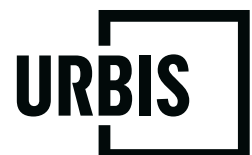




MACQUARIE PARK LOGISTICS WAREHOUSE

Stakeholder Engagement
Outcomes Report

Prepared for
GOODMAN PROPERTY SERVICES PTY LTD
Updated 23 September 2022



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code P0040657
Report Number Final

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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URBIS
MACQUARIE PARK LOGISTICS WAREHOUSE STAKEHOLDER OUTCOMES
REPORT

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1. INTRODUCTION

This communications and engagement outcomes report has been prepared by Urbis Pty Ltd (Urbis) for Goodman Property Services (Aust) Pty Ltd (Goodman) to support a State Significant Development Application (SSDA) for construction and operation of a multi-level 24-hour logistics facility at 4-38 Talavera Road, Macquarie Park (the Macquarie Park Logistics Warehouse).

1.1. THE SITE

The land to which this SSDA relates is recognised as 4-38 Talavera Road, Macquarie Park, within the City of Ryde local government area (LGA). The site occupies multiple land allotments and is legally described as follows:

- Lot 11 in DP733881 (4 Talavera Road)
- Lot 4 in DP1031467 (6 Talavera Road)
- Lot 10 in DP883750 (6A Talavera Road)
- Lot 11 in DP883750 (6A Talavera Road)
- Lot 101 in DP1067436 (12-38 Talavera Road)
- Lot 102 in DP1067436 (12-38 Talavera Road)

The site is located within the Macquarie Park Corridor, a significant economic and employment precinct in Sydney's North District contributing to national and global economic development.

The site is bound by Talavera Road (primary frontage), Lane Cove Road to the east (secondary frontage), the Macquarie Technology Park to the west and the M2 Motorway to the north. The site has a primary frontage to Talavera Road of approximately 480 metres and a maximum overall depth of approximately 150 metres, comprising a total area of approximately 66,361sqm.

The site is currently occupied by a number of existing commercial office buildings and light industrial warehouses (utilised for storage and distribution purposes) located across the various lots which make up the broader site.

The surrounding development to the east, west and south of the site is characterise by a mix of commercial uses with some light industrial development. The land to the north of the M2 Motorway comprises a residential neighbourhood and various green spaces.

1.2. THE PROJECT

This proposed State significant development application (SSDA) seeks approval for:

- Concept approval for two (2) warehouse and distribution centre building envelopes, comprising:
 - Eastern portion at 4-10 Talavera Road ("Stage 1") – a two storey warehouse building envelope and ancillary mezzanine offices with a maximum height of approximately 30m and a total GFA of approximately 23,212sqm.
 - Western portion at 12-38 Talavera Road ("Stage 2") – a two storey warehouse building envelope with a four-storey shared office component and ancillary mezzanine office spaces. The building envelope will have a maximum height of approximately 30m and a total GFA of approximately 41,250sqm.
 - A 10m landscape building setback to both Talavera Road and the northern property boundary, and a 5m landscape building setback is provided to Lane Cove Road.
- Detailed building consent for (Stage 1 works):
 - Demolition of existing built form (as required to accommodate development),
 - Site preparation works, bulk earthworks and infrastructure provisions, and

- Construction and operation of one warehouse and distribution building including ancillary facilities in the eastern portion of the site (over Lots 4 and 11), and associated car parking and landscaping, associated car parking and landscaping.

Subsequent staged SSDAs or local DAs will be sought for the balance of the works contemplated by the Concept Approval which are outside the scope of the “Stage 1” design and construction works.

1.3. RESPONSE TO SEARS

This community and stakeholder engagement outcomes report aims to meet the Secretary’s Environmental Assessment Requirements (SEARs) for SSD-46011220. Table 1 identifies the relevant SEARs requirement/s and corresponding reference/s within this report.

Table 1: Response to SEARs – SSD-46011220

SEARs item	Project response
25. Engagement	
<p>During preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> • City of Ryde Council • Environment and Heritage Group of the Department • Fire & Rescue NSW • Heritage NSW • Sydney Water • Transport for NSW • Transurban • Ausgrid • Metropolitan Local Aboriginal Land Council • surrounding local landowners, businesses and stakeholders • local and regional community and environmental groups • any other public transport, utilities or community service providers. 	<p>In accordance with NSW Department of Planning and Environment (DPE) expectations around early and effective engagement for state significant projects, an approach was prepared and implemented to ensure Goodman delivered an engagement program consistent with DPE’s <i>Undertaking Engagement Guide: Guidance for State Significant Projects</i>.</p> <p>Goodman’s approach aimed to connect with the relevant local and state government authorities and relevant community stakeholders.</p> <p>Refer to Section 2 of this document for a detailed overview of the approach</p>

2. COMMUNITY AND STAKEHOLDER PARTICIPATION STRATEGY

Community and stakeholder participation throughout the development of the proposal was achieved through the implementation of the engagement strategy outlined in this section.

2.1. ENGAGEMENT OBJECTIVE AND APPROACH

The engagement approach was adapted from the International Association of Public Participation’s (IAP2) Public Participation spectrum. The spectrum (Figure 1) describes goals for public participation and the corresponding promise to the public. For this engagement strategy, the engagement objective aligned to the goal of consulting with stakeholders and the community. This means our objective was to obtain public feedback on the proposal.

Figure 1: IAP2 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 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 look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2

To achieve these objectives, the engagement approach involved:

- Providing consistent, relevant, jargon-free and up-to-date information on the proposal, impacts, benefits and the planning process through accessible, tailored open lines of communication
- Responding appropriately and in a timely manner to concerns or questions raised by the community and stakeholders

2.2. PUPOSE OF ENGAGEMENT

The stakeholder and community engagement process for the Macquarie Park Logistics Warehouse project aimed to:

- Provide accurate information about the proposed concept plans
- Deliver an independent, transparent and accountable consultation process and provide a range of ways for people to engage and give feedback
- Document key feedback to inform ongoing design and planning
- Collate feedback to inform the planning and development of all stages of the project
- Invite proactive engagement on key community issues and concerns

- Deliver an independent, transparent, and accountable consultation process.
- Deliver an independent, transparent, and accountable consultation process.

2.3. STAKEHOLDER ANALYSIS

As outlined in the SEARs, DPE defines stakeholders as the relevant Department assessment team, local councils, any relevant agencies and the community. As described in DPE’s *Undertaking Engagement Guide: Guidance for State Significant Projects*, the community is anyone (individuals, groups of individuals or organisations) interested in or are likely to be affected by the project. Therefore, the community outlined in Figure 2 has been identified due to their proximity to the site and likely impact or interest during construction and operation. The stakeholders for the project have been categorised by group, as shown in Figure 2.

Figure 2 Stakeholder categorisation

GOVERNMENT AUTHORITIES	SERVICE PROVIDERS	COMMUNITY
<ul style="list-style-type: none"> ▪ City of Ryde ▪ Department of Planning and Environment (DPE) <ul style="list-style-type: none"> – Planning and Assessment Team – Environment Energy and Science Group – Water Group 	<ul style="list-style-type: none"> ▪ Transport for NSW ▪ Sydney Water ▪ Heritage NSW ▪ Ausgrid ▪ Environmental Protection Authority 	<p>Surrounding local landowners, business and stakeholders including:</p> <ul style="list-style-type: none"> ▪ Residents located on Fonteroy Road, Tuckwell Place, Khartoum Road, Leisure Close, Tasman Place, Durham Close, Carlisle Close & Rogal Place <p>Surrounding local businesses & landholders including:</p> <ul style="list-style-type: none"> ▪ Business located between Herring Road and Lane Cove Road ▪ Business between Waterloo Road and the M2 Motorway ▪ Businesses between Lane Cove Road and the M2 Motorway <ul style="list-style-type: none"> ▪ Metropolitan Local Aboriginal Land Council

Figure 3 shows the site and surrounding community. This includes those landowners and occupiers potentially impacted by construction and operation immediately surrounding the site.

Figure 3 The site and the surrounding community



The selection of the stakeholders to focus on was informed by an assessment of potential impacts. These were identified as traffic and access impacts on Talavera Road, potential noise impacts during construction and operation, and potential impacts on visual amenity. Considering these potential impacts, the focus of engagement was on stakeholders who rely on Talavera Road, and nearby residents across the M2 Motorway, who may be affected by noise and visual amenity.

The focus of the consultation was providing accurate information about the project to these stakeholders, and to clearly articulate how they can provide feedback on the proposal.

As the site is already used for industrial businesses and is surrounded by mixed commercial uses the impacted community is likely to be familiar with the type of impact from this proposal. Therefore, engagement with the impacted community focused on the specific potential impacts of this proposal, including noise and traffic during construction and operation.

To ensure a coordinated approach, Urbis Engagement collaborated with Goodman to engage with various stakeholder groups for the proposal. The stakeholder matrix in Table 2 outlines the stakeholders, engagement objective and forms of engagement.

Table 2 Stakeholder matrix

Stakeholder	Engagement objective	Forms of engagement
<p>Government authorities:</p> <ul style="list-style-type: none"> ▪ City of Ryde ▪ Department of Planning and Environment, especially the <ul style="list-style-type: none"> ○ Planning and Assessment Team ○ Environment Energy and Science Group ○ Water Group 	<p>Consult: Obtain feedback on the proposal as their constituents and areas of management may be impacted by the proposal.</p>	<p>Email correspondence</p>
<p>Service providers, including:</p> <ul style="list-style-type: none"> ▪ Transport for NSW ▪ Sydney Water ▪ Heritage NSW ▪ Ausgrid ▪ Environmental Protection Authority 	<p>Consult: Obtain their feedback on the proposal as they may be impacted by traffic. They may benefit from employment opportunities.</p>	<p>Email correspondence</p>
<p>Community including impacted near neighbours on Fonteroy Road, Tuckwell Place, Khartoum Road, Leisure Close, Tasman Place, Durham Close, Carlisle Close & Rogai Place, shown in Figure 2 below.</p>	<p>Consult: Obtain their feedback on the proposal as they may be impacted by traffic. They may benefit from employment opportunities.</p>	<p>Newsletter outlining key features of the proposal and inviting feedback letterbox dropped to 2207 households on 16 July 2022. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.</p>
<p>Community including impacted neighbouring businesses located:</p> <ul style="list-style-type: none"> ▪ between Herring Road and Lane Cove Road ▪ between Waterloo Road and the M2 Motorway ▪ between Lane Cove Road and the M2 Motorway <p>as shown in Figure 2.</p>	<p>Consult: Obtain their feedback on the proposal as they may be impacted by traffic and construction impacts. They may benefit from gaining new clients or customers.</p>	<p>Newsletter outlining key features of the proposal and inviting feedback letterbox dropped to 238 businesses on 16 July 2022. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.</p>

3. ISSUES RAISED

The following table outlines the issues raised by the community and stakeholders and the project response. Key themes that arose during the consultation period included:

- Building height
- Traffic management
- Pedestrian access.

Table 3 Issues raised and project response

Category	Stakeholder	How this group was consulted	Feedback	Project response
DPE and Council	City of Ryde	Pre-SEARS meeting held on 16 June 2022 at 4pm, attended by representatives from City of Ryde Council, Goodman and Urbis.	Council questioned the suitability of this site within Macquarie Park for a warehouse & distribution premises.	This site is located at the very periphery of the Macquarie Park corridor, close to M2 on/off ramps and removed from the core. Northern Sydney is very under-serviced for last mile distribution premises and this site presents a good opportunity in a highly accessible location with a large contiguous land holding, to provide for this much needed facility. Site suitability will be addressed in the EIS document.
			Council expressed their expectation that the building form and scale to be broken down.	Goodman warehouse designs are of high quality and present significant worker amenity and variation to the facades, especially in the location of the ancillary office spaces.

Category	Stakeholder	How this group was consulted	Feedback	Project response
			<p>Council would like to see data on traffic generation levels to understand how the truck movements for the proposal may be different than the current operation.</p>	<p>Preliminary traffic generation analysis has been undertaken. This demonstrates that traffic generation will be lower than current levels on the site. Predominant vehicle will be small trucks or vans. Some semi trailers will access the site. Swept path diagrams will accompany the application to demonstrate suitability of access.</p> <p>Vehicle movements likely to be predominantly outside of peak AM and PM times due to 24/7 nature of the operation.</p>
			<p>Macquarie Park strategy has been prepared by DPE with pedestrian permeability being flagged as important for this area. Pedestrian permeability will be a concern for Council</p>	<p>Whilst Goodman acknowledges the Macquarie Park Strategy seeks pedestrian permeability, Goodman questions the usability of this connectivity as the eastern side of the site is the M2 which provides no pedestrian access or amenity.</p>
			<p>Council questioned car parking rates, and noted they seemed high.</p>	<p>Parking rates will be approx. 1 space per 120m2 warehouse GFA.</p>
			<p>The City of Ryde does not support the height variation under a Clause 4.6 variation, and believes that if incentive provisions are triggered, the applicant will need to negotiate a Voluntary Planning Agreement (VPA).</p>	<p>Goodman's understanding is that a Clause 4.6 variation does apply to this project.</p>

Category	Stakeholder	How this group was consulted	Feedback	Project response
			<p>Council expressed their expectation that the building form and scale to be broken down.</p> <p>Council would like to see data on traffic generation levels to understand how the truck movements for the proposal may be different than the current operation.</p>	<p>Goodman warehouse designs are of high quality and present significant worker amenity and variation to the facades, especially in the location of the ancillary office spaces.</p> <p>Preliminary traffic generation analysis has been undertaken. This demonstrates that traffic generation will be lower than current levels on the site. Predominant vehicle will be small trucks or vans. Some semi trailers will access the site. Swept path diagrams will accompany the application to demonstrate suitability of access.</p> <p>Vehicle movements likely to be predominantly outside of peak AM and PM times due to 24/7 nature of the operation.</p>
	Department of Planning and Environment	<p>Email from Guy Smith of Goodman to Joanne Bakopanos of Department of Planning and Environment, dated 7 July, 2022.</p> <p>Follow up email from Guy Smith of Department of Planning and Environment, Goodman to Chris Ritchie of on 8 July 2022, following a phone conversation between</p>	DPE advised that the project will require a Social Impact assessment.	Goodman has prepared a social impact assessment as a component of this application.

Category	Stakeholder	How this group was consulted	Feedback	Project response
		<p>DPE and Goodman on 7 July 2022.</p> <p>Email response from Chris Ritchie to Guy Smith, dated 8 July, 2022.</p>		
	Department of Planning and Environment; Environment and Heritage Group	<p>Email from Guy Smith of Goodman to Angela Taylor of Department of Primary Environment and Heritage Group, dated 3 August 2022, outlining the project proposal, providing draft plans, offering a meeting, and inviting comment on the proposal.</p> <p>Response from Angela Taylor was received on 10 August 2022.</p>	DPE noted they were in the process of assessing a BDAR Waiver Request for the SSD, and that the Environment and Heritage Group will provide further advice once the SSDA has been lodged and placed on exhibition.	<p>Goodman will respond to the BDAR waiver response when it is received.</p> <p>Goodman will continue to consult with and provide progress updates to the Department of Planning and Environment's Environment and Heritage Group.</p>
Relevant Agencies	Transport for NSW	Response to SEARS request received by email from TfNSW to traffic consultants Ason Group on 19 July.	<p>The traffic generation of the proposed multi-level warehouse complex will generate less vehicular trips than the existing land use on the assessment site.</p> <p>Request for specific inclusion in the transport and traffic impact assessment, including:</p> <ul style="list-style-type: none"> Swept path plans of the design vehicle entering and exiting the 	A Traffic Impact Assessment has been prepared by Ason including an assessment of vehicular access, swept paths, parking, traffic generation, distribution of generated traffic, traffic management and implications of the proposed development for non-car travel modes

Category	Stakeholder	How this group was consulted	Feedback	Project response
			<p>proposed driveways on Talavera Road shall be prepared and submitted for review.</p> <ul style="list-style-type: none"> ▪ Traffic generation of the proposed development including the number of trips for each vehicle class (i.e., percentage and type of heavy vehicles). ▪ Distribution of traffic generation across the proposed driveways including number of trips associated with each movement. ▪ Proposed number of car parking spaces and compliance with the appropriate parking codes. ▪ Implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (e.g.; Green Travel Plan, 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the 	

Category	Stakeholder	How this group was consulted	Feedback	Project response
			<p>accessibility of the development site by public transport.</p> <p>TfNSW will require in due course the provision of a traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.</p>	
	Sydney Water	<p>Email sent from Goodman to Sydney Water dated 3 August 2022, outlining the project and inviting comment.</p> <p>A follow up email was sent from Goodman on 16 August 2022.</p>	No response was received from Sydney Water.	Goodman will continue to consult with and provide progress updates to Sydney Water and offer the opportunity to comment / provide feedback on plans.
	Heritage NSW	<p>Consultant group Artefact consulted with Heritage NSW.</p> <p>Email sent from Goodman to Heritage NSW dated 3 August 2022, outlining the project and inviting comment.</p> <p>A follow up email was sent from Guy Smith of Goodman on 16 August 2022.</p>	<p>Heritage NSW recommended that the project provide an Aboriginal Cultural Heritage Assessment Report (ACHAR).</p> <p>Further to this recommendation, no further feedback was received.</p>	<p>The project has requested an exemption from preparing an ACHAR. This request was not approved, and the project has prepared an ACHAR Report.</p> <p>Goodman will continue to consult with and provide progress updates to Heritage NSW and offer the opportunity to comment / provide feedback on plans.</p>

Category	Stakeholder	How this group was consulted	Feedback	Project response
	Fire and Rescue NSW	<p>Email sent from Goodman to Fire and Rescue NSW dated 3 August 2022, outlining the project and inviting comment.</p> <p>A follow up email was sent from Guy Smith of Goodman on 16 August 2022.</p>	<p>Aaron Ross of Fire and Rescue NSW advised via email that “FRNSW will review and provide specific comment and recommendations on the finalised EIS via the Department of Planning Major Projects Portal at the appropriate time.”</p> <p>He also provided additional information in the form of publicly available guideline documents</p>	<p>Goodman will continue to consult with and provide progress updates to Fire and Rescue NSW and offer the opportunity to comment / provide feedback on plans.</p>
	Ausgrid	<p>Email from Guy Smith of Goodman to Ausgrid dated 3 August 2022, outlining the project proposal, providing draft plans, offering a meeting, and inviting comment on the proposal.</p> <p>A follow up email was sent from Guy Smith of Goodman on 16 August 2022.</p>	<p>No response was received from Ausgrid</p>	<p>Goodman will continue to consult with and provide progress updates to Ausgrid and offer the opportunity to comment / provide feedback on plans.</p>
	Transurban	<p>Email from Guy Smith of Goodman to Transurban dated 3 August 2022, outlining the project proposal, providing draft plans, offering a meeting, and inviting comment on the proposal.</p>	<p>No response was received from Transurban.</p>	<p>Goodman will continue to consult with and provide progress updates to Transurban and offer the opportunity to comment / provide feedback on plans.</p>

Category	Stakeholder	How this group was consulted	Feedback	Project response
		A follow up email was sent from Guy Smith of Goodman on 16 August 2022.		
	Metropolitan Local Aboriginal Land Council	Metropolitan Local Aboriginal Land Council were invited to participate in a site inspection	Josh Marr of the Metropolitan Local Aboriginal Land Council participated in a site inspection on 1 June 2022.	No Aboriginal objects were identified no areas of archaeological potential were identified by Metropolitan LALC. Goodman will continue to consult with and provide progress updates to Metropolitan Local Aboriginal Land Council and offer the opportunity to comment / provide feedback on plans.
Community	Community including impacted near neighbours on Fonteroy Road, Tuckwell Place, Khartoum Road, Leisure Close, Tasman Place, Durham Close, Carlisle Close & Rogai Place, shown in Figure 2 below.	Newsletter outlining key features of the proposal and inviting feedback letterbox dropped to 2207 households on 16 July 2022. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.	One email was received from a resident of Tuckwell Place on 15 August 2022. The email expressed his view that the area was inappropriate for warehousing facilities, and that the additional truck movements were unwelcome. No other communications or enquiries were received.	The resident was provided with information that showed the traffic modelling did not reflect additional traffic movements to and from the site. Additionally, he was provided information regarding the consistency of the site use with current zoning. Goodman will continue to reach out to the community throughout the approval process to keep them informed of any updates and changes to the proposal.
	Community including impacted neighbouring businesses located:	Newsletter outlining key features of the proposal and inviting feedback letterbox dropped to 238 businesses on 16 July 2022. It included details of the project email and	No responses have been received to date.	Goodman will continue to reach out to the community throughout the approval process to keep them informed of any updates and changes to the proposal.

Category	Stakeholder	How this group was consulted	Feedback	Project response
	<ul style="list-style-type: none"> ▪ between Herring Road and Lane Cove Road ▪ between Waterloo Road and the M2 Motorway ▪ between Lane Cove Road and the M2 Motorway • as shown in Figure 2. 	<p>phone number managed by Urbis Engagement to answer questions and collect feedback.</p>		

4. FUTURE COMMUNITY AND STAKEHOLDER ENGAGEMENT

Goodman welcomes feedback on the proposal. Goodman will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases 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.

DISCLAIMER

This report is dated 23 September 2022 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 Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Goodman Property Services Pty Ltd (**Instructing Party**) for the purpose of providing a report on consultation activities to support an SSDA application (**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

NEWSLETTER



4-38 TALAVERA ROAD, MACQUARIE PARK

JULY 2022

Goodman is seeking approval for the construction and operation of a multi-level 24-hour logistics facility.

The proposed project in Macquarie Park will support City of Ryde Council's vision to create a stronger economy and more jobs in the local area.

If approved, the new warehouses and distribution centre will create around 500 jobs during construction and operation.

The warehouse is being designed to minimise impacts on the local environment and neighbours.

ABOUT THE PROJECT

Goodman is preparing a State Significant Development Application (SSDA) to seek approval for the project from the NSW Department of Planning and Environment (DPE).

Project features include:

- Concept approval for two (2) warehouse and distribution building envelopes
- Demolition of the existing buildings
- Construction and 24/7 operation of two (2) separate two-storey warehouse buildings
- Car parking and landscaping
- Pedestrian and cyclist access to the site

TRAFFIC AND ACCESS

Access to the site will via Talavera Road. Talavera Road provides access to Lane Cove Road and the M2 Motorway.

A traffic assessment is being prepared as part of the Environmental Impact Statement (EIS) and will be submitted as part of the SSDA. The assessment will carefully consider all potential impacts on the local road network during both construction and operation, including management of trucks and other vehicles entering and exiting the site.



MANAGING IMPACTS

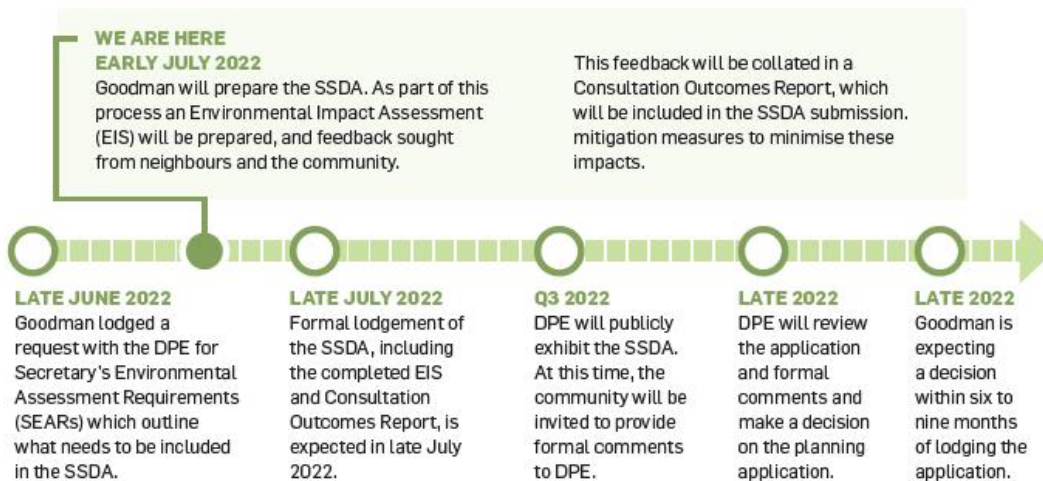
Goodman is working to understand the potential impacts of building and operating the facility and the ways to mitigate these impacts.

Goodman is preparing detailed traffic, visual impact and community impact assessments. These assessments will form part of the Environmental Impact Statement (EIS).

During construction, Goodman will aim to minimise impacts where possible, which may include mitigation measures such as noise barriers and screens to contain dust.

Goodman is committed to keeping the community informed throughout each stage of the planning and construction phases.

PLANNING PATHWAY



PROVIDE YOUR FEEDBACK

Goodman has commissioned Urbis Engagement to collect your feedback and provide further information about the 4-38 Talavera Road, Macquarie Park project.

You can reach the team on:

✉ engagement@urbis.com.au

☎ 1800 244 863

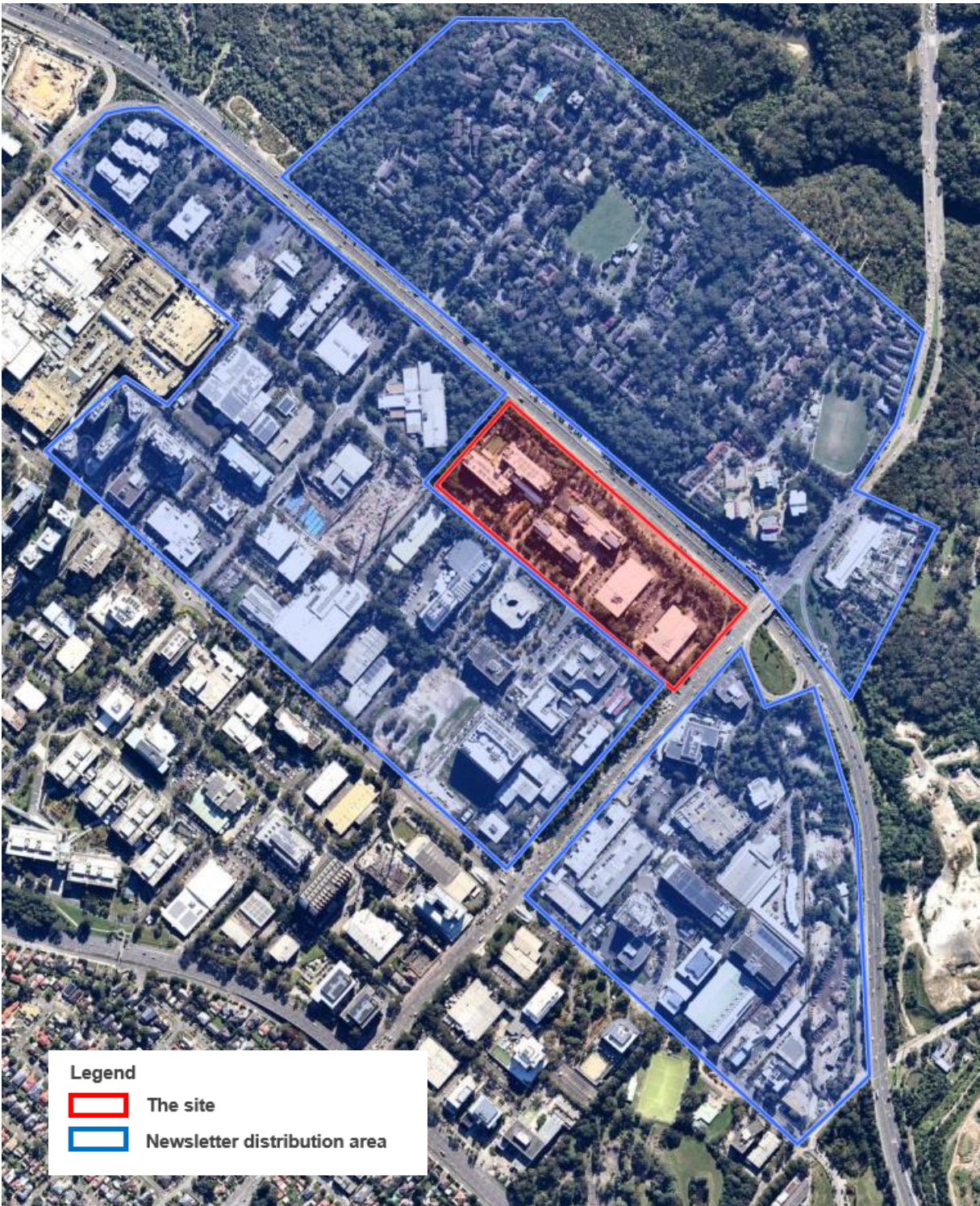


ABOUT GOODMAN

Goodman is an Australian company listed on the Australian Stock Exchange (ASX) that owns, develops and manages industrial real estate in 14 countries including logistics facilities, warehouses and business parks. They are committed to innovation, determination, integrity and sustainability. Goodman owns a number of sites in the Macquarie Park and will draw on its global expertise to manage construction and operations in a way that is respectful to neighbours.

APPENDIX B

NEWSLETTER DISTRIBUTION MAP



Legend

 The site

 Newsletter distribution area

