



Reference: 20.456r04v07

06 August 2021

TAFE NSW  
C/- Cadence Australia Pty Ltd  
10 Mallett Street  
Camperdown NSW 2050

Attention: Mr Sam Gibson

**Re: TAFE NSW Construction Centre of Excellence  
Nepean Kingswood Campus – 2-44 O'Connell Street, Kingswood  
Preliminary Green Travel Plan**

Dear Sam,

We refer to the proposed expansion of the subject TAFE NSW development located at 2-44 O'Connell Street, Kingswood. The Planning Secretary's Environmental Assessment Requirements (SEARs), states:

*"Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the site."*

Accordingly, a Green Travel Plan (GTP) has been prepared for the development, which evaluates the sustainable transport credentials of the development and accounts for the accessibility of the site with respect to active/public transport facilities. This GTP incorporates a Transport Access Guide (TAG) for information purposes only and which could potentially be distributed to staff, students and visitors of Nepean TAFE.



## ) Background

### Overview

A Green Travel Plan provides a site-specific set of measures and initiatives to promote sustainable transport options such as walking, cycling, carpooling and public transport and to encourage people to reduce their dependency on private vehicles. This creates a number of social, economic, environmental and health benefits.

- Promoting the use of sustainable transport modes by increasing awareness of routes and facilities;
- Creating a positive image of the TAFE as innovative and environmentally conscious; and
- Encouraging healthier travel options for staff, students and visitors of the TAFE, such as walking and cycling to promote a healthier lifestyle.

A GTP nominally requires the nomination of an individual or a team to oversee its implementation, as well as to be reviewed and updated annually to reflect the site operation, any changes to the public transport network and the achievable modal-split targets for the site.

### Site and Location

The subject site is located within the TAFE NSW Nepean Kingswood campus at 2-44 O'Connell Street, Kingswood (Lot 1 in DP866081). More specifically, it is situated along the eastern boundary of the campus, north of 'Building T' and adjacent 'Building BA' of the Western Sydney University (WSU) Werrington South campus.

The site is rectangular in configuration with a total site area of approximately 2.1 hectares. It has a northern boundary to recreational area and southern boundary to Building T of the TAFE that measure approximately 100 metres. The remaining eastern and western boundaries measure approximately 210 metres to the internal road/Building BA of WSU and recreational area of the TAFE, respectively.

Vehicular access to the wider TAFE site is currently provided via the following vehicular crossings which provide access to two separate carparking areas:

- Gate 1 Access: O'Connell Street (northern access); and
- Gate 2 Access: O'Connell Street (southern access).

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below.

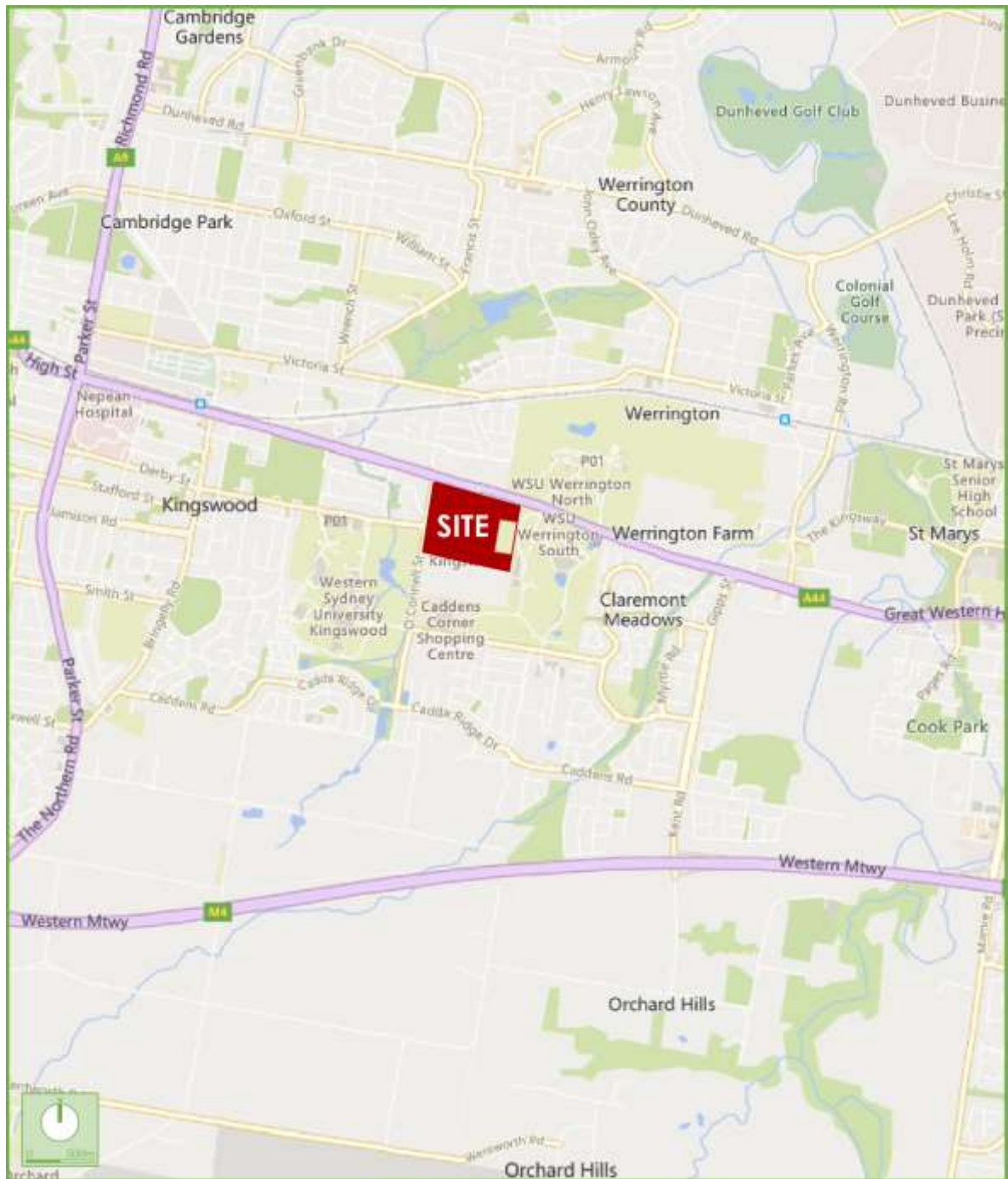


Figure 1: Location Plan



Figure 2: Site Plan





## ) Description of Development

Construction of a new Construction Centre of Excellence Building within the northeast corner of the existing TAFE NSW Nepean Kingswood Campus site located at 2-44 O'Connell Street, Kingswood. The development is proposed to be staged over 10 years comprising the following components:

- Proposed Development 2023 (over and above existing):
  - 1,780 additional student enrolments per year;
  - 187 additional students onsite at any given time; and
  - 22 additional staff onsite at any given time.
- Proposed Development 2030 (over and above existing):
  - 3,500 additional student enrolments per year;
  - 441 additional students onsite at any given time;
  - 39 additional staff onsite at any given time; and
  - Internal shared path connecting the Construction Centre of Excellence Building.
- New carpark and loading area immediately south of the proposed Construction Centre of Excellence Building.
- New shared path connecting the existing TAFE buildings to the west of the site with the proposed Construction Centre of Excellence Building.

## ) Sustainable Transport Options

The area surrounding the subject site is well developed with established road and pedestrian footpath networks connecting the site with nearby public transport infrastructure and neighbouring residential development as described below.

### **Pedestrian and Bicycle Facilities**

The pedestrian and bicycle facilities within 800 metres of the site are presented in **Figure 3** and summarised as follows:

- Existing pedestrian and bicycle paths, including:
  - Off-road shared paths along the Great Western Highway and O'Connell Street (east-west);
  - Bicycle friendly roads along O'Connell Street (north-south); and
  - WSU internal bicycle friendly road network.
- The TAFE proposes to retain the following accesses to the site as follows:
  - 1 x main pedestrian and vehicular access via O'Connell Street (northern access); and
  - 1 x vehicular access via O'Connell Street (southern access).
- The TAFE proposes the following additional infrastructure:
  - An internal pedestrian and bicycle footpath network that is accessible via the existing shared path along the Great Western Highway; and
  - A new shared path is proposed connecting the new Construction Centre of Excellence Building in the eastern sector of the site with the existing TAFE building in the western sector of the site.

Reference should be made to Appendix F (Architectural Design Report) of the EIS showing the Site permeability and Pedestrian Movements throughout the subject site. Adequate lighting is to be provided for all new pathways with natural shading where tree canopy is established.



**Figure 3: Bicycle Facilities**



## Bus Services

The subject site is within optimal walking distance (400 metres) of several bus services operating along O'Connell Street and the Great Western Highway. These bus services are presented in **Figure 4**, with the service frequencies during peak periods outlined in **Table 1** below.

**Table 1: Bus Routes and Service Frequencies**

Bus No.	Route	Service Frequency	
		Weekdays	Saturdays
770	Mount Druitt to Penrith via St Marys	Every 20-30 minutes	Every 60 minutes
775	Mount Druitt to Penrith via Erskine Park	Every 30 minutes	Every 60 minutes
776	Mount Druitt to Penrith via St Clair	Every 20-30 minutes	Every 60 minutes
835	WSU to Prairiewood	Every 30 minutes	-

Furthermore, these above bus services provide regular services to Penrith, St Marys and Mount Druitt railway stations, which provide railway services along the following lines:

- T1 – North Shore and Western Line
- T5 – Cumberland Line
- BML – Blue Mountains Line
- Regional – Western NSW Line

Detailed information concerning service frequencies for all services throughout the week may be obtained via the Transport for NSW website at: <https://transportnsw.info>.



Figure 4: Public Bus Routes



## Metro Services

It is likely that St Mary's Train Station will be extended under the South West Rail Link Extension to connect the existing passenger rail line from St Mary's to the Aerotropolis which is now part of the Sydney Metro Greater West – Nancy Bird Walton International Airport project.

In future, students and staff who may live in other suburbs can take advantage of the metro service to get to the site and services will be frequent (approximately every 5-10 minutes, in line with other Sydney Metro projects). This is presented in **Figure 5** below.

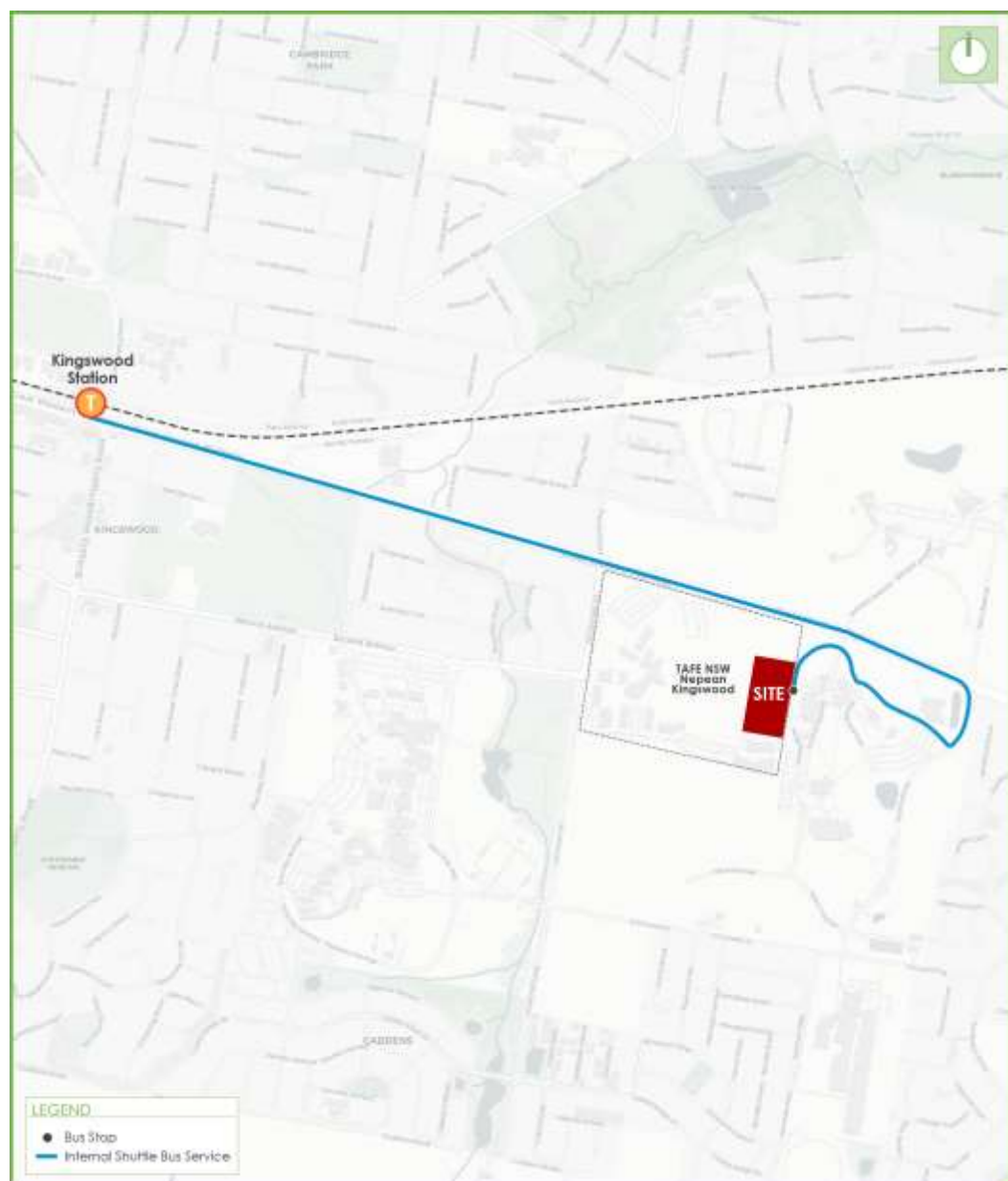


**Figure 5: Metro Services**

## Shuttle Bus

The existing WSU campus provides a private shuttle bus service for existing WSU students and staff between Kingswood Railway Station and the WSU Werrington and Kingswood campus. A proposal is in place to provide a shared shuttle bus service for WSU and TAFE students and staff with regular services between Kingswood Station in the west and the TAFE/WSU in the east. The shuttle bus would pick up and drop off students via the existing internal roadway access via the WSU vehicular access to Great Western Highway. The pick-up and drop off area are to be DDA compliant thereby ensuring ease of access to mobility impaired passengers.

The indicative proposed shuttle bus route and internal pick up and drop off location is shown in **Figure 6**.



**Figure 6: Shuttle Bus Route**



## ) Sustainable Transport Calculator

### Reference Travel Mode

The Sustainable Transport Calculator assumes the travel characteristics for the 'reference project', being for 'education' based in the Kingswood – Werrington SA2 zone and data collected from the 2011 census. Accordingly, the reference travel mode splits for the development are summarised in **Table 2** below.

**Table 2: Reference Travel Mode Splits**

Travel Mode	Travel Percentage
Train	1.9%
Bus	1.0%
Car Driver	86.6%
Car Passenger	5.6%
Motorbike	0.4%
Bicycle	0.7%
Walk	3.8%

It can be seen from **Table 2** above that the vast majority of staff and students (86.6%) drove and parked on-site and 5.6% being car passengers whilst only 7.8% of arrivals were by other modes of transport (public transport, cycle or walk).

### Proposed Travel Modes

The long-term travel mode splits anticipated for staff and students are summarised in **Table 3**, where justifications for each mode are discussed further below.

**Table 3: Travel Mode Targets for 2025 and 2030**

Travel Mode	Travel Mode Percentage		
	Reference	2025	2030
Train	1.9%	4.0%	6.2%
Bus <sup>[1]</sup>	1.0%	4.0%	7.0%
Car Driver	86.6%	78.0%	69.3%
Car Passenger <sup>[2]</sup>	5.6%	6.9%	8.1%
Motorbike	0.4%	0.4%	0.4%
Bicycle	0.7%	2.7%	4.7%
Walk	3.8%	4.0%	4.3%

1 – Includes shuttle bus services.

2 – Includes car passenger dropped off and car passenger's carpooling with other students or staff members.



A brief methodology for establishing the targets for the 2030 on-site peak attendances (1,517 staff and students) are provided below:

- **Car Driver** The primary aim of this GTP is to gradually reduce the reliance on private vehicle usage to a target of 69.3% (decrease of 17.3%), which is in line with the Australian Bureau of Statistics (ABS) 2016 Census data that identified a car driver travel mode of 72% for the Kingswood-Werrington area. This long-term target is considered achievable, given the proposed increases of alternate transport utilisation, as discussed further below.
- **Car Passenger** Carpool for staff and students are proposed to increase to a target of 8.1% (net increase of 2.5%). This target is considered appropriate, given the nature of the development (students sharing classes with friends) and the implementation of carpool schemes by the TAFE for both staff and students.
- **Bus** Bus utilisation is anticipated to increase to a target of 7% (net increase of 6%, including 4% shuttle bus). This target is considered achievable, subject to the implementation of the shared WSU shuttle service between TAFE/WSU campuses and Kingswood Station, which will provide staff and students regular shuttle bus services and connections onto the wider public transport network.
- **Train** The future extension of the St Mary's Train Station under the South West Rail Link Extension will provide commuters access to the Sydney Metro Greater West services. Accordingly, staff and students that reside in other suburbs can take advantage of the metro service, which is envisaged to provide frequent services (approximately every 5-10 minutes). As such, a long-term target of 6.2% (net increase of 4.3%) is considered appropriate and equates to a net increase of 65 staff/students during peak on-site attendances.
- **Bicycle** Bicycle utilisation is anticipated to increase to a target of 4.7% (net increase of 4%), which is considered appropriate, given the proposed bicycle parking and end-of-trip facilities, as well as upgrades to internal cycling infrastructure. Furthermore, it is noted that additional spaces and e-bike charging facilities can also be provided, should there be a future demonstrated demand.

In summary, the above short and long term targets are considered achievable, subject to the implementation of the shared WSU shuttle service between TAFE/WSU campuses and Kingswood Station. Furthermore, these targets are considered appropriate given the future provision of shuttle services and upgrades to internal cycle infrastructure, thereby improving connectivity between the subject site and nearby public transport infrastructure. TAFE NSW has identified an interim strategy to meet the shortcomings of the public transport network by proposing a partnership with WSU for shared use of the existing shuttle service. Whilst this will serve both WSU and TAFE NSW in the short term, it should be noted that TAFE NSW together with WSU will be advocating for a more sustainable transport network to better serve the ongoing development of the health and education precinct in line with the Western Sydney Quarter Plan. This is further supported by the following active working groups of which TfNSW, WSU, Penrith City Council and Nepean/Blue Mountains Health District are members:

- Western Sydney Task Force
- Western Sydney Land Use Sub-committee - Transport Working Group

TAFE NSW welcomes the implementation of these considered improvements to better serve the precinct and more specifically the further investment in the TAFE NSW Nepean Campus. As such, a 17.3% reduction for car drivers are envisaged for students and staff, which is consistent with ABS 2016 Census data for car drivers within the Kingswood-Werrington area.



## ) Strategies and Transport Initiatives

### Transport Access Guide

To assist in promoting the use of alternative travel modes, a Transport Access Guide (TAG) could be prepared for the development, which would include details of bicycle and public transport services within the vicinity of the site. Accordingly, a TAG has been prepared and provided in **Attachment 1** for information purposes only, noting that the TAG would be required to be updated once additional public transport services, TAFE buses and walking/cycling routes are completed and confirmed in the surrounding area.

The provision of this information would therefore assist staff, students and visitors of Nepean TAFE to make informed decisions on how to travel to and from the site based on the available services connecting to or near their place of residence.

The TAG will be implemented upon commencement of construction works on site and continue onwards.

### Bicycle Facilities

The TAFE initially proposes to accommodate a total of 26 bicycle parking spaces and associated end of trip facilities (EOTF). Bicycle parking facilities are to be located immediately adjacent to the northern and southern pedestrian accesses to the building as shown in **Figure 7** below and EOTF are to be located on the Lower Ground Floor for convenient access.



**Figure 7: Bicycle Parking Locations**

Reference should also be made to the Lower Ground Floor Plan provided in **Attachment 2** showing the EOTF and internal accessways.

Furthermore, the TAFE proposes to utilise the existing and proposed bicycle infrastructure as previously mentioned that includes an internal shared path network that connects onto the existing shared path



along the Great Western Highway. All bicycle facilities will be provided with adequate lighting, shelter and passive surveillance.

Accordingly, the above existing and proposed bicycle facilities will assist in encouraging bicycle utilisation for the TAFE, noting that the TAFE provides sufficient room for additional bicycle facilities in the future, should there be a demonstrated demand.

Use of these facilities will commence once the development is operational (February 2023).

### **Shuttle Buses**

A shared shuttle bus service with WSU will provide frequent services to Kingswood Station and will assist in encouraging staff and students to utilise bus travel to and from the TAFE. These shuttle bus services would utilise the existing internal road network within WSU, with service routes and frequencies to be included within a future GTP and TAG upon confirmation.

TAFE NSW are currently negotiating with WSU and the shared shuttle service agreement will be in place within the first two (2) years of operation.

### **Car Pool Schemes**

The TAFE will implement a carpool scheme for staff and students involving a physical on-site notice board and a web-based notice board via Facebook or another similar form of social media. These message boards will provide a way for staff and students to coordinate travel and schedules with their respective colleagues and classmates, where practical.

Accordingly, these notice boards will assist in encouraging an alternate mode of transportation to and from the TAFE with the main objective of reducing personal vehicle trips for both staff and students. Notice boards and distribution of the TAG will commence once the development is operational (February 2023).

### **Electric Vehicle Charging Spaces**

The Future Transport 2056 and Netzero Plan Stage 1 2020-2030 provides a target for NSW Government agencies to have at least 10% of fleet vehicles fully electric by 2023 in response to the forecast increased demand and general uptake of electric vehicles over the next decade.

Application of this rate to the 16 proposed parking spaces would result in a requirement for at least two (2) spaces to be provided as electric charge bays, as a general guide. It should be noted that the provision of electric charging parking spaces can be revised up or down in response to future demand, as considered appropriate.

Use of these facilities will commence once the development is operational (February 2023).

### **Implementation of Initiatives**

A table of initiatives has been provided in **Attachment 3** which details initiatives to incorporate public transport and active transport into the fabric of life at the TAFE campus. This includes information regarding TAFE bicycle facilities and bicycle user groups on campus, shuttle bus services, carpool schemes and electric vehicle charging spaces, relevant communication channels, personnel responsible for each initiative and frequency of updates.

## **) Green Travel Plan Maintenance**



A monitoring and review process for the Green Travel Plan will be required to be set out once TAFE operations commence to ensure the GTP and TAG reflect any changes or updates to the available public transport network related to the TAFE. A Travel Plan Coordinator would in turn be nominated and designated with the responsibility of maintaining the GTP. This coordinator would also revisit the proposed targets to refine and update the proposed modal-split for staff and students travelling to the TAFE.

Regular review of the success measures outlined in this plan should be undertaken intermittently to determine whether alternative or supplementary measures are necessary, noting that any revised travel mode targets should favour alternate travel modes (i.e. not private car use). It is recommended that a survey of staff and students be conducted annually by the Travel Plan Coordinator to monitor the progress of these long-term targets, noting that these targets are primarily indicative and will require on-going evaluation and fine-tuning.

## ) Green Star Assessment

### Sustainable Transport Calculator

The Green Star Sustainable Transport Calculator provides a score out of ten, based on the various criteria outlined below:

- Criterion 1 – Reduction in carbon emissions (5 points)
- Criterion 2 – Increase in active travel modes (1 point)
- Criterion 3 – Reduction in vehicle kilometres travelled (1 point)
- Criterion 4 – WalkScore rating (3 points)

An analysis has been completed using this tool and aforementioned travel mode targets for the development. This analysis has been included in **Attachment 4**, with the results summarised as follows:

- Criterion 1 – 19.1% Reduction in carbon emissions (1/5 points)
- Criterion 2 – 100.1% Increase in active travel modes (1/1 point)
- Criterion 3 – 28.0% Reduction in vehicle kilometres travelled (1/1 point)
- Criterion 4 – 19 WalkScore rating (0/3 points)

The subject development therefore achieves a score of three (3) points.

### WalkScore

'Criterion 4' is based on the WalkScore rating of the site, noting that the WalkScore website has stopped updates as of 2019. As such, this WalkScore rating is not considered appropriate as it doesn't take into account recently built amenities within the locality.

With the above in mind, the WalkScore of the site can be alternatively determined in accordance with the Green Building Council Australia FAQ F-00179 as presented in **Attachment 5**. This guideline provides an alternate pathway to demonstrate WalkScore compliance, with WalkScore points awarded based on the amenities within 400 metres walking distance of the site (from the site boundary access point), as outlined below:

- Minimum of eight (8) amenities and three (3) amenity categories (1/3 points)
- Minimum of 10 amenities and five (5) amenity categories (2/3 points)



- Minimum of 15 amenities and seven (7) amenity categories (3/3 points)

In light of the above, the project team has advised the various amenities in the locality, as outlined in **Table 4** below.

**Table 4: Amenities within the Locality**

Categories of Amenities	Type of Amenity	Within 400m Walking Distance	Destination	Number of Amenities
1	Grocery	Woolworths	Cadden's Corner	1
2	Food and Beverage	Proposed Café in IATC and Food Retail	Cadden's Corner, Proposed Building	2
3	Retail	One Agency and Home Spot	Cadden's Corner	2
4	Bank Services	No Banks or Credit Union		0
5	Education and Childcare	TAFE and Childcare within TAFE	TAFE Campus	2
6	Recreation	Fitness Plus and Church	Cadden's Corner and Hills Church	2
7	Public Facilities	TAFE Library	TAFE Campus	1
8	Outdoor Facilities	Playground and Parks within TAFE	TAFE Campus	2
<b>TOTAL AMENITIES</b>				<b>12</b>

It can be seen from **Table 4** that there are a total of 12 amenities and seven (7) amenity categories within 400 metres walking distance of the site, thereby resulting in a WalkScore of two (2) points based on the Green Building Council Australia FAQ F-00179.

### Green Star Rating

Overall, the development would therefore achieve a Green Star Rating of five (5) points, comprising three (3) points from the Sustainable Transport Calculator and two (2) points from the Green Building Council Australia FAQ F-00179.





## ) Summary

In summary, it is considered that the Green Travel Plan prepared for the Nepean TAFE NSW Campus satisfactorily addresses all objectives in the short term and will be updated to reflect staged completions for the TAFE and improvements in public infrastructure and transport services.

We trust the above is of assistance and please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

## Traffix

Vince Doan  
**Executive Engineer**

Encl:    *Attachment 1 – Transport Access Guide*  
          *Attachment 2 – Lower Ground Floor Plan*  
          *Attachment 3 – Table of Initiatives*  
          *Attachment 4 – Sustainable Transport Calculator*  
          *Attachment 5 – Green Building Council Walks Score FAQ*

# ATTACHMENT 1

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## Transport Access Guide



## CAR

**By Car:** There are numerous carpark and pick-up/drop-off areas available at TAFE NSW for staff and student use. These carpark areas are accessible from within an available parking space along O'Connell Street.

**By Car Pool:** Car Pooling is a great way to reduce traffic congestion. Please consider your co-workers and friends when attending the Nepean NSW TAFE Campus to arrange your schedules.

**By Taxi:** Taxi services are available by contacting the following company: 13 CABS by calling 13 22 27 or visiting their website <http://www.13cabs.com.au>.

**By Uber:** Offers car rideshare services available through the Uber app on your smartphone or tablet.



## BUS

**By Bus:** Information concerning service frequencies for all services, including the above services, throughout the week may be obtained via the Transport Info website at: <http://transportnsw.info>.

**By Shuttle Bus:** In the future, the TAFE will provide a shared private charter bus service with Western Sydney University (WSU) grounds providing frequent shuttle bus services (times and frequencies to be confirmed) to and from to Kingswood Railway Station.



## TRAIN

**By Train:** Kingswood Railway Station offers services along the North Shore Line (**T1 Line**) and the Cumberland Line (**T5 Line**).



## BICYCLE AND WALKING

**By Bicycle and Walking:** Bicycle and walking infrastructure is provided in the surrounding areas and future bicycle and walking infrastructure upgrades are proposed within the TAFE campus so that staff and students are able to take advantage of the various walking and cycle infrastructure. As such, additional bicycle and walking routes will be updated as additional infrastructure becomes available.

For alternative cycling and walking routes please visit [https://www.rms.nsw.gov.au/maps/cycleway\\_finder](https://www.rms.nsw.gov.au/maps/cycleway_finder) for more information.

## ACTIVE TRAVEL

This Travel Access Guide (TAG) provides information to staff and students on how to go to and from NSW TAFE Nepean Campus by active travel – without a car.

NSW TAFE supports active travel as its benefits include:

- Lowers car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer and more pleasant urban environment
- Opportunities for staff and students to be more active

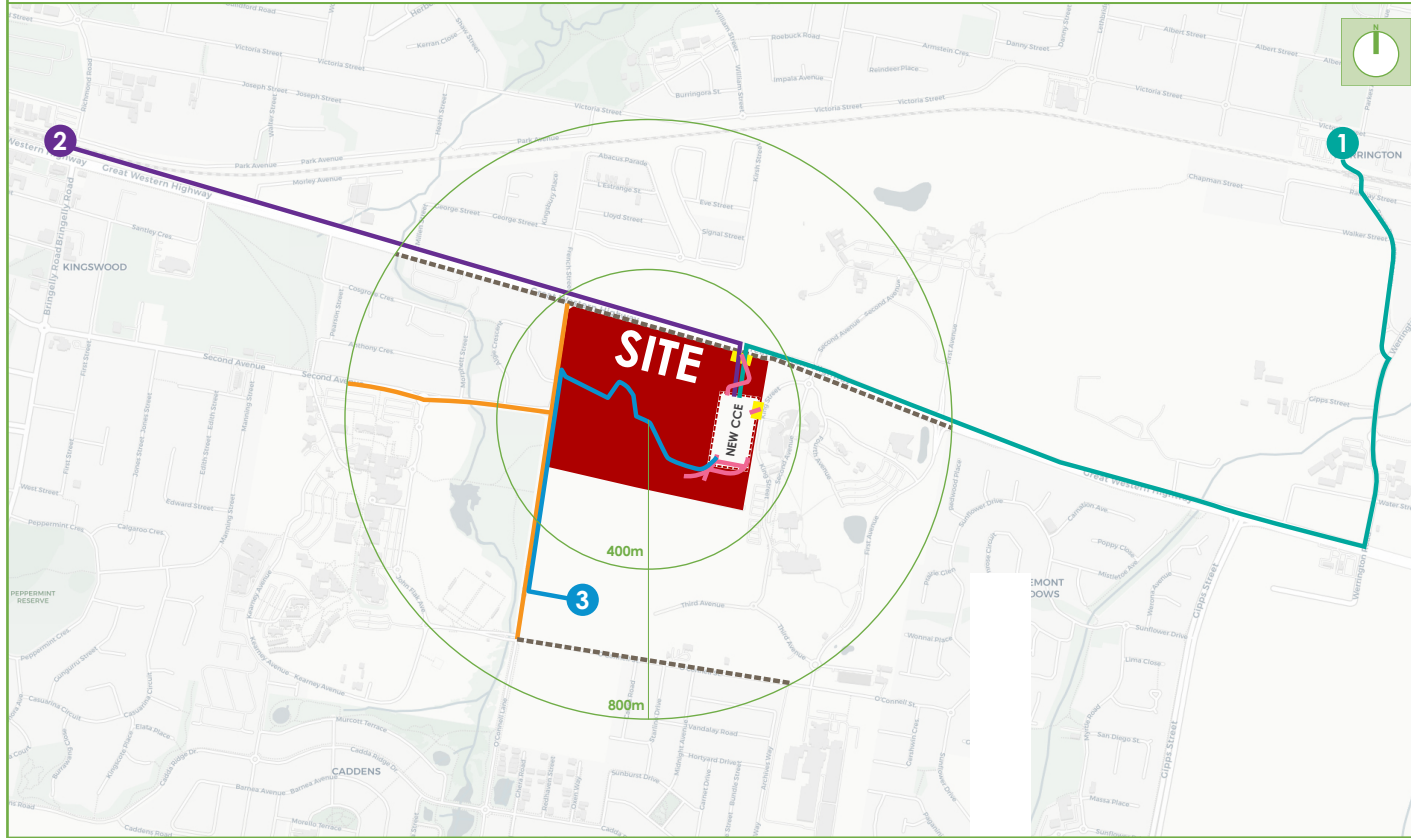
For further public transport information go to [www.transportnsw.info](http://www.transportnsw.info) or call 131 500



# TRANSPORT ACCESS GUIDE

**TAFE NSW**  
Nepean – Kingswood Campus

## ACTIVE TRAVEL MAP

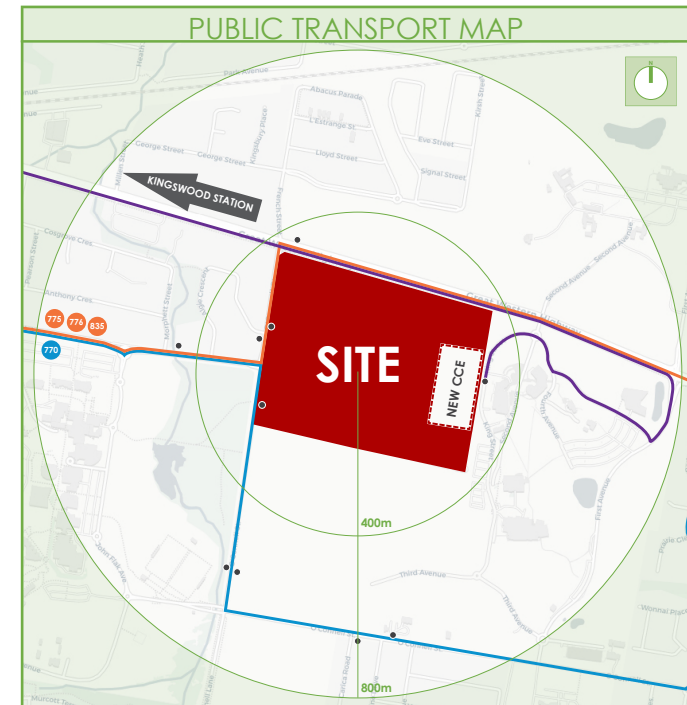


## LEGEND

- Bicycle and Pedestrian Entry
- Off-Road Dedicated Bicycle Lanes
- Bicycle-Friendly Roads
- Internal Bicycle and Pedestrian Paths
- 1 Bicycle and pedestrian route to and from Werrington Station
- 2 Bicycle and Pedestrian route to and from Kingswood Station
- 3 Pedestrian Route to and from Caddens Corner Shopping Centre

## TRANSPORT ACCESS GUIDE

### TAFE NSW Nepean – Kingswood Campus



## LEGEND

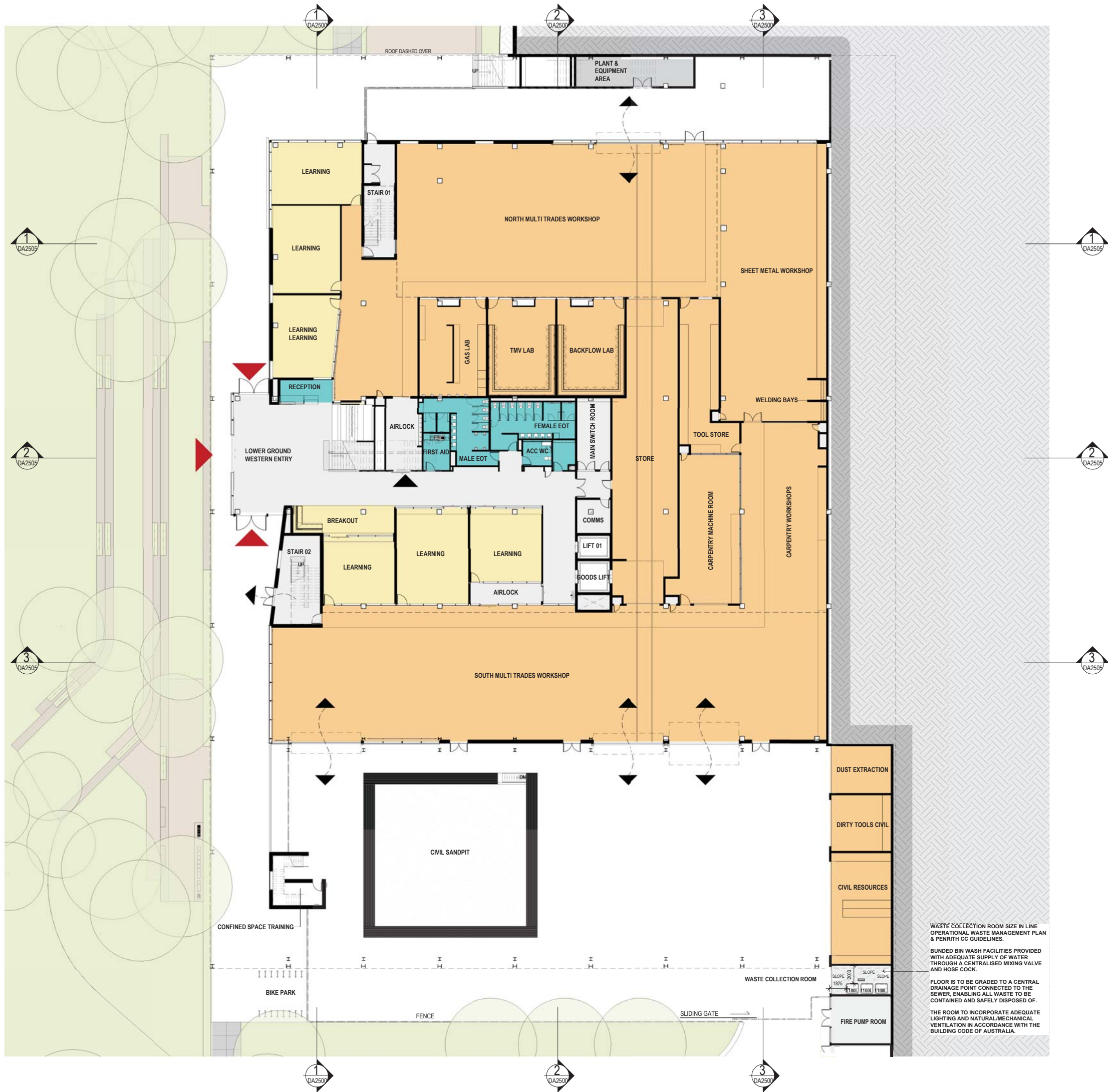
- Bus Stop
- 770 Mount Druitt to Penrith via St Marys
- 775 Mount Druitt to Penrith via Erskine Park
- 776 Mount Druitt to Penrith via St Clair
- 835 UWS to Prairiewood
- Shuttle Bus to Kingswood Station



## ATTACHMENT 2

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Lower Ground Floor Plan



#### LEGEND

- WORKSHOP
- LEARNING SPACE
- WORKSPACE
- INDUSTRY ENGAGEMENT
- AMENITIES / OTHER
- CIRCULATION / SERVICES

## GRAY PUKSAND

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Contractors to use Architectural drawings for set out.  
Contractors to check & verify all Dimensions on Site prior to Construction/Fabrication.  
Figured Dimensions take precedence over Scaled Dimensions.  
Any Discrepancies should be immediately referred to the Architect.  
All work to comply with N.C.C. Statutory Authorities & Relevant Australian Standards.

NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6569



REV	DESCRIPTION	DATE
A	Test of Adequacy Submission	10-02-2021
B	Issue for SSQA	04-03-2021
C	Issue for SSQA	11-03-2021
D	Issue for SSQA	13-05-2021
E	Lower Ground Floor Level Revised	02-06-2021
F	Waste Area Updated	23-07-2021

PROJECT NO  
DRAWN  
CHECKED  
APPROVED

220090  
RD  
SS  
BH



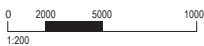
**Institute of Applied Technology for Construction**  
12-44 O'Connell St, Kingswood  
NSW 2747

#### SSDA

**LOWER GROUND - GA FLOOR PLAN**

DWG # **DA1300** REV **F**

SCALE @ A1 1 : 200



## ATTACHMENT 3

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Table of Initiatives

## TAFE NSW Institute of Applied Technology

### Preliminary Green Travel Plan (GTP)

Initiatives	Channels	By Whom	Frequency of updates
<b>Transport Access Guides, including GTP targets and rationale</b>	Project website - <a href="#">NSW Institute of Applied Technology for Construction - TAFE NSW</a>	IAT/CoE Program Team	On-going, as required
PROPOSED LAUNCH: Upon commencement of construction works (December 2021)	TAFE NSW Nepean-Kingswood campus intranet site (staff only)	TAFE Services, Nepean-Kingswood	On-going, as required
	TAFE NSW Nepean-Kingswood campus newsletters	TAFE Services, Nepean-Kingswood	Quarterly updates
	Flyers/Posters	TAFE Services, Nepean-Kingswood	Quarterly refresh
	Special events on campus (promotional opportunity)	TAFE Services, Nepean-Kingswood	Periodical, as opportunities arise
	Leadership Team meetings and cascade	TAFE Services, Nepean-Kingswood	Quarterly reminders
<b>Bicycle Facilities</b>	Bicycle user group on campus (subject to sufficient interest)	TAFE Services, Nepean-Kingswood	On-going (potentially)
PROPOSED LAUNCH: Upon commencement of operations (February 2023)	TAFE NSW Nepean-Kingswood campus Facebook site	TAFE Services, Nepean-Kingswood	Monthly reminders
	Static signage in new building	IATC Project Team	N/A
<b>Shuttle Bus</b>	TAFE NSW Nepean-Kingswood campus Facebook site	TAFE Services, Nepean-Kingswood	Monthly reminders
PROPOSED LAUNCH: Upon commencement of agreement with WSU (date TBC)	TAFE NSW Nepean-Kingswood campus intranet site (staff only)	TAFE Services, Nepean-Kingswood	On-going, as required
<b>Carpool Schemes</b>	TAFE NSW Nepean-Kingswood campus Facebook site	TAFE Services, Nepean-Kingswood	Monthly reminders
	TAFE NSW Nepean-Kingswood campus intranet site (staff only)	TAFE Services, Nepean-Kingswood	On-going, as required
	Notice Board (in common area)	TAFE Services, Nepean-Kingswood	On-going, as required
<b>EV Charging Spaces</b>	TAFE NSW Nepean-Kingswood campus Facebook site	TAFE Services, Nepean-Kingswood	Monthly reminders
PROPOSED LAUNCH: Upon commencement of operations (February 2023)	TAFE NSW Nepean-Kingswood campus intranet site (staff only)	TAFE Services, Nepean-Kingswood	On-going, as required

## ATTACHMENT 4

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Sustainable Transport Calculator

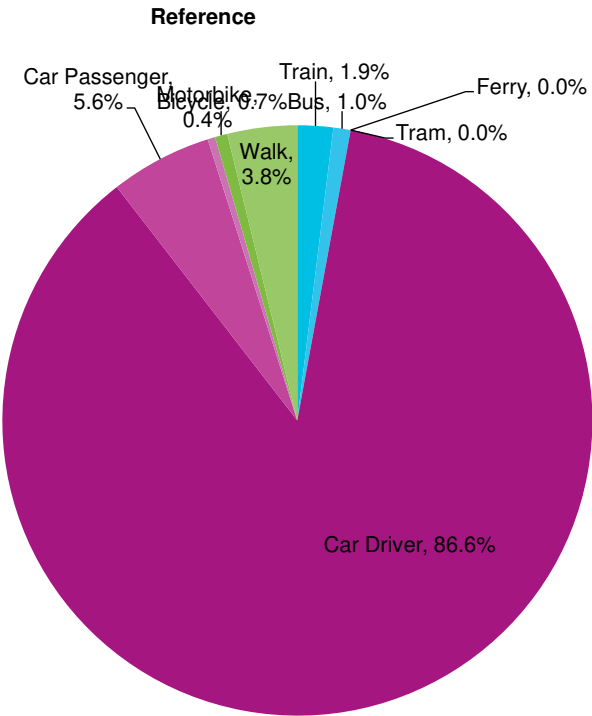


# Green Star Design & As Built

Sustainable Transport, Performance Pathway Calculator



	Reference	Adjusted	Proposed	
Train	1.9%	6.2%	6.2%	
Bus	1.0%	7.0%	7.0%	
Ferry	0.0%	0.0%	0.0%	
Tram	0.0%	0.0%	0.0%	
Car Driver	86.6%	69.3%	69.3%	
Car Passenger	5.6%	8.1%	8.1%	
Motorbike	0.4%	0.4%	0.4%	
Bicycle	0.7%	4.7%	4.7%	
Walk	3.8%	4.3%	4.3%	
Total Mode Share	100.0%	100.0%	100.0%	
Avoided trips	2.0%	2.0%	2.0%	%
Ave Trip Length	17.0	17.0	17.0	km
Work weeks	40	40	40	weeks / annum
trips per annum	392		392	trips / annum
Emissions per trip	3863		3341	g CO <sub>2-e</sub> / trip
Total emissions	1.51		1.31	tonnes / person / annum
Total vkt	5766		4613	vkt / person / annum
Active modes	4.5%		9.0%	Mode Share % for Active Modes



Building Address

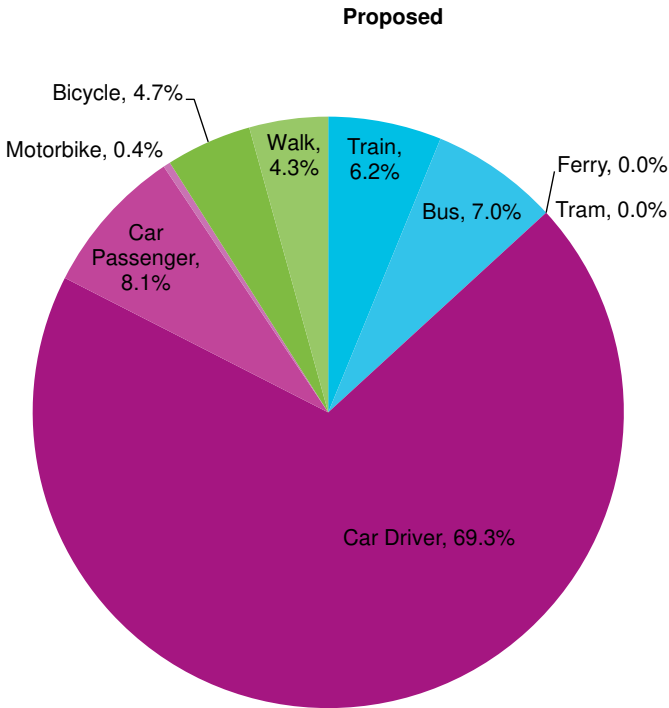
12-44 O'Connell St, Kingswood, NSW 2747

Building Type

Education

SA2 Kingswood - Werrington	Altered
State New South Wales	
13.5% reduction in carbon emissions	Criterion 1
1 / 5 points for emissions reduction	
100.1% increase in active mode use	Criterion 2
1 / 1 point for active mode encouragement	
20.0% reduction in vehicle kilometres travelled	Criterion 3
1 / 1 point for vkt reduction	
19 WalkScore ®	Criterion 4
0 / 3 points for walkable location	
3 / 10 points achieved	

Emissions Intensity	Reference	Current	Unit
Train	141	141	g CO <sub>2-e</sub> / passenger km
Bus	131	131	g CO <sub>2-e</sub> / passenger km
Ferry	131	131	g CO <sub>2-e</sub> / passenger km
Tram	152	152	g CO <sub>2-e</sub> / passenger km
Car Driver	258	258	g CO <sub>2-e</sub> / vehicle km
Car Passenger	0	0	g CO <sub>2-e</sub> / passenger km
Motorbike	104	104	g CO <sub>2-e</sub> / passenger km
Bicycle	0	0	g CO <sub>2-e</sub> / passenger km
Walk	0	0	g CO <sub>2-e</sub> / passenger km
Total	228	197	g CO <sub>2-e</sub> / passenger km



## ATTACHMENT 5

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### Green Building Council Walks Score FAQ

# FAQ F-00179

## Is there an alternative pathway to demonstrate compliance with Walkscore?

Yes, project teams may target up to three (3) points to determine the points available for 'Walkable location' as an alternative to Walkscore, for the purposes of 17A-Sustainable Transport - Performance Pathway.

To ensure that there is a diverse range of amenities available to the building occupants, amenities present around the project location must spread across the below eight categories:

- Grocery e.g. Convenience stores, supermarkets
- Food and Beverage e.g. cafes, restaurants, bars
- Retail e.g. clothing, homeware, hardware, book, gift stores
- Bank Services e.g. banks, credit unions
- Education & Childcare e.g. Primary, secondary, tertiary or childcare facilities
- Recreation e.g. movie theatres, fitness centres, swimming pools
- Public facilities e.g. Libraries, local or state government service centres
- Outdoor facilities e.g. Playgrounds, parks

Planned future amenities can also be claimed, including the ones that will be available on the project site to building occupants, where these amenities are scheduled for delivery within two years of the project's date of practical completion.

Up to three points are available where a certain number of diverse amenities are located within a 400m walking distance of the project as determined by Google Maps or other mapping services. Points will be awarded according to the minimum number and types of amenities, in line with the below table.

### *Green Star - Design & As Built*

Points available	Minimum Number of Amenities	Minimum Amenity Categories
1	8	3
2	10	5
3	15	7

### *Green Star - Interiors*

Points available	Minimum Number of Amenities	Minimum Amenity Categories
1	10	5
2	15	7

## Documentation Requirements:

Please provide the following in your submission:

- As per the submission guidelines for 17A Performance Pathway
- Google Maps (or other mapping service) location showing evidence of amenities as described in the submission guidelines and within 400m walking distance of the project site
- Evidence of future amenities that are scheduled for delivery within 2 years of practical completion.
- A copy of this response.

## Rating Tools

This FAQ is related to the following Rating Tools, Categories or Credits:

- Green Star - Design & As Built v1 / Transport / 17 Sustainable Transport
- Green Star - Design & As Built v1.1 / Transport / 17 Sustainable Transport
- Green Star - Design & As Built v1.2 / Transport / 17 Sustainable Transport
- Green Star - Design & As Built v1.3 / Transport / 17 Sustainable transport
- Green Star - Interiors v1 / Transport / 17 Sustainable Transport
- Green Star - Interiors v1.1 / Transport / 17 Sustainable Transport
- Green Star - Interiors v1.2 / Transport / 17 Sustainable Transport
- Green Star - Interiors v1.3 / Transport / 17 Sustainable Transport

## Disclaimer

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### These FAQs are:

- provided as additional technical assistance for Green Star users.
- optional and free to use on Green Star projects.

### When used on Green Star projects, make sure to:

- state the FAQ number on the Submission Template.
- click on "Download" to save the FAQ.
- include the PDF in the submission.

The GBCA reserves the right to add or remove FAQ at our discretion.

