

## Stephanie Wu

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**From:** Grace Macdonald <Grace.Macdonald@esr.com>  
**Sent:** Friday, 15 October 2021 5:13 PM  
**To:** Natalie Stanowski; Natasha Borgia; Adam Wilkinson  
**Cc:** Scott Falvey; Toby Young; 'Michael Wiseman'; Paul Solomon; 'Craig Lenarduzzi'; 'Chris Demertze'; 'Richard Harris'  
**Subject:** LOG-E VPA: Abbots and Aldington Road Upgrade  
**Attachments:** 1815tn01v2 Aldington Road Design, Modelling Assessment.pdf; LTR001-01-21-843 Aldington Road Engineering.pdf; 21-843 Aldington Updated Sections.pdf  
**Importance:** High

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Hi Natalie,

Following our meeting with Penrith City Council on 23 August 2021, it was requested via email to provide additional information to progress discussions on the upgrade of Abbots and Aldington Roads and the structure of the VPA to facilitate this upgrade. The LOG-E has been working with our consultants: Ason and AT&L on these items and provide a response below.

- Capacity of roads
  - Ason has prepared a letter (attached), which identifies the capacity unlocked via the upgrade of Abbots and Aldington Roads. The letter demonstrates the interim upgrade can facilitate the delivery of LOG-E developments without adverse impact to the road capacity. It also identifies the trigger point required to facilitate additional traffic movements along this corridor.
- Interim road construction
  - In these past couple months, LOG-E was hopeful the precinct-wide DCP would be finalised and facilitate discussions in relation to interim and ultimate road alignments. From high level discussions with the NSW Government and Penrith City Council, we understand the road corridor will likely change to accommodate a 30.6m road reservation. In lieu of the final DCP, AT&L has prepare interim and ultimate (based on the 30.6m width) road sections along the extent of the road corridor (attached). In these sections, it shows the types of infrastructure that would be required to relocate for the ultimate alignment. The sections demonstrate the scale of these changes are minimal in respect to servicing. In addition, AT&L's letter provides further guidance on topography concerns and how the interim and ultimate road upgrades will integrate with the surrounding land. It shows that the road upgrade can be facilitated to minimise risks associated with this concern and will not preclude future delivery on an ultimate.
- Other landowners
  - LOG-E is currently engaging with neighbouring landowners on the interim proposal and willingness to dedicate land to facilitate additional works towards delivery of the ultimate upgrade. We will keep a record of these discussions and keep Council in the loop. However if landowners are not amenable to dedicate land or contribute to the overall upgrade, we need assurance from Council that the interim upgrade can proceed while Council compulsorily acquires land?
  - We've reviewed the Glenmore Park VPA. While it is not directly comparable We are fine to use this VPA as a foundation for the tailored VPA on Abbots and Aldington Roads. In lieu of the final road design, we believe the commercial structure can be workshopped with Council and progressed while the final design and upgrade of the road is being resolved. In particular, we'd like to discuss:
    - Other landowners outside of this VPA and their relationship to the VPA

- Separable portions
- Developer obligations under the Section 7.11 Contribution Plan are permitted to be fully applied to the WIK.

We ask Council to review this information as soon as possible, and seek to schedule a meeting in a week's time with Penrith City Council to progress discussions on the VPA and works associated with the upgrade.

Should you have any questions in the interim, please do not hesitate to contact me.

Kind regards,

**Grace Macdonald** | Senior Planner



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