

Reference: #N147040

20 June 2018

Dunnet Properties  
Unit 5B, 277 Lane Cove Road  
MACQUARIE PARK NSW 2113

**Attention: Mr. Craig Sinclair (Development Manager)**

Dear Craig

**RE: 44-48 OXFORD STREET, EPPING (DA/485/2016)**  
**OUTLINE GREEN TRAVEL PLAN**

The proposed 44-48 Oxford Street Epping mixed use development is well-located to capitalise on public transport services, being located some 200 metres from Epping Station, which is currently under construction to accommodate the Sydney Metro Northwest rail line. The new Metro provides services every four minutes during peak periods, in addition to other rail lines and bus services currently available.

In response to the recent Central Sydney Planning Panel proceedings and associated deferrals, the proponent (Pirasta Pty Ltd) proposes that a Green Travel Plan (GTP) be implemented to minimise the traffic impact of the development, particularly during road network peak periods. Key initiatives proposed for further investigation during design development include:

- Provide a secure basement bicycle storage area
- Provide a car share pod on-site
- Provide motorbike parking
- Provide lockers in conjunction with the basement bicycle storage area
- Investigate opportunities for more flexible ownership of car parking
- Prepare a Travel Access Guide (TAG).
- Provide a welcome pack for all new residents including free \$100 Opal card(s)
- Provide public transport information boards
- Provide a walking and cycling map
- Provide real-time transport information screens
- Encourage residents to car-pool
- Promote ride/ walk to work days
- Provide a regular newsletter to all residents and tenants
- Require commercial tenants to prepare a Workplace Travel Plan

I trust the enclosed is consistent with your expectations. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

**GTA CONSULTANTS**



**Brett Maynard**  
**Director**

## Background

GTA Consultants (GTA) was commissioned by Dunnet Properties (on behalf of Pirasta Pty Ltd) to provide transport advice for a proposed mixed-use development comprising of ground floor retail, first floor commercial space and 178 apartments; Development Application (DA) No. DA/485/2016 at 44-48 Oxford Street Epping.

### **Traffic Generation**

As documented in the Traffic and Parking Assessment Report (Varga Traffic Planning, 2016), the proposed development is expected to generate up to 60 vehicles per hour during the road network peak periods. This traffic generation is minor on its own, however the cumulative impact of approved and proposed development within Epping Town Centre is more significant.

### **Epping Town Centre Traffic Study**

Since March 2014 when the new Priority Precinct controls came into effect, City of Parramatta Council (as of April 2018) has estimated that up to 5,553 additional dwellings within Epping Town Centre could be realised by 2023. This is made up of 3,940 approved dwellings and 1,613 dwellings under assessment. This is higher than the 3,000 dwellings anticipated by 2036 in the previous Epping Town Centre Traffic Study (Halcrow, 2011), which underpins the current planning controls and associated road infrastructure improvements. It should be noted, however, that the proposed development delivers 178 apartments (plus some non-residential floor area), which represents 3.2 percent of this short to medium term dwelling yield.

The Interim Traffic Modelling Report (EMM, 2017) identified a key issue for Epping Town Centre that approximately 89% of trips that cross the Epping Road rail overbridge are through traffic trips, where the origin and destination of the trip is outside the Epping Town Centre.

On the basis of the above, the proposed development is a minor proportion of the anticipated development activity and therefore traffic generation with Epping Town Centre, and an even smaller proportion of the Epping Road transport task.

### **Leveraging New Public Transport Infrastructure**

Notwithstanding the existing traffic congestion experienced in and around Epping Town Centre, Epping clearly remains a desirable residential location. The NSW Government is investing more than \$5 billion in Sydney Metro Northwest rail line which connects to and through Epping Station, with services between Rouse Hill and the Sydney CBD every four minutes during peak periods. The convenience and quality of service that this brings to Epping, in addition to the other existing rail and bus services/ connections available, presents a significant opportunity to leverage this public transport investment and support a high travel mode share for public transport as part of the future Epping Town Centre.

### **Sydney Central City Planning Panel**

At the 4 April 2018 meeting of the Sydney Central City Planning Panel, determination of the 44-48 Oxford Street Epping DA was deferred, pending further information/ outcomes being made available from Council's updated Epping Town Centre Traffic Study.

The proposed development has a lower floor space ratio (FSR) than the maximum permitted under the relevant planning controls (4.35:1 compared with 4.5:1, therefore potentially generating less traffic the maximum permissible development) and from a traffic and transport perspective should be approvable in its current form.

However, given its location some 200 metres from Epping Station (2-3 minutes' walk), it is recognised that there is an opportunity to positively influence the travel behaviour of future residents and tenants, thereby reducing any potential impacts on existing and future road network congestion.

On this basis, GTA has prepared an Outline Green Travel Plan (GTP) for consideration by the City of Parramatta Council and the Sydney Central Planning Panel.

## Site Location

The subject site is located at 44 – 48 Oxford Street, Epping. The site has a land use classification as Local Centre (B2). Vehicle access is provided from Oxford Street.

The surrounding properties predominantly include a mixture of medium to high density residential uses, as well as some local retail businesses.

The site is conveniently located close to the existing and future commercial and retail centre of Epping Town Centre as well as existing rail and bus services, and future high frequency metro rail services. Overall, the planning controls within DCP 2013 have been informed by the Epping Town Centre Study 2011 and the Epping Town Centre Precinct Structure Plan and Public Domain Plan 2013 prepared for the Precinct by the former Department of Planning and Infrastructure.

## Travel Plan Framework

Transport is a necessary part of life, but it has economic, public health and environmental consequences. The transport sector is one of the fastest growing emissions sectors in Australia, and therefore is one of the key opportunities for reducing greenhouse gases. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure a strong and prosperous community.

The physical infrastructure being provided as part of the development is only part of the solution. A GTP will ensure that the transport infrastructure, services and policies both within and external to the site are tailored to the users and coordinated to achieve the most sustainable outcome possible.

### What is a Green Travel Plan?

A GTP is a package of measures aimed at promoting sustainable travel and reducing reliance on the private car. It is not designed to be 'anti-car' however will encourage and support people's aspirations for carrying out their daily business in a more sustainable way. Travel plans can provide both:

- measures which restrict car use (disincentives or 'sticks')
- measures which encourage or support sustainable travel, reduce the need to travel or make travelling more efficient (incentives or 'carrots').

The GTP would promote the use of transport, other than the private car, provide choice for staff to travel to and from the site, which is more sustainable and environmentally friendly.

Indeed, there are a range of "non-car" transport options that are available at the site which have been described in this report.

Given the development's aim to reduce private travel to/from the site, the implementation of a GTP would be beneficial.

It is noted that from a residential market perspective given the location of Epping in the broader Sydney context, on-site parking provisions may remain desirable into the future. However, the focus of the green travel plan would be to limit the use of private vehicles, particularly during road network peak periods.

## Key objectives

The aim of the GTP is to bring about better transport arrangements for living and working at the site. The key objectives of the GTP would be:

- to encourage walking
- to encourage cycling
- to encourage the use of public transport
- to reduce the use of the car, in particular single-occupant car travel
- where it is necessary to use the car, encourage more efficient use.

It is the intention therefore that the GTP will deliver the following benefits:

- enable higher public and active travel mode share targets to be achieved
- contribute to greenhouse gas emission reductions and carbon footprint minimisation
- contribute to healthy living for all
- contribute to social equity and reduction in social exclusion
- improve knowledge and contribute to learning.

## Public Transport

### Existing Services

The site is well located with respect to public transport facilities with Epping Railway Station located approximately 200 metres south-west of the site and within a five-minute walk. Epping Railway Station is serviced by the T1 North Shore Line and Central Coast and Newcastle Line.

Bus stops are also located at the Station along Cambridge Street immediately north of the Oxford Street/ Pembroke Street/ Langston Place intersection. Epping Road to the south, Pembroke Street to the north and Beecroft Road to the west also provide conveniently located bus stops to ensure a good level of accessibility to a range of bus services.

Sydney Buses operate services from Macquarie Centre, Sydney CBD and Manly Wharf that travel along Cambridge Street. Several bus stops are located within a five-minute walk of the site.

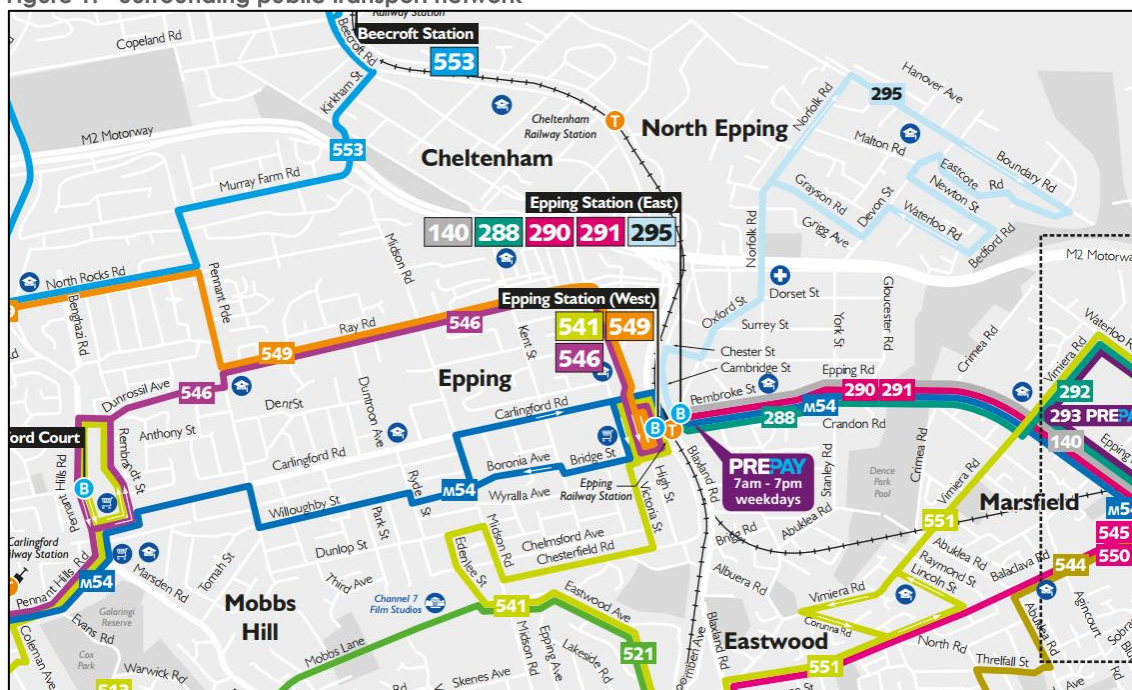
A review of the public transport availability near the site is summarised in Table 1.

**Table 1: Public transport provision near the subject site**

Service	Route number	Route description	Location of stop	Distance to nearest stop	Frequency on/off-peak
Bus	140	Manly Wharf to Epping via Macquarie University	Cambridge Street	200 m	Limited services per day
	288	Epping to City Erskine St			15 mins/ 30 mins
	290	Epping to City Erskine Street via Macquarie University and North Sydney			Limited services per day
	291	Epping Station to McMahon's Point			15 mins/ hourly
	295	North Epping to Epping (Loop Service)			15 mins/ hourly
	541	Epping to Eastwood	Beecroft Road	280 m	45 mins/ hourly
	546	Epping to Parramatta via North Rocks and Oatlands			30 mins/ hourly
	549	Parramatta to Epping via North Rocks			15 mins/ hourly
	630	Macquarie Park to Blacktown via Carlingford			30 mins/ hourly
	M54	Parramatta to Macquarie Park via Epping			10 mins/ 15 mins
	N80	Hornsby to City Town Hall via Strathfield			Hourly (night bus)
Train	T1 North Shore and Northern Line		Epping Station	200 m	4-10 mins/ 15-30 mins
	Central Coast and Newcastle Line				15 mins/ 30 mins

The surrounding public transport network is also shown indicatively in Figure 1.

**Figure 1: Surrounding public transport network**



Source: Transport for NSW, accessed 18 September 2017

## Future Rail Services

The Sydney Metro Northwest project is one of Australia's largest public transport infrastructure projects and is anticipated to deliver faster, safer and more reliable service to the northwest region of Sydney.

The Sydney Metro Northwest will provide a rail connection from the existing Chatswood Interchange through to Cudgegong Railway Station. As part of this connection, the train line will pass through Epping Station which is anticipated to provide an additional train every four minutes during the weekday AM and PM peak periods.

In short, the Epping Town Centre is expected to benefit greatly from the Sydney Metro Northwest project given the increased incentives to travel by train on the regular fast service with the town centre planning, largely reflecting this inherent change.

## Pedestrian and Cycle Infrastructure

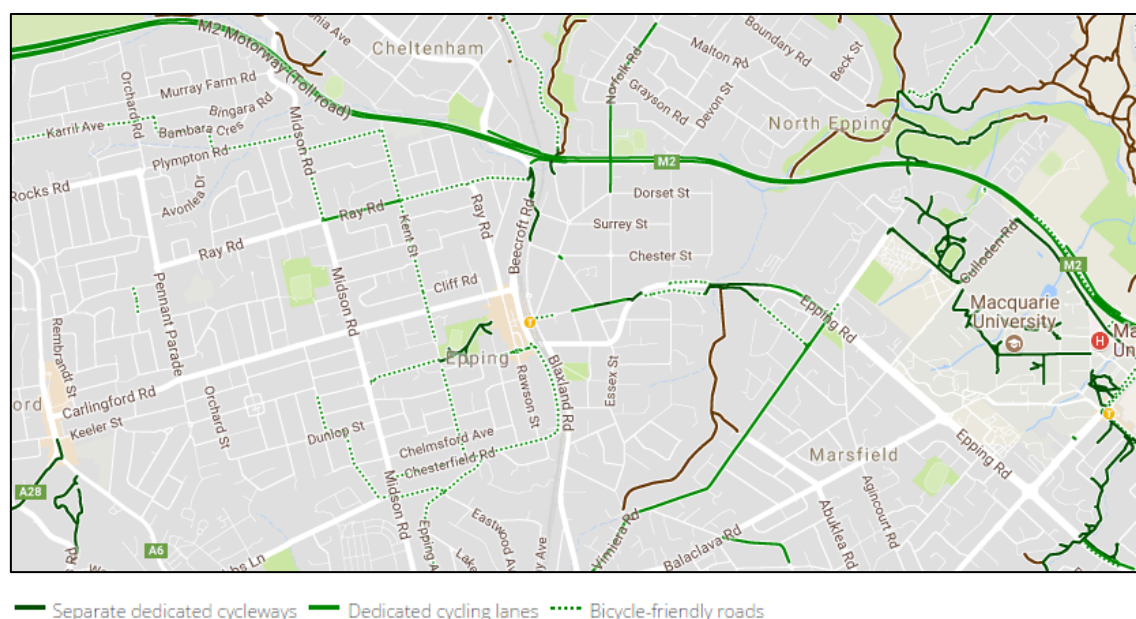
Pedestrian footpaths are located on both sides of most of the streets within the Epping Town Centre with Oxford Street, Langston Place and the eastern side of Cambridge Street providing two to three-metre wide footpaths.

These paths provide good connectivity between the subject site and Epping Railway Station, with signalised pedestrian crossings on all legs at the intersection of Pembroke Street/ Oxford Street allowing for safer crossing.

Hornsby Shire Council and City of Parramatta Council have developed and maintained an effective cycling network within and surrounding the Epping town centre. Oxford Street, Cambridge Street, Chester Street and Essex Street are cyclist friendly streets and combine to connect with designated shared paths, including the Surrey Street tunnel under the rail line.

The local on-street and off-street cycling network is shown in Figure 2.

**Figure 2: Epping bicycle network**



Source: Sydney Cycleways, accessed 18 September 2017



## Site Specific Initiatives

The following initiatives are proposed for further investigation during design development, in order to encourage greater sustainable mode choice and therefore reduce traffic generation, particularly during road network peak periods. The majority of the initiative presented are targeted at residents, however could also be expanded to the commercial and retail tenants.

### Infrastructure

- i **Provide a secure basement bicycle storage area** in addition to residential storage cages to provide fast and convenient access to bicycles. Planning for these facilities would consider future expansion to suit market demand at the time of construction.
- ii **Provide a car share pod on-site** and promote the availability of car sharing pods for trips that require the use of private vehicles. It is envisaged that one vehicle (managed by the strata scheme or supplied by an appropriate car share service provider) would initially be accommodated, with the opportunity for visitor parking spaces to be converted for further car share vehicles in future, should demand exist. The car share facility would reflect best practice and local demand at the time of implementation, in consultation with Council.
- iii **Provide motorbike parking** in any available areas within the basement to provide a further alternative to private car travel.
- iv **Provide lockers** in conjunction with the basement bicycle storage area such that cyclists and motorbike riders can store clothing and equipment (e.g. helmets) to streamline the use of these modes and reduce the hassle of taking such items backwards between the basement and apartments.
- v **Investigate opportunities for more flexible ownership of car parking**, starting with selling car parking spaces separate from apartments, but also potential leasing, such that resident parking can be converted to bicycle parking, storage or similar, as a result of the potential future reduced demand for car parking associated with lower car ownership and vehicle technologies.

### Education and Awareness

- i **Prepare a Travel Access Guide (TAG)** which would be given to all residents and staff and available to all visitors. The TAG would be updated as the surrounding transport environment changes. Further details are provided below.
- ii **Provide a welcome pack** for all new residents that includes the above TAG and **free Opal card(s)** with a nominal initial credit (say one per adult occupier and \$100 credit to initially subsidise public transport and encourage resident to trial for different trip types). Ideally the welcome pack would be presented face-to-face such that an overview and initial journey planning advice can be provided.
- iii **Provide public transport information boards** to make residents, staff and visitors more aware of the alternative transport options available (the format of such information boards would be based upon the TAG).
- iv **Provide a walking and cycling map** in conjunction with the public transport information boards, showing users how to get to the nearest facilities (including recreational routes) and summarise journey times to key destinations.
- v **Provide real-time transport information screens** for departure times of nearby transport routes.

- vi **Encourage residents to car-pool** and provide information on electronic ride sharing applications, to connect with other residents in the surrounding area.
- vii **Promote ride/ walk to work days** through posters on noticeboards and/ or in lifts.
- viii **Provide a regular newsletter** to all residents and tenants bringing the latest news on sustainable travel initiatives in the area.
- ix **Require commercial tenants to prepare a Workplace Travel Plan** such that these tenants take responsibility for encouraging sustainable travel behaviour.

Given that the current demographic profile of Epping includes a significant proportion of international origins, communicating travel information to new residents could relatively easily influence travel habits, as well as assisting with a positive initial experience of the area.

In addition, it is recommended that any available on-street parking in the vicinity of the site is restricted to short term parking only, such that new residents do not seek to utilise on-street parking. This would also better facilitate ride-sharing, short-stay visitor and minor delivery activity.

It is further recognised (and would be communicated to new residents) that residents would not be eligible for any future resident parking permit schemes.

### Travel Access Guide (TAG)

A TAG provides information to residents, staff and visitors on how to travel to the site using sustainable transport modes such as walking and public transport. The TAG would document the facilities available on-site, as well as surrounding public transport services and active transport facilities. The information is presented visually in the format of a map showing the site location and nearby transport modes highlighting available pedestrian and cycle routes. The information is usually presented as a brochure to be included in a welcome pack or on the back of company stationery and business cards.

### Information and communication

Several opportunities exist to provide residents, staff and visitors with information about nearby transport options. Connecting residents, staff and visitors with information would help to facilitate journey planning and increase their awareness of convenient and inexpensive transport options which support change in travel behaviour. These include:

- Transport NSW provides bus, train and ferry routes, timetables and journey planning through their Transport Info website: <http://www.transportnsw.info>.
- Council provides a number of services and a range of information to encourage people of all levels of experience to travel sustainable modes: <https://www.cityofparramatta.nsw.gov.au/living-and-community/parking-and-transport>

In addition, connecting residents, staff and visitors via social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

### Monitoring of the Green Travel Plan

There is no standard methodology for monitoring the GTP, but it is suggested that it be monitored to ensure that it is achieving the desired benefits and modify it if required. It will not be possible at this stage to state what additional modifications might be made as this will be dependent upon the particular circumstances prevailing at that time.

The GTP should be monitored on a regular basis, e.g. yearly, by carrying out travel surveys. Travel surveys will allow the most effective initiatives of the GTP to be identified, and conversely less effective initiatives can be modified or replaced to ensure the best outcomes are achieved. It will



clearly be important to understand people's reasons for travelling the way they do, any barriers to changing their behaviour, and their propensity to change.

To ensure the successful implementation of the GTP, a Travel Plan Coordinator (TPC) should be appointed to ensure the successful implementation of the GTP. This could be the building manager or a member of the body corporate.

## Progressing the Outline Green Travel Plan

A full draft GTP would be prepared prior to construction of the proposed development (and conditioned accordingly if necessary), such that the relevant infrastructure initiatives can be appropriately accommodated.