



Marsden Park Developments Pty Ltd
15 Hollinsworth Road
Marsden Park
New South Wales 2765

22 December 2020

Pahee Rathan
Transport for NSW
27 Argyle Street, Parramatta NSW 2150

Dear Pahee,

**RE: MARSDEN PARK INDUSTRIAL PRECINCT
RICHMOND ROAD (MR 537) INTERFACE AND UPGRADE**

Our recent discussions regarding the assessment of the State Significant Development Application 10477 for the Stage 3 of Sydney Business Park refer.

As discussed, Marsden Park Developments Pty Ltd's (Sydney Business Park's) position remains that we continue to develop consistent with the approved land use and zoning that was supported via our Voluntary Planning Agreement (VPA). Via the delivery of our VPA, we have assisted RMS (now Transport for NSW) deliver the existing upgrades to Richmond Road (known as Stage 1 and 2 from Bells Creek to Grange Avenue) which closes out our required road works for the entire development of our project. We have since also continued to provide further cash contributions to State Infrastructure Contribution (SIC).

Unfortunately, the further State infrastructure upgrades planned by the Government for Richmond Road have now fallen behind forecast and actual traffic growth triggers. This cannot be allowed to restrict or impede economic development in this corridor.

Notwithstanding the above stated position, and that the forecast traffic movements for the proposed State Significant Development Application are consistent and covered by our original rezoning and our concurrent VPA, Marsden Park Developments Pty Ltd is willing to make the following unconditional offer to fund and deliver interim Richmond Road upgrades:

- To forward fund the concept design, detailed design and planning approval to Transport for NSW requirements for the left turn slip lane and additional right turn lane on the corner of Richmond Road and Hollinsworth Road generally in accordance with SMEC Concept plan "30013007-Richmon-Rd-Align-01-SC" (attached);
- To enter into a Works Authorisation Deed (WAD), seek and manage all approvals to facilitate construction of the above intersection (generally consistent with the concept);
- To tender, appoint and manage a pre-qualified contractor to complete the construction of the above works to Transport for NSW and the corridor managers satisfaction; and
- To deliver the works generally in accordance with the following timing (with any alterations to be agreed between the parties):
 - Concept design approval, update to the existing VPA and/or WAD arrangement completed by June 2021;
 - Design completion, tender and contractor appointment by December 2021; and
 - Construction to commence early 2022.

The above process and approval will necessarily run independently of the normal development application process through State or Local Council.

It is expected that a separate agreement between Transport for NSW and Marsden Park Developments Pty Ltd (with the commitments in this letter forming the basis of that agreement) would be in place prior to Occupation Certificate for any development associated with this application. Further Transport for NSW will be able to monitor progress on the above milestones and could potentially withhold concurrence on further development consents should Marsden Park Developments Pty Ltd not be progressing to the agreed program.

We suggested the following draft condition on the State Significant Development Application:

"Prior to the commencement of operation of any part of the development, the Applicant must sign a delivery agreement (VPA/WAD) with Transport for NSW to deliver the Richmond Road upgrades generally in accordance with SMEC Concept plan "30013007-Richmon-Rd-Align-01-SC" to the satisfaction of Transport for NSW."

We trust that this is acceptable to Transport for NSW, and allows the concurrence of the State Significant Development Application 10477 to be issued this week. Further, we look forward to the opportunity to facilitate the upgrade works to Richmond Road as quickly as possible.

Should you have any queries regarding our submission, please do not hesitate to contact me.

Yours sincerely

SYDNEY BUSINESS PARK



OWEN WALSH

Development Director

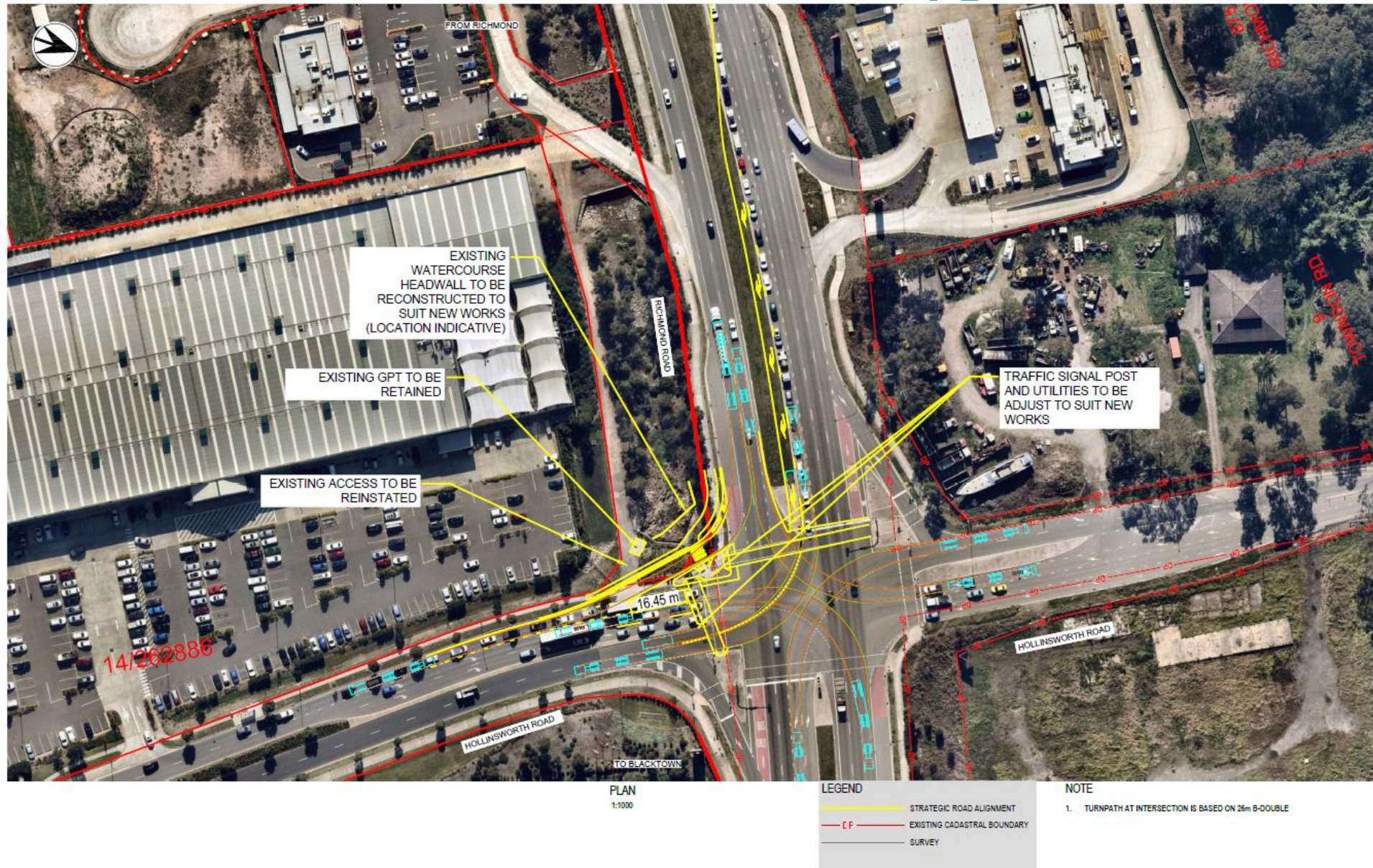
cc Chris Ritchie Department of Planning, Industry and Environment

Richmond Road, Marsden Park Traffic Modelling Hollinsworth Avenue

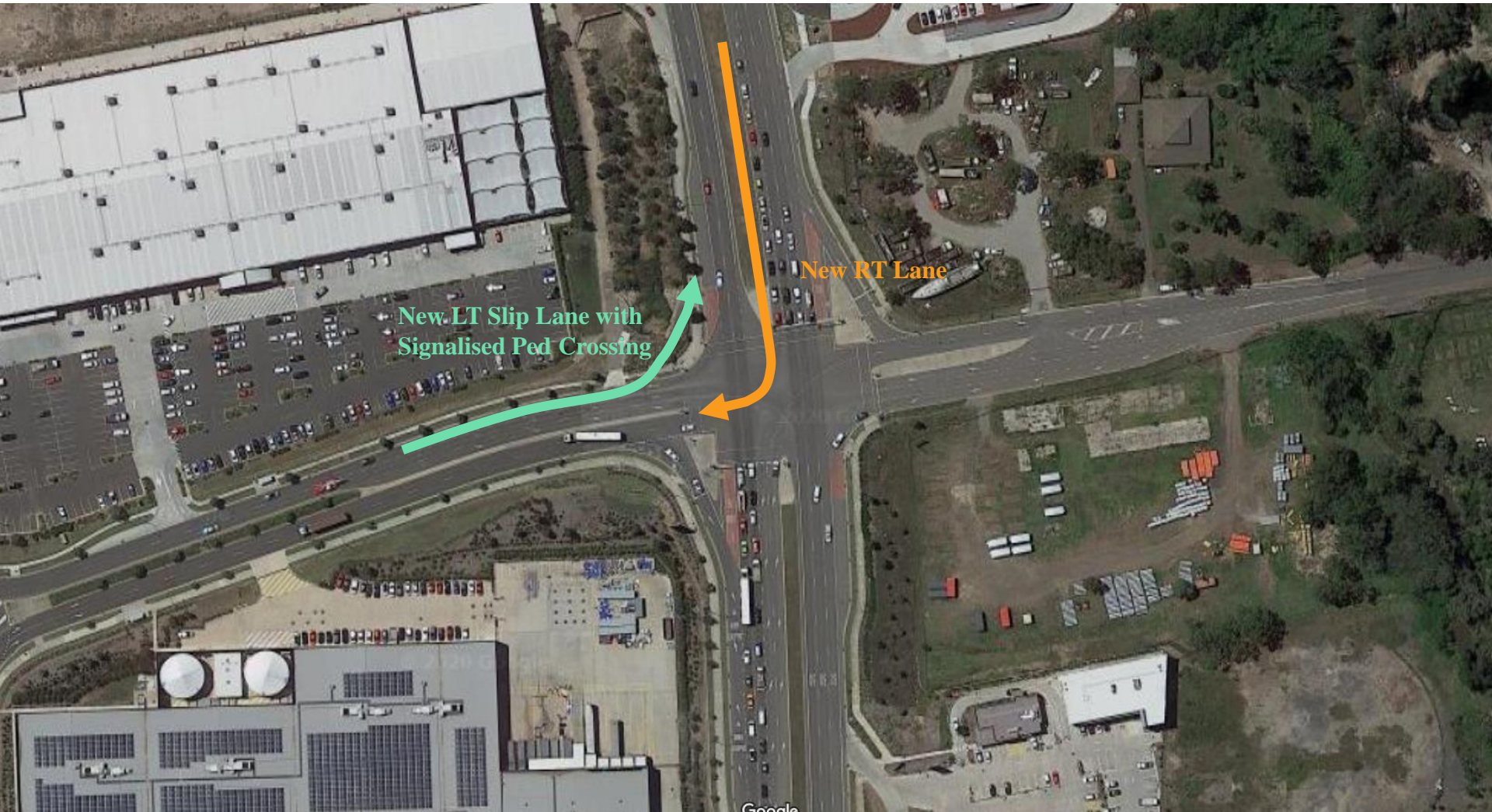
Arup – December 2020

Context and inputs

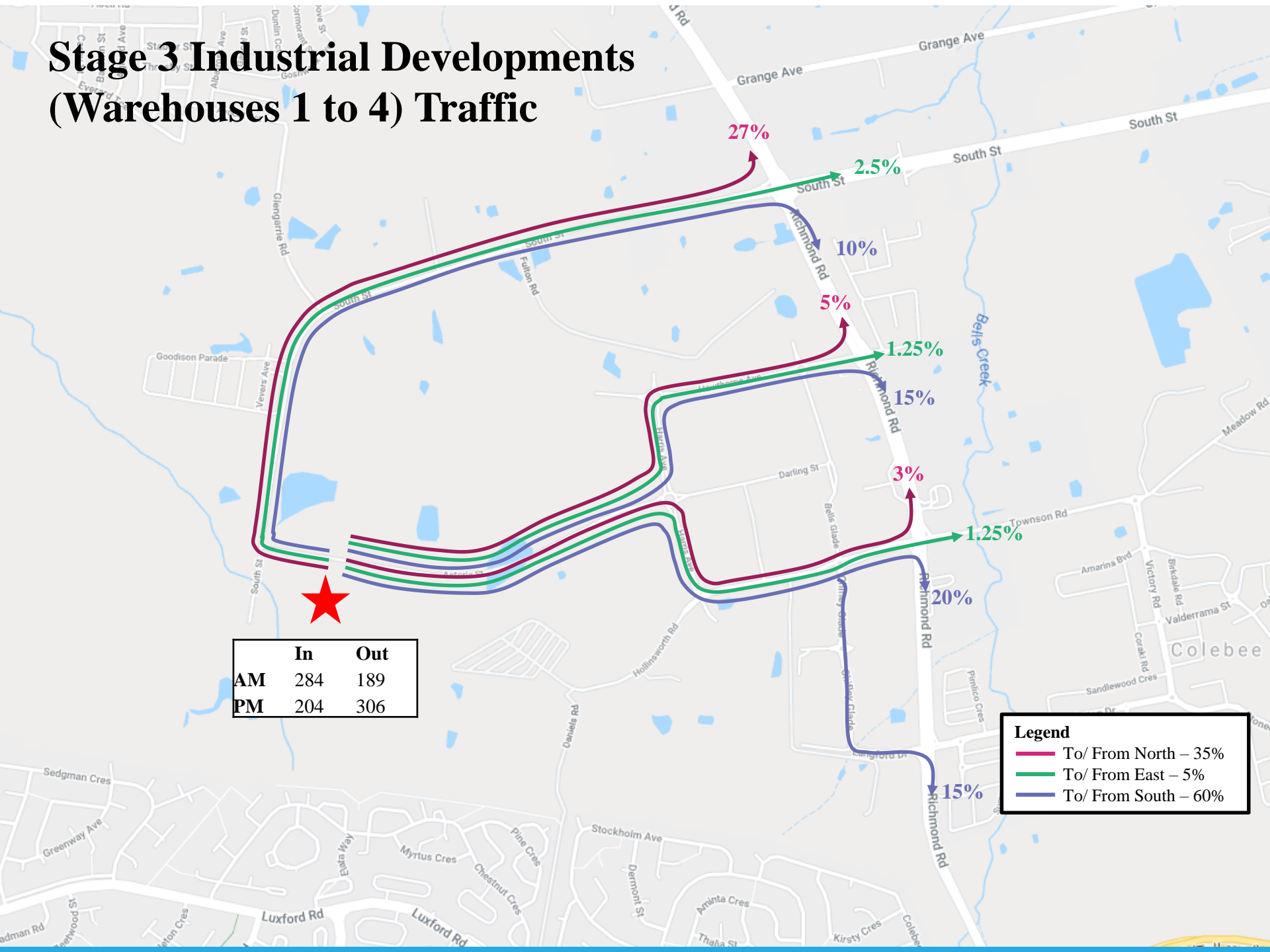
Hollinsworth Rd / Richmond Rd upgrades



Upgrades Tested



Stage 3 Industrial Developments (Warehouses 1 to 4) Traffic



	In	Out
AM	284	189
PM	204	306

Legend

- To/ From North – 35%
- To/ From East – 5%
- To/ From South – 60%

Results

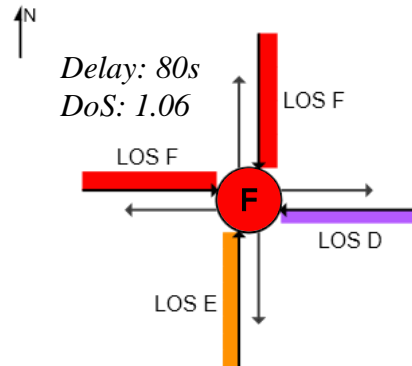
Performance Expectations - Traffic

- The SIDRA model produces a range of outputs including:
 - Degree of Saturation (DOS)** - a measure of the operational performance of individual intersections. As both queue length and delay increase rapidly as DOS approaches 100%. DOS should target less than 90%.
 - Average Vehicle Delay per vehicle (AVD)** - for individual intersections provides a measure of the operational performance of an intersection.
 - Level Of Service (LOS)** - a comparative measure which provides an indication of the operating performance of an intersection. Approaches and the overall intersection should aim for LOS of D or less.

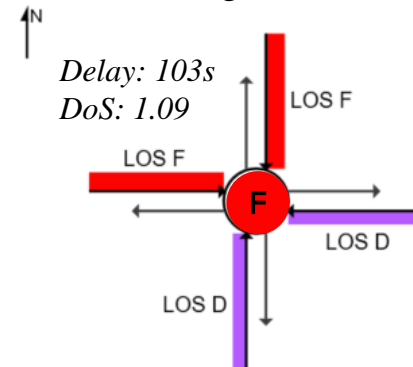
Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require another control mode	At capacity and requires another control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

2036 – AM Peak (Richmond / Hollinsworth)

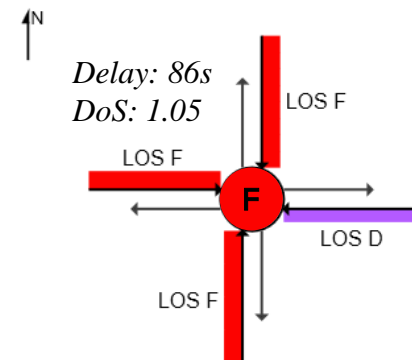
No Development
No Upgrades



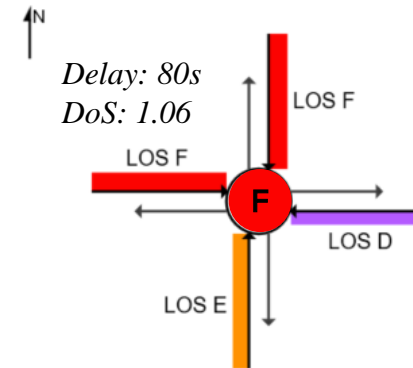
No Development
With Left Slip Lane +
Additional Right Turn Lane



With Development
No Upgrades

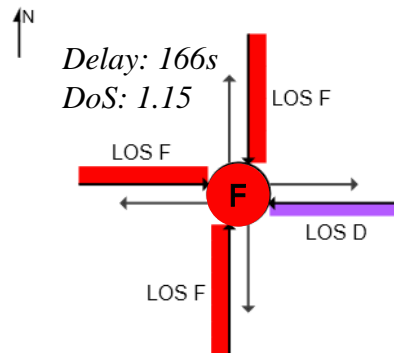


With Development
With Left Slip Lane +
Additional Right Turn Lane

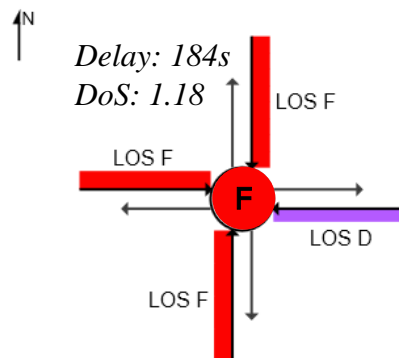


2036 – PM Peak (Richmond / Hollinsworth)

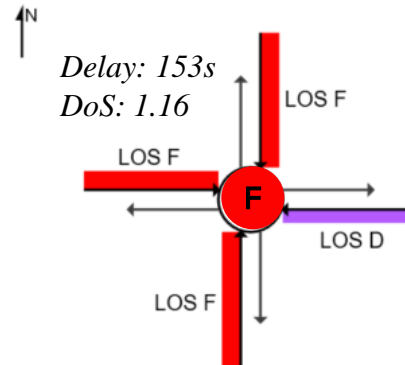
No Development
No Upgrades



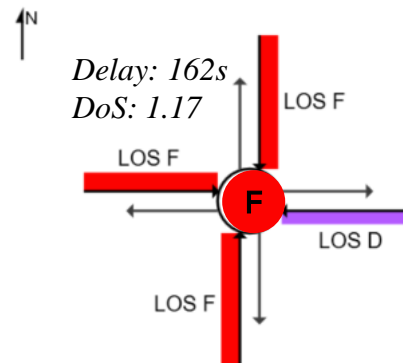
With Development
No Upgrades

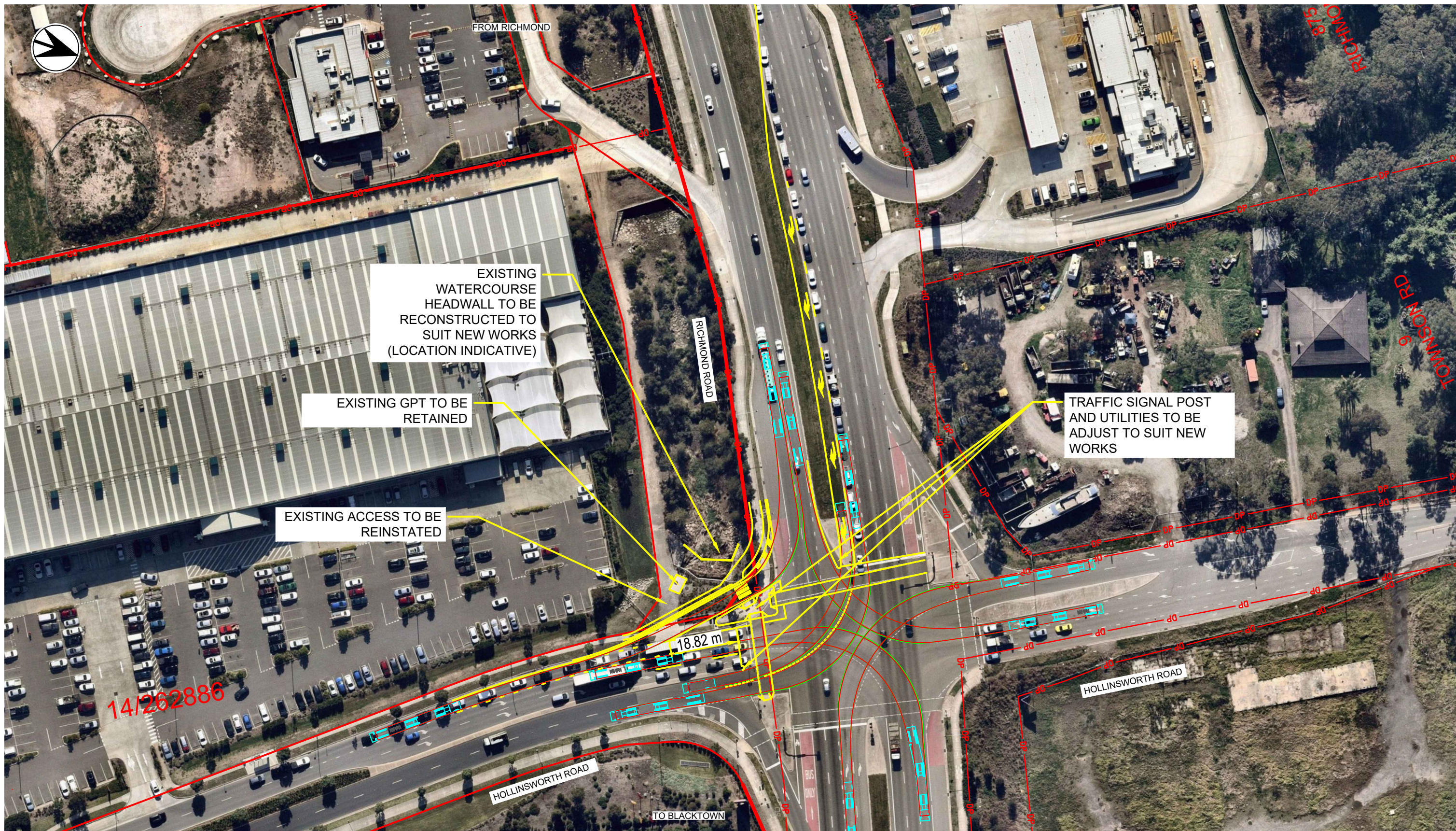


No Development
With Left Slip Lane +
Additional Right Turn Lane



With Development
With Left Slip Lane +
Additional Right Turn Lane





PLAN
1:1000

LEGEND

- STRATEGIC ROAD ALIGNMENT
- EXISTING CADASTRAL BOUNDARY
- SURVEY

NOTE

- TURNPATH AT INTERSECTION IS BASED ON 26m B-DOUBLE

NOT FOR CONSTRUCTION

AT A3 SIZE DRAWING

SCALE 1:1000



RICHMOND ROAD INTERSECTION UPGRADE HOLLINSWORTH ROAD INTERSECTION SHEET 1

INFORMATION DOCUMENT

30013007-RICHMOND-RD-ALIGN-01-SC