



18 June 2021

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

Attention: Navdeep Shergill

Dear Mr. Betts,

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
NEW EPPING SOUTH PRIMARY SCHOOL
86 CHELMSFORD AVENUE, EPPING**

Thank you for referring the Environmental Impact Statement (EIS) for SSD-8873789 'New Epping South Primary School' to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the EIS and provides the following advisory comments for the Department's consideration in **TAB A**.

If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer, on 0409 541 879 or by email at: development.sydney@transport.nsw.gov.au.

Yours sincerely,

**Brendan Pegg
A/Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division**

TAB A

Green Travel Plan

Comments

Current NSW policies state the importance of walking and cycling to increase access to local centres and integrating transport with land use as part of the whole customer journey, including recommendations related to walking and cycling, including managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

Following are recommendations to improve the initial Green Travel Plan (GTP), and the proposed initiatives to encourage sustainable transport to the site.

It should be a priority for the proponent 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.

Transport for NSW would welcome further discussions with the proponent regarding these matters to ensure their delivery

Recommendation

It is requested that prior to the issue of the Occupation Certificate, the Applicant should develop a Green Travel Plan in consultation with TfNSW. Prior to occupancy, the proponent provides a GTP for TfNSW's consideration that:

- Includes maps with the proposed school catchment area and cycling infrastructure/routes;
- Includes aspirational mode share targets for students and staff (where bus and cycling mode shares are substantially higher than the base case);
- Provides details and maps of end of trip facilities, including number and location of all secure bike parking, casual bike parking (noted that you've provided this), showers and lockers;
- Considers if additional end of trip facilities are needed;
- Considers limiting parking and other provisions for car use to incentivise active and public transport for staff and students;
- Considers further improvements for cycling and walking accessibility in the vicinity of the site such as crossings, shared paths and improved connections to Mobb's Lane Reserve;
- Considers 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 end of trip facilities;
- Considers 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;
- Considers 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;
- 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;
 - Events for the opening of the school; and
- Includes a Travel Access Guide (TAG) and comprehensive communication strategy which includes communications activities related to all the initiatives, the channels that will be used and who will be responsible.

Bus Planning

Comment

It is unclear whether buses (including coaches) can physically access the school and circulate in and out via Chelmsford Avenue and First Avenue. These services are not just confined to school bussing of students but also for the school's sport and excursion bus activities. TfNSW

Recommendation

- Confirm school arrangements regarding the above and confirm whether it's possible for buses and coaches are able to physically access the school and circulate in and out via Chelmsford and First Avenues. TfNSW recommends that swept path analysis for a 14.5m is conducted to determine whether a bus / coach can perform this operation via Chelmsford Avenue and First Avenue. This can be provided as part of the Response to Submissions (RtS).