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TO	Simon Twiggs (Senior Development Manager, Frasers Property)
FROM	James Laidler (Senior Traffic Engineer, Ason Group)
CC	Tim Lewis (Principal Traffic Engineer, Ason Group)
SUBJECT	Ed.Square Town Centre – Response to Agency Submission Comments

Introduction

Ason Group has been engaged by Frasers Property (Frasers) to prepare a letter outlining the responses to comments received by the Authorities in regard to the Ed.Square Town Centre.

Reference has been made to the Transport for NSW's (TfNSW) Response to Submission (RtS) in relation to the abovementioned project. A separate letter has been prepared previously which responds to comments made by Department of Planning & Environment (DPE) and Liverpool City Council (Council).

Response

Comments made, and the responses to each of the RtS's have been provided with **Appendix A**.

Should you require any further information or clarification, please do not hesitate to contact the undersigned or Tim Lewis.

Yours sincerely,

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Attachments 1) Response to Agency Submissions

Attachment 1 – Agency Response Tables

TABLE 1: AGENCY RESPONSE

AG Ref	Agency Comment	Ason Group Response
1.	**Transport for NSW (Comments)**	
1.1	**Traffic: 1. Cumulative impact of MOD 5** *Issue:* It is understood that MOD 5 is currently under-assessment, which proposes an uplift of residential yield from 440 dwelling (MOD 4) to 3200+ dwellings (MOD 5), which will significantly impact on the surrounding road network in particular the intersections along Soldiers Parade and Campbelltown Road. *Recommendation:* Cumulative impact assessment with MOD5 should also be considered in MOD 12, due to the significant cumulative traffic impact of both modifications on the road network.	**Ason Group Response** MOD 5 identifies upgrades to be required at the intersection of Macdonald Road / Campbelltown Road. It is unclear how those upgrades are to be delivered but it is clear from this analysis that those upgrades are required to support MOD 5 and not the MOD 12. As such, MOD 5 is a separate matter and resolution of any impacts thereof should not be the responsibility of Frasers. It should be noted that MOD 5 has been under "assessment" for an extended period (years) and it is not yet approved. Notwithstanding, Ason Group has undertaken this analysis
1.2	**Traffic: 2. Traffic signal warrant** *Issue:* Table 6 states that the traffic signal warrant will be met for the proposed mid-block signalised foot crossing at MacDonald Road, with the assumption (notes under the table) that there is potential for growth as the School development occurs. However, there is no information being provided to support this claim. *Recommendation:* Further supportive information should be provided.	**Ason Group response:** Further details regarding school use of the park and also catchment information – both of which will influence pedestrian crossing volumes will be provided as part of the future SSD submission. It is noted that MOD 12 has included assessment of traffic impacts both 'with' and 'without' this crossing; both of which resulted in acceptable performance. As such, it is not deemed critical to resolve at this point in time.
1.3	**Traffic: 3. Henderson Road Pedestrian Crossing** *Issue:* The proposed pedestrian crossing on Henderson Road to the east of Sergeant Street is not supported as it is located quite close to the signalised intersection of Henderson Road and Soldiers Parade where there is an existing crossing point for pedestrians. *Recommendation:* Further pedestrian desire line analysis should be undertaken to identify the need and the suitable location of the proposed pedestrian crossing.	**Ason Group response:** This crossing does not form part of the MOD 12 submission. It is already approved under a separate Development Application and is subject to separate Local Traffic Committee endorsement prior to implementation.
1.4	**Traffic: 4. School traffic information** *Issue:* • The TIA does not provide adequate information regarding the proposed school, such as transport mode split ratio, distribution and etc. • The proposed catchment of the school is not conducive to walking and cycling to school from the Leppington Area. *Recommendation:* Further information related to the school should	**Ason Group response:** The adopted vehicular generation and distribution assumptions are clearly stated in the submitted TIA and accompanying modelling report (Appendix A of the TIA). Refer Table 7 of the submitted TIA (P0818r06v4) and Table 3 of the Options Assessment Report, Issue II (p0818r03v2) included in the appendices for traffic generation details. Details regarding distribution and assignment are provided in Tables 4-6 of the Options Assessment Report. It is should be emphasised that similar traffic generation rates have always been adopted for the broader Precinct, including the approved MOD 4. Further details regarding modal split and non-car travel modes can be provided as part of the future SSD submission relating to the school, once further clarity and detail regarding the school catchment can be confirmed.
1.5	**Traffic: 5. Intersection analysis** *Issue:* • The TIA does not assess whether the endorsed intersection configuration (including number of approach lanes, length of turning lane and etc) along Campbelltown Road is adequate to accommodate the increased traffic generated by the proposed school, as well as with the cumulative traffic generation from MOD 5. • The Aimsun is inadequate to assess the intersection performance.	**Ason Group response:** Refer above comment in relation to assessment of MOD 5 impacts. In relation to the second point, the Applicant has commissioned the more detailed and time consuming (and costly) microsimulation model in response to Concept Plan conditions (1.6) which specifically refer to micro-simulation modelling. Furthermore, Aimsun (and other micro-simulation packages) is a more detailed modelling program than SIDRA. Indeed, even TfNSW own Modelling Guidelines (version 1) state:

	Recommendation: Further SIDRA traffic modelling should be undertaken to assess the intersection performance and the need/associated funding for upgrading or road improvement works to minimise the traffic impact on intersections	"SIDRA is the most commonly used single intersection modelling software in NSW ….. However, if the intersection influences (or is influenced by) another intersection or downstream queuing then corridor or microsimulation modelling of a preferred option should be undertaken to ensure network effects are adequately considered." As such, the use of a microsimulation model (such as Aimsun) is deemed the superior model over a single intersection model (i.e. SIDRA).
1.6	**Traffic: 6. Traffic modelling files** A copy of the traffic modelling files should be submitted to TfNSW for review.	**Ason Group response:** Ason Group provided Aimsun base case modelling files to TfNSW on 14 September 2021. No response or comments has been received.
1.7	**Traffic: 7. Traffic volumes** *Issue:* The traffic volumes in the Appendix B of the Option Assessment Report shows that Soldiers Pde will have less traffic in S3 scenario than S1 scenario. This doesn't make sense as the approach will experiences less traffic when adding 1000 school trips to the precinct. *Recommendation:* Traffic assignment assumptions in the Aimsun model should be revisited.	**Ason Group response:** The School reduces retail and medical land use GFA and will generate more traffic at the western side of the Town Centre (i.e. Macdonald Road). As such, there is a localised decrease in traffic along Soldiers Parade. It should also be noted that MOD 12 actually reduces PM Peak traffic generally once consideration is given to the reduce retail and medical GFA now proposed and acknowledging that school PM peak occurs before the network peak period.