

**Western Sydney Aerotropolis
Community Consultative Committee**

Meeting no: 23

Date: 5 November 2024

Venue: Zoom

Attendees	
<p>Community members</p> <p>Sam Aloï (SA)</p> <p>Joe Herceg (JH)</p> <p>Paul Taglioli (PT)</p> <p>Sascha Vukmirica (SV)</p> <p>Diana Vukovic (DV)</p> <p>Paul Buhac (PB)</p> <p>Wayne Willmington (WW)</p> <p>Ross Murphy (RM)</p> <p>Independent Community Commissioner</p> <p>Professor Roberta Ryan, Independent Community Commissioner (RR)</p> <p>Other attendees</p> <p>Kate Robinson, office of the Independent Community Commissioner (KR)</p> <p>Guest presenter</p> <p>Elizabeth Dodds, Urbis (ED)</p>	<p>Government representatives</p> <p>Isabel Virgona, Acting Director State Rezoning, Department of Planning, Housing and Infrastructure (DPHI) (IV)</p> <p>Carolyn Scott, Acting Manager, State Rezoning, DPHI (CS)</p> <p>Simon Cousins, Senior Manager Partnerships and Engagement, Transport for NSW (SC)</p> <p>Peter Gresser, Senior Manager Engagement, Sydney Metro (PG)</p> <p>Fernando Ortego, Western Sydney – Commercial Partnerships Manager, Sydney Water (FO)</p> <p>Vanessa Nieuwenhuis, Manager, Communications and Engagement, Bradfield City Authority (VN)</p> <p>Ken Morrison, CEO, Bradfield City Authority (KM)</p> <p>Christine Gough, City Planning Manager, Penrith City Council (CG)</p> <p>Mark Hannan, Manager City Planning, Liverpool City Council (MH)</p> <p>Katy Hannouch, Manager Community Engagement Airport Construction, WSA Co (KH)</p> <p>Vishal Sharma – Office of State Revenue - NSW</p>
Apologies	

Item	Description	Action
1	Welcome, introductions and Acknowledgement of Country - RR	
	<p>RR introduces herself and invites attendees to make their own introductions.</p> <p>All regular members make their introductions.</p> <p>All first-time attendees make their introductions.</p>	
2	Revenue NSW update - VS	
	<p>VS shares that there are three key updates going into 2025.</p> <p>The rate of purchaser duty will be increasing from 8% to 9% to surcharge duty transactions that occur on from the beginning of 2025.</p> <p>Additionally, residential land owned by a foreign owner will be taxed at a new surcharge land tax rate of 5% from 2024.</p> <p>VS also shares that there are incoming changes to the Principal Place of Residence Exemption. Owner-occupiers who own less than 25% interest in the property will no longer be entitled to the exemption from 2025 onwards. VS explains that this change is aimed at creating a more level playing field for buyers.</p> <p>VS updates that the NSW land tax thresholds will not be changed in 2025 – they have been placed on hold and are likely to remain at this level until a review in 2027.</p> <p>VS reminds the group that there is 3-year averaging for taxable values, which may affect landowners by placing them into the taxable range.</p> <p>There is a recommendation that any property owners for whom a key exemption is not applicable should review their property value in 2025 to be aware of their tax obligations.</p> <p>VS tells the group that Revenue NSW will unfortunately not attend the upcoming community information day on November 23, due to his prior commitments on that day. He offers his apologies.</p>	

	<p>He reminds the group that the existing channels are available for getting in contact, including more directly through RR and KR.</p>	
3	<p>Presentation on Badgery’s Creek Industry Park presentation – Urbis/ED</p>	
	<p>ED presents the proposal to develop the Badgery’s Creek Industry Park into a new industrial warehouse facility. This proposal has been submitted by ESR, an Asia Pacific real estate group.</p> <p>ED’s presentation slides are attached.</p> <p>DV says that the diagram included in the proposal on the NSW Planning Portal shows a truck accessway off Lawson Road. The community had major concerns about the capacity of Lawson Road for that purpose.</p> <p>ED says that there are planned upgrades, including some road widening, for Lawson Road.</p> <p>DV remains concerned that the roadworks are not an early priority, and the planned works will involve truck movements that will damage the road throughout the construction phase.</p> <p>ED says that she will bring forward DV’s concerns at Urbis, and encourages DV and her fellow concerned community members to make official submissions that include this important feedback.</p>	<p>ED to bring forward DV’s concerns about the condition and specifics of the timing of the work on Lawson Road in relation to its proposed use as a truck accessway.</p>
4	<p>Update from the Bradfield City Authority – KM CEO</p>	
	<p>RR begins with an introduction to this CCC and its function and explains to KM that the community representatives on this committee are extremely helpful and committed.</p> <p>KM thanks the group for having him at the meeting. KM is new to his role as the CEO of the Bradfield Development Authority, and he considers this role to be a privilege.</p> <p>KM emphasises the importance of the community’s input and experience throughout the phase of rapid change that the Aerotropolis is undergoing. He explains that while he</p>	

	<p>believes in the massive benefits to arise in the future of the Aerotropolis, he also understands the complexities and disbenefits that have been felt by the community so far.</p> <p>KM explains that he has an existing professional relationship with Roberta and has had the opportunity to discuss the Aerotropolis with her in terms of its community impacts as well as how some key agencies have previously mishandled their previous engagement with residents.</p> <p>KM explains that at the time of his appointment earlier this year, there were also some key changes made by the Government to the mandate. This included the appointment of INSW as coordinators of infrastructure delivery in the Aerotropolis. At present, INSW is in the process of drafting an Infrastructure Structure Plan, which details plans for key upgrades and infrastructure inputs. This plan is expected to be available in December or January and will provide the public with more clarity around key infrastructure upgrades.</p> <p>Another core change has been a shift in the role of the Bradfield Development Authority (previously the Western Parkland City Authority) to focus more explicitly on the key goals of:</p> <ol style="list-style-type: none">1. Delivering the City of Bradfield;2. Investment attraction within Bradfield and the broader Aerotropolis region;3. Economic development (particularly in relation to the growing advanced manufacturing sector). <p>KM says that at Bradfield, they are moving out of the planning phase and into a heavier implementation phase. The processes of procuring buildings and developing buildings in partnership with developers will be ongoing and intensive over the coming years.</p> <p>At present, they are creating two initial buildings (Building 1 and Building 2). Building 1 will become the advanced manufacturing research facility and will be completed early next year. Building 2 will enter construction in early-2025.</p> <p>There are also civil works occurring across the core part of the site to enable subsequent development.</p>	
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	<p>They are also in the process of releasing the first major parcel of land (the “super lot”) to the private development sector. The development partner will be awarded in Q2 of 2025 and will then enter their planning phase.</p> <p>The Bradfield Central Park, which will be positioned over the metro ‘box’, is in the current delivery plans to enter construction when the metro has been completed. This park is designed to offer amenity not only to local residents of Bradfield but also to people from surrounding areas who can visit the area via the metro line.</p> <p>Currently, the Bradfield Development Authority is working on a sequencing plan that provides clarity on sequencing and staging of construction/delivery over the next three years. This plan will be available for exhibition in approximately early-mid 2025.</p> <p>RR thanks KM for his updates.</p> <p>On behalf of the community, RR explains that there is a sense that the Bradfield Development Authority is in competition with industrial and commercial landowners and that the Authority may be receiving a preferential opportunity over other landowners. Can KM comment on this concern?</p> <p>KM says that there will be a lot of development progressing over the coming period, and a lot of investment is coming through planning pipelines. The scale of the new city of Bradfield is very large, and this project is different from a usual development project; it aims to produce an outcome (in the form of a brand-new city and mixed-use precinct around the new airport). This vision is distinct from what the private market would create.</p> <p>RR says that INSW will be invited to present their new role as infrastructure coordinators at the next CCC meeting.</p> <p>JH asks KM when the first new residents of Bradfield are expected to settle.</p> <p>KM says that the first residents will likely live in the new ‘superlot’ that will be awarded to a developer in mid-2025. From that time, it can be expected that development of the lot will commence in an initial planning phase around that time and will proceed through the usual channels (likely as a</p>	<p>INSW to present to the CCC their new role and plans as infrastructure coordinators of the Aerotropolis.</p>
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	<p>State-significant development). It is likely to be completed and on offer in 2027. This will follow the opening of the metro station in 2026.</p> <p>KM and JH agree that the ‘first movers’ into Bradfield will be showing a lot of faith, and it is important that key infrastructure and amenity are in place.</p> <p>JH says that there will likely be a major construction in Bradfield for the coming decade.</p> <p>KM agrees. This is a long-term project. The object of the Bradfield Development Authority is to push forward the project without compromising the vision and the outcomes. It is important to have clear plans which are well-communicated throughout.</p> <p>PB asks if the SSDA process for the ‘superlot’ is expected to begin mid-2025.</p> <p>KM says no, mid-2025 will be the time that a development partner is selected, and there are various stages that will follow before the SSDA process commences.</p> <p>PB asks if the awarded developer will be given any preferential treatment in the SSDA process, which usually takes more than two years. Is it expected that this will be prioritised in order to speed it up? If the SSDA were to take two years, construction could not begin until 2027. This would mean that the superlot is more likely to be developed in 2029, or so.</p> <p>KM says that he is unable to provide very clear information at this stage in relation to timelines. He acknowledges the timing alignment issues raised by PB and says that more clarity will be available in the coming months.</p> <p>PB references the Bradfield Development Authority’s objective of investment attraction. The Bradfield City Centre is clearly more urban and industrial, but PB would like to know more about their intentions for investment attraction in other areas of the Aerotropolis; particularly in relation to the agribusiness sector.</p> <p>KM says that the Authority needs to focus on growing its capability to increase investment in areas of the Aerotropolis outside of the Bradfield City Centre, and to focus on sectors that align with the area.</p>	
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	<p>KM notes that the Authority is hosting the next community information open day on November 23. This will be a great opportunity to have more contact with the Authority as well as key agencies.</p> <p>RR thanks KM.</p>	
5	Other agency updates:	
	<p>Sydney Water – FO FO addresses items that have been raised by the community for discussion.</p> <p>FO refers to the drinking water main in Elizabeth Drive and Overett Avenue. Acciona is the contractor who is doing this work, and they have reported that 90% of the work is complete. This will be complete by the end of December, as per the contract. Its operation is critical to the infrastructure that supplies water to the airport and to other mains on the western side of the Aerotropolis.</p> <p>The surface preparation works will begin in November and will be completed before Christmas. The road will be reinstated, and re-laying will begin in mid-November.</p> <p>RM says that the re-sealing on November 12 will be temporary, and therefore this new seal will be damaged by early next year. RM says that the community is concerned that there will be a gap between maintenance from November 12 to April, when the actual reinstatement will occur, wherein the road will be in a very poor condition. There seems to be a major misalignment in timing of works here.</p> <p>FO says that he will raise this with the project management team from Sydney Water. He agrees that Sydney Water should take responsibility for some of the maintenance in order to keep the road in safe condition during this gap period between mid-November and April.</p> <p>MH says that he will also follow up this matter of road maintenance at the Council.</p> <p>FO says that dust mitigation is being addressed by the contractors by introducing a water cart.</p>	<p>FO to follow up with the Sydney Water Project Management team in relation to organising maintenance and repairs of Overett Avenue within the gap between scheduled maintenance/works on November 2024 and April 2025.</p>

	<p>RM says that this has not been successful. There is no dust suppression (via a water cart or otherwise) on the weekends, which has clear implications for the amenity of the area.</p> <p>FO updates that for the pumping station located off Pitt Street, construction is commencing. At this stage, they expect minimal truck movements from here on out, as excavation works have been completed.</p> <p>FO says that the stormwater scheme plans will be exhibited in January 2025 for approximately one month.</p> <p>FO says that the AWRC site is progressing well, and the treated water pipeline that has been constructed along the northern side of Elizabeth Drive is complete.</p> <p>WW asks FO if the sewer pipeline is coming to Luddenham.</p> <p>FO says that it is. Sydney Water delivers a trunk network, which will service Luddenham via a reticulation system. The party who will manage this reticulation has still not been identified.</p> <p>DV refers to the stormwater scheme for Aerotropolis. She is concerned about the Mamre Road IPART inquiry, which has not been resolved, and therefore is making development less feasible and less attractive. DV recommends that there should be a reduction of the stormwater basin footprint in order to improve development feasibility.</p> <p>FO agrees that this is a concern and says that Sydney Water is doing what it can to reduce the footprint and the cost.</p> <p>PT raises the issue of transport corridors running through Rossmore (specifically the extensive and realignment of key roads). Various landowners have these extensions and realigned roads traversing through their properties as per the plans, and this is seriously negatively affecting their ability to sell their land on the private market. These landowners should be given relief through acquisition by the Council or TfNSW as these organisations are essentially the only possible buyers of such properties. There should be a commitment to purchase these properties in the immediate term. It is unreasonable to expect landowners to hold their land for the coming decades when they are restricted by the placement of such roads.</p>	<p>MH to follow up at Council in relation to the maintenance of Overret Avenue following damage caused by truck movements associated with the placement of the new water main.</p>
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	<p>SC from TfNSW clarifies that landowners can still use their land for a range of purposes; their properties do not become unusable due to reservation.</p> <p>SC encourages landowners in these circumstances to approach TfNSW or other relevant acquiring agencies to organize resolutions that are specific to their individual circumstances.</p> <p>DV asks MH, on behalf of the community, that Cuthill Road should be left open as a one-way entrance onto Munt Road for landowners on Lawson Road in order for them to exit safely on Lawson Road and to avoid back-up traffic at the intersection of Martin Road and Elizabeth Drive.</p> <p>MH asks for DV to forward him the correspondence that she has had in relation to this issue with the Mayor and Deputy Mayor so far. MH will then follow up this issue with the Council.</p> <p>KR will provide DV MH’s email address to enable this correspondence offline.</p> <p>SA asks MH for an update on the plans for works at May Avenue in Rossmore.</p> <p>MH will follow up with the Council and provide SA an update via KR.</p> <p>Penrith Council - CG CG has no major updates.</p> <p>Western Sydney Airport - KH KH says that they issued their quarterly construction update at the end of September, which confirmed that the major works at the airport are coming to completion and expected to wrap up in early 2025. They will then progress into an Operation Readiness Program to prepare for opening at the end of 2026.</p> <p>KH says that the WSA is beginning to plan an information session for the community on the airport’s upcoming Operation Readiness Program. She encourages the community to share any key questions in the interim so that they can be addressed for a wider community group.</p>	<p>DV (facilitated by KR) to share with MH her key correspondence with the Mayor in relation to the community request to keep Cuthill Road open as an accessway for residents of Lawson Road.</p> <p>MH to share an update with SA (via KR) on Council’s the plans for May Avenue in Rossmore.</p>
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	<p>Department of Planning, Housing and Infrastructure – IV IV gives a high-level update. She says that from a planning perspective, the move into a delivery stage for the Aerotropolis is a particularly busy period for the department.</p> <p>They have spent the last few months trying to understand the planning framework and see if they can improve any of the controls that have applied so far.</p> <p>IV says that the Ingham Masterplan at Badgery’s Creek is expected to go on exhibition soon, either late-2024 or early-2025.</p> <p>The Greenfield Development Corporation Project at Greendale has passed through the TAP process and will move towards an exhibition period in 2025.</p> <p>WW says that it was announced that the sewer delivery and airplane noise are the two main reasons for holding up Luddenham Village planning. However, the Commonwealth Government has made it clear that flight path noise is not an issue for Luddenham, and FO has made clear tonight that Luddenham will be serviced by the sewer network. It is not clear as to why Luddenham is held up, and it is frustrating for the community for communication to be so unclear.</p> <p>IV and FO will confer offline to align Sydney Water’s and the DPHIS’s communications about sewer delivery to Luddenham Village.</p> <p>IV says that the DPHI eagerly awaits the EIS for the flight paths. The draft EIS was focused on Runway 1, and the DPHI has sought further clarity on the dual-operation of the runways. They expect to receive this further information later this year, and this information will inform how planning progresses in Luddenham.</p> <p>IV acknowledges WW’s frustration and says that they are actively seeking more clarity about the flight path noise from the EIS.</p> <p>KR adds that the guidelines for supporting upgrades to homes due to flight noise will be developed in early-2025.</p>	<p>IV and FO to confer offline to align Sydney Water’s and the DPHI’s understandings and future communications about sewer delivery to Luddenham Village.</p>
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	<p>PB raises some concerns about the status of the agribusiness precinct in the Aerotropolis. When it was rezoned, the infrastructure was complete and in place. Members of the precinct feel that the area is not able to reach its full potential due to the zoning. There seems to be a lack of clarity around what agribusiness means. In 2018, “Green Camel” was pushed forward as the ‘poster child’ of the agribusiness precinct, despite expressions of serious concern from members of that sector that the business model of Green Camel was not representative. Ultimately, Green Camel went into voluntary administration despite their strong government backing. This example is not a hopeful one for private enterprises in the precinct.</p> <p>IV asks for KR to pass on her contact information to PB, so that they can have a more specific conversation offline.</p> <p>Sydney Metro – PG PG says that the foundational infrastructure work) the tunnels and the viaduct) are tracking towards completion on time at the end of 2024/beginning of 2025.</p> <p>Going into 2025, the focus is on major construction of the station and then the systems, track laying, and associated technical works.</p> <p>The proposed designs for the station went out for exhibition earlier this year and had approximately 3000 unique visits and many submissions. These submissions have not been reviewed and will then go to the Planning secretary for assessment. Once approved, construction will commence.</p> <p>PT asks about the potential East-West rail link, which was originally planned to be above ground (and which has not been made underground).</p> <p>There is another transport corridor running from the airport into Bradfield City Centre, and PT believes that this section is gazetted. PT feels that the corridor that currently exists here, and the one that is shown in the plans as a ‘potential’, seem unlikely to proceed into delivery, since the below-ground rail line is being delivered. Nonetheless, there are many private properties on Badgerys Creek that are impacted by the placement of the above-ground corridor here.</p> <p>PG will follow this up.</p>	<p>IV and PB to have an offline discussion about the Aerotropolis agribusiness precinct from a planning perspective.</p> <p>PG to seek clarity for PT about the nature of any plans surrounding the reserved above-ground transport corridor that is known as the ‘potential east-west rail link’.</p>
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	<p>SC also welcomes the affected landowners to contact TfNSW with specific questions about this potential corridor and its impacts.</p> <p>PT says that there is also a landowner on Derwent Road, under which a tunnel ran through. As a result of the tunnelling, the house on this property has been cracked and the swimming pool is damaged.</p> <p>KR updates that the contractor has sent out a pool expert for assessment of this impact, and the matter is progressing. This issue is actively being followed up.</p> <p>TfNSW - SC SC says that TfNSW is currently doing some consultation on access and safety improvements in the area (on existing roads). He encourages community members to provide their feedback either online or directly to him.</p> <p>DV raises a concern about the road extending from the upgraded intersection of Martin Road and Elizabeth Drive extending towards Lawson Road, which is double-lanes, is followed on its east-bound side by a short stretch of single-lane road before returning to a double-lane setup. This small stretch of single-lane road is unnecessary and frustrating. DV feels that the road should be double-laned continuously.</p> <p>SC will follow up this concern.</p> <p>RM says that the new intersection of Elizabeth Drive and Badgery's Creek Road has poor traffic light phasing, which produces a major traffic back-up on Elisabeth Drive while favouring the flow along Badgery's Creek Road. SC will take this complaint back to TfNSW.</p> <p>JH asks if there is any update on the Goldmate case.</p> <p>KR says that the Appeal will be heard on November 27 and is expected to take some time to work though the system to reach a decision.</p>	<p>SC to bring forward DV's request that Elizabeth Drive should be a continuously two-lane road, and that the interrupting single-lane stretch should be made into two lanes.</p> <p>SC to bring forward RM's complaint that the traffic phasing at the intersection of Elizabeth Drive and Badgery's Creek Road should be corrected in order to support better traffic flow.</p> <p>SC to seek clarification of the traffic light phasing, which produces a major traffic back-up on Elizabeth Drive while favouring the flow along Badgery's Creek Road.</p>
6	Community discussion	
	The community members share a separate discussion with KR and RR.	
7	Next meeting	

	The next meeting date is TBD.	
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BADGERY'S CREEK INDUSTRY PARK

85 Martin Road, Badgery's Creek

Prepared for ESR
November 2024



ACKNOWLEDGEMENT OF COUNTRY

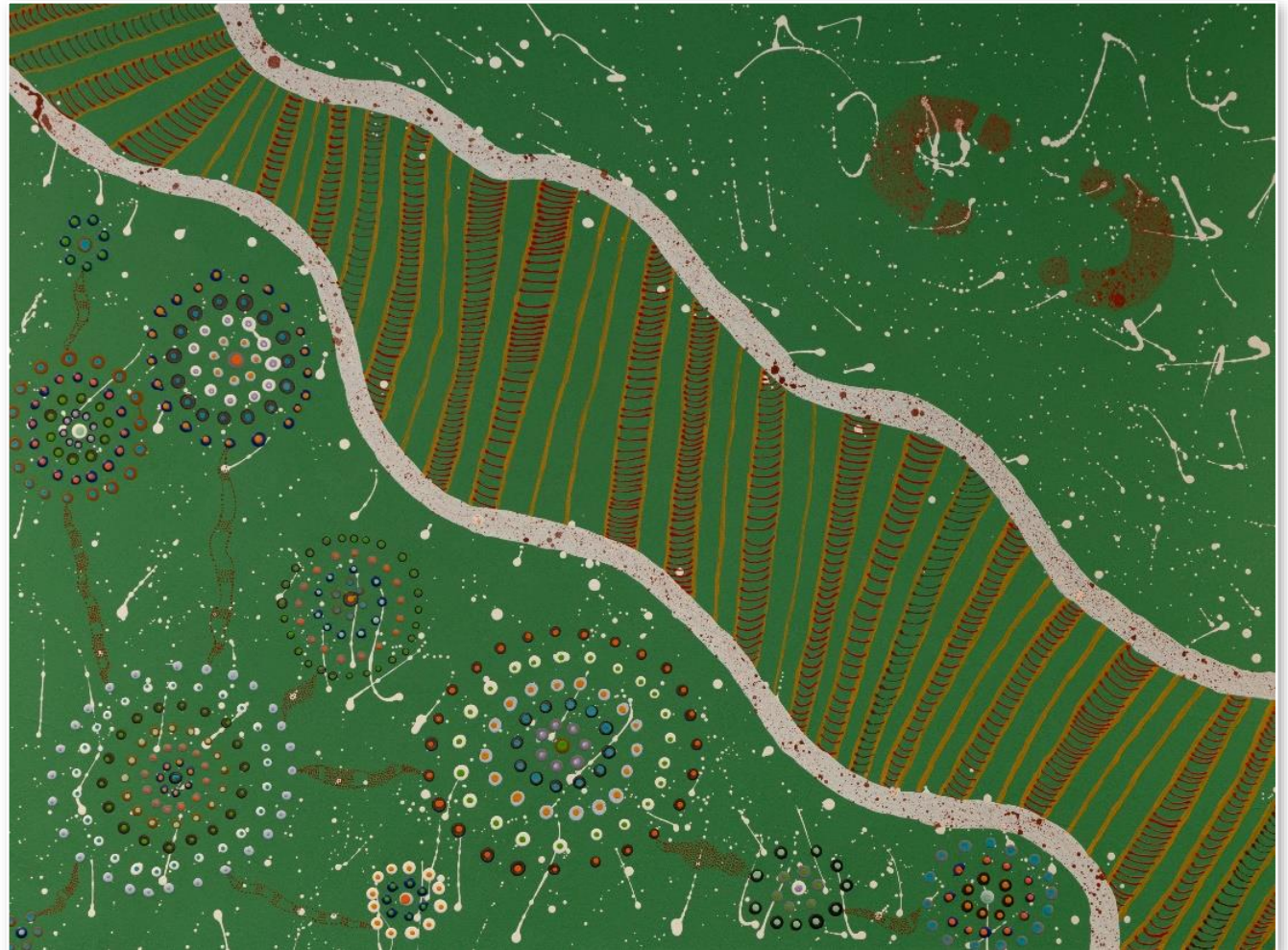
Urbis acknowledges the Traditional Custodians of the lands we operate on.

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.

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.

Title: Sacred River Dreaming
Artist: Hayley Pigram
Darug Nation
Sydney, NSW



AGENDA

About ESR 4

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ABOUT ESR

ESR Group is Asia-Pacific's leading New Economy real asset manager and one of the largest listed real estate investment managers globally.

ESR strives for excellence across the entire development process. From capital raising to green initiatives and sustainable operations, ESR has been recognised for industry-leading efforts and setting benchmark in logistics facilities and related fund management across Australia and beyond.



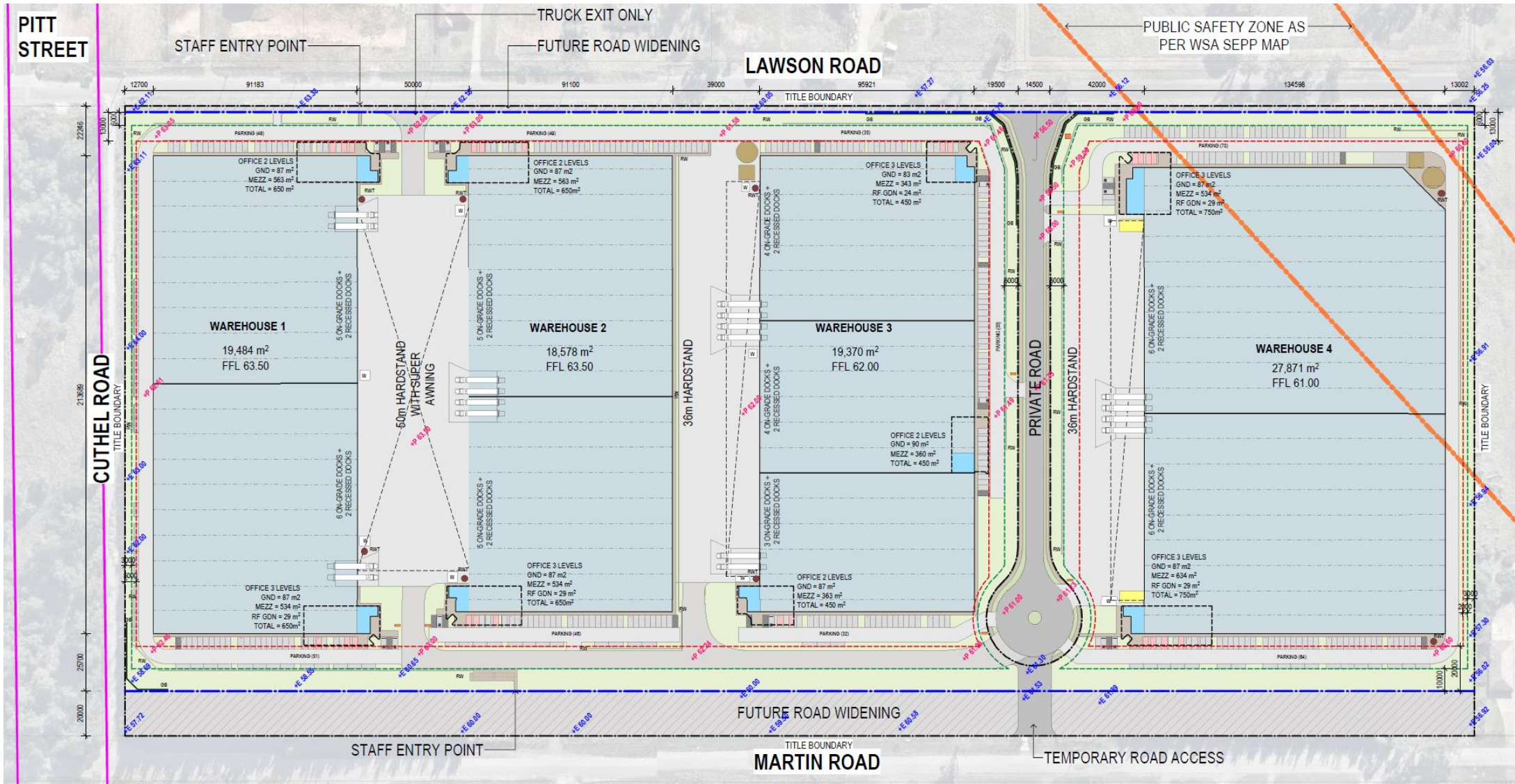
ABOUT THE PROPOSAL: SITE CONTEXT

ESR is seeking approval from DPHI to develop the Badgerys Creek Industry Park. The project comprises a new warehouse and distribution facility at 85 Martin Road, Badgerys Creek.



ABOUT THE PROPOSAL: PROJECT DESCRIPTION

The project seeks detailed approval for site preparation works and the construction of four warehouse buildings, with ancillary offices.



ABOUT THE PROPOSAL: PROJECT DESCRIPTION



ABOUT THE PROPOSAL: PROJECT STAGING

The project seeks detailed approval for site preparation works and the construction of four warehouse buildings, with ancillary offices. This includes;

STAGE 1

- Construction of temporary stormwater basins
- Construction of a 24 meter wide access road and cul-de-sac to provide internal access
- Landscaping and estate signage.
- Construction and fit out of warehouse 1, 2 and 3, comprising:
 - **Warehouse 1:** 19,484 square metres of warehouse space, 1,300 square metres of office space, and 99 car spaces.
 - **Warehouse 2:** 18,578 square metres of warehouse space, 1,300 square metres of office space, and 95 car spaces.
 - **Warehouse 3:** 19,370 square metres of warehouse space, 1,350 square metres of office space, and 100 car spaces.

INDICATIVE TIMING: 2026-2027

STAGE 2

Following Sydney Water's delivery of essential stormwater infrastructure, ESR will:

- Construct and fit out **Warehouse 4:** 27,871 square metres of warehouse space, 1,500 square metres of office space, and 134 car spaces.

INDICATIVE TIMING: 2027-2028

BENEFITS OF THE PROPOSAL

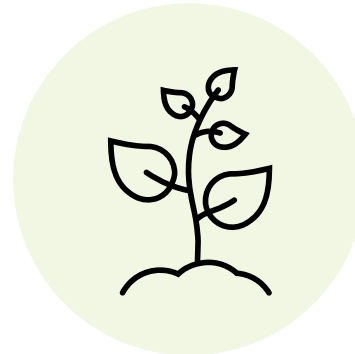
**SUPPORTING THE
BADGERY'S CREEK
VISION**



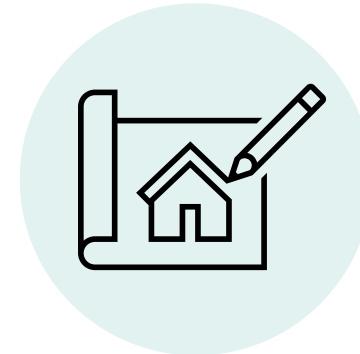
**SUPPORTING THE
WESTERN
PARKLAND CITY
BLUEPRINT**



**SUPPORTING THE
GREATER SYDNEY
REGION PLAN**



**PROVIDING
EMPLOYMENT
OPPORTUNITIES FOR A
GROWING COMMUNITY**



COMMUNITY AND STAKEHOLDER ENGAGEMENT

EMAIL CORRESPONDENCE

Throughout project development



KEY STAKEHOLDER BRIEFINGS

Throughout project development



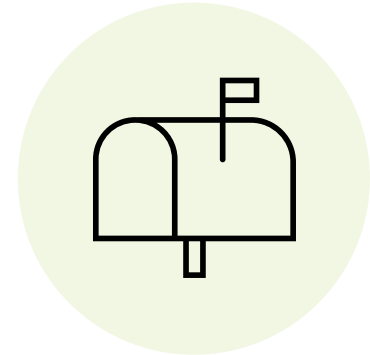
PROJECT ENQUIRY LINES: PHONE AND EMAIL

Throughout project development



COMMUNITY NEWSLETTER: LETTERBOX AND EMAIL

Distributed Friday 18 October



Community members and key stakeholders

Government Authorities

Relevant agencies

SOCIAL IMPACT ASSESSMENT

Urbis are preparing a Social Impact Assessment (SIA) to best understand how the development might impact the community. You are invited to inform the SIA by completing a survey that will assist our team to better understand the needs of the local area, identify potential positive or negative social impacts of the proposal, and suggest how these can be managed.

We encourage you to take a few minutes to share your thoughts and complete the survey.

Please note that the survey will be open until 10 November.

Scan the QR code or access the survey via <https://urbis.questionpro.com.au/t/ARokgZRzR2>



NEXT STEPS

SSDA PREPARATION

We are here

ESR is preparing an EIS as part of the preparation of an SSDA for a warehouse and distribution facility at 85 Martin Road, Badgery's Creek.

ESR is seeking community and stakeholder feedback on the proposal as part of this step.

SSDA SUBMISSION

Late 2024

Formal SSDA documentation will be submitted to DPHI in late 2024. After the SSDA is lodged, DPHI will notify the local community via a process called 'public exhibition'.

The community will be formally invited to provide feedback to DPHI as part of the exhibition.

SSDA DETERMINATION

Mid – Late 2025

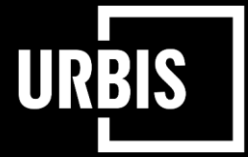
ESR expects a determination within six to nine months of lodging the SSDA.

CONSTRUCTION STARTS

Late 2025 - 2026

ESR expects to begin construction of Stage 1 of Badgery's Creek Industry Park.

Construction of Stage 1 is expected to take 12 months.



THANK YOU

