



**129-153 Parramatta Road and 53-75
Queens Road, Five Dock
Preliminary Green Travel Plan**

Prepared for:

Deicorp Projects (Five Dock) Pty Ltd

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PROJECT INFORMATION

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We confirm this green travel report addresses the requirement of SEAR No. 73228210 and relevant State and local legislation, policies, and guidelines. I further confirm that none of the information contained in this document is false or misleading.



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1 Introduction

1.1 Background

This preliminary Green Travel Plan (GTP) accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act), in support of a State Significant Development Application (SSDA) for the construction and operation of proposed mixed-use development at 129-153 Parramatta Road and 53-75 Queens Road, Five Dock ('the site') - reference SSD-73228210.

This GTP identifies some key items that could be included in a more detailed plan to be completed prior to the initial opening of the development. A more detailed GTP will be prepared prior to occupancy which reflects the needs of the users of the building and outlines contemporary transport conditions. The requirement for the preparation of a detailed GTP prior to occupation is commonplace in major developments such as the subject site and can be reinforced through an appropriately worded condition of consent.

1.2 Report purpose

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) for SSD- 73228210, specifically the following item:

“proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.”

1.3 Site location

The subject site is located within the Canda Bay Local Government Area (LGA) and is located at 129-153 Parramatta Road and 53-75 Queens Road, Five Dock (see Figure 1). It has a total area of approximately 31,300sqm and is situated in the 'Kings Bay' Precinct – a strategic location in Sydney's inner west, close to major transport networks. The site is currently occupied by commercial and warehouse facilities, including several one and two storey industrial and warehouse style buildings, used for indoor recreation facilities, vehicle sales and repairs, and a recycling centre, which reflects the previous Industrial land zoning applying to the site.



Figure 1 Site location

2 GTP Overview, Objectives and Targets

2.1 GTP overview

A Green Travel Plan is a package of measures put in place by the development occupants to try and encourage more sustainable travel. It is a means for a development to demonstrate a commitment and take a pro-active step towards improving the environmental sustainability of its activities.

More generally, the principles of a GTP are applied to all people travelling to and from a site. Government authorities are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel with less negative environmental impacts than the car.

2.2 GTP objectives

A GTP is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on the private car. The GTP for the site will assist in reducing car reliance by promoting alternative, sustainable modes of travel. The GTP aims to encourage and support the broader use of sustainable travel options by the community in carrying out their daily activities.

Sustainable travel options include active transport (including travel by foot, bicycle and other non-motorised vehicles) and public transport. The GTP focuses on minimising the impact of events on the local and wider transport network and encourages those accessing the site to do so by sustainable modes of transport, thereby reducing car dependency for residents, staff and visitors of the site.

The key objectives of the GTP are to:

- Achieve a high modal share for public transport, cycling and walking journeys for residents, staff and visitors of the site;
- Reduce private vehicle dependency as a means of access to the site;
- Ensure adequate facilities are provided at the site to enable users to travel by sustainable transport modes; and
- Raise awareness of, and actively encourage the use of, sustainable transport amongst users.

2.3 Mode share targets

The aim of the GTP is to encourage a modal shift away from private vehicles by implementing measures that influence the travel patterns of residents living at the site. The implementation of the GTP would be regularly monitored to ensure that the GTP is having the desired effect. The success of the GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact.

The mode share targets have been set based on the site’s location adjacent to the Parramatta Road bus corridor and future access to the Five Dock metro station – therefore having strong access to public transport, employment and general services. Bicycle parking will be provided for building staff, with complementary end of trip facilities, and therefore this mode of transport is expected to increase compared to current conditions. All residents will also be provided with secure bicycle parking facilities. The overall mode share targets for the site are summarised in Table 1 below.

Table 1 Mode share targets

Mode of travel	Existing Mode Share		Target Mode Share	
	<i>Residents</i>	<i>Employees</i>	<i>Residents</i>	<i>Employees</i>
Car driver	62%	78%	40%	50%
Car passenger	1%	4%	2%	5%
Bus / Light Rail	16%	6%	22%	20%
Train / Metro	12%	5%	21%	15%
Walk / Bicycle	9%	7%	15%	10%
Total	100.00%	100.00%	100.00%	100.00%

3 Proposed Measures

3.1 Design initiatives

A number of initiatives have been incorporated within the design of the building to promote travel by sustainable modes and reduce car dependency – in line with the objectives of the GTP. These design measures include:

- Provision of publicly accessible car share spaces within the basement of the building.
- Bicycle parking for residents, staff and visitors in line with the minimum requirements outlined in the Canada Bay DCP.
- Bicycle parking spaces for public access are available at ground level, for easy access avoiding the basement levels and conflicts with vehicles.
- End of trip facilities (showers, lockers, change areas) for staff of the building.
- Pedestrian through site links to open up the ground plane and support improved permeability and accessibility within the site.
- Motorcycle parking within the basement of the car park to support travel via this mode of transport.
- Strong access to nearby public transport including bus stops on Parramatta Road and the future Five Dock metro station.

3.2 Potential strategies

A suite of potential measures is described below to be implemented as part of the GTP, which can be developed further as the development progresses.

Table 2 List of potential GTP measures

Action	Responsibility
Cycling	
Provide sufficient cycle parking to meet needs, which is easily accessible and secure	Developer
Provide adequate cycle parking facilities for visitors	Developer
Ensure cycle parking is clearly visible or provide signage to direct people to cycle bays	Building manager
Produce a map showing cycle routes and bike stands in the area	Building manager
Supply a communal toolkit for staff consisting of puncture repair equipment, a bike pump, a spare lock and lights.	Building manager
Promote the participation in annual events such as 'Ride to Work Day'	Tenants
Walking	
Identify tenants living near work that may be interested in walking to work	Building manager

Action	Responsibility
Identify through the travel survey what incentives might need to be put in place for non-walkers to consider a mode shift	Building manager
Public Transport	
Develop a map showing public transport routes in the area	Building manager
Put up a noticeboard with leaflets and maps showing the main public transport routes to and from the site	Building manager
Carshare / Carpooling	
Establish a car pooling program to help people find someone to share in their daily commute. Engagement with car share operators (e.g. Go Get) will take place closer to the initial occupancy of the development to confirm there is market demand for these spaces.	Building manager and tenants
Develop a map showing car-share spots in the area to encourage staff and visitors to use a shared car (e.g. GoGet) if they are required to drive	Building manager and tenants
General actions	
Promotion including: <ul style="list-style-type: none"> • Allow staff the flexibility to commute outside peak periods to reduce overall congestion and travel time. • Identify a tenant/champion to complete travel coordinator duties • Provide a welcome pack upon initial occupation of each tenant which includes details around sustainable travel options 	Tenants

The information provided within the GTP will be provided to residents staff and visitors in the form of a package of easy to understand travel information known as a Transport Access Guide (TAG).

TAGs provide customised travel information for people travelling to and from a particular site using sustainable forms of transport – walking, cycling and public transport. It provides a simple quick visual look at a location making it easy to see the relationship of site to train stations, light rail stations, bus stops and walking and cycling routes. Such TAGs encourage the use of non-vehicle mode transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices.

They can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible and where possible provided on a single side/sheet. If instructions are too complex, people are likely to ignore them.

4 GTP Management and Monitoring

There is no standard methodology for the implementation and management of a GTP. However, the GTP will be monitored to ensure that it is achieving the desired benefits. The mode share targets set out in this document are used in this regard to ensure there is an overall goal in the management of the GTP.

The Plan is a 'living' document, so measures excluded at this time could be reconsidered or reintroduced at any time in the future. It is recognised that travel needs, and patterns will change, and new measures will become available. The Plan will be periodically reviewed to ensure that the objectives are being met.

An implementation plan has been developed that includes all of the proposed actions within the GTP and how these will be monitored and evaluated for five years post occupancy.

The body corporate will appoint a Travel Plan Coordinator (with support from the body corporate committee) will be responsible for the implementation and management of the plan, including:

- Communicating the travel plan to stakeholders;
- Promote awareness of the plan and associated initiatives;
- Providing travel information for residents, staff and visitors;
- Developing and disseminating appropriate travel plan marketing information, and to ensure that all relevant and up to date material is provided;
- To liaise with other venues and Government agencies to develop a collaborative approach to Travel Plan initiatives;
- To evaluate the benefit of the proposed measures to identify any changes required to the Travel Plan; and
- Overseeing the implementation and effectiveness of the Plan

The monitoring of the GTP would require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the site. It is anticipated that the first set of surveys would be undertaken within six months of first occupation to obtain the baseline mode shares for the site.

Utilisation of bicycle parking and end of trip facilities will also provide a measure for monitoring the effectiveness of the plan – and enhance these facilities should monitoring determine that demand is exceeding supply. Additionally staff and visitor feedback on the bicycle parking and end of trip facilities should be gathered on an ongoing basis (e.g. through staff meetings) to understand any concern with the provision of bicycle facilities, with enhancements made based on the outcomes of this feedback and subsequent investigations.