



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

GREEN TRAVEL PLAN

**PROPOSED SHOP TOP HOUSING DEVELOPMENT
2 DAY STREET, 3 MCINTOSH STREET AND 38-42 ANDERSON STREET
CHATSWOOD - SSD-74670720**

**PREPARED FOR AEON RESIDENCE CHATSWOOD PTY LTD
OUR REF: 24-113-GTP-4**



4 APRIL 2025

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ATTACHMENTS

- 1. Transport Access Guide**

1. INTRODUCTION

1.1 Project Overview

Stanbury Traffic Planning has been commissioned by Aeon Residence Chatswood Pty Ltd to prepare a Green Travel Plan for a shop top housing development at 2 Day Street, 3 McIntosh Street & 38-42 Anderson Street, Chatswood (hereafter referred to as 'the site').

The proposed development (SSD-74670720) is located on Gamaraygal Country in the Metropolitan LALC and seeks approval to construct a shop top housing development that includes in-fill affordable housing, comprising the following:

- Site preparation works including demolition of existing structures, vegetation clearing, and bulk earthworks.
- Anderson Street Building (Tower A) - Construction of a 33-storey shop-top housing development comprising:
 - 155 residential dwellings.
 - Private penthouse rooftop terraces.
 - Top of podium (level 2) communal open space and amenities.
- McIntosh Street Building (Tower M): Construction of a 23-storey shop-top housing development comprising:
 - 103 residential dwellings.
 - Private rooftop terraces.
 - Top of podium (level 2) communal open space and amenities.
 - Construction of a two-to three storey non-residential podium with substation, lift core, lobbies and building services.
- Construction of a seven-level basement with waste storage, services, and loading, and 494 carparking spaces comprising:
 - 386 residential spaces (including 19 accessible spaces).
 - 36 residential visitor spaces (including 1 accessible spaces).
 - 72 commercial and retail spaces (including 2 accessible spaces).
 - 28 motorcycle spaces; and
 - 73 bicycle spaces.
- Associated landscaping and public domain works, and

- Services and infrastructure improvements, as required.

Vehicle access to / from the development is proposed to be provided via a single combined ingress / egress driveway connecting with McIntosh Street in the south-western corner of the site.

The development is proposed to be serviced by a heavy vehicle loading dock contained within the northern portion of the Basement 1. The loading dock is proposed to accommodate refuse collection and other loading / unloading activities.

Minor deliveries associated with the site uses are expected to be undertaken by vans and utility vehicles. Such servicing activities are proposed to be accommodated within the two loading dock spaces on-site or within 5 x small vehicle (van) loading spaces provided within the car park.

2. GREEN TRAVEL PLAN

2.1 Introduction

Transport is an unavoidable factor in modern society and a major contributor to vehicle emissions in Australia. However, the effects of transport associated with new developments can be managed through the implementation of travel plans, which provide an opportunity to reduce harmful vehicle emissions.

In conjunction with striving to provide more efficient environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will result in major public health advantages to the future residents, visitors and staff of the subject development at 2 Day Street, 3 McIntosh Street & 38-42 Anderson Street, Chatswood.

The close proximity of the subject site to various public and active transport options forms a major part of the initiatives to encourage reductions in vehicle transport use.

The Green Travel Plan will ensure that the transport infrastructure, services and policies within and outside the site are tailored to the future residents, visitors and staff, being coordinated to achieve sustainable outcomes.

2.2 Green Travel Plan Definition

This Green Travel Plan provides a series of measures aimed at promoting and encouraging sustainable travel by residents, visitors and staff of tenancies within the subject development and reducing reliance on the private car. The aim of the Plan is to achieve travel behaviour change through raising awareness of alternatives to private motor vehicle use. The development of the specific site-based Plan focuses on providing information, offering incentives and mode specific actions to optimise the use of sustainable travel (public transport, cycling and walking).

This Green Travel Plan specifically examines how future users of the development can travel to and from the site and what can be done to replace single occupancy motor vehicle trips with sustainable trips. As a trip generator, whilst at a limited scale, the subject development can enhance the choices available to development users in a way that promotes health, safety and environmentally sustainable outcomes.

The potential to change the travel behaviours of the community is influenced by several factors including the provision of support for change and the availability of various forms of public transport in the immediate vicinity.

2.3 Green Travel Plan Benefits and Objectives

This Green Travel Plan provides a wide range of benefits to the future residents, visitors and staff of the development in conjunction with the environment including:

- Decreasing vehicle emissions;
- Promoting the development as an innovative and environmentally aware location;
- Improving health and fitness of the future development users through increased cycling and walking activity;
- Reducing traffic congestion and car parking problems;
- Fostering a sense of community; and
- Reducing general living / business expenses.

The main objectives of this Green Travel Plan are to:

- Reduce vehicle kilometres travelled to and from the site, particularly single occupancy vehicle trips;
- Increase development user adoption of sustainable transport modes (walking, cycling and public transport);
- Ensure that the users of the development are informed on the opportunities and benefits of using sustainable transport; and
- Promote the subject development and area as an innovative and environmentally aware location.

2.4 Green Travel Plan Structure

The Green Travel Plan will capitalise on the availability of described sustainable transport options such that modal share which does not involve a private vehicle is expected to be encouraged.

The Plan itself takes the structure of this report and attachments forming a package of easy-to-understand travel information to be included in a new resident / tenant information pack.

The information pack also includes a Transport Access Guide which is contained within **Appendix 1**. This Guide provides site-centred customised travel information for residents / tenants with respect to sustainable forms of transport including walking, cycling, carpooling and public transport.

It provides a simple visual review of the subject locality containing easy to recognise relationships between the site and public transport stops and routes, on-road cycle routes and internal and external pedestrian links. The Transport Access Guide also provides site-specific information about the on-site bicycle parking areas and the end of trip facilities provided.

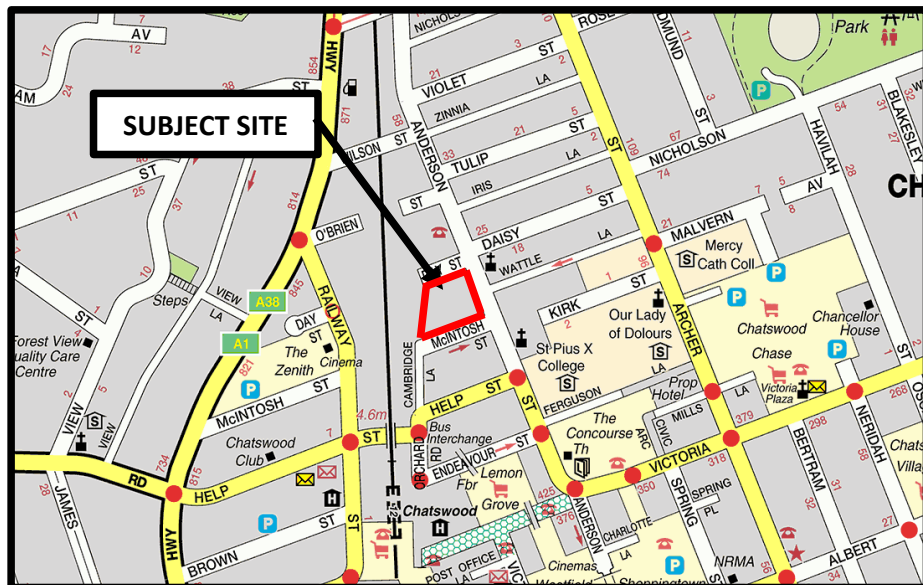
3. EXISTING SITE AND TRANSPORT CONDITIONS

3.1 Site Details

3.1.1 Site Location

The subject site is situated on the western side of Anderson Street between Day Street and McIntosh Street, Chatswood. The site location is illustrated below and overlaid within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT



Source: UBD's Australian City Streets – Version 8

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Nearmap (image date: 20/01/2025)

3.1.2 Site Description

The subject site provides a legal property description as follows:

- 2 Day Street, Chatswood – CP-/SP76364;
- 3 McIntosh Street, Chatswood – CP-/SP2650;
- 38 Anderson Street, Chatswood -1-/DP603632
- 40 Anderson Street, Chatswood – CP-/SP19181; and
- 42 Anderson Street, Chatswood – CP-/SP1604.

The subject site forms an approximately rectangular-shaped parcel of land, providing an approximate frontage of 62m along its northern boundary with Day Street, 60m to Anderson Street and 80m with McIntosh Street. The site provides a total area in the order of approximately 4,445m².

3.1.3 Existing Site Use

The subject site is currently occupied by four apartment buildings containing 43 dwellings as follows:

- 2 Day Street, Chatswood – 3 dwellings;
- 3 McIntosh Street, Chatswood – 10 dwellings;
- 38 Anderson Street, Chatswood – 12 Dwellings
- 40 Anderson Street, Chatswood – 9 dwellings; and
- 42 Anderson Street, Chatswood – 9 dwellings.

3.1.4 Surrounding Uses

The subject site is currently zoned MU1 Mixed Use and is within the boundary of the Chatswood Town Centre which caters for a wide range of uses. To the north and east of the site are residential properties with commercial and retail properties further to the south and west.

Notable nearby existing or approved (yet to be constructed) developments include:

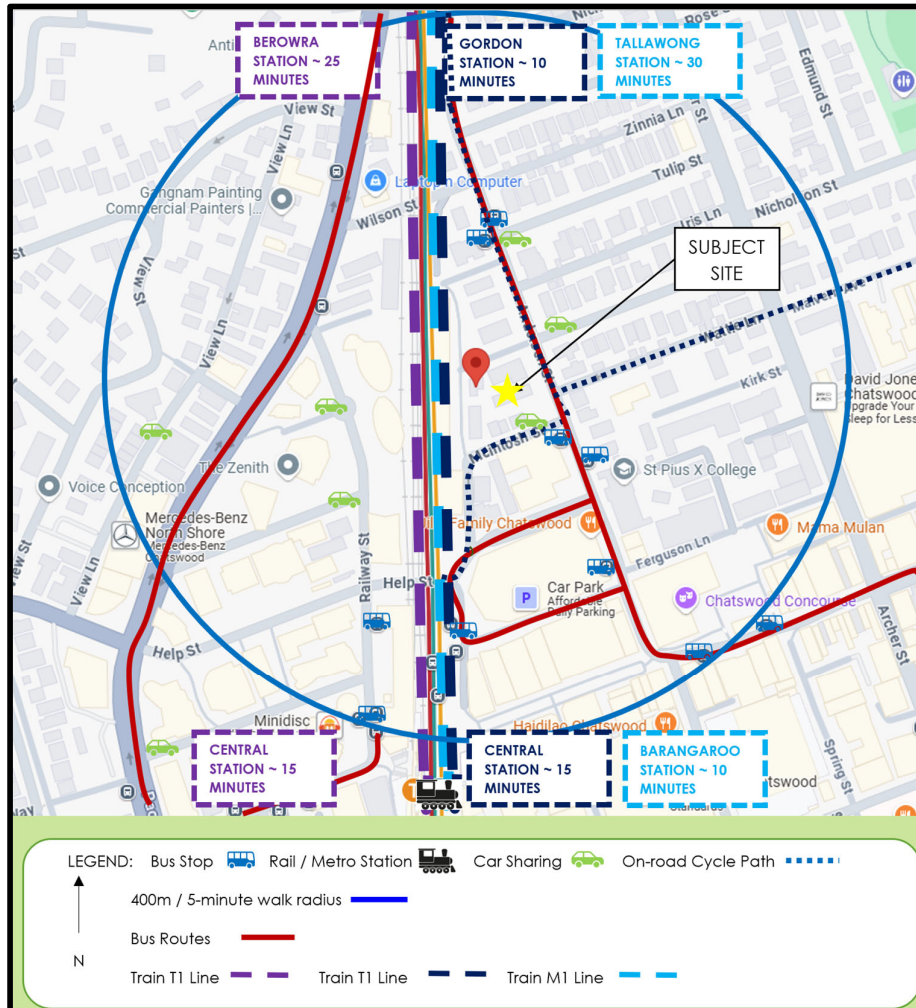
- 1 Cambridge Lane – an existing 24-storey residential apartment building 129 apartments and vehicular access via Cambridge Lane;
- 3-5 Help Street – A planning proposal was approved on 13/05/2022 with a DA approved by the Sydney North Planning Panel on 17/09/2024 for Demolition of existing structures, construction of 27-storey development with vehicular access via Help Street; and
- Westfield Chatswood – Approximately a 3-minute walk from the subject site, Westfield Chatswood caters for a range of fresh food, supermarkets and clothing and other stores.

3.2 Surrounding Sustainable Transport Options

The subject development and the surrounding precinct are serviced by a series of sustainable (or active) transport options available for future residents of the development. The subject site is considered to have excellent public transport access. **Figure 3** overleaf illustrates the sustainable transport options within easy walking distance of the subject site.

Subsequent sub-sections of this report provide a detailed description of each of the surrounding sustainable transport options.

FIGURE 3
TRANSPORT OPTIONS WITHIN THE VICINITY OF THE SUBJECT SITE



3.2.1 Heavy Rail / Metro

The following heavy / Metro services are provided from Chatswood Station:

- Chatswood Railway / Metro Station is situated approximately 380m walking distance (5-minute walk) south-west of the site;
- Chatswood Railway / Metro Station provides services along the T1, North Shore Line, T9 Northern Line and M1 Metro North West;
- The T1 Line provides regular services between Berowra, Hornsby, Gordon, Chatswood, Strathfield and the City;
- The T9 Line provides regular services between Hornsby, Strathfield, Gordon, Chatswood and the City; and

- The M1 Metro Line provides regular services between Tallawong, Epping, Chatswood and the City.

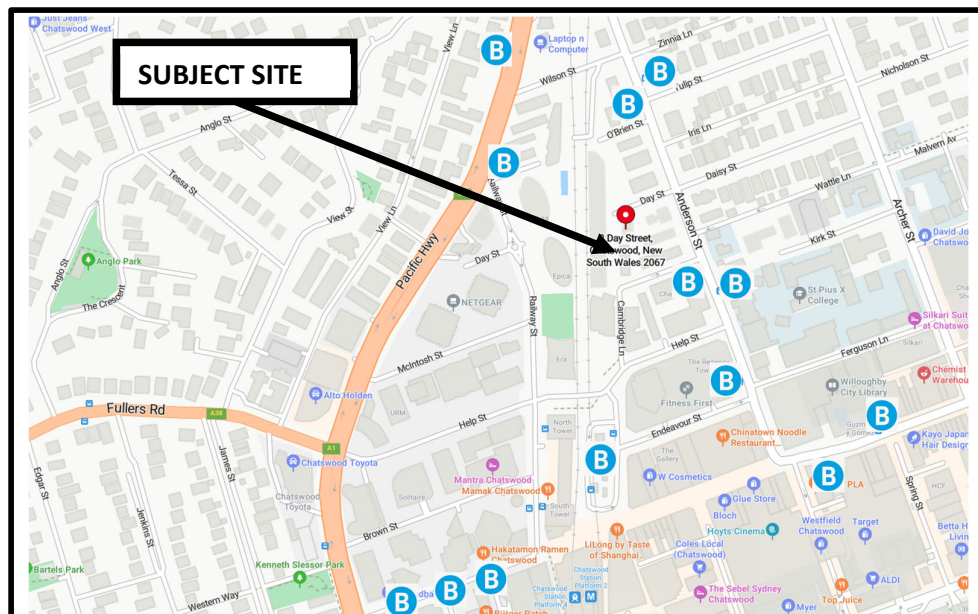
3.2.2 Buses

The following bus stops are situated within a 5-minute walk from the site:

- Multiple bus stops are situated along Anderson Street with the closest stop being situated approximately 80m to the north-east corner of the site;
- Multiple bus stops are situated along Victoria Avenue with the closest stop being situated 350m walking distance (4-minute walk) to the south-east of the site on Anderson Street;
- A bus interchange is located approximately 250 walking distance (3-minute walk) to the south of the site;
- Multiple bus stops are situated along Pacific Highway with the closest stops being situated at approximately 380m walking distance (5-minute walk) to the north-west of the site; and
- Multiple bus stops are situated at Chatswood Railway / Metro Station.

Figure 4 below indicates the location of bus stops located within approximately a five-minute walk (400m) from the site.

FIGURE 4
BUS STOPS WITHIN APPROXIMATELY 400M (5-MINUTE WALK) OF THE SITE



The stops within Anderson Street service the following routes:

- Route 277 – Chatswood to Castle Cove (Loop Service);
- Route 278 – Chatswood to Killarney Heights (Loop Service);
- Route 279 – Chatswood to Frenches Forest (Loop Service);
- Route 280 – Warringah Mall to Chatswood;
- Route 284 – Duffys Forest to Terrey Hills & Chatswood; and
- Route 558 – Chatswood to Lindfield.

The stops within Victoria Avenue service:

- Route 115 – Chatswood to North Sydney Station (Loop Service);
- Route 120 – Chatswood to City QVB (Loop Service);
- Route 267 – Chatswood to Greenwich via Crows Nest;
- Route 275 – Castlecrag to Chatswood;
- Route 281 – Chatswood to Davidson (Loop Service); and
- Route 283 – Chatswood to Belrose (Loop Service).

The stops within Pacific Highway service:

- Route 565 – Chatswood to Macquarie University.

The stops within Chatswood Railway / Metro Station service:

- Route 558 – Chatswood to Lindfield; and
- Route 565 – Chatswood to Macquarie University.

Table 2 overleaf provides a summary of the frequencies of the above bus routes.

TABLE 2 BUS SERVICE FREQUENCIES					
Route No.	Origin / Destination	Frequency			
		Weekday Peak	Weekday Business	Saturday	Sunday & Public Holidays
115	Chatswood to North Sydney Station (Loop Service)	10 – 15 minutes	20 minutes	20 minutes	20 minutes
120	Chatswood to City QVB (Loop Service)	5 – 10 minutes	10 minutes	20 minutes	20 minutes
267	Chatswood to Greenwich via Crows Nest	30 minutes	30 – 60 minutes	60 minutes	60 minutes
275	Castlecrag to Chatswood	-	60 – 120 minutes	120 minutes	-
277	Chatswood to Castle Cove (Loop Service)	20 – 30 minutes	30 – 60 minutes	120 minutes	120 minutes
278	Chatswood to Killarney Heights (Loop Service)	15 – 20 minutes	20 – 30 minutes	20 minutes	20 minutes
279	Chatswood to Frenches Forest (Loop Service)	30 minutes	-	-	-
280	Warringah Mall to Chatswood	20 minutes	30 minutes	30 minutes	30 minutes
281	Chatswood to Davidson (Loop Service)	20 – 30 minutes	60 minutes	60 minutes	60 minutes
283	Chatswood to Belrose (Loop Service)	15 minutes	60 minutes	60 minutes	60 minutes
284	Duffys Forest to Terrey Hills & Chatswood	20 minutes	60 minutes	60 minutes	120 minutes
558	Chatswood to Lindfield	30 – 60 minutes	60 minutes	120 minutes	120 minutes
565	Chatswood to Macquarie University	30 minutes	60 minutes	60 minutes	60 minutes

3.2.4 Facilities for People who Walk

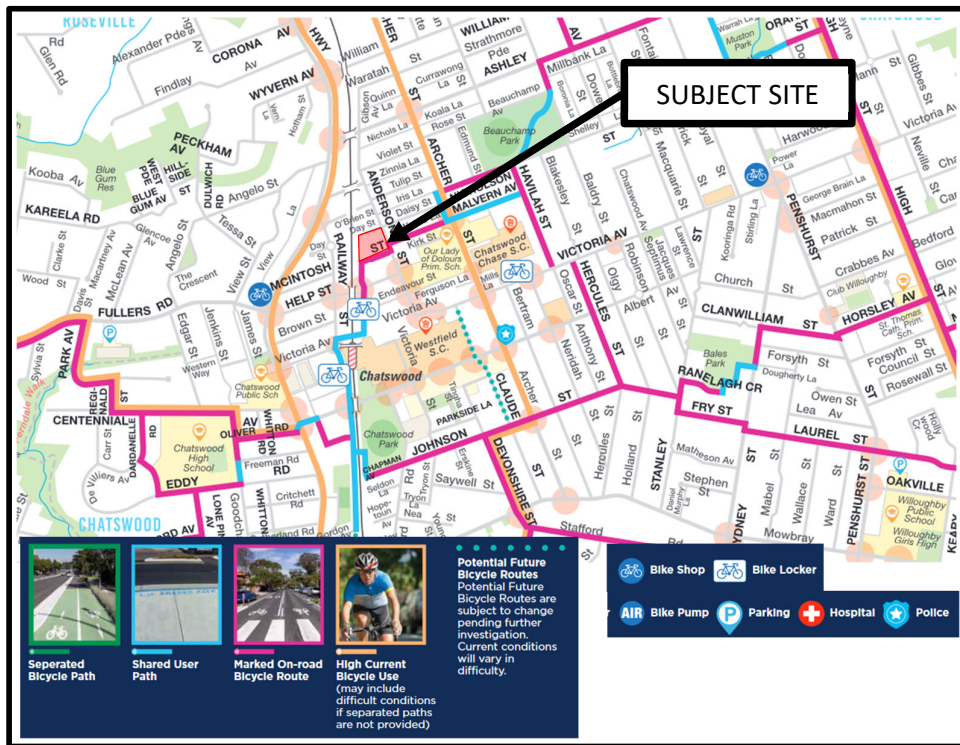
The following pedestrian access and mobility infrastructure surrounds the subject site:

- Footpaths are provided along both sides of Anderson Street, McIntosh Street and Day Street, Victoria Avenue and Pacific Highway;
- Signalised pedestrian crossings are provided over all approaches to the junction of Anderson Street and Help Street;
- Signalised pedestrian crossings are provided over all approaches of the junction of Anderson Street and Endeavour Street;
- Signalised pedestrian crossings are provided over all approaches of the junction of Help Street and Orchard Road; and
- Signalised pedestrian crossings are provided over all approaches of the intersection of Help Street and Railway Street.

3.2.5 Facilities for People who Ride a Bicycle

The subject site is currently served by a number of existing on-road formal and informal bicycle facilities. The Willoughby Council bicycle network map in the vicinity of the subject site is shown in **Figure 5**.

FIGURE 5
WILLOUGHBY COUNCIL BICYCLE NETWORK SURROUNDING THE SUBJECT SITE



Source: [Willoughby Bike Map](#) – Accessed 17/3/25

Figure 5 indicates that the subject site is adjacent to the formal bicycle facilities on McIntosh Street which provides access to the shared user path along the railway line.

On-road bicycle routes and shared paths are also provided along Anderson Street, Wattle Lane, Cambridge Lane and Help Street within the vicinity of the site.

3.2.6 Car Share

Car Share is a concept by which members join a car ownership club, select a rate plan and pay a monthly or annual fee. The fee covers fuel, insurance, maintenance and cleaning costs. The car share vehicles range from small hatchbacks to vans. Each vehicle has a home location, referred to as a ‘pod’, either in a public street, private road or off-street parking area.

The number of pods within a particular area varies depending on the density of the population. Members of car share service typically reserve a vehicle via the

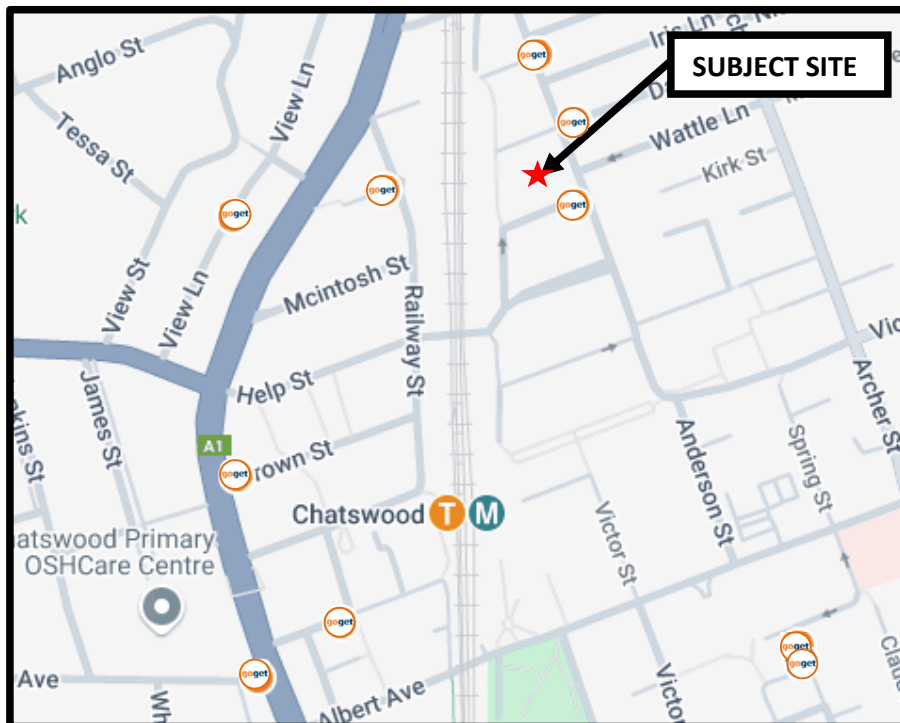
internet or mobile phone application and use a key card to access and operate the vehicle.

Studies surrounding car share use have reported that car share spaces replace a significant number of car parking spaces (up to approximately 10 parking spaces), depending on the location and surrounding community density. The wide-spread use of car share reduces the rate of private vehicle ownership and therefore promotes the use of sustainable and active modes of transport.

The GoGet car share service, the most widely used car share service in the greater Sydney area, currently provides four car share pods within close proximity of the site. However, the use of car share services is rapidly increasing throughout the greater Sydney area and the introduction of additional nearby car share pods over the next couple of years is likely. The availability and location of car share pods should therefore be monitored, and residents should be kept up to date as additional car share services and pods may come available within proximity of the site.

Figure 6 below indicates the locations of the GoGet car share vehicle pods that are within reasonable walking distance of the subject site.

FIGURE 6
EXISTING NEARBY CAR SHARE VEHICLES
GOGET CARSHARE SERVICE



Source: goget.com.au

3.2.7 Electric Vehicles

Willoughby Development Control Plan 2023 (WDCP 2023) specifies that all types of new major residential and non-residential developments must be designed and constructed with electric charging capabilities in accordance with the ongoing needs of the residents, visitors and staff of the development.

The following controls apply to the proposed development in accordance with WDCP 2023:

- a) All garages and car spaces allocated to an individual residential apartment must make provision for:
 - Level 2: single or 3-phase electric vehicle supply equipment with a power range of 7kW-22kW, as defined by NSW Electric and Hybrid Vehicle Plan (Future Transport 2056) from Transport for NSW, which provides faster, more secure charging.
- b) All communal car parking areas within new major residential development must make provision for:
 - A minimum 5A per phase electrical capacity must be provided per space e.g;
 - If there are 4-9 spaces per level, provide one dedicated 63A 3-phase EV charging switchboard per level;
 - If there are 10-19 spaces per level, provide one dedicated 100A 3-phase EV charging switchboard per level;
 - If there are 20-39 spaces per level, provide one dedicated 200A 3-phase EV charging switchboard per level; and
 - If there are 40-80 spaces per level, provide one dedicated 400A 3-phase EV charging switchboard per level.

Further to the above, switchboards shall be dedicated and centrally located to facilitate simple connection of EV charging. Non-residential premises are encouraged to provide EV charging points to facilitate growing demands for electric vehicles.

4. MODE SHIFT INITIATIVES

4.1 Introduction

The previously described proximity of the site to a wide range of sustainable transport modes is an important attribute in the justification of the subject development. The future users of the subject development are expected to capitalise upon these public and active transport options by using them for the majority of their short trips.

This Green Travel Plan involves the implementation of a series of measures to influence future development user travel behaviours to encourage modal shift away from private cars.

The development Strata Committee is to appoint and a member to become the Green Travel Plan Coordinator to perform the duties involved in implementing the initiatives incorporated within this Plan and the ongoing development of initiatives to ensure that sustainable travel modes are promoted to the development users. The Green Travel Plan coordinator shall facilitate the initial implementation of the Green Travel Plan as well as subsequent periodic guidance in the ongoing review of the Green Travel Plan.

4.2 Site-Specific Measures

The following sub-sections provide a summary of the initiatives proposed to be implemented with the occupation of the subject development to promote sustainable transport to and from the site. The following measures are to be in place from the initial occupancy of the development and are anticipated to aid in establishing lasting habits from this time.

4.2.1 Development Design

The following infrastructure has been incorporated into the physical development design to promote sustainable transport:

- The provision of bicycle parking infrastructure which exceeds the minimum bicycle parking requirements for residential flat buildings in accordance Willoughby Council requirements in order to encourage the likelihood of cycling to and from the site as a mode of transport. Appropriate end-of-trip facilities are provided for cyclists within each dwelling in the form of storage areas and bathrooms;
- Clear and efficient connectivity of the site pedestrian access points to the adjacent public pedestrian network to encourage the likelihood of walking to and from the site as a mode of transport; and
- The provision of good quality, accurate and useful internal development directional signage to promote walking and cycling, stating times and distances to surrounding destinations.

4.2.2 Transport Information and Encouragement

Table 3 below provides example initiatives to provide general transport information to residents / tenants of the development.

TABLE 3 GENERAL TRANSPORT INFORMATION AND ENCOURAGEMENT MEASURES	
Spread of Information	<p>Provide information on travel options available to residents / tenants of the development through the following methods:</p> <ul style="list-style-type: none"> • Factsheets / bulletins • Green Travel Plan Coordinator newsletters • Common area displays / development website
Transport Access Guide	<p>Provide the Transport Access Guide to residents / tenants as it illustrates the connectivity between the site and the following:</p> <ul style="list-style-type: none"> • Walking and cycling routes • Bus stops and associated bus routes • Train / Metro stations and associated routes <p>The Transport Access Guide can be provided to residents / tenants through digitally posting on the company website and/or physically providing to development users through posting on notice boards / websites.</p>
New Residents / Staff Inductions	<p>A way to encourage travel behaviour change is to promote healthy habits from the start. Ensure that new development users are provided with the following information on how to access the precinct using sustainable transport:</p> <ul style="list-style-type: none"> • Nearby public transport timetables • On-site bicycle storage facilities and end of trip facilities. • Transport Access Guide

4.2.2.1 Cycling Promotion

Table 4 below provides example initiatives to promote cycling to and from the development.

TABLE 4 CYCLING PROMOTION INITIATIVES	
Information	Provide development users with the following resources: <ul style="list-style-type: none"> • Cycling route maps • Factsheets on the benefits of cycling • Factsheets on cycling road rules and safety tips • Ensure development users are aware of the end of trip facilities including bicycle parking, showers and lockers
Skills Development	Increase cycling confidence by: <ul style="list-style-type: none"> • Organising cycle skills training seminars for development users who are learning to cycle or who haven't ridden for a long period of time. • Inviting experts / pairing up with a local cycle shop to perform a bicycle maintenance and repair workshop.
Encouragement	Incentivise cycling by: <ul style="list-style-type: none"> • Identifying "cycle champions", being development users who regularly cycle to work or cycle recreationally and provide acknowledgement / rewards. • Form cycling groups made up of users who live in close proximity to one another and are interested in cycling to work. • Match less confident cyclists with a 'cycle buddy' for cycle trips and tips. • Organise recreational group rides for the users of the development and / or identify existing cycling clubs within the surrounding community.
Events	Encourage development users to participate in: <ul style="list-style-type: none"> • Ride to Work Day. • Bike Week. • World Move for Health.

4.2.2.2 Walking Promotion

Table 5 below provides example initiatives to promote walking to and from the development.

TABLE 5 WALKING PROMOTION INITIATIVES	
Information	Provide development users with the following resources: <ul style="list-style-type: none"> • Walking route maps, including to / from local schools. • Factsheets on the benefits of walking. • Ensure that entrances and exits to and from the site are well maintained with adequate lighting.
Encouragement	Incentivise walking by: <ul style="list-style-type: none"> • Identifying development users who walk to work or enjoy walking / hiking recreationally and encourage them and others with acknowledgement / rewards. • Establish a 'walking club' along a designated route where development users who walk to work / school or want to walk recreationally can meet up with others. • Organise recreational walking clubs for the development users and / or identify existing walking clubs within the surrounding community.
Events	Encourage residents to participate in: <ul style="list-style-type: none"> • 10,000 steps program. • Walk to Work Day. • Walk to School Day. • Diabetes Day.

4.2.2.3 Public Transport Promotion

Table 6 below provides example initiatives to promote utilising public transport to and from the development.

TABLE 6 PUBLIC TRANSPORT PROMOTION INITIATIVES	
Information	Provide development users with the following resources: <ul style="list-style-type: none"> • Easy access to Metro / Train / Bus timetables. • Display maps detailing public transport to / from the subject site. • Opal cards to new residents / tenants with some pre-paid credits. • Up-to-date public transport information and advisories on building / development website. • Helpful mobile apps that provide public transport route planning.
Encouragement	Incentivise public transport use by: <ul style="list-style-type: none"> • Identifying development users who use public transport to get to work and encourage them and others with acknowledgement / rewards. • Providing development users with opal cards with some pre-paid credits or monthly public transport allowance.
Events	Encourage development users to participate in: <ul style="list-style-type: none"> • A site Public Transport Month • World Environment Day

4.2.2.4 Carpool / Car Share Promotion

Table 7 below provides example initiatives to promote utilising carpool and car share to get to and from the development.

TABLE 7 CARPOOL / CAR SHARE PROMOTION INITIATIVES	
Information	Provide development users with the following resources: <ul style="list-style-type: none"> • Guidelines and safety tips on car-pooling. • Factsheets on the benefits of car-pooling. • Display maps of surrounding car share pods.
Encouragement	Incentivise carpooling by: <ul style="list-style-type: none"> • Identifying development users who utilise carpooling / car share to get to work and encourage them and others with acknowledgement / rewards. • Allocating a preferential on-site car parking space for users that carpool. • Providing car share membership cards within the new development users information pack with some pre-paid credits. • Establishing a development user carpool register for users to reference and create carpooling groups. • Inviting car share service representatives to put on seminars / events to spread information about car share.

4.2.2.5 Walking to School Promotion

Table 8 below provides example initiatives to promote walking to and from nearby Schools.

TABLE 8 WALKING TO SCHOOL PROMOTION INITIATIVES	
Information	Provide residents / students with the following resources: <ul style="list-style-type: none"> • Walking route maps to nearby schools. • Factsheets on the benefits of walking. • Ensure that entrances and exits to and from the site are well maintained with adequate lighting. • General safety guidelines while walking to school.
Encouragement	Incentivise walking by: <ul style="list-style-type: none"> • Identifying residents / students who walk to school and encourage them and others with acknowledgement / rewards. • Establish a 'walking club' along a designated route where residents / students who walk to school can meet up with others. • Organise recreational walking clubs for the residents / students to identify walking routes between the development and nearby schools.
Events	Encourage residents / students to participate in: <ul style="list-style-type: none"> • 10,000 steps program. • Walk to School Day. • Diabetes Day.

5. MODE SHARE TARGETS

5.1 Existing Mode Share Data

Table 9 below provides a summary of Chatswood (suburb) 2016 journey to work data as published by the Australian Bureau of Statistics (the 2021 Census is not referenced as it was impacted by COVID travel restrictions).

TABLE 9 2016 JOURNEY TO WORK DATA		
Travel Mode	Number	Percentage (%)
Car as Driver	3,363	37.4
Train	3,361	37.4
Walked only	1,577	17.5
Bus	688	7.7
TOTAL	8,989	100

The 2016 Census data indicates that 62.6% of people within Chatswood do not drive a vehicle to travel to work on a daily basis.

It is acknowledged that this data was collected prior to the opening of the first phase of the metro (from Tallawong to Chatswood) in 2019, and also the extension to Sydenham.

5.2 Mode Share Targets

One of the main objectives of the measures provided within this Green Travel Plan, in conjunction to the excellent and immediate proximity of the site to existing sustainable transport links, is to further reduce the existing rate of the single occupancy vehicle use within the subject development in comparison to the previously presented 2016 Census data. Thoughtful new development, such as the subject application, has the opportunity to impact the existing journey to work travel behaviours.

As the subject development provides an oversupply of bicycle parking it is considered that appropriate mode share targets can be established on this basis in order to achieve the goal of reducing single occupancy vehicle use.

In accordance with the above, **Table 10** below indicates the transport mode share targets for residents of the subject development being formulated upon existing journey to work data described within Section 5.1.

TABLE 10 JOURNEY TO SITE TARGETS	
Travel Mode	Percentage of Total
	Residents / Staff
Car as Driver	30
Train / Metro	40
Bus	10
Walked or cycled only	20
TOTAL	100

5.3 Commuter Trip Mode Share Surveys

Upon occupation of all dwellings / tenancies, a commuter trip mode share survey will be undertaken which will provide a benchmark for future reviews of the Green Travel Plan. This survey will be undertaken annually for the first five years (after the benchmark survey), with the survey reports provided to an independent transport consultant before 30th of June of each year.

Following the completion of the survey each year, the Travel Coordinator will reserve funds associated with the undertaking of the commuter trip mode share surveys and any potential measures with the aim of achieving the mode share targets within the Green Travel Plan.

6. GREEN TRAVEL IMPLEMENTATION PLAN

A Green Travel Plan is a dynamic document that will change over time depending on the evolving transport environment, infrastructure and needs of the subject development. Accordingly, monitoring, evaluating and reviewing the Plan is pertinent to guide ongoing efforts to successfully reduce vehicle kilometres travelled and encourage the use of sustainable transport. The following subsections therefore describe the suggested methods for the ongoing implementation and review of the Green Travel plan initiatives.

One member Strata Committee is to be determined to undertake the position of Green Travel Plan Coordinator. The Travel Coordinator will oversee the implementation of the Green Travel Plan, including the initial and subsequent commuter trip mode share surveys and further promote the travel initiatives of the plan, encouraging a specific interest and / or passion relating to sustainable transport.

The Green Travel Plan Coordinator is to perform the following:

- Implement the Green Travel Plan and to continuously develop further initiatives to promote sustainable and active transport options which will hopefully be adopted by development users;
- Undertake ongoing reviews of the transport needs and behaviours of the development users to ensure that the procedures and initiatives contained within this Green Travel Plan are appropriately tailored to target the specific needs of the development; and
- Plan and organise the events set out within Section 3.2 of this Green Travel Plan including the preparation of transportation information that could be placed on a development / strata website and physical displays.

If considered necessary, the Green Travel Plan can also subject to periodic review by an independent transport planner to ensure that sustainable transport targets and mode shift goals can be met, and development users help achieve such goals.

7. SUMMARY

A Green Travel Plan is to be implemented within the subject development at 2 Day Street, 3 McIntosh Street & 38-42 Anderson Street, Chatswood. The Plan aims to encourage the use of alternative transport choices to single occupant car use and encourage a shift towards public transport, car share, cycling and / or walking through the implementation of the measures contained within Section 4.2 of this Plan, including:

- The implementation of development design initiatives such as the provision of bicycle parking spaces and end of trip facilities in conjunction with clear and efficient internal pedestrian and cycle networks and signage;
- The provision of clear and concise information to development users, detailing the surrounding available sustainable transport infrastructure and encouraging the use of transport modes other than the private car, including a Transport Access Guide; and
- The promotion of non-car travel through several initiatives to be determined by the Green Travel Plan Coordinator, examples of which include the provision of pre-paid Opal cards to development users.

Development users are to be provided with information with respect to the Green Travel Plan within a welcome pack and up-to-date information with respect to the initiatives of the Plan are to be displayed within the facility noticeboards and on a page within the development / strata website / phone application to be created by the Green Travel Plan Coordinator.

Monitoring of the implementation of the Green Travel Plan is to be undertaken yearly following the occupation of development through administering travel mode surveys of the development users.

The results of these surveys and details with respect to whether or not the mode share targets contained within this Plan are being met are to be made available to development users, and to an independent transport consultant for the first five years of occupation.

APPENDIX 1



TRANSPORT ACCESS GUIDE

Your guide for accessing:

2 Day Street, 3 McIntosh Street and 38 – 42 Anderson Street, Chatswood

Getting To and From the Site:



Walking

Footpaths are provided along both sides of Anderson Street, Day Street and McIntosh Street.

Signalised pedestrian crossings are provided over all approaches at the junction of Anderson Street and Help Street.

Signalised pedestrian crossings are provided over all approaches to the junction of Anderson Street and Endeavour Street.



Cycling

On and off-road cycleways are provided within the immediate vicinity of the site at the following locations:

- Formal bicycle facilities on McIntosh Street which provides access to the shared user path along the railway line.
- On-road bicycle routes and shared paths are also provided along Anderson Street, Wattle Lane, Cambridge Lane and Help Street within the vicinity of the site.



Bus Routes

The previously described pedestrian and cyclist infrastructure provide connectivity to the following bus stops, located within a five-minute walk from the site:

- Bus stops are located on both sides of Anderson Street, Victoria Avenue and Pacific Highway.
- Bus stops are located at Chatswood Railway / Metro Station.
- The closest bus stop is located on the western side of Anderson Street approximately 20m to the south of the site.

The above bus stops service the following routes:

- Route 115 – Chatswood to North Sydney (Loop Service).
- Route 120 – Chatswood to City QVB (Loop Service).
- Route 267 – Chatswood to Greenwich via Crows Nest.
- Route 275 – Castlecrag to Chatswood.
- Route 277 – Chatswood to Castle Cove (Loop Service).
- Route 278 – Chatswood to Killarney Heights (Loop Service).
- Route 279 – Chatswood to Frenches Forest (Loop Service).
- Route 280 – Warringah Mall to Chatswood.
- Route 281 – Chatswood to Davidson (Loop Service).
- Route 283 – Chatswood to Belrose (Loop Service).
- Route 284 – Duffys Forest to Terrey Hills & Chatswood.
- Route 558 – Chatswood to Lindfield.
- Route 565 – Chatswood to Macquarie University.



Wheelchair Accessibility

Sydney Buses offer wheelchair accessible services at limited times. Look for the accessibility symbol on the bus operator's timetable to identify these services.

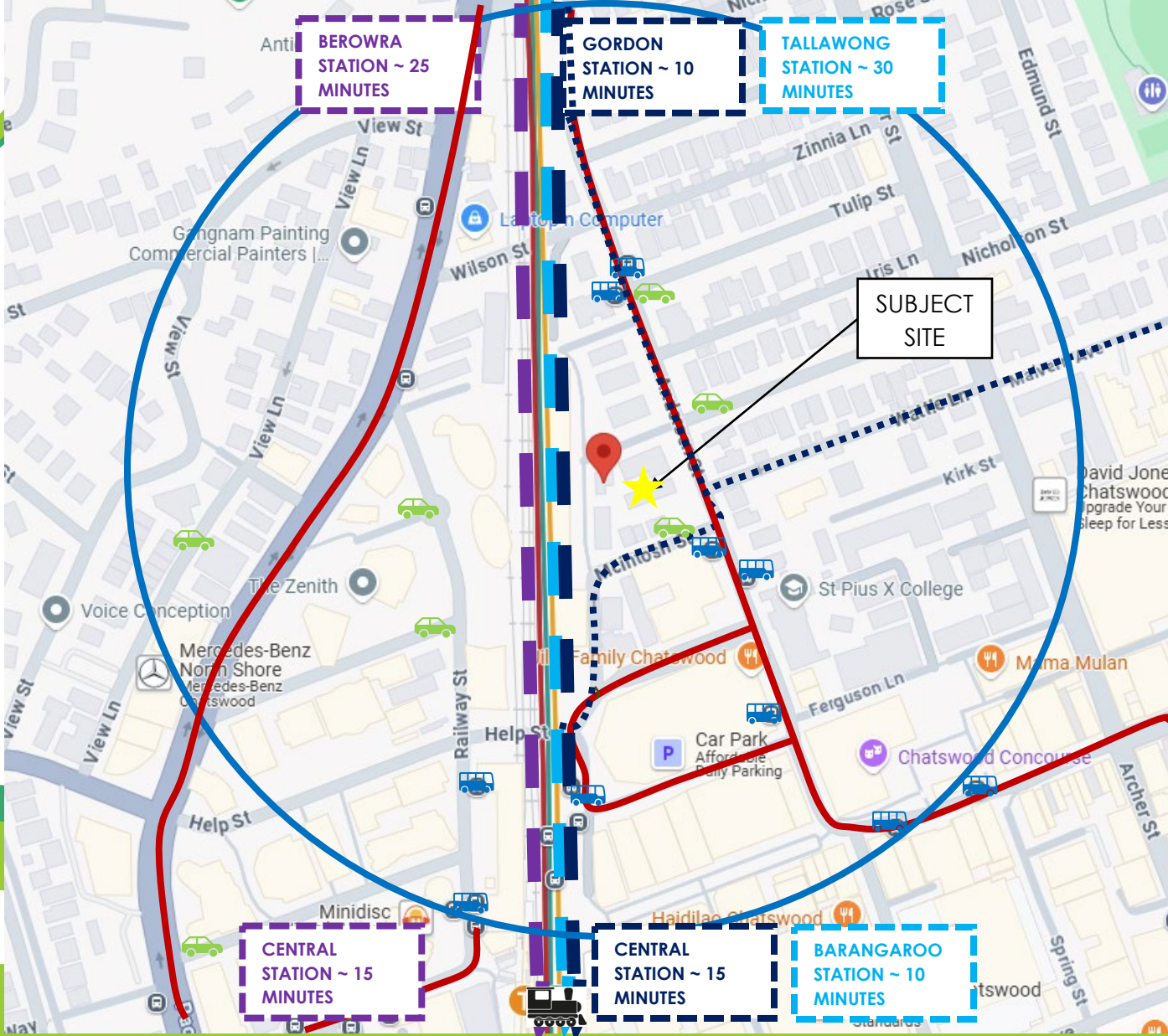


Car Share

The GoGet car club has ten pods located within 10 minutes walking distance of the site.

The GoGet car share pods are situated within the following locations:

- McIntosh Street, immediately to the west of Anderson Street.
- Daisy Street, immediately to the east of Anderson Street.
- O'Brien Street, immediately to the west of Anderson Street.
- Day Street, immediately to the west of Railway Street.
- Brown Street, immediately to the east of Pacific Highway.
- View Lane, approximately 80m to the south of Leplastrier Lane.
- Centennial Avenue, immediately to the west of Pacific Highway.
- Thomas Street, immediately to the west of Katherine Street.
- Devonshire Street, immediately to the north of Parkside Lane.



LEGEND: Bus Stop Rail / Metro Station Car Sharing On-road Cycle Path

400m / 5-minute walk radius

Bus Routes

Train T1 Line Train T1 Line Train M1 Line

N ↑



Planning your Trip

It is recommended that you contact the Transport for NSW trip planner to plan your trip and get the latest timetable, fare and wheelchair accessible information.



Other useful references:

- <http://transportnsw.info>
- <https://www.willoughby.nsw.gov.au/>
- <http://roads-waterways.transport.nsw.gov.au/roads/bicycles/cycleway-finder.html>

Disclaimer

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