The proposal is generally consistent with the Western Sydney Aerotropolis Precinct Plan, with minor variations to the proposed road network arising from the approved IPG Masterplan to the south. TfNSW is ultimately expected to deliver the ERR in line with the Precinct Plan and Aerotropolis Sector Plan with an anticipated delivery date of 2040. Goodman have provided a proposed road corridor through the projects masterplan to allow for the future delivery by TfNSW. In addition to this, TfNSW will be delivering the Martin Road / Elizabeth Drive upgrade works themselves, with a target delivery date of December 2029. The Applicant is currently negotiating a Letter of Offer ('LOO') and a Voluntary

Stakeholder	How this group was consulted	Feedback received	Project response
			Planning Agreement ('VPA') with the Department of Planning, Housing & Infrastructure (DPHI) to propose the allocation of contributions towards a potential Traffic Infrastructure Contribution (TIC) with TfNSW regarding the Martin Road/Elizabeth Drive Intersection.
		Traffic and local safety Existing truck traffic is seen as dangerous, particularly on Martin Road, with flooding and damage already occurring. Feedback was provided that for Martin Road should not be used for site access or closed during construction.	Traffic and local safety A TAIA prepared for the SSDA, in accordance with Transport for NSW guidelines, confirms the development can be accommodated within the planned future road network. All loading, servicing and queuing will occur within the site, minimising impacts on surrounding local roads and improving safety outcomes.
		Infrastructure delivery and construction Stakeholders sought clarify on delivery of road upgrades and infrastructure servicing. Stakeholders also sought to understand how construction impacts would be managed.	Infrastructure delivery and construction The project will be delivered in accordance with the State Significant Development Approval process, with infrastructure delivery coordinated alongside development. Utility servicing, including water and sewer, has been planned in consultation with Sydney Water and other service providers. Construction impacts and staging will be managed through conditions of consent and detailed construction planning.

Stakeholder	How this group was consulted	Feedback received	Project response
		Environmental and site impacts Stakeholders sought further detail about management of potential impacts related to flooding, wildlife currently on site and dust. Feedback was provided on the importance of effective rehabilitation and environmental controls. Further detail was also requested on water and dam management; and hours of work.	Environmental and site impacts Potential environmental impacts, including stormwater, flooding, dust, noise and air quality, have been assessed as part of the SSDA and EIS. Modelling confirms stormwater quality objectives can be achieved, supported by regional infrastructure delivery. Mitigation measures and ongoing monitoring will be implemented to avoid or minimise off-site impacts. Should the proposal project be approved, Goodman will proactively notify the community prior to works starting on site, including information regarding the expected works hours and how any potential impact will be managed; and all onsite staff will comply with work hours stipulated in DPHI's Conditions.
		Development extent Stakeholders sought clarity about the proximity of the future development to neighbouring properties. It was requested that the proposal avoid placing internal roads near homes and to ensure neighbours' needs are considered through road upgrades and mitigation.	Development extent The masterplan is confined to the site boundary and designed to avoid encroachment on neighbouring properties. Internal roads and operational activities are contained within the site. Any future development beyond the current proposal would be subject to separate approvals and additional consultation.

Stakeholder	How this group was consulted	Feedback received	Project response
		Communication and governance Request for clear, ongoing communication, including quarterly updates, a clear contact point, and access to the Precinct Plan. Stakeholders expressed the importance of ensuring site security, including preventing illegal dumping, with acknowledgement of measures being taken.	Communication and governance Goodman will continue to engage with Council, agencies and nearby residents through established communication channels as the project progresses. See Section 6 for more details of future engagement. All 14 warehouses will be secured by perimeter fencing. CPTED principles will be implemented where practical as outlined within the CPTED report prepared for the proposal by Urbis. The estate is proposed to operate 24/7, which should reduce the likelihood of periods with no on-site activity.
Cleanaway	On Friday 14 November 2025, a near business, Cleanaway, contacted the project team via email to request a briefing with the project team. A briefing was arranged and conducted via Microsoft Teams on Thursday 27 November 2025. The briefing was attended by representatives from Cleanaway, Goodman and Urbis.	Traffic and access Stakeholders sought clarity on the expected volume and timing of construction and operational vehicle movements, including truck numbers, peak periods and hours of operation. Requests were made for confirmation that traffic assessments have been undertaken and for these to be shared, particularly in relation to impacts on Elizabeth Drive and intersection design. Questions were also raised about access arrangements during construction, vehicle queuing and the design of the proposed	Traffic and access The proposal has been designed in line with Council's DCP to ensure all loading, unloading and servicing activities can be undertaken within the site and prevent on-street loading or queuing. A TAIA has been prepared to assess the impacts on the current and future road networks. The TAIA concludes that the proposal can be accommodated within the future transport network, including upgrades being delivered by Goodman.

Stakeholder	How this group was consulted	Feedback received	Project response
		intersection, including median treatments and breakdown contingencies.	
		Future traffic Stakeholders emphasised the importance of coordination between Goodman, Cleanaway and Mirvac to manage cumulative traffic impacts as operations expand. Enquiries were made about how traffic management arrangements would scale over time and whether alternative routing or mitigation measures have been considered.	Future traffic Once complete, the site will be appropriately served by an established and planned arterial road network, including Elizabeth Drive, Lawson Road and Peter Nelson Boulevard, which are designed to accommodate freight and higher traffic volumes. These routes provide direct, legible and safe access for warehouse operations and staff movements. Traffic assessments have considered full development of the site and demonstrate that, with the proposed and planned network upgrades in place, the surrounding road network has sufficient capacity to accommodate forecast traffic demands.
Formus (125 & 145 & 175 Lawson Road)	Goodman met with Formus on 13 October 2025 and 20 January 2026 to discuss the lead in road strategy and broader planning strategy for the proposal .	Formus raised no objections to the proposal. Designs have been shared, and Goodman is working through coordination.	Goodman will continue to engage Formus as required throughout the planning process.

Stakeholder	How this group was consulted	Feedback received	Project response
EMKC (230 Martin Road)	Goodman met with EMKC on 6 February 2026 to discuss the lead in road strategy and broader planning strategy for the proposal.	EMKC raised no objections to the proposal.	Goodman will continue to engage EMKC as required throughout the planning process.
Heidelberg (135 Lawson Road)	Goodman met with Heidelberg 4 February 2026 to discuss the lead in road strategy and broader planning strategy for the proposal.	Heidelberg raised no objections to the proposal. Designs will be shared once DA 1368/2021 approval is received. Ongoing discussions regarding material supply will occur following DA approval.	Goodman will continue to engage Heidelberg as required throughout the planning process.
Suttons (10 Martin Road and 1970 Elizabeth Drive)	Goodman met with Suttons on 3 December 2025 to discuss the lead in road strategy and broader planning strategy for the proposal.	Suttons raised no objections to the proposal. Designs have been shared, and Goodman is working through coordination in relation to the lead-in access servicing strategy.	Goodman will continue to engage Suttons as required throughout the planning process.
Mirvac (1669–1723 and 1669A Elizabeth Drive, Badgerys Creek)	Goodman met with Mirvac on 19 December 2025 to discuss transition from the interim to the ultimate arrangement for the Martin Road / Elizabeth Drive intersection, and the broader planning strategy for the proposal.	Mirvac noted a preference to deliver the interim intersection in accordance with the Penrith City Council DA approval. No concerns were raised	Based on consultation with TfNSW, Goodman understands that TfNSW will deliver the Martin Road / Elizabeth Drive upgrade works, with a target delivery date of December 2029. Goodman is currently negotiating a Letter of Offer and a Voluntary Planning Agreement (VPA) with the Department of Planning, Housing and Infrastructure to assist in facilitating the above-mentioned works. The applicant is also working with TfNSW on a Transport Infrastructure Contribution (TTIC) deed to support delivery of these works.

Stakeholder	How this group was consulted	Feedback received	Project response
Ingham Property Group (475 Badgerys Creek Road)	Goodman met with Ingham Property Group on 4 February 2026 to discuss the proposal and delivery interface.	Ingham Property Group raised no objections to the proposal. Both parties will work together to ensure the interface boundary is efficiently designed from a civil perspective.	Goodman will continue to engage the Ingham Property Group as required throughout the planning process.
ESR Australia	Goodman met with ESR Australia on 13 November 2025 and 20 January 2026 to discuss the lead in road strategy and broader planning strategy for the proposal.	ESR Australia raised no objections to the proposal. Designs have been shared, and Goodman is working through coordination.	Goodman will continue to engage ESR Australia as required throughout the planning process.
Boral (530–510, 2555 Badgerys Creek)	Goodman met with Boral on 15 September 2025 to introduce the proposal and seek feedback.	Boral raised comments regarding the collector road identified on its site, requesting that it be split 50 per cent across each lot. Goodman noted that all roads are in accordance with the Precinct Plan and that the masterplan reflects the delivery of collector roads and park-edge roads in line with the Precinct Plan. No further comments were received from Boral.	The EIS will reflect a proposal that aligns with the Precinct Plan road layout as it relates to the Lot 54 / Lot 55 road interface. Goodman will continue to engage with Boral as required throughout the planning and delivery process.
Community groups, organisations and industry			
Western Sydney Aerotropolis Community Consultative Committee (WSACCC)	On 29 January 2026, Urbis Engagement met with the WSACCC to discuss the proposal and seek feedback.	Road upgrades, access and design Stakeholders sought clarity the scope, design and timing of road upgrades to Elizabeth Drive, Lawson Road and the Ring Road. This included questions about bridge works, access arrangements, road widths	Road upgrades, access and design Site access will be left-in/left-out from Elizabeth Drive, with primary access via the new Lawson Road until the Eastern Ring Road is delivered.

Stakeholder	How this group was consulted	Feedback received	Project response
		and the project's main vehicle and truck access, and whether these changes will affect nearby properties.	TfNSW is ultimately expected to deliver the ERR in line with the Precinct Plan and Aerotropolis Sector Plan with an anticipated delivery date of 2040. Goodman have provided a proposed road corridor through the projects masterplan to allow for the future delivery by TfNSW. In addition to this, TfNSW will be delivering the Martin Road / Elizabeth Drive upgrade works themselves, with a target delivery date of December 2029. The Applicant is currently negotiating a Letter of Offer ('LOO') and a Voluntary Planning Agreement ('VPA') with the Department of Planning, Housing & Infrastructure (DPHI) to propose the allocation of contributions towards a potential Traffic Infrastructure Contribution (TIC) with TfNSW regarding the Martin Road/Elizabeth Drive Intersection.
		Flooding, stormwater and water management Stakeholders expressed the importance of flooding and stormwater runoff management, including management of potential impacts from surrounding developments and the brick pit. Clarity was sought about the timing, scope and consistency of stormwater	Flooding, stormwater and water management Water has been removed from the former brick pit. The site design ensures post-development stormwater runoff matches pre-development conditions, with basins capturing and slowly releasing flows.

Stakeholder	How this group was consulted	Feedback received	Project response
		infrastructure and sewer connections by Sydney Water.	Sydney Water is progressing sewer, recycled water and regional stormwater infrastructure, with delivery committed by December 2029, and the project will connect as this infrastructure becomes available.
		Timing and delivery Stakeholders sought clarity on construction and delivery timeframes, and which activities will occur over the next one to two years.	Timing and delivery Construction is anticipated to commence around mid-2028, subject to approvals, with an indicative 18-month timeframe. Bulk earthworks will continue through to late 2028–29, and the development will not become operational until Elizabeth Drive upgrades are complete. Off-site road works will only commence once the SSDA is approved. Goodman will continue to engage the community as the proposal progresses (See Section 6 for outline of future engagement).
		Traffic and local impacts Stakeholders asked for details regarding traffic generation from the site and truck movements.	Traffic and local impacts Construction and operational traffic will be planned to avoid local residential roads, with high-volume traffic restricted until road upgrades are complete. Operational controls, including signals and the ultimate roundabout, will discourage inappropriate movements and support safe operation.

Stakeholder	How this group was consulted	Feedback received	Project response
		Future development and government intent Stakeholders sought clarity on the broader government vision for the area, including whether future development is intended to consolidate land into larger sites rather than smaller holdings.	Future development and government intent The Aerotropolis Precinct Plan sets the long-term vision for roads and development in the area, generally supporting larger employment sites while allowing flexibility for smaller landholdings. Any future development beyond the current proposal would be subject to separate approvals and further consultation.
	On Thursday 27 November 2025 Urbis invited representatives of the WSACCC to participate in a Social Impact Assessment interview. On Monday 15 December 2025, Urbis met with a representative of the WSACCC for the Social Impact Assessment interview.	Local context and priorities The WSACCC noted strong community support for developments in the Aerotropolis, particularly those that will drive economic growth and support the Western Sydney International Airport (WSIA). The WSACCC noted that residents value job creation and growth over additional green space for the area. Clarity was sought on the road planning and upgrades. Including why Lawson Road, Martin Road and Elizabeth Road were chosen for upgrades and how truck movements will be managed to prevent road degradation.	Local context and priorities Goodman recognises strong community support for Aerotropolis development that delivers jobs and supports Western Sydney International Airport. Road upgrades to Lawson Road, Martin Road and Elizabeth Drive are identified in the Aerotropolis Precinct Plan as key freight and access routes. External road works are subject to a separate Part 5 approval. It is understood that external roadworks will be delivered separately with a target completion date of December 2029. Truck movements will be managed through the upgraded road network and access controls to avoid local roads and minimise road degradation.

Stakeholder	How this group was consulted	Feedback received	Project response
		Community concerns and aspirations The WSACCC provided feedback around the perceived lack of transparency in planning regulations around height limit exemptions. Support was noted for an increase in the current height limit of 24 meters. Support was also noted for the inclusion of mixed-use facilities such as offices, retail and cafes to encourage future residents to live and work locally.	Community concerns and aspirations Goodman will continue to engage the community as the proposal progresses (See Section 6 for outline of future engagement).
		Engagement preferences The WSACCC recommended the use of letterbox drops, newsletters and accessible updates for elderly residents and the need to be transparent throughout projects.	Engagement preferences Goodman will continue to engage the community as the proposal progresses (See Section 6 for outline of future engagement).
		Perceived social impacts The WSACCC expressed support for the economic growth and job creation the proposal will bring to the area, as well as the potential to attract high-tech industries and create a vibrant employment hub.	Perceived social impacts The proposal aligns with the Aerotropolis vision by supporting economic growth, job creation and the attraction of high-value and technology-focused industries. The development is intended to contribute to a diverse employment hub that supports Western Sydney International Airport and long-term regional economic outcomes.

Stakeholder	How this group was consulted	Feedback received	Project response
		Road infrastructure The WSACCC raised no objections to the proposal; and noted potential, future road degradation relating to truck traffic.	Road infrastructure Heavy vehicle access will be directed to the surrounding arterial and sub-arterial road network, which is designed and managed to accommodate heavy vehicle movements. Where road upgrades are proposed, these works will be delivered in accordance with relevant design standards to ensure they are fit for purpose for anticipated traffic volumes, including heavy vehicles.
		Recommendations The WSACCC recommended the inclusion of mixed-use facilities such as offices, retail and cafes to encourage future residents to live and work locally. A recommendation was provided for ongoing, clear community communication throughout the planning and construction process.	Recommendations Goodman will continue to engage the WSACCC as required throughout the planning process. Goodman will continue to engage the community as the proposal progresses (See Section 6 for outline of future engagement).
Aboriginal stakeholders			
- Dharug Traditional Custodians - Local knowledge holders	On 26 August 2025, Goodman and Ngurra Advisory completed a Walk on Country and initial vision workshop with Dharug Traditional Custodians and Local knowledge holders.	Custodians and local knowledge holders shared stories and knowledge of Wianamatta (South Creek), local species and cultural connections that have shaped the project vision. Custodians and local knowledge holders emphasised Aboriginal employment and	Goodman has developed Caring for Country practices such as investigating the possibility of cultural burning, revegetation and waterway restoration. Engagement also informed design directions such as the use of Dharug

Stakeholder	How this group was consulted	Feedback received	Project response
	On 24 September 2025, Goodman and Ngurra Advisory held a follow up vision workshop with these stakeholders to finalise the Design Themes and Considerations Report.	business participation across construction and operations.	language, local materials and cultural interpretation. A First Nations Working Group will continue to guide next stages of the proposal to ensure decisions stay connected to Country and cultural protocols are upheld. Consultation outcomes are also reflected in the Connecting with Country Integration Framework, prepared as part of this EIS.
- Gandangara (Local Aboriginal Land Council (LALC)) - Registered Aboriginal Parties (RAPs)	As part of the Aboriginal Cultural Heritage Assessment (ACHA) undertaken for the SSDA, Artefact consulted the Gandangara Local Aboriginal Land Council and Registered Aboriginal Parties to inform its assessment. Details of this consultation are included in Section 2 of the ACHA report lodged with the application.		

6 **Future community and stakeholder engagement**

6 Future community and stakeholder engagement

Goodman will continue to keep stakeholders and the community informed of the project approval process through the public exhibition and determination phase by:

- Continuing to engage with the community about the project, its impacts, and the approval process.
- Enabling the community to seek clarification about the project through the two-way communication channels
- Proactively providing up-to-date project information via direct communications and other channels

6.1 Post-determination

Should the project be approved, Goodman will continue proactive and transparent engagement with the community and key stakeholders throughout detailed design and construction.

Engagement activities will include:

- Regular meetings with community and agency stakeholders. These will initially be held quarterly, with the frequency reviewed and adjusted as needed in consideration of project milestones, construction activities and stakeholder feedback
- A dedicated project 1800 number and email address for enquiries and feedback. These contact details will be clearly published on all project communications and site signage
- Dedicated Community Liaison team members to provide a consistent and direct point of contact
- Regular distribution of project updates, for example via newsletters, emails, letters and/or website updates, providing timely information on construction activities and milestones

A detailed Community Communications Plan will be developed prior to the commencement of construction to guide post-determination and construction-phase engagement. The Strategy will aim to:

- Support transparent and timely communication regarding project activities, potential impacts and management measures
- Maintain two-way engagement with the community, surrounding landowners and stakeholders
- Ensure compliance with relevant Conditions of Consent issued by the Department of Planning, Housing and Infrastructure

The Strategy will:

- Identify stakeholders to be engaged, including but not limited to those outlined in the Figure 8 below
- Set out procedures and mechanisms for the regular distribution of clear, accessible and timely project information
- Outline how stakeholders and the broader community can ask questions and provide feedback to Goodman, and how enquiries and feedback will be managed and responded to
- Establish robust and timely enquiries, complaints and feedback management processes
 - All complaints will be recorded in a Complaints Register and managed in accordance with defined response timeframes and escalation procedures.

Figure 8 Future engagement: stakeholder categories

Government authorities	Relevant agencies and service providers
▪ NSW Department of Planning, Housing and Infrastructure ▪ Liverpool City Council	▪ NSW Premiers Department ▪ Department of Climate Change, Energy, the Environment and Water (DCCEEW) ▪ Transport for NSW ▪ Infrastructure NSW ▪ Bradfield Development Authority ▪ Fire and Rescue NSW ▪ NSW Rural Fire Service ▪ Western Sydney Airport Corporation ▪ Air Services Australia ▪ Civil Aviation Safety Authority ▪ South Western Sydney Local Health District (SWSLHD) – Population Health ▪ Crown Lands ▪ Department of Primary Industries and Regional Development (DPIRD) ▪ Sydney Water ▪ Endeavour Energy ▪ Jemena
First Nations stakeholders	Surrounding community
▪ Deerubbin Lal Aboriginal Land Council (LALC) ▪ Registered Aboriginal parties (RAPs) as part of the ACHAR process ▪ Dharug Traditional Custodians ▪ Local knowledge holders	▪ Near neighbours (Lawson Rd, Martin Rd & Victor Ave) ▪ Surrounding landowners, businesses and stakeholders ▪ Western Sydney Aerotropolis Community Consultative Committee and Independent Community Commissioner

Disclaimer

This report is dated 11 May 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Goodman (**Instructing Party**) for the purpose of providing an overview of engagement carried out to support the preparation of an EIS for the named project. (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above

Appendix A Community newsletter



Artist impression of 225 – 245 Martin Road, Bradfield (indicative only and subject to change).



NOVEMBER
2025

PROPOSED NEW INDUSTRIAL DEVELOPMENT

225 – 245 Martin Road, Bradfield

Goodman Group (Goodman) is proposing to transform its site at 225 – 245 Martin Road, Bradfield, within the Badgerys Creek Precinct of the Western Sydney Aerotropolis, into a large format warehouse and logistics estate. Approval for this proposal is being sought from the NSW Department of Planning, Housing and Infrastructure (DPHI) via two State Significant Development Applications (SSDAs). The proposal is designed to help unlock the full potential of the Aerotropolis by creating local jobs, improving infrastructure and transport connections, and enhancing the surrounding environment.

This newsletter provides an overview of the proposal and next steps, including how you can provide feedback and find out more information.

About the proposal

Spanning around 116 hectares of developable area, the proposed site will help drive the growth of the Aerotropolis through the construction and operation of 14 warehouse buildings of various sizes and heights (between 14.6m and 16.8m), along with ancillary offices, internal infrastructure and onsite parking.

The proposal also includes active open space and amenities precinct along with landscaped areas to preserve important environmental features, contribute to the sustainable development of the Aerotropolis and provide a pleasant working environment for future site operations.

Planning pathway and next steps

To deliver the proposal as a cohesive masterplan, Goodman is seeking approval via two concurrent SSDAs: one for the **internal works**; and one for **bulk earthworks and rehabilitation**.

Goodman are also working with Liverpool City Council and TfNSW to review options to deliver upgrades to local roads and intersections. This will likely involve works along Lawson Road and Martin Road, including the installation of essential services. Further details will be shared on this once available.

Internal works SSDA - SSD-97688711

Seeks approval for the construction, fit-out and operation of 14 warehouse buildings, an amenities precinct and internal site infrastructure, including:

- Internal roads and associated infrastructure
- Active open space designed in line with Connecting with Country outcomes
- Landscaping across the site
- Building retaining walls
- Sydney Water stormwater and drainage infrastructure
- Subdivision of the precinct.

Bulk earthworks and rehabilitation SSDA - SSD-97711727

Seeks approval for the rehabilitation and preparation of the site to support its future use as an industrial precinct, including:

- Earthworks to restore areas affected by past mining and brick-making
- Excavation to create suitable ground conditions for development
- Contamination remediation
- Moving the internal gas main to align with external remediation works
- Site preparation works such as out and fill and shaping the land.

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Site layout



Key considerations

Goodman is committed to engaging with near neighbours and other key stakeholders as plans for 225-245 Martin Road develop. Part of this is ensuring potential impacts are identified, addressed and minimised wherever possible.

Goodman is currently preparing an Environmental Impact Statement (EIS) for each SSDA. Each EIS will detail the outcomes of technical assessments undertaken as part of the proposal as well as recommend mitigation measures. Assessments include visual impact, noise, vibration, traffic considerations and aviation impact (AIA).

Should the proposal be approved, during construction, care will be taken to restrict and minimise all potential impacts and best practice measures will be implemented.

Next steps

- **We are here:** Goodman is currently preparing Environmental Impact Statements to support each SSDA.
The feedback we receive from community and stakeholders will be collated into an Engagement Outcomes Report. This report forms part of the EIS.
- **Early 2026:** The SSDAs will be submitted to DPHI in early 2026. After the SSDAs are lodged, DPHI will place the SSDAs on public exhibition. DPHI will notify the local community about the public exhibition and invite the surrounding community to provide feedback via formal submissions.
- Following the close of public exhibition DPHI will assess and make a determination on the proposal.

Social impact survey

Urbis Social Planning is preparing a Social Impact Assessment (SIA) to best understand how the proposed development may impact the community (positively or negatively). You are invited to complete a short online survey to inform the SIA.

Scan the QR code with your phone or access the survey via:



<https://urbis.questionpro.com.au/t/ARokgZB6VI>

Please note the survey will be open until 5pm Sunday 30 November 2025.

Provide your feedback

Goodman has commissioned Urbis Engagement to collect your feedback and provide further information about the proposal.

You can reach the team on

✉ engagement@urbis.com.au

☎ 1800 244 86



Connecting with Country

Goodman has appointed Ngurra Advisory to guide the development of a Connecting with Country Strategy.

The design of the precinct will be informed by Country, and Ngurra and Goodman will continue to incorporate First Nations stakeholders' input and feedback wherever possible through the design process.

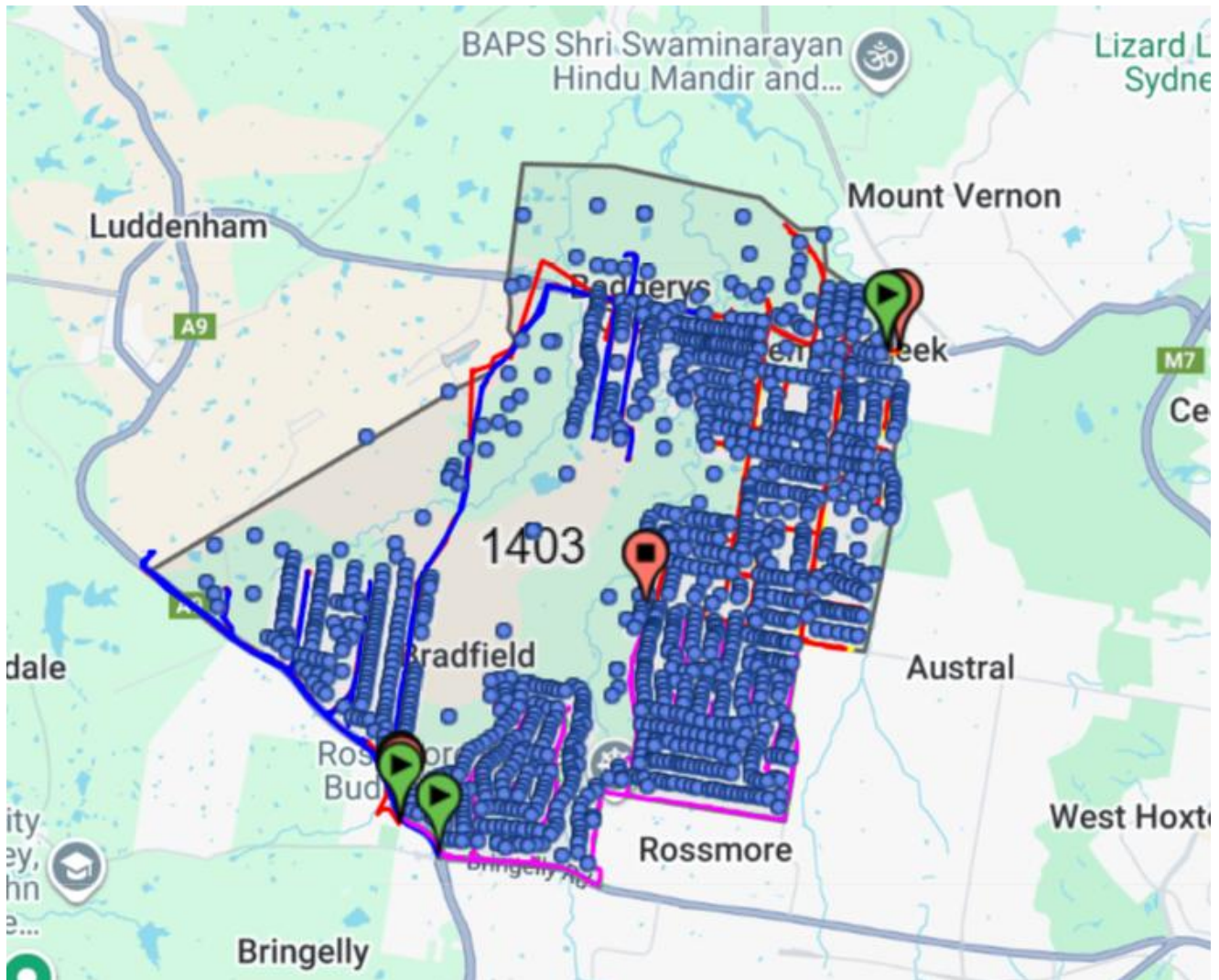
About Goodman

Goodman is the largest property group listed on the ASX, owning, developing and managing sustainable logistics properties and data centres in major global cities.

We work collaboratively to deliver innovative, high-quality infrastructure that supports our customers, people and communities, with a strong focus on integrity, sustainability and long-term value.

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Appendix B Community newsletter distribution area



Appendix C Near neighbour notification letter

6 November 2025

Dear neighbour,

We're writing to let you know about our proposal to transform our site at **225-245 Martin Road, Bradfield**, within the Badgerys Creek Precinct of the Western Sydney Aerotropolis, into a large-format warehouse and logistics estate. The proposal will help unlock the full potential of the Aerotropolis by creating local jobs, improving infrastructure and transport connections, and support a thriving and sustainable community in Western Sydney.

You may have already received the enclosed community newsletter, which provides more information about the proposed Martin Road Industrial Precinct. As one of the site's closest neighbours, we wanted to ensure you have received details about what's planned and how to find out more.

About the proposal

The proposal site covers approximately 116 hectares of developable area opposite the new Western Sydney International Airport, and includes:

- 14 warehouse buildings (ranging from 14.6-16.8 metres in height) and ancillary offices
- Internal roads and supporting onsite infrastructure, including parking
- Active open space & amenities precinct along with landscaped areas to protect environmental features and provide a high-quality working environment.

Approval for the proposal is being sought from the NSW Department of Planning, Housing and Infrastructure (DPHI) through two concurrent State Significant Development Applications (SSDAs). This allows Goodman to deliver the proposal as a cohesive masterplan across the site. The two SSDAs cover:

Bulk earthworks and rehabilitation SSDA (SSD-97688711) – site rehabilitation, excavation, contamination remediation, relocation of the internal gas main, and preparation of the land for development.

Internal works SSDA (SSD-97711727) – construction, fit-out and operation of the warehouses, amenities precinct, internal roads, landscaping, stormwater infrastructure and subdivision of the precinct

Further to the above, Goodman are also working with Liverpool City Council and TfNSW to review options to deliver upgrades to local roads and intersections. This will likely involve works along Lawson Road and Martin Road, including the installation of essential services. Further details will be shared on this once available.

Goodman are currently preparing Environmental Impact Statements (EIS) for both SSDAs. These will assess potential impacts, detail the outcomes of technical assessments undertaken as part of the proposal and recommend mitigation measures. Assessments to be undertaken include social, visual, noise, vibration, traffic, parking, and aviation impacts.



Provide your feedback, ask questions and meet the team

Goodman has appointed Urbis to collect your feedback and provide further information about the proposal. If you have any questions or would like to organise a meeting with the Goodman project team to hear more details about the proposal, you are invited to contact the Urbis team on **1800 244 863** or engagement@urbis.com.au.

Urbis is also conducting a Social Impact Assessment to understand the proposal's potential impacts on the community. Please participate in our brief survey by scanning the QR code or visiting this link <https://urbis.questionpro.com.au/t/ARokgZR6VI>

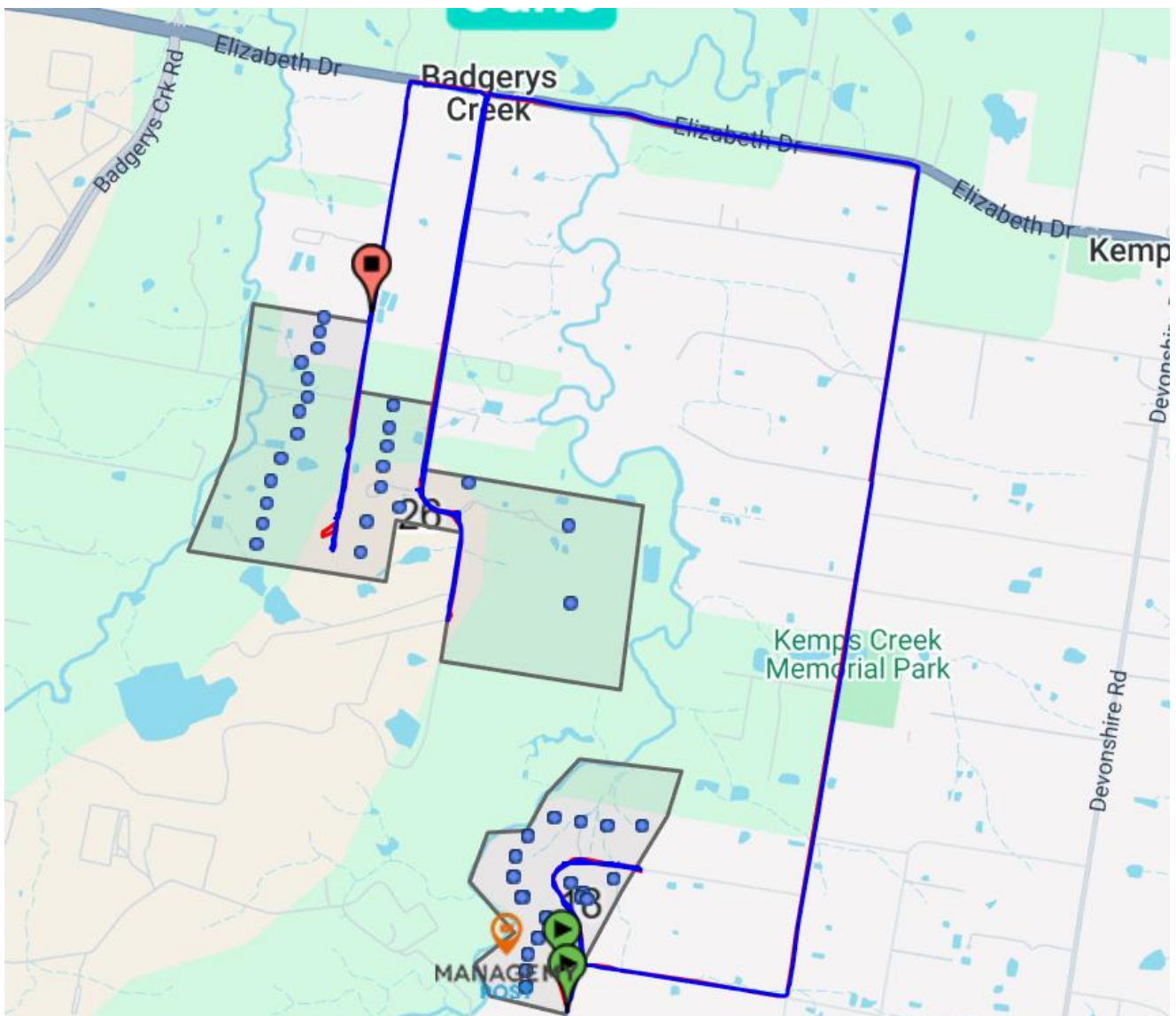


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Kind regards,

Urbis on behalf of Goodman Property Services (AUST)

Appendix D Near neighbour notification letter distribution area





**Shaping cities
and communities
for a better future.**

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