



10 May 2021

Mr Jim Betts  
Planning Secretary  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Attention: Dimitri Gotsis

Dear Mr Betts,

**EXHIBITION OF EIS (SSD 9250948)  
ALTERATIONS AND ADDITIONS TO EPPING WEST PUBLIC SCHOOL  
96-104 CARLINGFORD ROAD, EPPING**

Thank you for referring SSD 9250948 the abovementioned development Environmental Impact Statement (EIS) to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the EIS and the associated Transport Impact Assessment (TIA) and provides advisory comments in **TAB A**.

If you have any further inquiries in relation to this development application please contact Vic Naidu, A/Senior Land Use Planner via [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

**Brendan Pegg  
Senior Land Use Planner  
Planning and Programs, Greater Sydney Division**

**TAB A****Green Travel Plan**Comments

A Green Travel Plan (GTP) promoting active transport patronage and reduces car dependency has been prepared by SCT Consulting as part of the Transport and Accessibility Impact Assessment. A priority for the Proponent should be to secure funding, human resourcing (including an appropriately trained and resourced travel plan co-ordinator) and an agreed timeframe for completion of key actions identified in the GTP to support sustainable transport outcomes. The Travel Demand Management team has reviewed the GTP and has a number of recommendations to improve the initial GTP and the proposed initiatives to encourage sustainable transport to the site.

Recommendation

Prior to the issue of the first Occupation Certificate, the proponent shall prepare a Green Travel Plan (GTP) in consultation with TfNSW for consideration that:

- Includes maps with the school catchment area, cycling infrastructure, isochrone lines for walking and cycling distances, staff and student suburb/location data, current mode of transport use, and barriers and enablers to use active and public transport.
- Includes aspirational mode share targets for staff and students
- Provides details and maps of end of trip facilities, including number and location of all secure bike parking, casual bike parking, showers and lockers.
- Considers if additional end of trip facilities are needed.
- Considers potential improvements for cycling and walking accessibility in the vicinity of the site E.g. a wider footpath and verge on Ward St.
- Consider more incentives for staff to use active and public transport such as:
  - Pre-loaded opal cards during orientation
  - School subsidised panniers or backpacks for staff committed to active travel
  - Salary sacrifice options for purchases of bikes or other micro-mobility options
  - Time in staff meetings to share tips and support for staff wanting to start cycling
  - Wayfinding at the school for EOT facilities
- Consider more incentives for students to use active and public transport such as:
  - Bikes buses (which are similar to walking school buses but for cycling)
  - Gamification for students using and promoting active and public transport
  - Activities for students to create and share transport photos/videos/stories/art/maps from their trips to school.
  - Regular events, such as active transport breakfasts and trips after school with bike buses, walking buses and real buses departing school with students, parents and teachers to arrive at a local park or other place of interest
  - Cycling and bike maintenance courses
  - Promoting to parents the potential of active travel to school as an opportunity to stay active themselves.
- Consider how educational material that explores the benefits and potential of sustainable transport can be incorporated into classes for different stages in the curriculum (beyond road safety education).
- Incorporates a role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.
- Includes an enhanced Transport Access Guide (TAG) with:

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- recommended cycling and walking routes to key destinations (including Epping Station and shops) with indicative times, and from different directions within the school catchment area beyond the 500 metre radius
  - Location and access for end of trip facilities
- Explores different channels to communicate transport information and advice such as:
  - Transport noticeboards at key location within the site in the form of a travel access guide
  - School assembly
- Includes a comprehensive communication strategy which includes communications activities related to all the initiatives, the channels that will be used and who will be responsible.

The Applicant should submit a copy of the final GTP to TfNSW at [development.sco@transport.nsw.gov.au](mailto:development.sco@transport.nsw.gov.au) for endorsement, prior to the issue of any Occupation Certificate. TfNSW is also happy to meet with the proponent to discuss the above requirements.

## **Construction Pedestrian and Traffic Management**

### Comment

The cumulative increase in construction vehicle movements from this project could have the potential to impact on general traffic and bus operations within the precinct as well as the safety of pedestrians and cyclists.

### Recommendation

It requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP). Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation TfNSW.

The CPTMP shall include (but not limited) the following:

- A description of the development;
- Location of any proposed work zone(s)
- Details of crane arrangements including location of any crane(s);
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
- Construction program and construction methodology;
- Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects and
- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to TfNSW for endorsement; and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre within TfNSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction

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in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

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