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19 August 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)

We act on behalf of Tiberius (Holroyd) Pty Ltd, the proponent for the above Planning Proposal.

We provided to you a briefing paper on Friday 6th August 2021 to assist the DPIE in briefing the Planning Panel in respect to the status of the Planning Proposal and in particular our response to the directions of TfNSW acceptance of the development density relative to the capacity of the surrounding road infrastructure.

To supplement this previous advice and following on from the receipt of the TfNSW letter dated 17 August 2021, we wish to make the following additional response, specifically to the comments in the letter which grants their 'in principle' support for the Planning Proposal.

MODEL TESTING BY STANTEC

TfNSW engaged Stantec to undertake an independent peer review of the mesoscopic modelling undertaken to date by TTPP for the planning proposal. The findings of this modelling revealed data that was not consistent with the proponent's modelling (in relation to trip distribution pattern), and it should be noted that the proponent was not provided with the opportunity to review and respond accordingly. However, in the interests of time and to ensure the Planning Proposal can move forward, the proponent has agreed to reduce retail/commercial yield and is willing to also accept the car parking rates specified by TfNSW.

GENERAL AGREEMENT WITH THE MATTERS RAISED

The proponent is accepting of the following requirements sought by TfNSW to allow the progression of the Planning proposal. These include:

- Proposed reduction in the retail development yield to 2,500sqm GFA (inclusive of a 1500sqm for a neighbourhood supermarket); a reduction in commercial development yield to 5,000sqm GFA; and no change to the residential development yield being retained at a maximum of 1,255 units.
- Acknowledgement that the LEP will regulate the overall density of the development as per updated FSR controls and including maximum floor space limits for retail and commercial land uses as required.
- Preparation of a Travel Demand Management Plan (TDMP) to minimise the traffic generating impact of the proposal is consistent with discussions with TfNSW and would be in place as part of a development approval.
- Maximum parking rates to be provided under the LEP (or DCP) provisions in accordance with PRCUTS rates.
- Road infrastructure upgrade works on Crescent Street are accepted.

However, the proponent has strong concerns regarding the requirement to construct a pedestrian bridge over Woodville Road as a condition precedent for the Planning Proposal. This is discussed in greater detail below.

WOODVILLE ROAD PEDESTRIAN BRIDGE IS NOT BASED ON EVIDENCE AND DOES NOT PRESENT AS A VIABLE DESIGN OPTION

TfNSW's written and verbal advice that as part of offering overall support, they would be seeking the construction of a pedestrian bridge to be delivered as a condition of this Planning Proposal and at no cost to Government (refer to Point 2 of 17 August letter). The proponent does not accept this as a conditional requirement for the Planning Proposal.

We wish to bring to your attention (and to the Planning Panel as appropriate), the following concerns with this request.

A. Previously disregarded by TfNSW

TfNSW made a recommendation on the proposal prior to exhibition regarding the proposed pedestrian bridge and that it is not supported a previous but similar location. TfNSW recommended that alternative pedestrian link(s) be investigated to the other nearby railway stations. A copy of this letter from TfNSW dated 14th October 2019 is attached (see page 3) – **Appendix C**. You will note by reference to the letter that TfNSW cited concerns including land ownership and a number of physical constraints beyond the site that would hinder pedestrian access to Granville Station. These constraints are almost identical to the new proposed TfNSW location. TfNSW also confirmed that the bridge location would not necessarily serve the key pedestrian desire line nor provide convenient and DDA complaint access. The new proposed location by TfNSW has an almost identical travel line as the previous location.

Based on the TfNSW recommendation and lack of support, alternative links to other nearby railway stations were extensively investigated as outlined below.

¹ Crescent Street, Holroyd_Letter to DPIE_19_08_21

B. Design is preliminary in nature and has no evidence basis

TfNSW has provided a preliminary sketch only, which is cursory in nature. There is no evidence or detailed information provided that would support the location or the requirement of the bridge. TfNSW have not provided any detailed proposed plans, specifications or timing. The proposed location of the bridge is also outside of the proponent's land ownership and control.

There is no information provided by TfNSW as to the likely benefits of such bridge in terms of improved access and connectivity to the subject site as well as the likely costs of delivering such infrastructure and is conflicting with TfNSW's own recommendation against the bridge prior to exhibition.

C. The siting poses unresolvable design challenges

The proposed TfNSW sketch raises the following concerns, which in our opinion result in a flawed location:

- The land attributed to the bridge footings and infrastructure on both sides of Woodville Road is constrained. It is questionable as to whether the bridge can actually physically fit. The eastern side footpath, adjoining where the bridge lands is estimated to be circa 1.5m wide from kerb to the steep retaining wall (based on nearmap imagery). A DDA compliant pedestrian walkway under the existing railway bridges is questionable and undesirable in terms of amenity and safety.
- The draft sketch does not account for the proposed road works to Woodville Road and the reduced land on the western splay to Crescent Street (see Architectus sketch overlay)
- The western side has a locally listed heritage item (I23 under Schedule 5 of HLEP) which is a railway memorial from 1855. The proposed siting has had no regard to the setting of this item.
- There are significant trees in the road reserve on the eastern side of Woodville Road. The arborist report that accompanied DA120/2021 at 1 Woodville Road, Granville, referenced a Silky Oak of 10m in height and of medium significance.
- If the pedestrian route is assumed to be towards Granville station, there are safety concerns to the south due to the narrow pedestrian pathway on Woodville Road (see imagery in Appendix B which shows damage to sign by a truck under the railway bridge). The alternate route northward is along Parramatta Road, and undesirable from an amenity perspective.
- The design would result in a longer walk time from the 1 Crescent as a pedestrian would have to wait for green signal to cross Crescent Street, then across the proposed bridge and then back to Woodville Rd and onto Parramatta Road. We submit it is quicker and safer to cross at grade at Parramatta/Woodville Rd, without the need for a bridge.
- Overall, the proposed location has almost identical physical constraints as the previous location that TfNSW objected to (see **Appendix C**).

Architectus have overlaid the sketch plan onto the Woodville Road along with the proposed upgrade works. This is provided in **Appendix A**. This shows that the footings for the pedestrian bridge overlap the proposed future footpath (in yellow) and road widening. Even if the bridge was to be moved

1 Crescent Street, Holroyd_Letter to DPIE_19_08_21

westward, it would be hard up against the heritage memorial. This shows the lack of merit for the proposed location.

Images of the Woodville Road environment, in **Appendix B**, show the constrained and narrow road carriageway, including kerb that exist, resulting in a substandard and inappropriate positioning and lack of separation between pedestrians and traffic and the steep retaining wall to the east. This retaining wall forms part of the rail infrastructure and it is unlikely that it can be modified.

D. Inconsistent with Active Transport analysis

For the proponent's part, we have undertaken extensive transport modelling and also provided to DPIE an Active Transport assessment of the Proposal. This report confirms that the site complies with relevant TfNSW guidelines, is well served by active transport infrastructure and could further benefit from a suite of proposed priority infrastructure improvements to solidify the strong active transport offering to the site. The report highlights that the average walking trip to public transport in Cumberland/Parramatta LGAs is 1.6km. The site is located 350m from an existing bus stop, within 400m of three bus stops and 750m from Harris Park Station. **The preferred station route was identified as being Harris Park Station, which is located within a walkable catchment and does not require a pedestrian bridge to provide access.** *(A walkability assessment of the proposed pedestrian bridge location is being prepared by Urbis and will be submitted under separate cover early next week).*

Given the above, TfNSW have not provided the basis for the proposed bridge as suggested by TfNSW in recent meetings. To further support this position, the proponent has commissioned GapMaps to prepare a mobility analysis. This analysis is attached at **Appendix D**.

The analysis estimates the likely usage of the Granville train station by future residents at the subject site, under the assumption that a new pedestrian walkway over Woodville Road would be constructed. Key findings include:

- 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. It is estimated that **75%-80% of residents would use Harris Park over Granville station**.
- 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.
- 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.

E. Alternate location potentially to the south of railway corridor more logical and serve a larger population base

Subject to greater analysis, a location for the pedestrian bridge on the southside of the railway line is likely to pose a more preferred location and more accessible walkable pathway to Granville Station. This is reflected in the Urbis Walkability study currently being prepared. The pedestrian pathway would transverse through residential land uses, along Railway Parade, representing a safer, more attractive

and direct path of travel to Granville than TfNSW proposed location which would feed onto Parramatta Road. Further a larger residential base would benefit from this revised location reflective of the future higher densities proposed in the Council endorsed Woodville Road Corridor study. This would also allow for additional funding opportunities for the bridge through developer contributions.

Overall the bridge sketch carries significant uncertainty around it, is premature and is not based on any rational basis.

OTHER MATTERS

In addition to a response to TfNSW letter, we also wanted to inform DPIE/Panel of the following matters:

Built form setbacks on Woodville Road

Email advice from TfNSW, dated 18 August 2021 in relation to the Road Reservation boundaries (subject to the future acquisition) confirmed the nil setback on Woodville Road (adjacent to the future land acquisition) is appropriate. As such the siting of the submitted scheme in the 6 August briefing to DPIE remain valid. The email stated:

"No further concept designs or technical assessments have been carried since the declaration of the Reservation however TfNSW would not oppose a development interface with minimal or zero building offset from the Reservation boundary as there is no intention to further the Reservation footprint"

State contributions

The proponent has continually indicated a preparedness to provide state/regional contributions as part of the finalisation of the Planning Proposal. We have provided recommendations as to where such funds could be directed to improve surrounding amenity particularly in respect to pedestrian and cycling infrastructure, this has been informed by the Active Transport Assessment. We are keen to work with DPIE to further examine the form of a VPA with the NSW State Government that delivers public benefits with the greatest value to Government and the community. Please advice as to the best recommended next steps to undertake not allow this to happen.

SUMMARY

We would appreciate the opportunity to further address DPIE and the Planning Panel on this matter particularly in respect to the proposed pedestrian bridge and state contributions.

Yours sincerely,

A handwritten signature in black ink, appearing to read "T. Blythe".

Tim Blythe
Managing Partner



Appendices:

- A. Architectutus overlay
- B. Images of Woodville Road
- C. TfNSW letter dated 14th October 2019
- D. GapMaps mobility analysis



Overlay with TfNSW Plans 2021

A 15m separation is provided from the footpath to the design in this scenario, and an overlay of the pedestrian bridge proposed over the road works.



Images of Woodville Road (eastern side)

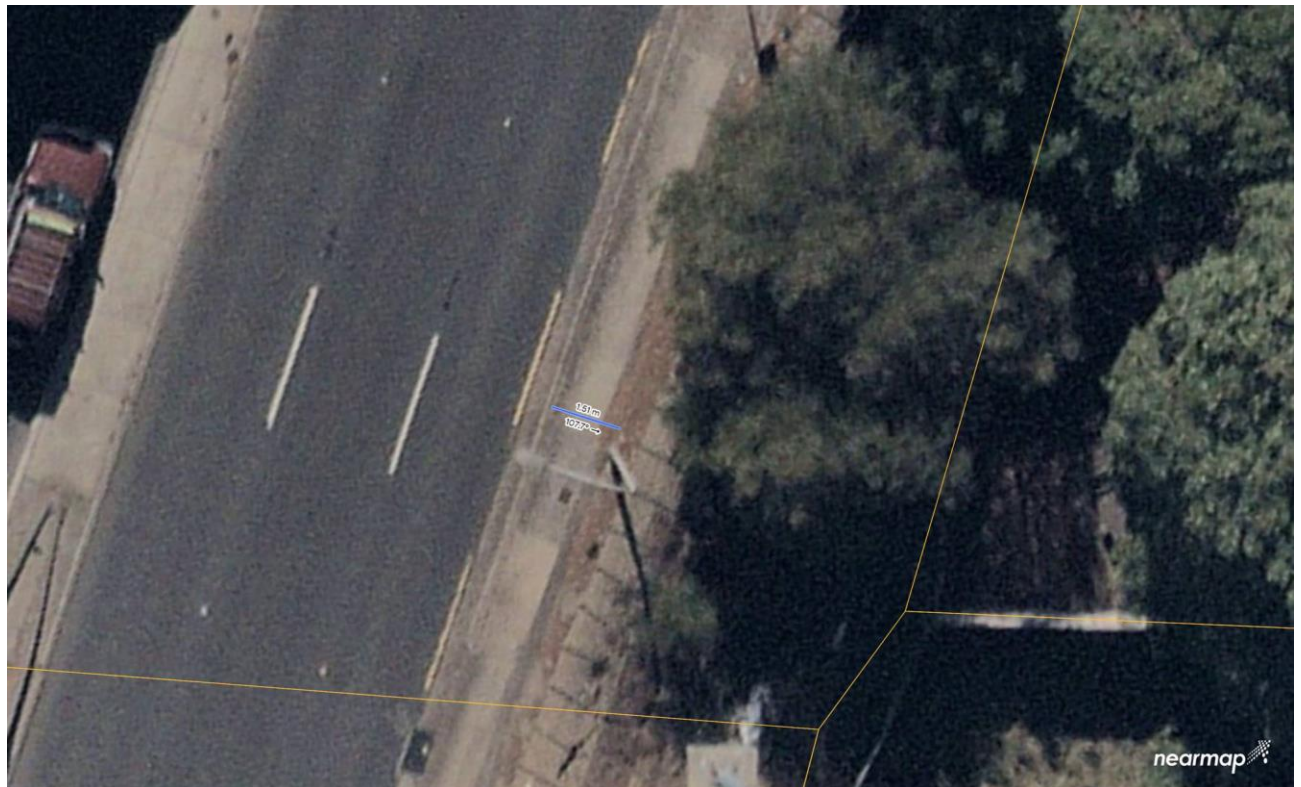
1. Looking south (narrow footpath, high embankment, damaged sign)



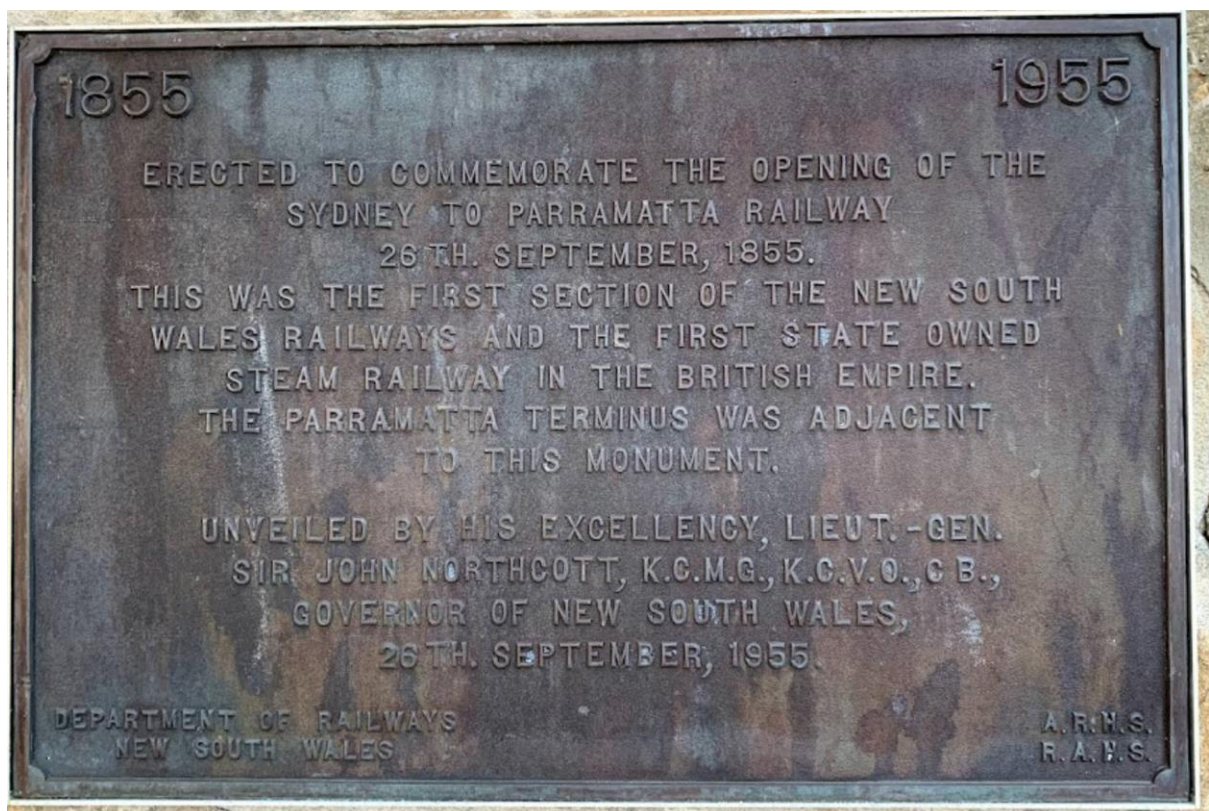
2. Looking north (no pedestrian protection, narrow footpath, unlikely to be DDA compliant)



3. Footpath measurement (kerb to embankment = 1.51m)



4. Railway Memorial (local heritage item on western side of Woodville Rd)



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RE: Gateway Determination – PP_2019_CUMB_002_00

**Gateway Determination – Consultation
Planning Proposal (Prior to Public Exhibition) - 1 Crescent Street, Holroyd**

Please accept this letter as a joint response from Transport for NSW (TfNSW) and Roads and Maritime Services (Roads and Maritime) regarding the subject Planning Proposal.

TfNSW and Roads and Maritime appreciate the opportunity to provide comment on the planning proposal at this stage, noting we still have concerns with the scale of the proposal and its potential traffic impacts for the site and area, including its accessibility to public transport.

The Transport Impact Assessment (TIA), dated 1 May 2019 should be revised to include an assessment on the implications of the proposal on all modes of transport on existing and committed future infrastructure and services in the area. There is no consideration of the public transport and active transport demands and associated service and infrastructure requirements. Given that the site is not in close proximity to mass public transport, the report needs to review the underlying assumptions regarding trip generation for all modes of transport and undertake the multimodal assessment.

Roads and Maritime advised (the then) Holroyd City Council on 8 February 2016 that key intersections, such as Parramatta Road/Woodville Road and Crescent Street/Woodville Road, are likely to require significant infrastructure improvements to provide additional capacity to accommodate the level of traffic generated by the proposed development. The intersection of Parramatta Road, Woodville Road and Church Street, in particular plays a critical role in the Sydney Regional road network.

In addition, maintaining the operational performance of the M4 interchange is crucial. We need to better understand the impact of the traffic generated by the Planning Proposal including any proposed intersection treatment or road network change in the vicinity of the M4 Motorway - as queues onto the M4 would result in major road safety and network efficiency issues.

Whilst Roads and Maritime has planned upgrades in the area (as detailed further below), these aim to address *current* congestion. The upgrades do not include future traffic generated by the proposal as incorrectly stated in the Transport Impact Assessment (TTPP).

The location of the site and its walking distance from Granville and Harris Park railway stations is not considered to be conducive for transit oriented development for future residents, given that the walking distance to each station is shown to be 1.2km in the Urban Design Report (Architectus). Further, the walking routes appear to have a number of constraints, which would hinder pedestrian connectivity (further increasing walking times), including safe pedestrian crossings on Woodville Rd, lower traffic speeds, and safe, separated cycling paths.

Pedestrians accessing the 907 Northbound or the M91 would need to cross Woodville Rd at Parramatta Rd pedestrian crossing which makes it questionable whether pedestrians would use these services.

There are also concerns that the planning proposal may set a precedent in this area for similar high density mixed zonings on sites adjacent to the subject site, which may result in further cumulative transport impacts.

The planning proposal has not addressed a number of strategic planning directions and objectives including:

- Section 9.1 Ministerial Direction for “Integrating Land Use and Transport”
- Premier’s priorities - The NSW Premier’s priorities include a key priority of well-connected communities with quality local environments with a target of increasing the proportion of homes in urban areas within 10 minutes’ walk of quality green, open and public space by 10 per cent by 2023. This includes increasing walkability to parks, green spaces, plazas, libraries, landscapes, museums and public transport.
- Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), noting that the site is located within the Granville Precinct. PRCUTS has been given statutory weight through a Section 9.1 Direction which requires planning proposals to be consistent with the objectives of the Strategy and implementation documents to the satisfaction of the relevant planning authority. The proposal may set a precedent in terms of densities and land uses for the Precinct.

Should the planning proposal be progressed in its current form, TfNSW and Roads and Maritime requests the matters detailed in **Attachment A** be addressed prior to public exhibition.

Thank you again for the opportunity of providing advice for the above Planning Proposal. If you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge on 8822 0974. For future correspondences, please email development@transport.nsw.gov.au.

Yours sincerely



14/10/2019

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD19/07044

Attachment A:

Traffic and Transport Study Requirements

Comment

At a preliminary Gateway meeting with the proponent (June 2019) arranged by Department of Planning, Industry and Environment (DPIE), Roads and Maritime advised that the 2015 survey counts used in the SIDRA modelling were considered to be outdated. It was recommended that the traffic modelling be revised to utilise the mesoscopic base model prepared by GTA for the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) for the Granville area. This will enable all stakeholders to have a better understanding of the traffic impacts on the adjacent arterial road network and any required road infrastructure to accommodate the traffic generated by the proposed development, and the identification of a developer funding mechanism.

It should be noted that Roads and Maritime has since provided the PRCUTS base model to the proponent as agreed with DPIE. It is advised that the mesoscopic base model should be the latest version as calibrated and validated for PRCUTS under the Granville Precinct.

As stated earlier, the TIA does not provide a multimodal assessment of the combined impacts the planning proposal will have on the surrounding transport network. There is no consideration of the public transport and active transport demands and associated service and infrastructure requirements. Given that the site is not in close proximity to mass public transport, the report needs to review the underlying assumptions regarding trip generation for all modes of transport and undertake the multimodal assessment.

Recommendation

It is recommended the TIA should be revised and present a multimodal analysis supported by the above traffic modelling and should also identify measures to mitigate the impact of the planning proposal on all modes of transport.

The intersection of Parramatta Road/Church Street/M4 Motorway On-Ramp should include measures to mitigate the current and future impacts of the development on movement, place and safety performance of key road users including pedestrians, buses and general traffic. The report should also consider and identify any developer funding mechanism that may be required to deliver the identified improvement measures.

Accordingly, the Out of Sequence Checklist for the planning proposal should also be updated and adequately address the Section 9.1 Directions for the Parramatta Road Corridor Urban Transformation Strategy.

Proposed Pedestrian Bridge

Comment

TfNSW and Roads and Maritime has undertaken a preliminary review of the proposed pedestrian bridge over Woodville Road, and it is not supported at this location for the following reasons:

- 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.

Recommendation

It is recommended that an alternative pedestrian link(s) be investigated to the other nearby railway stations.

Public Transport

Comment

Safe pedestrian connectivity to 907 and M91 bus route would need to be considered and mode share of the planning proposal to buses should be based on the walking distance to the bus stops, frequency of service and capacity.

Recommendation

Improvements to active transport infrastructure to Parramatta CBD and Granville and Harris Park stations should be investigated to encourage a mode shift. Any proposed mode shift should be appropriately justified and evidence based.

Road Upgrades

Comment

The “Parramatta Congestion Improvement Program” aims to reduce current congestion in Parramatta and surrounding areas by upgrading key intersections. As previously advised, the proposed upgrades under the program are designed to address *current* existing congestion in the Parramatta area and does not factor in traffic proposed to be generated from the subject Planning Proposal.

The approved works under the program include the following:

- Extending the left turn lane from the exit ramp onto Church Street for Parramatta bound traffic.
- Creating a third right turn lane from the exit ramp onto Church Street before Woodville Road and Parramatta Road bound traffic.

The above M4 exit ramp upgrade works are expected to be complete by December 2019.

Future upgrades of intersections proposed under the current program are in the detailed design phase and have not yet been approved for construction. These include the following:

- creating three through lanes for southbound vehicles along Woodville Road at the intersection of Church Street
- creating and two through lanes for northbound vehicles along Woodville Road at the intersection of Church Street
- adding a dedicated left turn lane from Woodville Road onto the M4 Motorway
- creating dual right turn lanes from Woodville Road onto Parramatta Road
- creating a dedicated right turn lane from Woodville Road onto Crescent Street
- maintaining the dual left turn lanes from Crescent Street onto Woodville Road
- converting the bus priority lane on Parramatta Road into a free traffic lane
- creating a shared through and right turn lane and one dedicated right turn lane from Parramatta Road onto Church Street
- creating three westbound through lanes along Parramatta Road onto the M4 Motorway
- maintaining the dual left turn lanes from Church Street onto Parramatta Road

- changing the southbound kerbside lane on Woodville Road from south of Junction Street to a left turn only onto Parramatta Road.

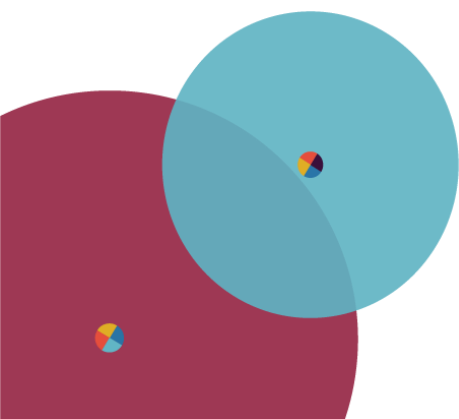
For further information on the program, refer to the Roads and Maritime webpage:

<https://www.rms.nsw.gov.au/projects/sydney-west/woodville-rd-parramatta-rd-church-st-intersection-granville/index.html>

Proposed mixed use development 1 Crescent Street, Holroyd

Mobility Analysis

August 2021





Prepared by:

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Prepared for:

Tiberius (Holroyd) Pty Ltd

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Development overview and assumptions

This report presents a high-level analysis of the expected movement patterns of the future residents at 1 Crescent Street, Holroyd (subject site). In particular, I have estimated the likely usage of the Granville train station by future residents at the subject site, under the assumption that a new pedestrian walkway over Woodville Road would be constructed, reducing the time taken to walk to Granville station.

I have not specifically examined the likely usage of bus services heading southwards, because I am of the view that the pedestrian walkway would have a negligible influence on a future resident's decision to use southbound bus services, i.e. if they need to catch a bus in a southbound direction, they would do so by crossing at the lights in lieu of a pedestrian walkway, as there is no alternative. The use of trains services from Granville, however, may be influenced by the addition of a new pedestrian walkway, as this scenario entails an alternative journey option to be compared against, i.e. the use of Harris Park train station, which is closer to the site and does not require the crossing of Woodville Road.

The following points are noted:

- The proposed development/rezoning at 1 Crescent Street is expected to yield around 1,255 residential units, which could support around 3,300 – 3,400 residents once fully built out and occupied.
- The resident population is expected to be skewed towards 25 – 54 year old's, i.e. would consist of a relatively high proportion of working age people.

Share of employed persons

As at the 2016 ABS Census, around 11,500 of 29,700 people living within the SA2 of Holroyd-Merrylands were employed, equivalent to around 40% as a share of the total population. This means that around 60% of the population are either too young or too old (retired) to work, unemployed or not actively looking for work. Looking more broadly across the surrounding SA2s (the three around the site), around 34,100 of 82,060 people were employed, a ratio of 42%.

Given the expected skew towards a younger working age population, I have assumed that 66.6% (two-thirds) of the population to be accommodated at the subject site would be employed, which would equate to some 2,200 – 2,250 persons.

Method of travel to work

Journey to work data from the 2016 ABS Census show that less than one-quarter of the Merrylands-Holroyd SA2 population utilises public transport, with about two-thirds driving or travelling as a passenger in a motor vehicle, while a further 9% worked from home (refer summary below). This outcome was of course recorded well before Covid-19, which has significantly altered the way people undertake work in 2020 and 2021, and are likely to undertake work in the future.

Method of travel to work (Cumberland and Parramatta LGAs)

Method of travel	Cumberland	Parramatta
Public transport		
- train	23%	21.5%
- bus	2%	6%
Vehicle	60%	55%
Other	3%	5%
Worked at home	9%	10.5%
Not listed	<u>1%</u>	<u>1%</u>
Total	100%	100%

For the purposes of estimating the likely future journey to work patterns for the population of the subject site I have made some assumptions around the method of travel to work, having regard to the travel distributions above, but also considering the future ways of working in a post-Covid world.

I have assumed that at least 15% of workers would likely be working from home, although this share could actually be higher; and around 25% are likely to use public transport on a regular basis, equivalent to 550 - 560 workers (2,200 – 2,250 x 25%). As indicated above, the majority of this public transport usage would be in the form of train usage, estimated at 85%, equivalent to 470 – 480 workers.

Covid has clearly changed the way that we work. Many large companies have indicated that even once Australia returns to a 'normal' world, post Covid, that they will maintain flexible working policies. So, for those who do have to travel to a place of work that isn't their home, a typical work week might be 3 – 4 days a week in the office and 2 – 3 days a week at home for a significant proportion of workers. It is also worth noting that 70% - 75% of employed workers work full-time and 25% - 30% work part time, which equates approximately to a full-time equivalent of around 85% – 87.5%.

Split between Harris Park and Granville train stations

If travelling by foot/bike from the subject site, Harris Park rail station (750 – 850m) is closer to the subject site than Granville rail station (900 – 950m) and can be accessed from the subject site via a network of bikeways/walkways without the need to cross Woodville Road. Without a pedestrian bridge, those travelling to Granville would need to cross at the traffic lights, increasing the total elapsed time relative to the Harris Park trip.

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. Furthermore, the distribution of where people are working will be widely dispersed, i.e. 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, as well as east towards the Sydney CBD.

Having regard to the above, 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. I estimate that 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. Without the pedestrian bridge, this split could potentially be closer to 85%/15%. I am also of the view that the provision of a pedestrian bridge would not fundamentally alter the form of transport used to travel to work, as those travelling by car are presumably doing so because their workplace is not near a train station, they have a non-fixed workplace or their hours of work are off-peak.

As estimated earlier, 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.

This represents an upper bound estimate, as the working habits of employees and businesses in a post Covid world could see a reasonable proportion of employees working 1 – 2 days per week from home, meaning the FTE ratio could be closer to 70%.

Other travel movements

People typically undertake a range of trips over the course of a given year, including visiting friends/family, shopping, leisure/exercise and school drop-offs etc. I expect those who are visiting shopping facilities will typically do this via foot (if shopping for convenience, food and groceries on-site) or by car (e.g. to Stockland Merrylands, Westfield Parramatta etc.) and will rarely use public transport for this type of trip.

Most local schools in the area don't require a train trip to access them from the subject site, and children will likely be driven, walk, bike, or take a bus to such schools. Childcare drop-offs are also expected to be undertaken by car or by foot, bike, or might form part of a work trip (i.e. facilities used are near the place of work rather than home).