

## MOD5 SSD7348

### Response to Council submission on MOD5 - SSD7348, dated 9 September 2020

TfNSW Comment	Goodman Response
<b>Planning, Engineering and Landscaping Matters</b>	
The proposed Modification No. 5 to SSD Determination No. 7348 seeks to respond to an unapproved subdivision arrangement that is the subject of a current development application with Council which as yet, is not supportable by Transport for NSW (TFNSW). The assessment and determination of this separate subdivision application is dependant on endorsement of the proposed lot creation and resulting road reserve widths which have not been accepted by TFNSW.	<ul style="list-style-type: none"><li>Subdivision approval has been granted by DPIE as part of the initial SSD 7348 consent and SSD 7348 MOD 2 consent;</li><li>Goodman had lodged DA19.0575 with Council on 23 August 2019 which was prior to determination of SSD 7348 MOD 2;</li><li>Both subdivision plans have now been endorsed by TrfNSW (per <b>Annexure A</b>), albeit with proposed conditions. The latest subdivision plans that accommodate TrfNSW's comments can be found in <b>Annexure B</b>.</li></ul>
Correspondence has been recently received from TFNSW (dated 10 August 2020) that confirms that the width of the proposed southern link road allotment (proposed lot 105) is insufficient and cannot accommodate the necessary lanes required.	<ul style="list-style-type: none"><li>Goodman have responded to TrfNSW's request to increase the width of the Southern Link Road to 36.6m. Updated subdivision plans can be found within <b>Annexure B</b>.</li><li>TrfNSW has since confirmed acceptance of the subdivision plans. Refer to <b>Annexure A</b>.</li></ul>
The plans as submitted with that application have sought to widen the road reserve width beyond what was suggested in the above SSD determination, and TFNSW have now advised of further changes that are required to the proposed plans of subdivision to further widen proposed lot 105 (link road lot) to accommodate the link road intersection design requirements.	<ul style="list-style-type: none"><li>As above. The updated width of the road reserve, as requested by TfNSW, has been included in both the SSD7348 MOD5 and DA19.0575 plans.</li></ul>
These requested changes will result in impacts to the developable areas of the adjoining proposed allotments (Proposed Lot 101 and 108) which will also have	<ul style="list-style-type: none"><li>Noted;</li><li>Significant setbacks and landscaping have been provided to accommodate potential road widenings required by TrfNSW;</li></ul>

TfNSW Comment

implications for the approved development being landscaping, car parking and potentially built form arrangements under SSD 7348. The required widening of the link road reserve / corridor will encroach into the landscaped batters that were previously approved for the industrial subdivision. Possible retaining walls may be required along sections of the new road reserve boundaries when the new Southern Link Road is constructed. As the final design for the SLR has not been determined, it is difficult to determine the future height of any retaining walls that will be required and this is critical to consider the impacts and implications of the development on the streetscape.

Goodman Response

- The requested increased road reserve can be accommodated through minor reduction of landscape setback, thereby reducing any impact on approved built form and hardstand while still enabling a good landscape buffer to be provided along the road frontage.
- Suggest the subdivision and updated setbacks be endorsed to not hold up the provision of public infrastructure that has strict timing requirements to be met under Goodman's Voluntary Planning Agreement with the Minister for Planning & Public Spaces;
- Once TfNSW have confirmed the design of the Southern Link Road and have approval to construct the road, the parties can discuss how best to accommodate both the strategic planning outcomes and infrastructure requirements noting that only car parking and landscaping exists within the proximity of the Southern Link Road for the subject subdivision applications. Refer also to **Annexure C** which is a further email explaining this to Penrith City Council.

review of the proposed modification application plans has identified the following implications will be further impacted by TfNSW additional widening requirements:-

1) Road reserve boundaries along the SLR near the intersection of the WNSLR (sheet C2020) will likely remain unchanged with batter slopes of 1 in 5 (SLR slopes down to Lot 1A).

2) Where the SLR road reserve is widened into the batter adjoining the car park at the southern end of Lot 1A, the existing batter slopes of 1 in 3 will require either steepening or a retaining wall to support the SLR (sheets C2019 & C2020 – SLR slopes down to Lot 1A).

3) The batter from Lot 1B down to the SLR is generally at 1 in 10 to 1 in

- Noted

- Noted

- Noted. Goodman does not propose to alter the levels which have already been approved.

- Noted. That assumes TfNSW in fact proceed with that design,

TfNSW Comment	Goodman Response
12 (Lot 1B slopes down to SLR). Widening of the road reserve boundary will require trimming and steepening of these batters to accommodate the SLR.	which the Government has not been approved for construction.
4) The widening of the SLR road reserve adjoining Lot 2B west of Road No 1 (sheets C2030 & C2023) will also impact batter slopes within this area. Details have not been provided.	<ul style="list-style-type: none"> <li>The subject subdivision has nothing to do with Lot 2B. The subdivision applications only affect 1A &amp; 1B-1C.</li> </ul>
The proposed plans submitted in support of the Mod 5 application, as a consequence of required changes to the proposed lot configurations, are not suitable and require further amendment due to further widening required by TfNSW. Noting that lot dimensions for road reservation widening is required, this widening cannot be at the expense of the landscape setback approved in the above SSD determination. Where the landscaping setback is impacted to less than the minimum 10m approved, reconsideration and amendment of the overall development arrangement is considered to be necessary.	<ul style="list-style-type: none"> <li>As mentioned above, TfNSW do not know which design option they will proceed with. Goodman suggest the application be approved as-is. Once TfNSW have approval to proceed with construction and the design is confirmed, the relevant authorities and parties can discuss how council's requirements are satisfied. Refer to <b>Annexure C</b>.</li> </ul>
As raised in Council's comments as part of the preceding assessment, the retention of Proposed 102 with 2 x warehouse developments was considered to reflect an overdevelopment of the site that ideally should have been amalgamated into a single development lot. Any required widening of the link road as part of the separate subdivision development application that reduces landscaping to less than 10m, would suggest the need again, to delete Lot 102 (or reduce Lot 102 deleting Warehouse 1C), and relocate all approved parking that encroaches into the revised 10m landscaped setback zone into this part of the site.	<ul style="list-style-type: none"> <li>Deletion of Warehouse 1C would be unfeasible and would result in inefficient land use and less job generation for Penrith's LGA.</li> <li>The proposed 7.5m landscape setback to accommodate TfNSW's increased road reserve will still provide generous landscape treatment along the road frontage to include good screening to soften built form, without unnecessary sterilization of developable land. Car park tree planting will still be provided to enhance landscape presentation to the SLR. This is considered an acceptable compromise outcome considering the road widening impost requested TfNSW, which would otherwise compromise the Oakdale West development.</li> <li>Goodman believe strategic planning outcomes and landscape requirements can be met once the ultimate design of the road is known.</li> </ul>

TfNSW Comment	Goodman Response
<b>Environmental Management Considerations</b>	
Council's Environmental Management Officers have reviewed the Final Hazard Analysis prepared by Riskcon Engineering, reference RCE-19039_CA_FHA_Final_8Jul20_Rev(0), dated 8/07/2020. It is noted that the report makes a number of recommendations in section 8.2 being:-	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
1) The certifier of the development needs to ensure that these recommendations are incorporated into construction plans and documents prior to CC, and then verify that they have been incorporated into the development prior to OC. Conditions of consent need to be included to this effect.	<ul style="list-style-type: none"> <li>• Noted</li> </ul>
2) The quantities of dangerous goods to be stored at the site must be limited to the amounts listed in Table 3-1 of the Final Hazard Analysis prepared by Riskcon Engineering, reference RCE-19039_CA_FHA_Final_8Jul20_Rev(0), dated 8/07/2020. A condition of consent to this effect needs to be included in any determination.	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>

## Appendix A - TfNSW correspondence

**From:** [Stephanie Partridge](#)  
**To:** [Guy Smith](#)  
**Subject:** FW: Oakdale West - Subdivisions  
**Date:** Tuesday, 8 September 2020 5:30:23 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[SLR blue option overlay.pdf](#)

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**From:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Sent:** Wednesday, 2 September 2020 1:55 PM  
**To:** Stephanie Partridge <[Stephanie.Partridge@goodman.com](mailto:Stephanie.Partridge@goodman.com)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>; Alasdair Cameron <[Alasdair.Cameron@goodman.com](mailto:Alasdair.Cameron@goodman.com)>; Guy Smith <[Guy.Smith@goodman.com](mailto:Guy.Smith@goodman.com)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Lee Farrell <[Lee.Farrell@transport.nsw.gov.au](mailto:Lee.Farrell@transport.nsw.gov.au)>; Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>; Matthew Allen <[Matthew.D.ALLEN@transport.nsw.gov.au](mailto:Matthew.D.ALLEN@transport.nsw.gov.au)>; Kathryn Saunders <[kathryn.saunders@penrith.city](mailto:kathryn.saunders@penrith.city)>; Laura Van putten <[Laura.VAN.PUTTEN@transport.nsw.gov.au](mailto:Laura.VAN.PUTTEN@transport.nsw.gov.au)>  
**Subject:** RE: Oakdale West - Subdivisions

Hi Stephanie,

I refer to your email below and our subsequent discussions regarding the proposed subdivisions in Oakdale West.

As discussed, land required for Southern Link Road (SLR) does not align with the land identified in the proposed subdivision plan. The land requirement for the SLR would be a combination of purple and red line boundaries shown on the attached plan. The proposed subdivision is generally along the purple line boundary.

Transport for NSW (TfNSW) would raise no objection to the proposed subdivision (along the purple boundary) provided that there are no structures or buildings (including utilities) within the land identified by the purple line and red line.

Please submit updated subdivision plans showing area bounded by the red line to Council for referral to TfNSW. Identification of this land on the subdivision plan is required to ensure that structures, buildings or utilities are not allowed within this land.

I trust this is of assistance. Please contact me if you like to discuss this matter further.

Regards  
Pahee  
Pahee Rathan  
Senior Land Use Assessment Coordinator  
Planning and Programs  
Greater Sydney  
Transport for NSW

T 02 8849 2219 | M 0417 246 510  
Level 5 27 Argyle Street Parramatta NSW 2150



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I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

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**From:** Stephanie Partridge [<mailto:Stephanie.Partridge@goodman.com>]  
**Sent:** Tuesday, 25 August 2020 1:36 PM  
**To:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>; Alasdair Cameron <[Alasdair.Cameron@goodman.com](mailto:Alasdair.Cameron@goodman.com)>; Guy Smith <[Guy.Smith@goodman.com](mailto:Guy.Smith@goodman.com)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Lee Farrell <[Lee.Farrell@transport.nsw.gov.au](mailto:Lee.Farrell@transport.nsw.gov.au)>; Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>; Matthew Allen <[Matthew.D.ALLEN@transport.nsw.gov.au](mailto:Matthew.D.ALLEN@transport.nsw.gov.au)>; Kathryn Saunders <[kathryn.saunders@penrith.city](mailto:kathryn.saunders@penrith.city)>  
**Subject:** RE: Oakdale West - Subdivisions

Dear Pahee

We refer to the below email, and our call this morning and confirm our discussions that TrfNSW are satisfied with the updates Goodman have made to the subdivision plan that reflect the 36.6m Southern Link Road (SLR) corridor.

For reference, we attach the email that was issued to council with the revised subdivision plan.

This was sent on the 7<sup>th</sup> of July. We understand council sent this to TrfNSW.

We understand that this closes out the remaining points on both the WNSLR subdivision plan and the Oakdale West internal subdivision plan noting that TrfNSW are pleased for these to be progressed in the absence on a final design of the SLR.

Please confirm so that Penrith City Council can finalise their assessment of these applications.

Many thanks for your assistance.

Regards  
Stephanie



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Goodman Funds Management Limited ABN 48 067 796 641 AFSL Number 223621  
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Any letter or email which outlines proposed leasing terms is intended for discussion purposes only and does not constitute a binding agreement. In no event shall the correspondence be construed as a letter of intent, commitment, or offer by Goodman to enter into any leasing arrangements. Until relevant leasing documents are fully executed and delivered by Goodman, no agreement of any type or kind upon which any obligations, commitment or understanding can be found.

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**From:** Stephanie Partridge  
**Sent:** Thursday, 20 August 2020 8:35 PM  
**To:** Matthew Allen <[Matthew.D.ALLEN@transport.nsw.gov.au](mailto:Matthew.D.ALLEN@transport.nsw.gov.au)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>; Alasdair Cameron <[Alasdair.Cameron@goodman.com](mailto:Alasdair.Cameron@goodman.com)>; Guy Smith <[Guy.Smith@goodman.com](mailto:Guy.Smith@goodman.com)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Kathryn Saunders <[kathryn.saunders@penrith.city](mailto:kathryn.saunders@penrith.city)>; Lee Farrell <[Lee.Farrell@transport.nsw.gov.au](mailto:Lee.Farrell@transport.nsw.gov.au)>; Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>; Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>  
**Subject:** Oakdale West - Subdivisions

Matt

Further to our previous discussions on the WNSLR & SLR and how these affect the subdivision DA's currently under assessment by Penrith City Council, we note as follows.

Goodman is pleased to work with TrfNSW in a collaborative manner to ensure both the objectives of TrfNSW & Goodman are achieved.

#### WNSLR Subdivision

I refer to the attached letter provided from TrfNSW (attachment 1), and confirm that Goodman has now responded to TrfNSW via Penrith City Council on 2 of the 3 points raised in this letter.

Refer to attachment 2 for our response.

We believe this closes out these items per AT&L's discussion with Lee Farrell.

The last remaining point relates to the WNSLR & SLR intersection.

Our masterplan design has sufficient space for the localised widening that is potentially going to be proposed by TrfNSW in the future.

Goodman are not oppose to a future boundary re-alignment or design change, and we are pleased to provide TrfNSW with this opportunity once they have a firmer final design of the intersection.

As you are aware, TrfNSW's confirmation to this effect is the only item outstanding prior to Goodman being able to satisfy the subdivision and dedication of the WNSLR under our VPA with the Minister for Planning & Public Spaces.

In the spirit of allowing Goodman to meet its obligations under the VPA, could you please confirm by reply email that TrfNSW is comfortable with the current WNSLR & SLR design?

Once again, we are pleased to consider further design change requests by TrfNSW once TrfNSW have a more accurate understanding of the final design proposed for the WNSLR / SLR connection.

For context, we note that we are due to reach Practical Completion on majority of the WNSLR by the end of this month, with the bridge works well advanced.

OW Internal subdivision

We note that Goodman has increased the SLR road corridor to 36.6m per the request of TrfNSW (refer attachment 3 and 4).

Once again, we are happy to explore alternative within the future, if required, once TrfNSW has a confirmed position on the width of the SLR.

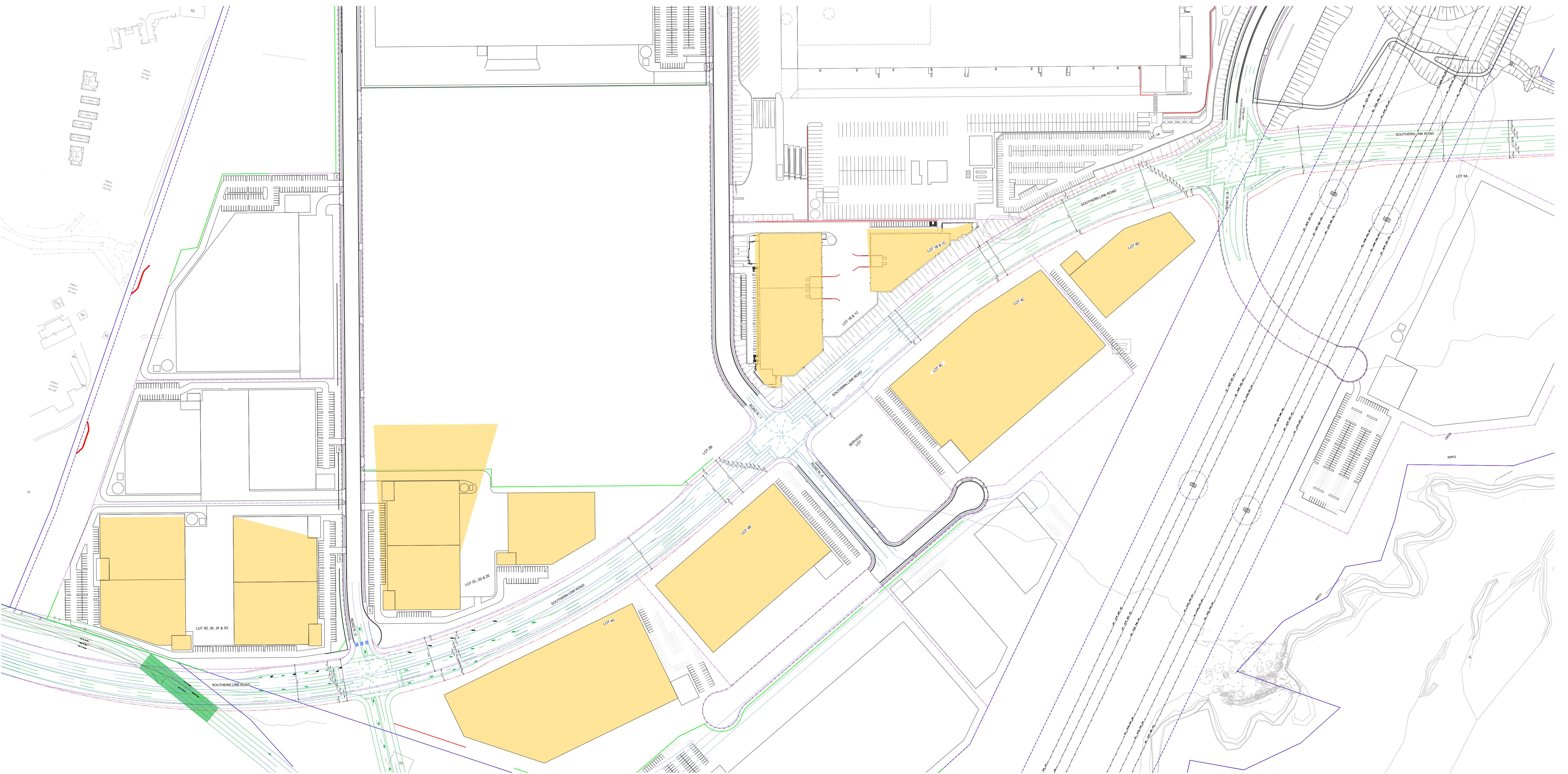
Please confirm the adjusted plan provided and discussed in our meeting last Thursday is sufficient.

We thank you in advance for your assistance in closing out this matter.

Regards  
Stephanie

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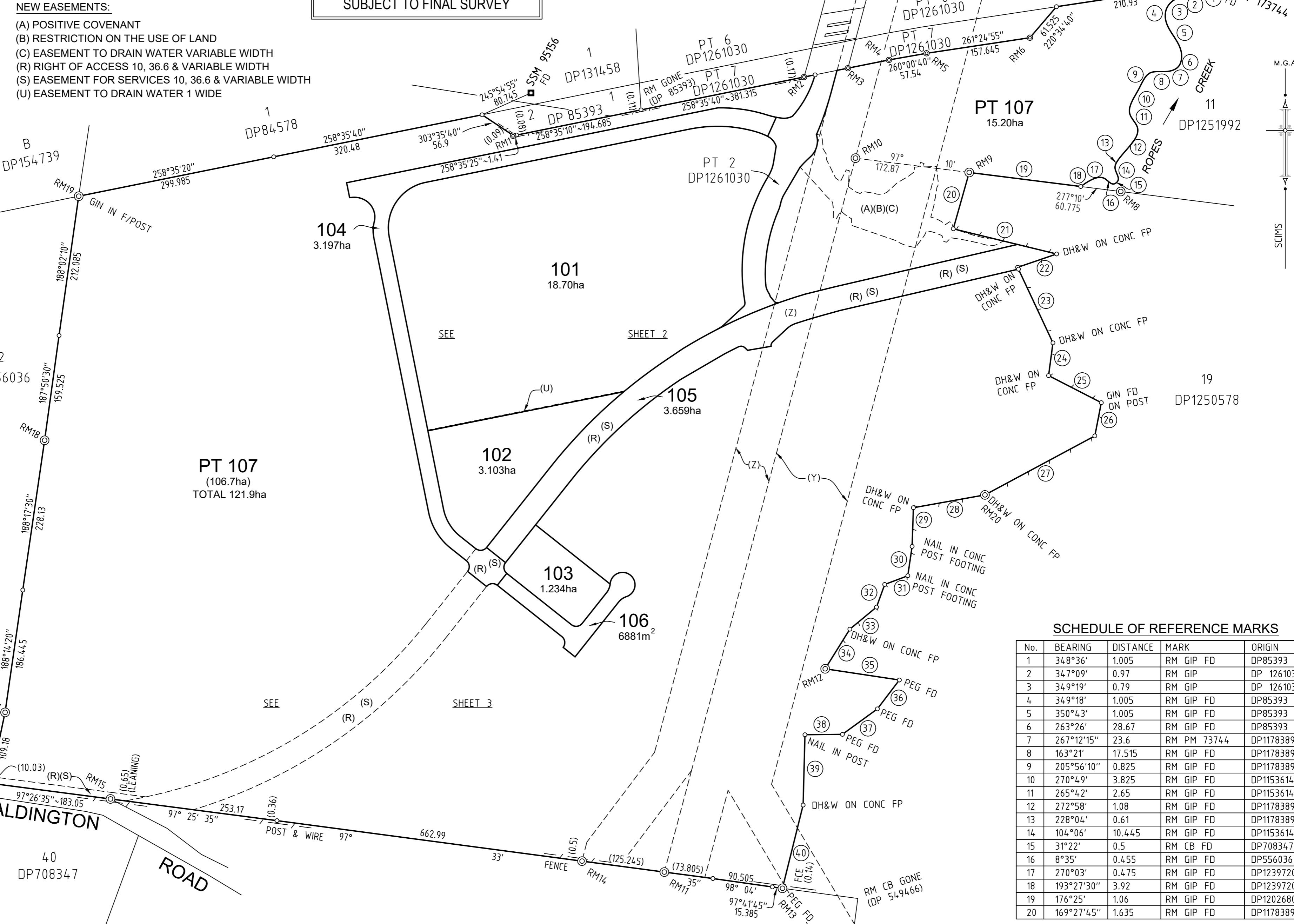


SCHEDULE OF  
SHORT LINES

## Appendix B

THIS IS A DRAFT PLAN ONLY AND IS  
SUBJECT TO FINAL SURVEY

No.	BEARING	DISTANCE
1	31°15'20"	14.91
2	71°45'35"	18.405
3	46°50'05"	24.095
4	5°10'20"	15.22
5	335°16'30"	57.735
6	13°29'20"	19.585
7	63°58'10"	16.445
8	85°01'	28.06
9	35°02'35"	30
10	18°16'30"	40.98
11	328°53'55"	19.93
12	29°21'25"	58.485
13	20°27'05"	12.905
14	347°48'25"	19.845
15	53°28'30"	7.49
16	120°37'45"	16.185
17	80°56'45"	23.36
18	56°56'25"	15.38
19	97°09'55"	169.47
20	15°47'35"	88.275
21	283°41'10"	160.45
22	71°05'55"	62.225
23	334°55'40"	125.68
24	7°39'	49.815
25	297°09'15"	89.405
26	11°01'35"	51.05
27	61°45'40"	188.1
28	79°51'40"	109.565
29	1°53'30"	58.375
30	8°20'45"	44.725
31	69°21'20"	37.22
32	19°52'45"	36.31
33	50°23'35"	52.19
34	31°55'15"	70.4
35	278°34'50"	113.13
36	37°15'20"	54.71
37	53°55'20"	65.235
38	89°25'45"	56.5
39	1°30'10"	106.085
40	13°57'05"	129.3



## SCHEDULE OF REFERENCE MARKS

No.	BEARING	DISTANCE	MARK	ORIGIN
1	348°36'	1.005	RM GIP FD	DP85393
2	347°09'	0.97	RM GIP	DP 1261030
3	349°19'	0.79	RM GIP	DP 1261030
4	349°18'	1.005	RM GIP FD	DP85393
5	350°43'	1.005	RM GIP FD	DP85393
6	263°26'	28.67	RM GIP FD	DP85393
7	267°12'15"	23.6	RM PM 73744	DP1178389
8	163°21'	17.515	RM GIP FD	DP1178389
9	205°56'10"	0.825	RM GIP FD	DP1178389
10	270°49'	3.825	RM GIP FD	DP1153614
11	265°42'	2.65	RM GIP FD	DP1153614
12	272°58'	1.08	RM GIP FD	DP1178389
13	228°04'	0.61	RM GIP FD	DP1178389
14	104°06'	10.445	RM GIP FD	DP1153614
15	31°22'	0.5	RM CB FD	DP708347
16	8°35'	0.455	RM GIP FD	DP556036
17	270°03'	0.475	RM GIP FD	DP1239720
18	193°27'30"	3.92	RM GIP FD	DP1239720
19	176°25'	1.06	RM GIP FD	DP1202680
20	169°27'45"	1.635	RM GIP FD	DP1178389

## EXISTING EASEMENTS:

(Y) EASEMENT FOR TRANSMISSION LINE 60.96 AND 121.92 WIDE (GOV GAZ 16-10-64 - J924492)

(Z) EASEMENT FOR TRANSMISSION LINE 60.96 WIDE AND VARIABLE WIDTH (DP1153614)

## SURVEYOR

Name: SCOTT PETER LINDSAY LORD

Date of Survey: DRAFT ONLY

Surveyor's Reference: 50034 009DP [PPN DP 1262308]

## PLAN OF SUBDIVISION OF LOT 8 IN DP 1261030

## LGA: PENRITH

Locality: KEMPS CREEK

Reduction Ratio 1: 4000

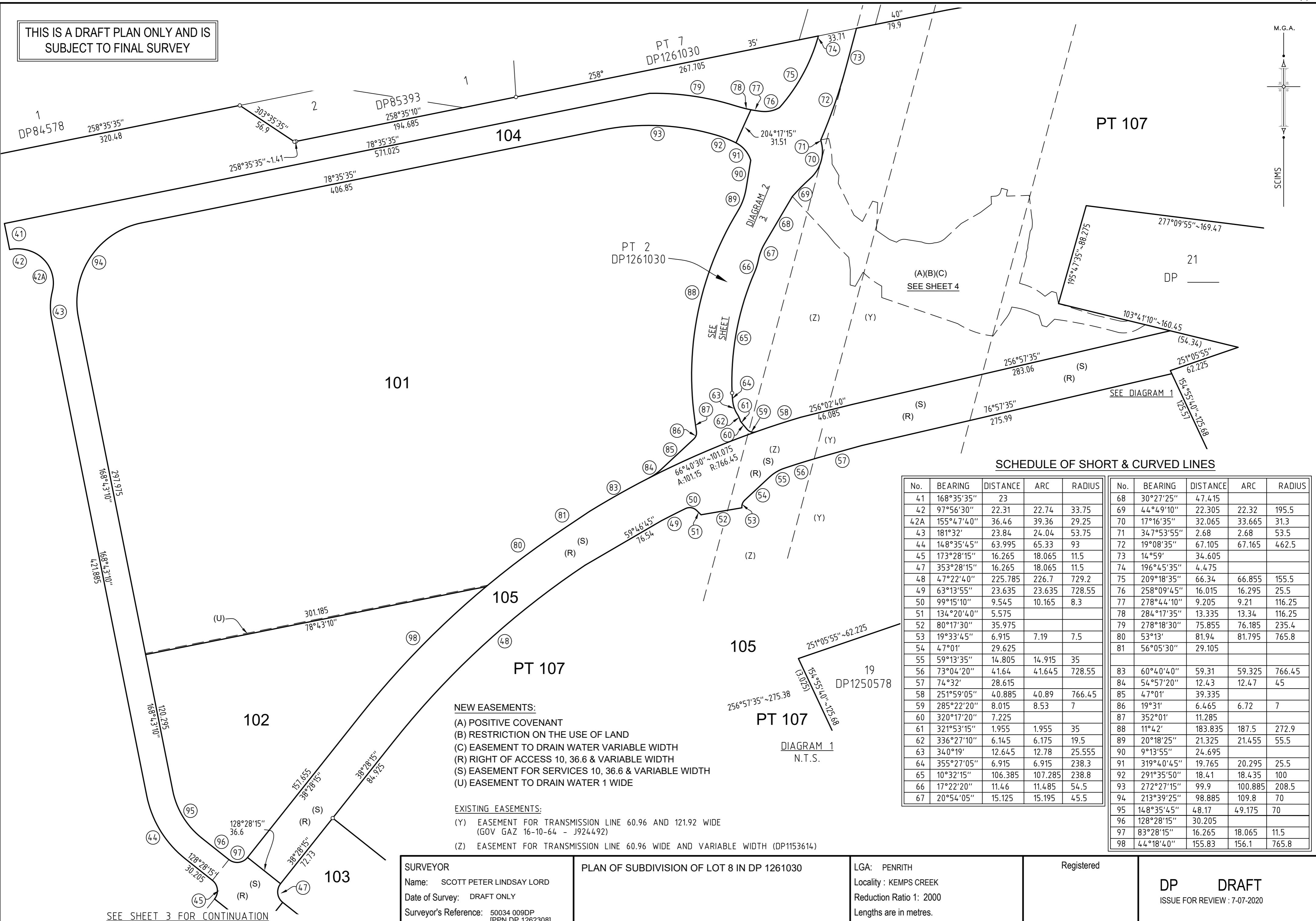
Lengths are in metres.

## Registered

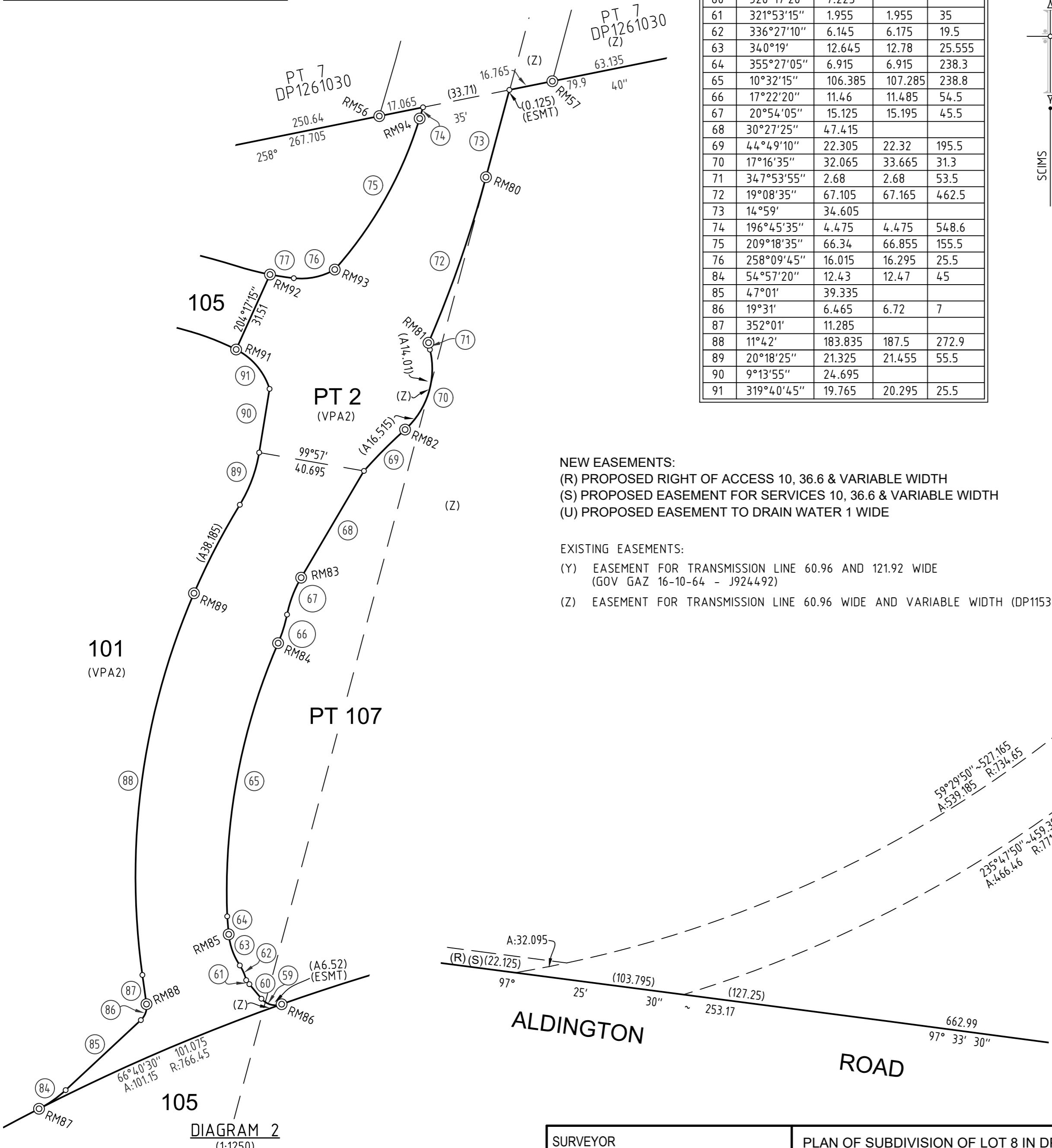
DP DRAFT

ISSUE FOR REVIEW: 7-07-2020

THIS IS A DRAFT PLAN ONLY AND IS SUBJECT TO FINAL SURVEY



THIS IS A DRAFT PLAN ONLY AND IS SUBJECT TO FINAL SURVEY



### SCHEDULE OF SHORT & CURVED LINES

No.	BEARING	DISTANCE	ARC	RADIUS
59	285°22'20"	8.015	8.53	7
60	320°17'20"	7.225		
61	321°53'15"	1.955	1.955	35
62	336°27'10"	6.145	6.175	19.5
63	340°19'	12.645	12.78	25.555
64	355°27'05"	6.915	6.915	238.3
65	10°32'15"	106.385	107.285	238.8
66	17°22'20"	11.46	11.485	54.5
67	20°54'05"	15.125	15.195	45.5
68	30°27'25"	47.415		
69	44°49'10"	22.305	22.32	195.5
70	17°16'35"	32.065	33.665	31.3
71	347°53'55"	2.68	2.68	53.5
72	19°08'35"	67.105	67.165	462.5
73	14°59'	34.605		
74	196°45'35"	4.475	4.475	548.6
75	209°18'35"	66.34	66.855	155.5
76	258°09'45"	16.015	16.295	25.5
84	54°57'20"	12.43	12.47	45
85	47°01'	39.335		
86	19°31'	6.465	6.72	7
87	352°01'	11.285		
88	11°42'	183.835	187.5	272.9
89	20°18'25"	21.325	21.455	55.5
90	9°13'55"	24.695		
91	319°40'45"	19.765	20.295	25.5

#### NEW EASEMENTS:

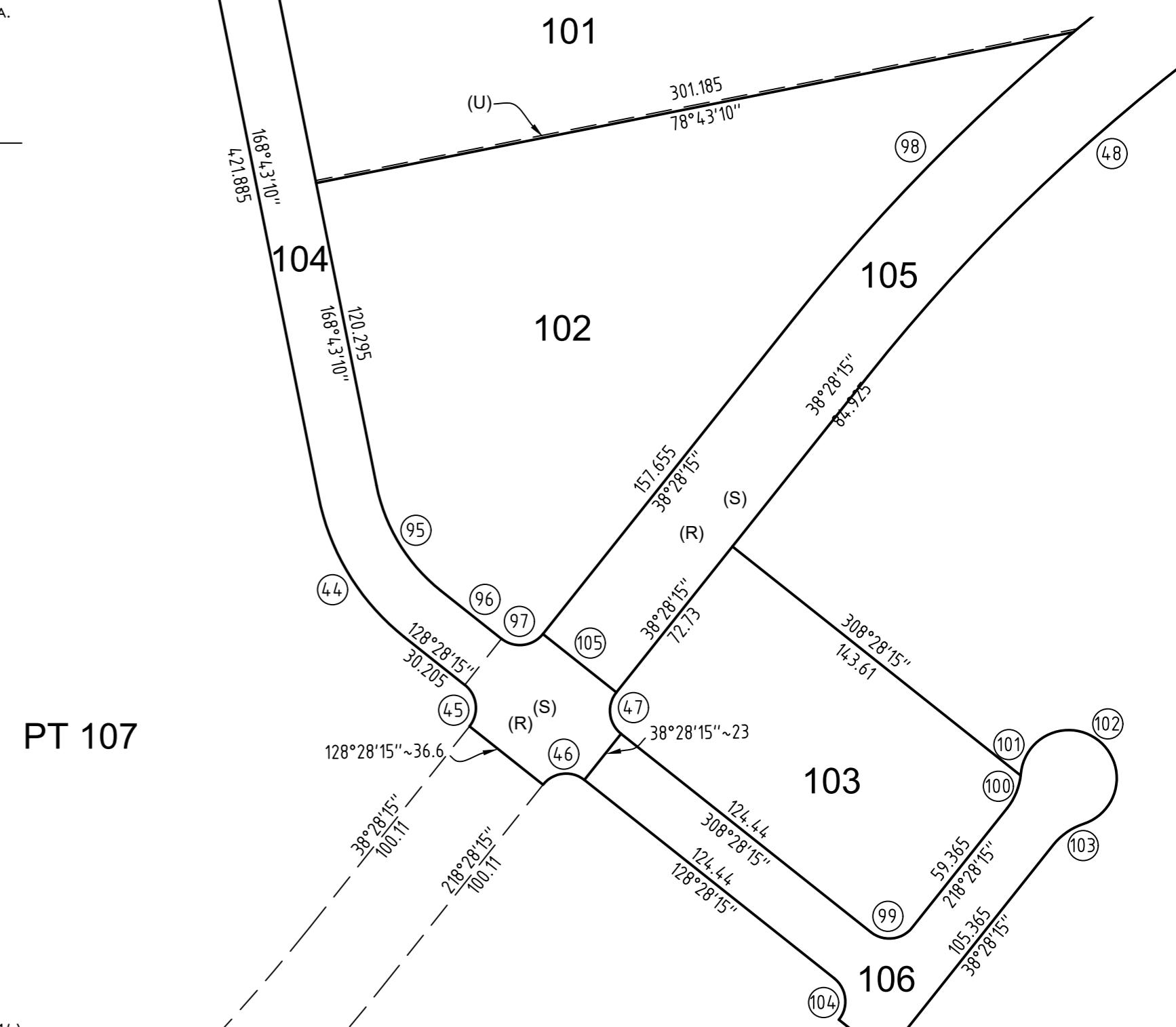
- (R) PROPOSED RIGHT OF ACCESS 10, 36.6 & VARIABLE WIDTH
- (S) PROPOSED EASEMENT FOR SERVICES 10, 36.6 & VARIABLE WIDTH
- (U) PROPOSED EASEMENT TO DRAIN WATER 1 WIDE

#### EXISTING EASEMENTS:

- (Y) EASEMENT FOR TRANSMISSION LINE 60.96 AND 121.92 WIDE (GOV GAZ 16-10-64 - J924492)
- (Z) EASEMENT FOR TRANSMISSION LINE 60.96 WIDE AND VARIABLE WIDTH (DP1153614)

M.G.A.  
SCLMS

SEE SHEET 2 FOR CONTINUATION



PT 107

### SCHEDULE OF SHORT & CURVED LINES

No.	BEARING	DISTANCE	ARC	RADIUS
44	148°35'45"	63.995	65.33	93
45	173°28'15"	16.265	18.065	11.5
46	263°28'15"	16.265	18.065	11.5
47	353°28'15"	16.265	18.065	11.5
48	47°22'40"	225.785	226.7	729.2
95	148°35'45"	48.17	49.175	70
96	128°28'15"	30.205		
97	263°28'15"	16.265	18.065	11.5
98	44°18'40"	155.83	156.1	765.8
99	263°28'15"	16.265	18.065	11.5
100	202°29'25"	13.905	14.085	25.25
101	185°48'35"	0.615	0.615	25.25
102	308°28'15"	31.32	80.74	18.75
103	55°09'05"	14.495	14.7	25.25
104	173°28'15"	16.265	18.065	11.5
105	308°28'15"	36.6		

### SCHEDULE OF REFERENCE MARKS

No.	BEARING	DISTANCE	MARK	ORIGIN
56	347°09'	0.97	RM GIP FD	DP 1261030
57	349°19'	0.79	RM GIP FD	DP 1261030
80	104°40'	1.0	RM GIP FD	DP 1261030
81	111°07'	0.99	RM GIP FD	DP 1261030
82	139°11'	1.0	RM GIP FD	DP 1261030
83	118°50'	0.99	RM GIP FD	DP 1261030
84	112°36'	0.99	RM GIP FD	DP 1261030
85	82°57'	0.98	RM GIP FD	DP 1261030
86	338°34'	1.01	RM GIP FD	DP 1261030
87	335°46'	1.03	RM GIP FD	DP 1261030
88	270°56'	1.8	RM GIP FD	DP 1261030
89	294°36'	0.99	RM GIP FD	DP 1261030
91	224°08'	0.98	RM GIP FD	DP 1261030
92	349°23'	1.02	RM GIP FD	DP 1261030
93	314°30'	1.01	RM GIP FD	DP 1261030
94	285°40'	0.98	RM GIP FD	DP 1261030

### SURVEYOR

Name: SCOTT PETER LINDSAY LORD  
Date of Survey: DRAFT ONLY  
Surveyor's Reference: 50034 009DP  
[PPN DP 1262308]

### PLAN OF SUBDIVISION OF LOT 8 IN DP 1261030

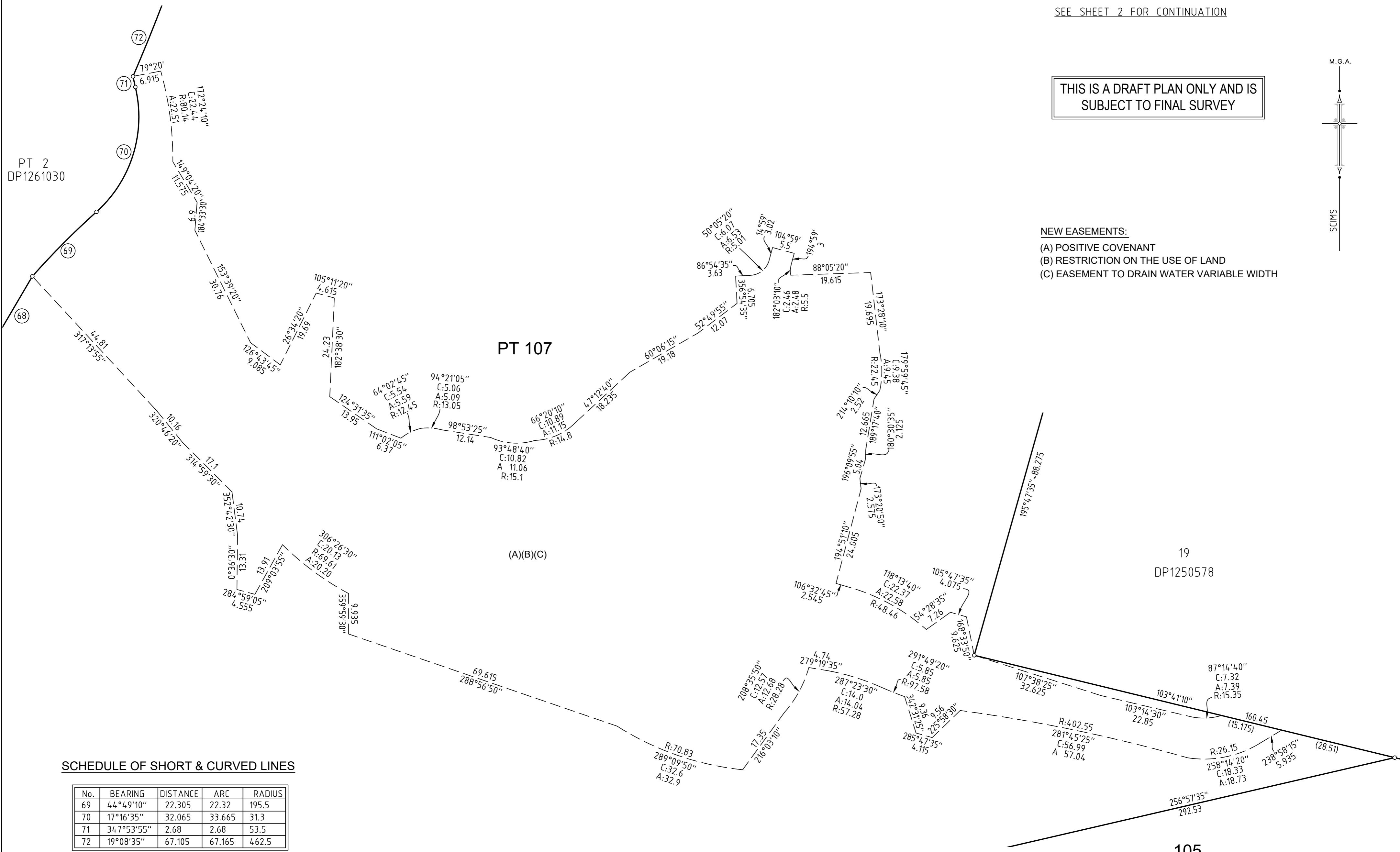
LGA: PENRITH  
Locality: KEMPS CREEK  
Reduction Ratio 1: 2000  
Lengths are in metres.

Registered

DP DRAFT

ISSUE FOR REVIEW : 7-07-2020

SEE SHEET 2 FOR CONTINUATION



# Annexure C

**From:** [Stephanie Partridge](#)  
**To:** [Kathryn Saunders](#)  
**Cc:** [Guy Smith](#); [Kym Dracopoulos](#)  
**Subject:** RE: Oakdale West - Subdivisions  
**Date:** Tuesday, 8 September 2020 3:16:12 PM  
**Attachments:** [image007.png](#)  
[image008.png](#)  
[image009.png](#)

---

Hi Kathy

Goodman will not be submitting a further subdivision plan at this point in time.

We understand that TrfNSW are satisfied with the current subdivision plan put forward in terms of the road reserve provided of 36.6m.

Goodman has already increased the width of the road reserve to accommodate TrfNSW's request.

We don't believe it is necessary to further burden the land by way of an easement to ensure authorities or Goodman cannot construct structures or services between the purple and red area.

This would not be beneficial to council or Goodman.

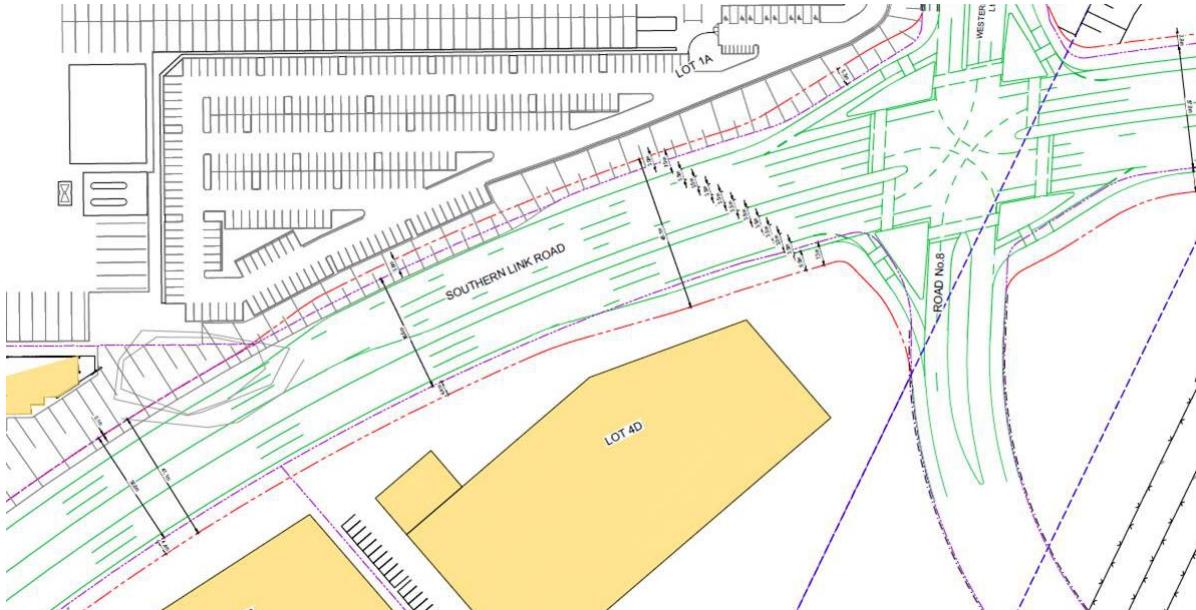
The reasons for this is as follows;

- This land already sits within a setback that cannot accommodate building structures;
- Services have already been designed, approved, and constructed within this area to service the broader Western Sydney Employment Area;
- Goodman has no intention to construct or provision for anything else within this area (nor do we have approval);
- The land is currently owned by Goodman, not TrfNSW;
- Should TrfNSW wish to burden the land, or construct infrastructure within this area, they must compensate Goodman for this land;
- TrfNSW are yet to confirm the ultimate design of the intersections along the Southern Link Road;
- Once TrfNSW have approval to proceed with a preferred design, they may approach Goodman to acquire the land for the Southern Link Road;
- As the subject subdivision and intersection width only relates to the extract below, being Precinct 1A, there is ample land within the setback and car parking area (which can be reconfigured at the time) to accommodate TrfNSW's request further down the track once TrfNSW know what they are actually constructing.

I trust that our position is clear and that you understand we are just trying to be practical given the above points.

Please don't hesitate to call me to discuss.

Regards  
Stephanie



**From:** Kathryn Saunders <kathryn.saunders@penrith.city>  
**Sent:** Tuesday, 8 September 2020 2:41 PM  
**To:** Stephanie Partridge <Stephanie.Partridge@goodman.com>  
**Subject:** FW: Oakdale West - Subdivisions

Hi Stephanie, Please confirm if Goodman will be submitting amended plans to Council as requested by Pahee (second last para) in his email below?

Regards, Kathy

**Kathryn Saunders**  
Senior Development Assessment Planner

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T [+612 4732 8567](tel:+61247328567)  
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[www.penrithcity.nsw.gov.au](http://www.penrithcity.nsw.gov.au)

---

**From:** Pahee Rathan <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Sent:** Wednesday, 2 September 2020 1:55 PM  
**To:** Stephanie Partridge <[Stephanie.Partridge@goodman.com](mailto:Stephanie.Partridge@goodman.com)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>; Alasdair Cameron <[Alasdair.Cameron@goodman.com](mailto:Alasdair.Cameron@goodman.com)>; Guy Smith <[guy.smith@goodman.com](mailto:guy.smith@goodman.com)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Lee Farrell <[Lee.Farrell@transport.nsw.gov.au](mailto:Lee.Farrell@transport.nsw.gov.au)>; Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>; Matthew Allen <[matthew.d.allen@transport.nsw.gov.au](mailto:matthew.d.allen@transport.nsw.gov.au)>; Kathryn Saunders <[kathryn.saunders@penrith.city](mailto:kathryn.saunders@penrith.city)>; Laura Van putten <[Laura.VAN.PUTTEN@transport.nsw.gov.au](mailto:Laura.VAN.PUTTEN@transport.nsw.gov.au)>  
**Subject:** RE: Oakdale West - Subdivisions

**EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.**

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Hi Stephanie,

I refer to your email below and our subsequent discussions regarding the proposed subdivisions in Oakdale West.

As discussed, land required for Southern Link Road (SLR) does not align with the land identified in the proposed subdivision plan. The land requirement for the SLR would be a combination of purple and red line boundaries shown on the attached plan. The proposed subdivision is generally along the purple line boundary.

Transport for NSW (TfNSW) would raise no objection to the proposed subdivision (along the purple boundary) provided that there are no structures or buildings (including utilities) within the land identified by the purple line and red line.

Please submit updated subdivision plans showing area bounded by the red line to Council for referral to TfNSW. Identification of this land on the subdivision plan is required to ensure that structures, buildings or utilities are not allowed within this land.

I trust this is of assistance. Please contact me if you like to discuss this matter further.

Regards  
Pahee  
Pahee Rathan  
Senior Land Use Assessment Coordinator  
Planning and Programs  
Greater Sydney  
Transport for NSW

T 02 8849 2219 | M 0417 246 510  
Level 5 27 Argyle Street Parramatta NSW 2150



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I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

---

**From:** Stephanie Partridge [<mailto:Stephanie.Partridge@goodman.com>]

**Sent:** Tuesday, 25 August 2020 1:36 PM  
**To:** Pahee Rathau <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>; Alasdair Cameron <[Alasdair.Cameron@goodman.com](mailto:Alasdair.Cameron@goodman.com)>; Guy Smith <[Guy.Smith@goodman.com](mailto:Guy.Smith@goodman.com)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Lee Farrell <[Lee.Farrell@transport.nsw.gov.au](mailto:Lee.Farrell@transport.nsw.gov.au)>; Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>; Matthew Allen <[Matthew.D.ALLEN@transport.nsw.gov.au](mailto:Matthew.D.ALLEN@transport.nsw.gov.au)>; Kathryn Saunders <[kathryn.saunders@penrith.city](mailto:kathryn.saunders@penrith.city)>  
**Subject:** RE: Oakdale West - Subdivisions

Dear Pahee

We refer to the below email, and our call this morning and confirm our discussions that TrfNSW are satisfied with the updates Goodman have made to the subdivision plan that reflect the 36.6m Southern Link Road (SLR) corridor.

For reference, we attach the email that was issued to council with the revised subdivision plan.

This was sent on the 7<sup>th</sup> of July. We understand council sent this to TrfNSW.

We understand that this closes out the remaining points on both the WNSLR subdivision plan and the Oakdale West internal subdivision plan noting that TrfNSW are pleased for these to be progressed in the absence on a final design of the SLR.

Please confirm so that Penrith City Council can finalise their assessment of these applications.

Many thanks for your assistance.

Regards  
Stephanie



+ **Stephanie Partridge**  
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---

**From:** Stephanie Partridge  
**Sent:** Thursday, 20 August 2020 8:35 PM  
**To:** Matthew Allen <[Matthew.D.ALLEN@transport.nsw.gov.au](mailto:Matthew.D.ALLEN@transport.nsw.gov.au)>  
**Cc:** Anthony McLandsborough <[anthony.m@atl.net.au](mailto:anthony.m@atl.net.au)>; Alex Lohrisch <[Alex.L@atl.net.au](mailto:Alex.L@atl.net.au)>; Alasdair Cameron <[Alasdair.Cameron@goodman.com](mailto:Alasdair.Cameron@goodman.com)>; Guy Smith <[Guy.Smith@goodman.com](mailto:Guy.Smith@goodman.com)>; Kym Dracopoulos <[Kym.Dracopoulos@goodman.com](mailto:Kym.Dracopoulos@goodman.com)>; Kathryn Saunders <[kathryn.saunders@penrith.city](mailto:kathryn.saunders@penrith.city)>; Lee Farrell <[Lee.Farrell@transport.nsw.gov.au](mailto:Lee.Farrell@transport.nsw.gov.au)>; Pahee Rathau <[Pahee.RATHAN@transport.nsw.gov.au](mailto:Pahee.RATHAN@transport.nsw.gov.au)>; Malgy Coman <[Malgy.COMAN@transport.nsw.gov.au](mailto:Malgy.COMAN@transport.nsw.gov.au)>  
**Subject:** Oakdale West - Subdivisions

Matt

Further to our previous discussions on the WNSLR & SLR and how these affect the subdivision DA's currently under assessment by Penrith City Council, we note as follows.

Goodman is pleased to work with TrfNSW in a collaborative manner to ensure both the objectives of TrfNSW & Goodman are achieved.

WNSLR Subdivision

I refer to the attached letter provided from TrfNSW (attachment 1), and confirm that Goodman has now responded to TrfNSW via Penrith City Council on 2 of the 3 points raised in this letter.

Refer to attachment 2 for our response.

We believe this closes out these items per AT&L's discussion with Lee Farrell.

The last remaining point relates to the WNSLR & SLR intersection.

Our masterplan design has sufficient space for the localised widening that is potentially going to be proposed by TrfNSW in the future.

Goodman are not oppose to a future boundary re-alignment or design change, and we are pleased to provide TrfNSW with this opportunity once they have a firmer final design of the intersection.

As you are aware, TrfNSW's confirmation to this effect is the only item outstanding prior to Goodman being able to satisfy the subdivision and dedication of the WNSLR under our VPA with the Minister for Planning & Public Spaces.

In the spirit of allowing Goodman to meet its obligations under the VPA, could you please confirm by reply email that TrfNSW is comfortable with the current WNSLR & SLR design?

Once again, we are pleased to consider further design change requests by TrfNSW once TrfNSW have a more accurate understanding of the final design proposed for the WNSLR / SLR connection.

For context, we note that we are due to reach Practical Completion on majority of the WNSLR by the end of this month, with the bridge works well advanced.

OW Internal subdivision

We note that Goodman has increased the SLR road corridor to 36.6m per the request of TrfNSW (refer attachment 3 and 4).

Once again, we are happy to explore alternative within the future, if required, once TrfNSW has a confirmed position on the width of the SLR.

Please confirm the adjusted plan provided and discussed in our meeting last Thursday is sufficient.

We thank you in advance for your assistance in closing out this matter.

Regards  
Stephanie

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