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30 September 2021

Ms Christine Gough
Director, Central (GPOP)
Greater Sydney, Place and Infrastructure
Department of Planning, Infrastructure & Environment

By email: Christine.Gough@planning.nsw.gov.au
Cc: Holly.Villella@planning.nsw.gov.au; Jorge.Alvarez@planning.nsw.gov.au

Dear Christine,

1 CRESCENT STREET, HOLROYD
PLANNING PROPOSAL (PP_2019_CUMB_002_0)

On behalf of Tiberius (Holroyd) Pty Ltd, the proponent, we submit this further information relevant to the above Planning Proposal at 1 Crescent Street, Holroyd.

This correspondence provides a summary of the proponent's position and supplementary information following our recent meeting on 22 September 2021 to discuss the inclusion of a TfNSW pedestrian bridge over Woodville Road, as relevant to the above Planning Proposal.

1. OVERVIEW

TfNSW correspondence dated 17 August 2021 outlined support for the project comprising a reduction in the retail/commercial yield by 50% and retention of the 1,255 residential units however also included a requirement of:

> "*Provision of a pedestrian bridge across Woodville Road to improve connectivity and safe access to Granville Station (located on SW corner of Woodville Road/Crescent St intersection)*".

We submit that such requirement is not justified nor required to further the Planning Proposal and rezone the subject land. Put simply, while the delivery of infrastructure such as a bridge may be perceived as having benefits in terms of connectivity and safety, on closer examination, the proponent submits that such an outcome would be an ill-conceived direction of infrastructure contributions that is not 'value for money' from a Government perspective. Such funds would be better invested elsewhere in the precinct to support the local community and improved amenity and accessibility as identified in the active transport study.

TfNSW's position in respect to the acceptance of traffic modelling as expressed in meetings with the proponent was not contingent on the delivery of a pedestrian bridge and was agreed on the basis that retail/commercial floor space would be reduced and that travel demand initiatives would be put in

place. We now understand that TfNSW's position is that absent the construction of a pedestrian bridge that only 50% of the residential floorspace can be supported. We consider such an approach has no sound or rational basis, is not supported by any transport evidence and amounts to unconscionable conduct for a Government agency.

The proponent's position is as follows:

- TfNSW's views on whether a bridge should be provided has fluctuated over the period of the Planning Proposal assessment, with TfNSW not supporting a bridge following their pre-exhibition review and advice. To now require this contrary to previous advice is not reasonable nor fair and has placed the proponent in an untenable position late in the Planning Proposal process.
- The proponent's research confirms that such a bridge would have limited utility and benefit for the subject development and wider community. For public transport users, heading east to Granville Station is not the preferred or shortest path of travel from a destination and walkability perspective.
- There are too many risks and unknowns in the delivery of a pedestrian bridge in the manner suggested by TfNSW (reflecting their previous reticence to a bridge as referred to above), including land ownership, noting that TfNSW has requested that this be delivered by the proponent and at no cost to Government.
- The proponent remains willing to make appropriate contributions towards State Infrastructure as per its draft public benefit offer which is currently under consideration by the DPIE's Infrastructure Team.

The proponent strongly resists the proposition that it should be fully responsible for the delivery of a pedestrian bridge which:

- Is not required to support the rezoning and development of the subject land.
- Will not provide a material public benefit in terms of improved accessibility and pedestrian safety and certainly not commensurate to the estimated capital costs to deliver such infrastructure.
- Will not reduce the traffic impacts on the road network that have been confirmed by TfNSW as now acceptable.

2. BACKGROUND AND SUPPORTING INFORMATION

In addition to previous reports submitted to DPIE on this matter, this letter is accompanied by the following:

- Pedestrian walking route analysis (comparing Granville Station and Harris Park Station access), prepared by Urbis and dated September 2021 (**Appendix 1**)
- Letter on the TfNSW Pedestrian bridge requirement, prepared by TTPP and dated 30 September 2021 (**Appendix 2**)

- An issues summary and corresponding reference material, prepared by Tiberus Pty Ltd and dated 29-9-21 (**Appendix 3**)

3. KEY SUBMISSION POINTS

The proponent's key submission points in relation to the pedestrian bridge are:

1. **<u>There is no justification or evidence base provided by TfNSW</u>**

   - **TfNSW's August 2021 correspondence is inconsistent with past advice** dated 14 October 2019 that didn't support a bridge and '*recommended alternative pedestrian links be investigated to other nearby railway stations'* . This position was largely based on issues with securing land and concerns over pedestrian grades, DDA compliance/safety and whether the bridge served the key pedestrian desire lines.

   - **There was no mention of the pedestrian bridge as part of the Stantec advice to TfNSW**, which was limited to Sensitivity Testing (a full peer review of the proponent's modelling has never been seen). In our view, it is totally unreasonable to link the acceptance of development yield for the residential floor space, when no case has been made in support of the bridge, nor will it change the agreed modelling of the traffic network.

   - **TfNSW have not demonstrated a rationale or merit for the bridge** and as such should not be a conditional requirement for the Planning Proposal. The proposed bridge does not align with the proponent's active transport and walkability mapping.

   - **TfNSW statement of evidence (L+E Court) –** TfNSW's expert traffic engineer re-modelled the traffic impacts and agreed with TTPP's generation and distribution assumptions, with no requirement for a bridge. This is the only 'peer review' TfNSW has undertaken that includes its own modelling on the project.

2. **<u>The workers and residents of the site would gravitate to the north, towards Parramatta and to Harris Park station (rather than Granville) and is in a walkable catchment</u>**

   The mobility analysis by GapMaps highlighted the following key points:

   - The distribution of where people are working will be widely dispersed, ie. not all people would be travelling towards the Sydney CBD, and thus not all people would be oriented to services travelling eastwards, rather there will be people travelling north to Parramatta, south to Liverpool.

   - **Even if a new pedestrian bridge were to be built across Woodville Road, the trip distance to Granville station would still remain longer than the trip distance to Harris Park station** i.e. 750m to Harris Park or 1km to Granville (without bridge, or up to 1.3km with bridge). It is estimated that **75% to 80% of residents would use Harris Park over Granville station**.

– It is expected that **residents at the subject site who choose to travel to work by train will be much more likely to gravitate towards Harris Park station than Granville station, even with a pedestrian bridge across Woodville Road**

3. **<u>The preferred route to Harris Park station is a more desirable and shorter route with greater pedestrian amenity and can be further enhanced by improvements. A bridge is not required.</u>**

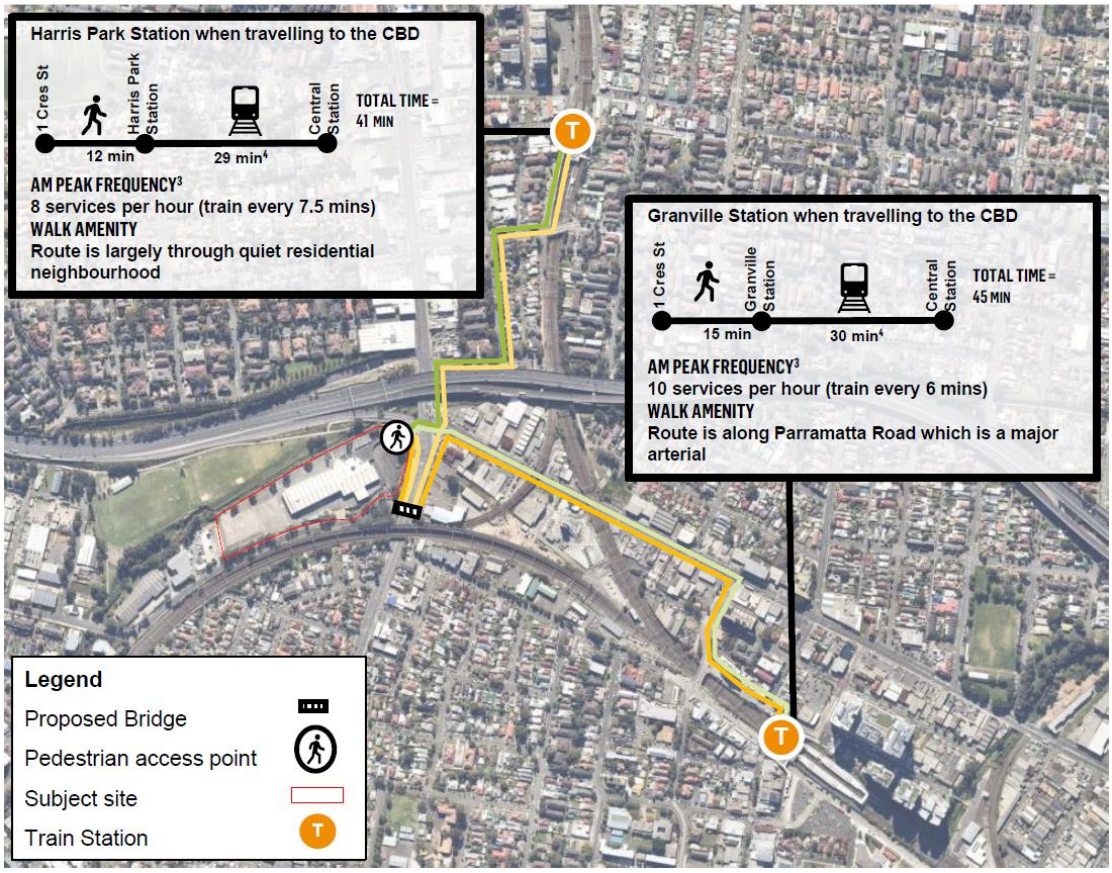
The active transport study highlighted the following key points:

– The **identified preferred route from the site to Harris Park Station is around a 750 m walk/cycle** and therefore located within a walkable catchment and does not require a pedestrian bridge to provide access

– Further, once active transport measures are in place, pedestrians travelling the Harris Park route will not need to wait/cross at Parramatta Road signals.

– **The study identified meaningful priority infrastructure improvements to improve and strengthen the preferred active transport/ walkable connections**.

Walking Route Comparison to Harris Park and Granville Stations from Site



4. **<u>Harris Park has more favourable attributes for pedestrians; shorter walking distance and faster travel time to CBD</u>**

- A walkability study highlighted the following key points:
  - **An at grade pedestrian crossing is preferrable to a potential pedestrian bridge** as the existing pedestrian network has a shorter travel time and distance to Granville (even with traffic lights).
  - The fastest walking route to Granville station is along the existing route and not using a pedestrian bridge.
  - The study found that **Harris Park Station is safer has the greatest utility for residents and visitors compared with Granville Station** as:
    - It is the shortest distance to the site
    - It has the fastest journey time to the site
    - It is a more amenable walking route, with no need to cross at the lights and will be via existing but upgraded cycle and pedestrian paths
    - It is more convenient for the high portion of residents in this area who go north for jobs, education and shopping
    - It offers an equally fast commute to/from the CBD during peak periods
- **It is a quicker walk and shorter distance to Harris Park and if travelling to the CBD, it would be a shorter travel time**.

4. MODE SHARE ANALYSIS BY TTPP

The Transport Planning Partnership (TTPP) has analysed the provision of a pedestrian bridge to facilitate movement to and from Granville station. Their analysis drew on Journey to Work data, Urbis economic study as well as mobility analysis prepared by GapMaps. TTPP's findings are based on the following key points:

- The modal split for trains is approximately 25% and approximately 64% for motor vehicles which results in the circa 364 vehicles per hour (vph) in the peak arising from the residential component.
- The vast majority using the train would have a preference for Harris Park Station over Granville Station (being a circa 80/20 split). Total pedestrian movements to the stations would be at best circa 150 per hour in the peak and therefore by applying 80/20 split this represents circa 30 movements towards Granville Station.
- A pedestrian bridge is of marginal benefit in terms of accessibility and therefore will have limited to no impact in terms of behavioural change.

- If a modal shift could be achieved, it is likely to be at best 5% (equivalent to approximately 30 vehicle movements at the peak period). This is most likely achieved by other initiatives possibly in tandem including managing the quantum of parking provided and providing incentives to use public transport, as opposed to a bridge that would have limited utility.

In summary, the proposition of TfNSW that the residential yield by 50% if no pedestrian bridge is provided is not aligned with the estimated modal shift that such infrastructure would deliver. As such, this does not stand up to any scrutiny in terms of transport modelling and the impact on the road network.

SUMMARY

A detailed ready reckoner of the past reports and correspondence (**Appendix 3**), has been prepared by Tiberus, demonstrating that the proposed pedestrian bridge in the current position is not justified. This includes references to past documentation**.** In this research, we are not aware of any correspondence or evidence from Transport that demonstrates the merits of a Woodville Road pedestrian bridge.

We appreciate the ongoing dialogue between the proponent and DPIE/PDU and welcome a further discussion if that would assist to clarify any matters. If you would like to discuss further please contact the undersigned.

Yours sincerely,

Tim Blythe
Managing Partner

PEDESTRIAN CONNECTIVITY/WALKING COMPARISON

Harris Park Station or Granville Station?

Harris Park Station has the greatest utility for residents and visitors to 1 Crescent Street Holroyd, compared with Granville Station –

A. It is the shortest distance to the site

B. It has the fastest journey time to the site

C. It is a more amenable walking route

D. It is more convenient for the high portion of residents in this area who go north for jobs, education and shopping[1]

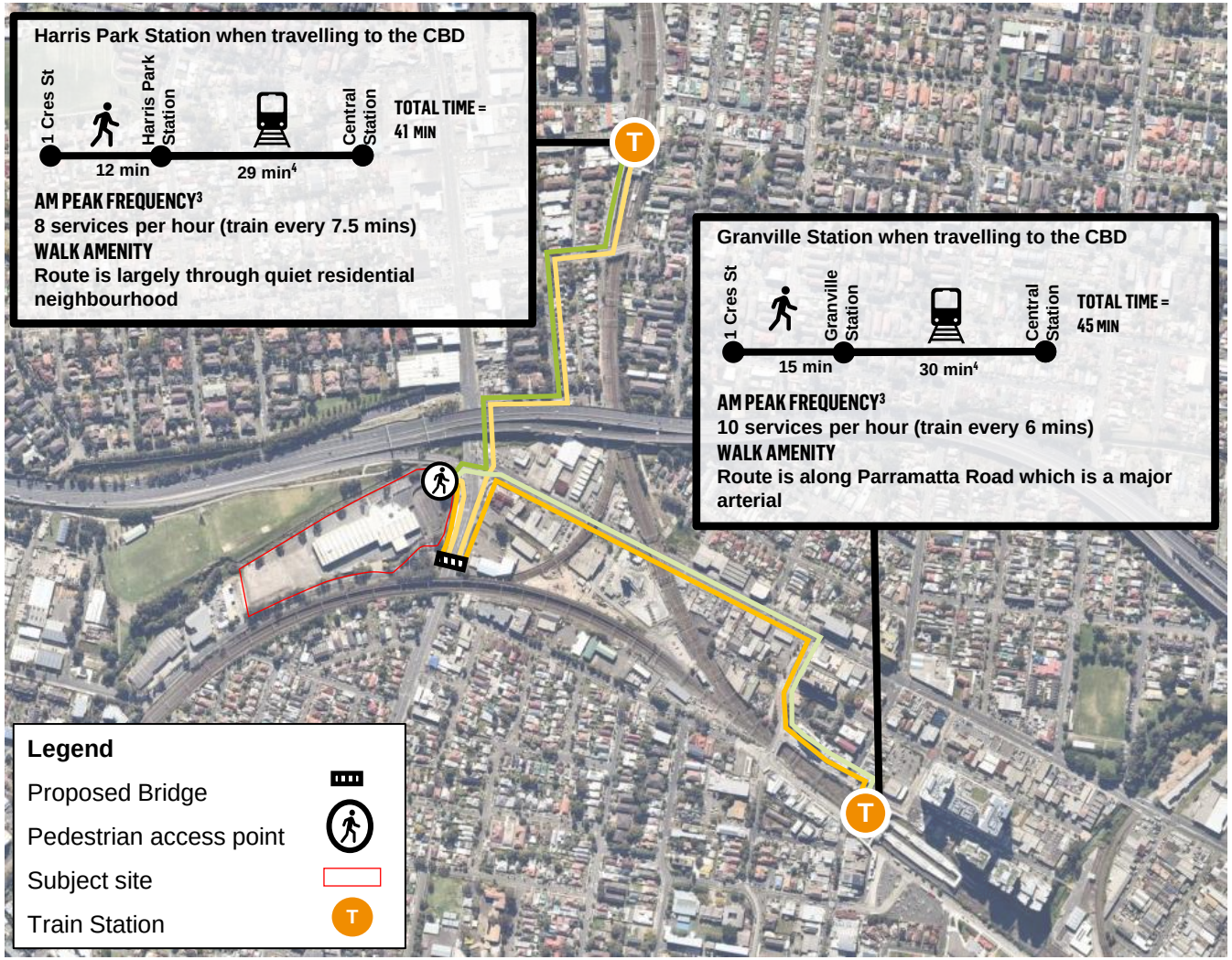
E. It offers an equally fast commute to/from the CBD during peak periods

Pedestrian Crossing or Pedestrian Bridge?

Using the existing pedestrian crossing at the corner of Parramatta Road and Woodville Road will be more convenient for pedestrians when compared to a route involving a bridge over Woodville Road for access to both nearby stations.

	Route	Route Length	Route Travel Time[2]	
Pedestrian Crossing	To Harris Park Station	750 m	12 mins	**Shortest** distance/ duration
	To Granville Station	1,006 m	15 mins	
Pedestrian Bridge	To Harris Park Station	1,100 m	16 mins	**Longest** distance/ duration
	To Granville Station	1,290 m	18 mins	

Walking Route Comparison to Harris Park and Granville Stations from Site



1) Refer to Urbis, 2021, Active Transport Assessment for 1 Crescent Street Holroyd.
2) Walk speed assumed to be 4.5 km/h, signalised intersection pedestrian wait time assumed to be 60 seconds, elevator wait time assumed to be 15 seconds.
3) Peak hour trips were assumed to be between 7:30-8:30 AM.
4) Travel time for train trips was the average travel time of all peak hour services between the subject station and Central.

Our Ref: 16241

30 September 2021

Tiberius (Holroyd) Pty Ltd
Suite 801
1 Castlereagh Street
Sydney NSW 2000

Attention: Conrad Ducat

Dear Conrad,

RE: 1 CRESCENT STREET, HOLROYD
TFNSW PEDESTRIAN BRIDGE REQUIREMENT

Summary

TfNSW have indicated that a pedestrian bridge is required to accommodate the subject site yield of 1,255 residential apartments to facilitate movement to/from Granville Railway Station, which, in the opinion of TfNSW, is the prime station to service the development. The pedestrian bridge is proposed to increase the ease of walking to Granville Station. Without the bridge, TfNSW is suggesting, without any technical justification, that the residential element should be reduced by around 50%.

TTPP has assessed the requirement for a pedestrian bridge and the indication is that if the bridge contributes towards a modal shift of 5%, this will result in around 29 additional train travellers split between Harris Park and Granville stations. A 5% modal shift would result in a commensurate reduction in around 28 cars from the site.

It is our view that a modal shift at the site can be provided in much more cost-effective ways such as the use of minimum parking rates and the improvement of pedestrian/cycling links which have already been proposed as part of the scheme.

In our view, there is no nexus between the provision of a multi-million dollar bridge to provide a reduction of less than 30 vehicles per hour which in my view could be achieved to a similar degree by the implementation of a travel demand management plan which is already proposed as part of the development.

The Transport Planning Partnership
Suite 402, 22 Atchison Street
ST LEONARDS NSW 2065

It is also of note that in the many years of discussions, TfNSW has raised specific concerns about the potential impact of the retail traffic, which was subsequently reduced to address TfNSW's concerns and gain their concurrence, but at no time previously has the residential traffic been raised as a specific matter of concern.

TTPP Technical Assessment

Journey to work data has been examined to assess resident travel behaviour to predict the modal split of travel of residents at the subject site. Table 1 shows the number of trips made via the transport modes based on the existing mode share.

Table 1: Expected Travel Mode Distribution of Subject Site

Transport Mode	Train	Bus	Motor Vehicle	Other	WFH	Total
Distribution	25%	4%	64%	4%	2%	**100%**
Number of Residents	572	90	1,444	91	53	**2,250**
Trips per Peak Hour	144	23	364	23	13	**567**

On this basis, it would be anticipated that 144 residents would travel by train.

Travel Demand Management

Tiberius has always proposed the implementation of a Travel Demand Management Plan for the site. The undersigned has been involved in numerous travel plans since their inception in Europe in the early 1990's and this experience would suggest that a successful travel plan would achieve a 2%-5% change in travel mode. The travel plans at the higher end of the range would generally have more significant interventions such as the provision of infrastructure or the provision of site-specific bus services. Indeed, one of the initiatives being considered at the subject site is the provision of a shuttle bus to key local destinations.

If we assume the higher end 5% of residents all changing their travel mode from Motor Vehicle to Train as their primary method of travel to work (even though on other sites the 5% would include switching to walking/cycling as well), the distributions shown in Table 2 reflects a higher uptake of Train.

Table 2: Expected Travel Mode Distribution of Resident Trips with 5% Shift from Motor Vehicle to Train

Transport Mode	Train	Bus	Motor Vehicle	Other	WFH	Total
Distribution	30%	4%	59%	4%	2%	**100%**
Number of Residents	685	90	1,332	91	53	**2,250**
Trips per Peak Hour	173	23	336	23	13	**567**

This would indicate a shift an increase of 29 train passengers in the peak hour who would use both Harris Park and Granville Stations and a similar reduction in cars (i.e., 28 vehicles).

However, TTPP is of the opinion that Harris Park Railway Station is better suited to service the development as opposed to Granville Station for the following reasons:

- Harris Park Station is located 750 m in walking distance from the subject site whereas Granville Station is located 1,006m away (and this would increase with the proposed bridge to 1,290m). Harris Park can also be accessed from the subject site via a network of bikeways/walkways without the need to cross Woodville Road.
- Train travel times to Sydney from either Harris Park Station or Granville Station are similar albeit with Harris Park having shorter travel times (29 mins from Harris Park, 30 mins from Granville) but the walk time to Harris Park is less (12 minutes as opposed to a 15 minute walk). As such, it is expected that commuters would seek to minimise their total travel time by making use of the closer train station (Harris Park Station).
- It is of note that Granville Railway Station did historically but no longer provides express services which is why TfNSW might be of the view that Granville is the preferred station. However, recent discussions with TfNSW indicate that there are no plans to reinstate express services to the city from Granville. As such, Granville has no added advantages in terms of travel time compared to Harris Park.
- There may also be a perception that Sydney bound travellers may gravitate towards Granville as it is "on their way" to the city whereas Harris Park might be considered to be going in the wrong direction. Clearly the fact that Harris Park is closer and the total travel times are significantly less from Harris Park from Granville does not support this.
- Total travel times to/from Parramatta are clearly shorter from Harris Park Station than from Granville, primarily because Harris Park is situated closer to Parramatta than Granville.
- Indeed, as indicated in the Urbis Active Transport Assessment (April 2021), Tiberius is planning to make significant improvements for walkers and cyclists between the site and the route to Harris Park to improve pedestrian connectivity.

Finally, the GapMaps Mobility Analysis (August 2021) also notes that the provision of a bridge is unlikely to encourage modal shift as "*those travelling by car are presumably doing so because their workplace is not near a railway station, they have a non-fixed workplace, or their hours of work are out of peak*".

Summary and Conclusion

TTPP has assessed the requirement for a pedestrian bridge and the indication is that if the bridge contributes towards a modal shift of 5%, this will result in around 29 additional train travellers split between Harris Park and Granville stations. A 5% modal shift would result in a commensurate reduction in around 28 cars from the site.

It is our view that a modal shift at the site can be provided in much more cost-effective ways such as the use of minimum parking rates and the improvement of pedestrian/cycling links which have already been proposed as part of the scheme.

In our view, there is no nexus between the provision of a multi-million dollar bridge to provide a reduction of less than 30 vehicles per hour which in my view could be achieved to a similar degree by the implementation of a travel demand management plan which is already proposed as part of the development.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Ken Hollyoak
Director

URBIS

1 CRESCENT STREET, HOLROYD – PEDESTRIAN BRIDGE & TRAFFIC MODELLING

The following table references supporting information for Tiberius on the proposed pedestrian bridge and traffic model testing by Stantec (engaged by TfNSW).

Key Points:

1. Traffic modelling and analysis of this project has been on-going since 2015 when GTA was commissioned by the proponent.
2. A traffic peer reviewer has been retained since 2018 on the recommendation of the Panel and endorsed by DPIE.
3. Extensive economic assessments have been completed to support the traffic distribution assumptions and modelling.
4. TfNSW's expert in relation to land resumption proceedings in the Land & Environment Court in 2019 for the subject site agreed with the proponent's traffic engineer's modelling assumptions and findings.
5. TfNSW current position on the pedestrian bridge is inconsistent with previous TfNSW advice of October 2019.
6. Stantec (recently engaged by TfNSW) only provided sensitivity testing associated with traffic distribution assumptions, with no technical justification to support the conclusions reached. Stantec's advice does not include consideration of a pedestrian bridge.

Supporting Documents	Reference
GTA (now Stantec) Transport Impact Assessment **June 2015** The traffic modelling and trip distribution has generally been consistent since the initial TIA submission prepared by GTA (now Stantec) in 2015 and submitted pre-Gateway. GTA was engaged by TfNSW for the recent sensitivity analysis. **GTA TIA supported** the following: • **1800-1900 units** • 3,500m^2 supermarket • 2,000m^2 other retail • 600m^2 childcare • 750m^2 gym • 270m^2 medical • 1,400m^2 commercial (other)	GTA Consultants, Transport Impact Assessment, Dated June 2015, Page 25
Panel Meeting Minutes **November 2018** Sydney Central Planning Panel Recommendation for Tiberius to engage a transport Peer reviewer as endorsed by DPIE. SLR have peer reviewed all of the traffic/transport material since 2018. "an independent review of the traffic and transport investigation is to be provided"	Panel Meeting Minutes, Dated November 2018, Page 2

SLR completed their first peer review in December 2018. "The purpose of this technical memorandum is to formally document SLR's peer review of the traffic engineering and planning material previously prepared for the subject development as part of the Planning Proposal process"	SLR, Peer Review of Traffic Reporting Memorandum, Dated December 2018, Page 1 *Submitted to DPIE December 2018*
Joint Traffic Report – Statement of Evidence **Land & Environment Court September 2019** **(Resumption matter)** The expert traffic joint report has been prepared by Mr Kenneth John Hollyoak on behalf of Tiberius and Mr Ken Hind on behalf of the TfNSW. Both experts agree: "With the improvements listed in c) and d) above (below) in place, traffic models indicate that both Parramatta Road/Woodville Road and Crescent Street/Woodville Road intersections would operate below but near to their theoretical capacity with and without the proposed development respectively" **Improvements (as per the 2019 TTPP Report)** c) Parramatta Road/Woodville Road and Crescent Street/Woodville Road are currently the subject of an RMS funded improvement to provide additional capacity to cater for existing and future traffic demand. d) The planning proposal would include infrastructure improvements which would provide additional traffic capacity along Crescent Street by extending the dual left turn lane, and provision of a right turn bay on Crescent Street approaching the proposed site access.	Tiberius (Holroyd) Pty Ltd ats Roads and Maritime Services. Land & Environment Court Matter No. 2019/120549 Traffic Joint Report, September 2019, Page 1
Statement of Evidence of Ken Hind **September 2019** TfNSW expert traffic consultant Ken Hind agreed with TTPP distribution and traffic generation assumptions: "in my opinion, having regard to my assessment and modelling, this predicted traffic generation and distribution is considered appropriate for the development configuration outlined in the TTPP 2019 Report"	Statement of Evidence of Ken Hind, Land & Environment Court, Dated September 2019, Page 13 (Paragraph 53)
TTPP Traffic Impact Assessment 'Exhibited' **October 2019** "it is anticipated that the subject site would generate significantly less traffic than other residential sites in the vicinity, which will have the positive effect of reducing the traffic impact of the proposal"	TTPP, Transport Impact Assessment, Dated October 2019, Page 1
TfNSW Letter to Proponent (Pre-Exhibition) **October 2019** **(Pedestrian Bridge Reference)**	Mark Ozinga, TfNSW, Letter to proponent, Dated October 2019, Pages 3-4

TfNSW current position on the pedestrian bridge is inconsistent with previous TfNSW advice: “recommended that an alternative pedestrian link(s) be investigated to other nearby railway stations” “the subject land required for the placement of the pedestrian bridge on the eastern side of Woodville Road is in private ownership and not a party to the planning proposal; therefore there is no guarantee that the land required for the bridge can be secured” “there are a number of constraints beyond the site, which would hinder pedestrian connectivity to Granville Station; including the railway bridge and railway corridor and the significant difference in grade between Woodville Road and Railway Parade, which is not accessible by pedestrians. Therefore the bridge would not necessarily serve the key pedestrian desire line nor provide convenient and DDA compliant access”	
SCT Traffic and Transport Technical Review (Council Submission) September 2020 Cumberland Council engaged an independent traffic engineer to submit through exhibition and they confirmed: “a high-level check shows that the assumed distribution of traffic is in line with Journey to Work (2011) data” “the applicant has used the best available data”	SCT Consulting, Traffic and Transport Technical Review on Planning Proposal, Dated September 2020, Page 22
SLR Traffic Assumptions Peer Review December 2020 The proponents Traffic peer reviewer supports TTPP distribution assumptions: “SLR considers that the use of Journey to Work data to inform the adopted residential trip distribution is likely to be representative”	SLR Consulting, Assumptions Peer Review, Dated December 2020, Page 1
Urbis Retail Trade Area Assessment January 2021 Urbis completed an independent assessment of the distribution of visitation & trade for the project retail component and informs the traffic distribution. “the scale and proposed mix of uses on-site is not sufficient to draw from a broader trade area due to existing and proposed competitive precincts”	Urbis, Retail Trade Area Assessment, January 2021, Pages 2-3
Urbis Active Transport Study April 2021 The identified preferred route from the site is Harris Park Station, a 750	Urbis, Active Transport Study, April 2021, Pages 4 & 8

m walk/cycle and does not require a pedestrian bridge to provide access. The study identified meaningful priority infrastructure improvements to improve and strengthen the preferred active transport/ walkable connections. **"preferred route, from the site entrance to Harris Park Station is around a 750 m walk/cycle"** **"3 bus stops within 400 m walk that provide regular services to Parramatta"** **"the average walking trip to public transport in Cumberland/ Parramatta LGA's is 1.6 km"** "the site is close to a key north/south off-road cycling route and a key east/west off-road cycling route" "the site is accessible to bus stops and train stations in line with TfNSW's Integrated Public Transport Service Planning Guidelines" "the site is within 30 minutes walk of key destinations such as parks, recreation, libraries, education and jobs"	
Stantec Development Impact review **(Undated) Received July 2021** There was no mention of the pedestrian bridge as part of the Stantec advice to TfNSW. • Limited to sensitivity testing on traffic distribution only • A full peer review of the proponent's modelling has never been seen • No evidence provided to justify alternative distribution assumptions and it was acknowledged that this was intended to illustrate a 'worse case scenario'. • Results did not include any optimisation to the signal phasing to optimise network performance which is usual practice	Stantec, Development Impact Assessment, (Undated) Received July 2021
TTPP Response to Stantec Modelling Letter **July 2021** TTPP identified a number of issues with the Stantec (previously GTA) sensitivity testing. "TTPP is of the view that the approach adopted in the GTA's sensitivity test is not holistic as it does not consider travel patterns of different land uses, in particular where the commercial and retail trips come from to the subject development" "this results in an unnecessary skew of traffic heavily to the east with greater impact on the network performance"	TTPP, Response to Stantec modelling Letter, July 2021, Page 4-6

"GTA considered traffic distribution solely based on an adjacent zone east of the subject development" "Zone 1221 east of Woodville Road contains predominantly residential land use with a few schools and little or no commercial uses" "the data is not reliable to estimate where employees come from for work" "traffic east of Woodville Road has limited access to Woodville Road due to right turn restrictions and priority controlled intersections"	
GapMaps Peer review and assessment of visitation **July 2021** Tony Dimasi (GapMaps) completed a peer review of the assessments of trade area catchment, patterns of visitation to the site, and completed an assessment of the likely origins and destinations of the future workforce proposed at the site. The assessment did not agree with Stantec's sensitivity testing distribution assumptions: **"the selection of an adjacent transport zone (south-east of the site and east of Woodville Road) is not appropriate for understanding the resident traffic movements for the subject site, given the marked differences in road networks, existing and proposed composition of land uses (i.e. minimal employment uses and low-rise residential vs. onsite employment opportunities and high-density residential) as well as access to public transport"** The report supports the findings of Urbis Retail Trade Area Assessment, Urbis Supermarket Demand Analysis Cumberland and Parramatta LGAs', "I am in agreement with the trade area approach adopted by Urbis" "I agree with this adopted approach. It is a common and acceptable methodology for understanding the likely movements of the future commercial/office workers at the subject site". "I agree with the TTPP approach (as outlined on Page 3 of the Urbis Traffic Letter) of using a broad area around the site as a proxy to understand the JTW patterns of the future resident population at the subject site"	Tony Dimasi, GapMaps, Peer review and assessment of visitation, July 2021, Pages 3, 7 & 9
GapMaps Mobility Analysis **August 2021** Analysis of the expected movement patterns of the future residents of the site to estimate the likely usage of Granville & Harris Park Station. **"even if a new pedestrian bridge were to be built across Woodville Road, the trip distance to Granville station would still remain longer than the trip distance to Harris Park station"**	Tony Dimasi, GapMaps, Mobility Analysis, August 2021, Page 5

"an allocation of 75%/25% or even 80%/20% between Harris Park and Granville stations would reasonably represent the likely split of patronage between the two rail stations" "I expect residents at the subject site who choose to travel to work by train will be much more likely to gravitate towards Harris Park station than Granville station, even with a pedestrian bridge across Woodville Road" "some 470 – 480 workers (as an upper limit) could potentially utilise rail as a form of transport to work. If 20% - 25% of these workers gravitated towards Granville station, this would equate to 100 - 120 workers from the subject site potentially using Granville station and 360 - 370 number of workers to Harris Park station on a regular basis for work travel, where a new pedestrian bridge to be established. Applying a ratio of 85% to these numbers, so as to account for part-time employment, this would equate to an FTE of 85 - 100 workers per day from the subject site using Granville train station"	
TTPP Traffic Modelling Results for Current Design Yield August 2021 TTPP updated the SIDRA and Aimsun modelling to reflect the reduction in retail GLFA from 5,625m^2 to 2,125m^2, reduction in commercial GFA from 7,503m^2 to 5,000m^2. "the proposed development is expected to generate 645 vph in the AM peak hour and 627 vph in the PM peak hour, based on the approved trip rates. This is a reduction of 312 vph and 368 vph in the AM and PM peak hours respectively as compared with the previous design scheme" "SIDRA modelling results indicate the local intersections in the Merrylands area and the site accesses would operate at LoS C or better" "Aimsun modelling results indicate the impacts on the intersections would be minimal with the intersections operating at a similar Levels of Service and moderate increase in delays. The intersections of Woodville Road and Crescent Street, Parramatta Road and Church Street and, Church Street and the M4 exit Ramp would all have levels of service D or better"	TTPP, Traffic Modelling Results for Current Design Yield, August 2021, Page 22
Urbis Pedestrian Connectivity & Walking Comparison September 2021 Harris Park Station has the greatest utility for residents and visitors of the site compared with Granville Station. • It is the shortest distance to the site • It has the fastest journey time to the site • It is a more amenable walking route • It is more convenient for the high portion of residents in this area who go north for jobs, education, and shopping	Urbis, Pedestrian Connectivity & Walking Comparison, September 2021

• It offers an equally fast commute to/from the CBD during peak period • 750m to Harris Park Station and no crossing required at Parramatta Road	