

GREEN TRAVEL PLAN

3–5 Help Street, Chatswood

PREPARED FOR:

Loftex Chatswood Pty Ltd

REFERENCE:

0650r05v02

DATE:

17/02/2025



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VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Loftex Chatswood Pty Ltd to prepare a Green Travel Plan (GTP) for State Significant Development Application (SSDA) 76555711, relating to the mixed-use development with infill affordable housing at 3–5 Help Street, Chatswood.

The development consists of mixed-use residential, commercial and retail land uses with infill affordable housing. A total of 160 residential units, including 32 affordable units, are provided, along with around 2,300 m² gross floor area of commercial and retail uses. Vehicle access is provided via a combined entry and exit driveway onto Help Street, which serves a multilevel basement car park.

1.2. Policy Context

This GTP has been prepared in accordance with the Planning Secretary's Environmental Assessment Requirements (SEARs) issued by the NSW Government on 8 October 2024. It has been prepared to accompany the SSDA as part of the deliverables package and should be read in conjunction with the associated Traffic Impact Assessment.

Travel planning is underpinned by a framework of state-wide policy and strategy documents which define priorities and aspirations for development over the coming years, including:

- Future Transport Strategy 2056.
- Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People.
- Sydney's Cycling Future: Cycling for Everyday Transport.

More locally, the Willoughby Development Control Plan 2023 (WDCP 2023) facilitates development that gives effect to its respective aims and objectives, including those set out in the Willoughby Local Environmental Plan 2012 (WLEP 2012). Planning and design outcomes pursued by Willoughby City Council (Council) include improvement of city access, minimisation of vehicle kilometres travelled, maximisation of public and active transport use, enhancing liveability, protection of the natural environment, and creating sustainable environments. These objectives are supported by the following local policies:

- Our Future Willoughby 2028.
- Willoughby Integrated Transport Strategy 2036.
- Our Green City Plan 2028: Sustainable Action Plan for Willoughby City Council.
- Chatswood CBD: Planning and Urban Design Strategy 2036.
- Willoughby City Council 2017 Bike Plan.

These policy and strategy documents set the framework and ambitions upon which this GTP has been based.

1.3. Benefits & Objectives

A GTP is a set of measures to reduce dependency on private cars by maximising the use of sustainable modes of travel such as walking, cycling, public transport, carsharing and carpooling. A GTP should contain a series of complementary measures which will act in unison to discourage private car dependency.

The measures set out in this GTP align with Council policies to reduce private car usage by promoting sustainable forms of transport and seeks to bring about a mode shift away from single occupancy car use towards more sustainable modes for the benefit of residents, businesses, visitors and the greater community. Far-reaching benefits of GTPs include:

- Reducing demand for car parking, traffic congestion and noise pollution in the local area.
- Reducing greenhouse gas emissions and air pollution.
- Reducing costs associated with car parking, fleet maintenance and travel.
- Increasing physical activity, leading to greater productivity and improved health and wellbeing.
- Increased accessibility to a site.
- Improving corporate image.

The applicant is committed to ensuring that the proposed development promotes the principles of transit oriented development by limiting private vehicle use, whilst ensuring adequate car parking is provided for building users and visitors depending on the building's accessibility by public and active transport.

The overarching objectives of this GTP are as follows:

- To reduce dependence on privately owned cars.
- To reduce traffic congestion in the local area.
- To ensure better environmental outcomes.
- To encourage residents of the development into utilising more sustainable forms of transport.
- To promote healthier lifestyle choices.

More specific targets of this GTP are discussed in Section 4. Planning of the proposed development should accommodate themes and recommendations outlined in this GTP to drive a sustainable shift in mode share of those travelling to and from the site.

2. Existing Conditions and Infrastructure

2.1. Location and Site

The site is located at 3–5 Help Street, Chatswood, being approximately 300 metres north of Chatswood Railway Station and 9 kilometres north-west of the Sydney CBD. More specifically, the site is located on the northern side of Help Street between its intersections with Cambridge Lane to the west and Anderson Street to the east.

The site is generally a trapezoidal in shape with a total area of approximately 2,290 m². **Table 1** provides an appreciation of the site's street frontages and neighbouring developments.

Table 1: Street Frontages & Neighbouring Developments

FRONTAGE	DESCRIPTION
North	Street frontage: McIntosh Street
South	Street frontage: Help Street
East	Borders neighbouring residential flat buildings
West	Street frontage: Cambridge Lane

The site currently accommodates two separate three-storey residential flat buildings, comprising a combined total of 57 residential units along with associated on-site car parking. Two separate driveways are currently provided for said residential flat buildings, onto Help Street and McIntosh Street respectively. Traffic generated by the existing development would therefore use both streets for access to and from the local road network.

Figure 1 and **Figure 2** provide an appreciation of the site's location in both a local and broad context respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 2**, with the following roads considered noteworthy:

- **Pacific Highway:** forms part of the TfNSW Highway, HW 10, that generally runs in a north–south alignment through the Sydney Metropolitan area. Near the site, it is subject to 60 km/h speed zoning restrictions and accommodates three lanes of traffic in each direction within a divided carriageway. 'No-stopping' restrictions apply to both kerbsides of Pacific Highway near the site.
- **Help Street:** a local road that runs in an east-west direction between Anderson Street at the east and Pacific Highway at the west. Near the site, it is subject to 40 km/h speed zoning restrictions and accommodates two lanes of traffic in each direction. A combination of time restricted parallel parking and 'No Stopping' parking restrictions apply near the site.
- **Anderson Street:** a local road that runs in a north-south direction, between its intersections with Ashley Street at the north and Victoria Avenue at the south. Near the site, Anderson Street is subject to 40 km/h speed

zoning restrictions and accommodates one to two lanes of traffic in each direction. A combination of time restricted parallel parking and 'No Stopping' parking restrictions apply near the site.

- **Cambridge Lane:** a local road that runs in a north-south direction between McIntosh Street at the north and Help Street at the south. Near the site, Cambridge Lane functions as a shared zone for cars, cyclists and pedestrians and is subject to 10 km/h speed zoning restrictions. Cambridge Lane is one-way northbound only and accommodates a single lane of traffic. Kerbside parking is permitted along the western kerbside subject to 10-minute time restriction between 7am and 6pm, Monday to Friday.
- **McIntosh Street:** a local road that runs in an east-west direction between Anderson Street at the east and Cambridge Lane at the west. Near the site, McIntosh Street is subject to 40 km/h speed zoning restrictions and accommodates a single lane of traffic, one-way eastbound only. Kerbside parking is permitted along the northern side of the street, subject to 1P time restriction between 8:30am and 6pm, Monday to Friday and 8:30am and 12pm on Saturday.
- **Orchard Road:** a local road that runs in a north-south direction between Help Street at the north and its termination in the south. Near the site, it is subject to 40 km/h speed zoning restrictions and accommodates a single lane of traffic in each direction. Kerbside parking is prohibited on both sides.
- **Railway Street:** a local road that runs in a north-south direction between Help Street at the north and its termination in the south. Near the site, it is subject to 40 km/h speed zoning restrictions and accommodates two lanes of traffic in each direction. A combination of time restricted parallel parking and 'No Stopping' parking restrictions operate near the site.

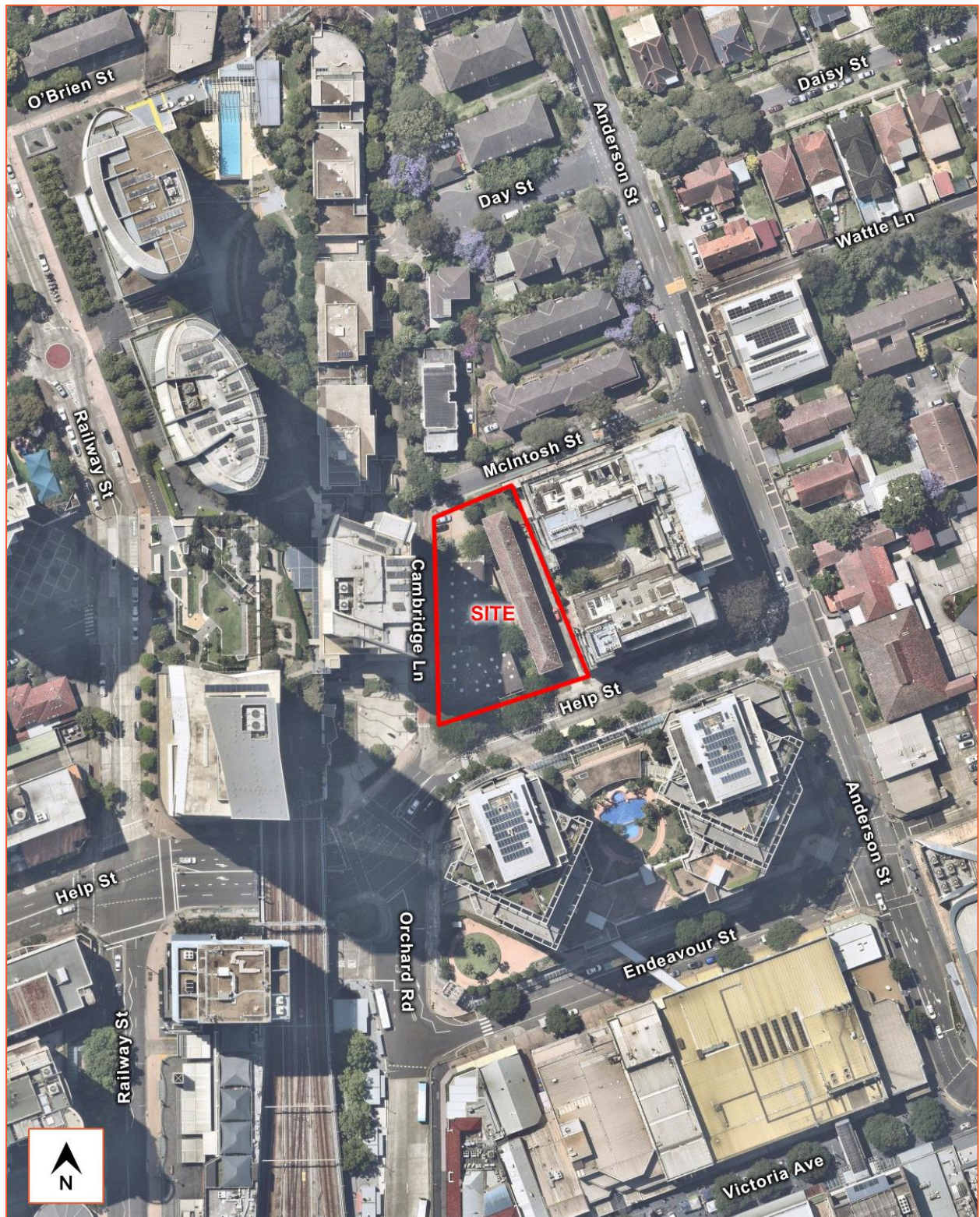


Figure 1: Site Plan

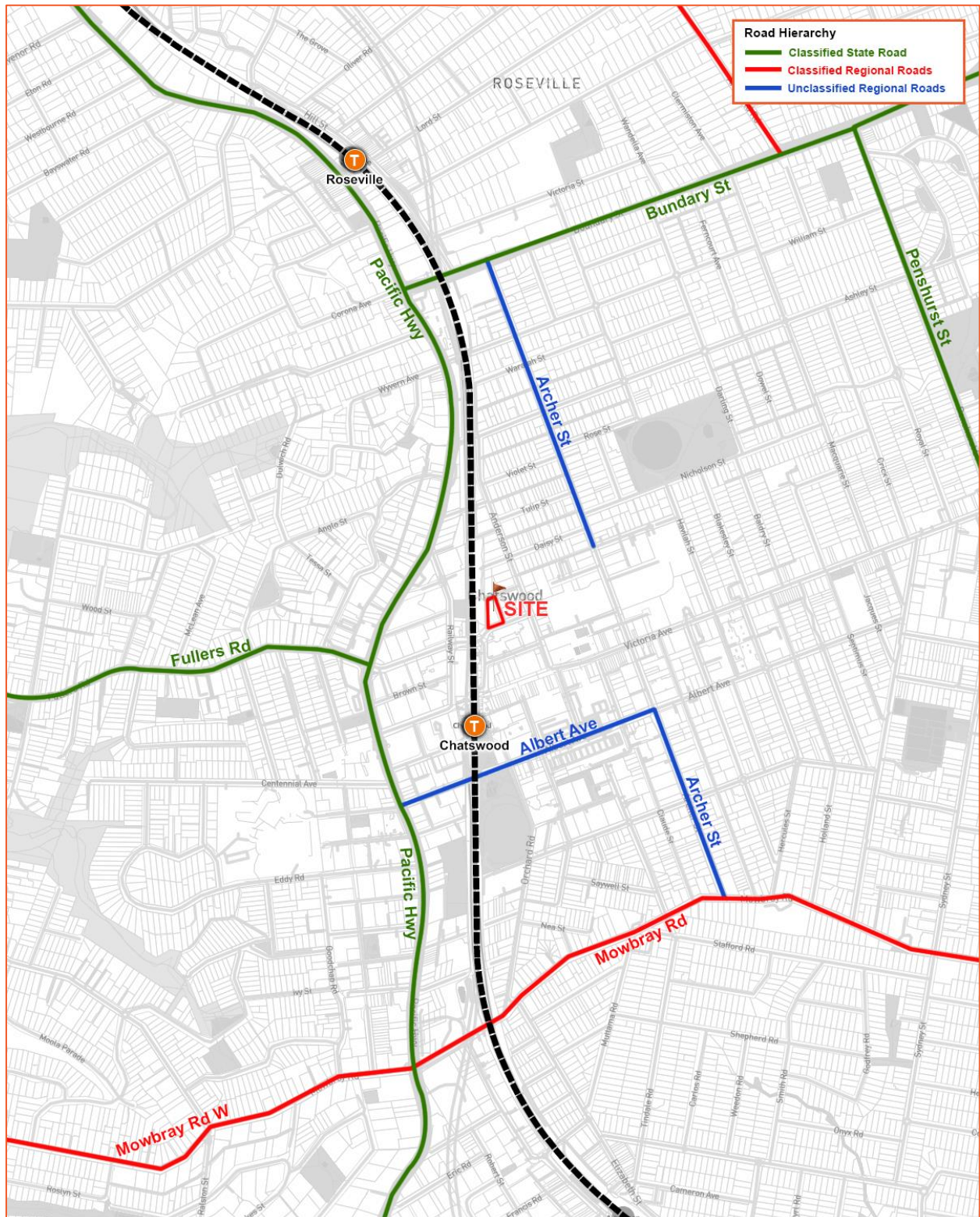


Figure 2: Location & Road Hierarchy Plan

2.3. Public Transport

2.3.1. Bus Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is located within 400 metres of bus stops provided at the Chatswood interchange and on Anderson Street and hence falls well within the walking catchment area. Accordingly, residents, visitors and staff will have convenient access to public bus services for journeys to and from the site.

Table 2 shows the notable town centres that are accessible via the abovementioned bus services and the average service headways during peak and off-peak periods.

Table 2: Bus Services

ROUTE NO.	ROUTE	ROUTE DESCRIPTION	AVERAGE HEADWAY
115	Chatswood to City Bridge St via North Sydney	Via North Willoughby, Willoughby, Crows Nest, North Sydney, Milsons Point, Millers Point	Weekdays: 10 – 15 minutes Weekends: 20 minutes
120	Chatswood to City QVB (Loop Service)	Via North Willoughby, Willoughby, Crows Nest, North Sydney, Milsons Point, Millers Point	Weekdays: 10 – 15 minutes Weekends: 10-15 minutes
255	Colwell Cres & Beaconsfield Rd to Chatswood	-	Weekdays: 8 Services only Weekends: 4 Services only on Saturday/ No Services on Sunday
256	Chatswood to Chatswood West (Loop Service)	-	Weekdays: 1 – 2 hours Weekends: 5 Services only on Saturday/ No Services on Sunday
267	Chatswood to Greenwich via Crows Nest	Via Willoughby, Cammeray, Crows Nest	Weekdays: 30 – 60 minutes Weekends: 1 hour
275	Castlecrag to Chatswood	Via Willoughby East, Middle Cove, North Willoughby	Weekdays: 4 Services Only Weekends: 4 Services Only on Saturdays / No Services on Sundays
277	Castle Cove to Chatswood	-	Weekdays: 1 hour Weekends: 6 Services only
278	Chatswood to Killarney Heights (Loop Service)	Via Roseville Chase, Forestville	Weekdays: 30 minutes Weekends: 20 – 30 minutes
279	Frenchs Forest to Chatswood	Via Forestville, Roseville Chase	Weekdays: 4 Services Only Weekends: No Services
280	Warringah Mall to Chatswood	Via North Manly, Frenchs Forest, Forestville, Roseville Chase	Weekdays: 30 minutes Weekends: 30 minutes
281	Davidson to Chatswood	Via Frenchs Forest, Forestville, Roseville Chase	Weekdays: 1 hour Weekends: 1 hour
283	Belrose to Chatswood	Via Frenchs Forest, Forestville, Roseville Chase	Weekdays: 1 hour Weekends: 1 hour

ROUTE NO.	ROUTE	ROUTE DESCRIPTION	AVERAGE HEADWAY
284	Duffys Forest to Terrey Hills & Chatswood	Via Terrey Hills, Belrose, Frenchs Forest, Forestville, Roseville Chase	Weekdays: 1 hour Weekends: 2 hour
516	Top Ryde City to Chatswood	Via North Ryde, Chatswood West	Weekdays: 30 minutes Weekends: 30 minutes
530	Burwood to Chatswood	Via Five Dock, Rusell Lea, Drummoyne, Huntleys Point, Hunters Hill, Linley Point, Lane Cove	Weekdays: 30 minutes Weekends: 30 minutes
558	Chatswood to Lindfield	Via Roseville	Weekdays: 1 hour Weekends: 5 Services Only on Saturdays / No Services on Sundays
565	Chatswood to Macquarie University	Via Lindfield	Weekdays: 30 minutes Weekends: 1 hour

2.3.2. Rail & Metro Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan railway stations includes all areas within an 800-metre radius of a station. It can be seen from **Figure 3** that Chatswood Railway Station is located approximately 300 metres south of the site and hence falls within the typical walking catchment area. Accordingly, residents, visitors and staff of the proposed development would be able to readily access the Sydney rail network.

Chatswood Railway Station is a major train and Metro station in the north of Sydney, serviced by two railway lines and two Metro lines, being the T1 North Shore and Western Line, T9 Northern Line, Metro North West Line and Metro City & Southwest Line.

Table 3 shows the notable town centres that are accessible along these lines and the average service headways during peak and off-peak periods.

Table 3: Rail & Metro Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAY
T1 North Shore and Western Line	Via Sydney CBD, Townhall, Wynyard, North Sydney, Chatswood, Lindfield, Gordon, Hornsby, Berowra	Weekdays: 5 - 15 minutes Weekends: 5 - 15 minutes
T9 Northern Line	Via Hornsby, Epping, Strathfield, Redfern & Sydney CBD	Weekdays: 5 - 15 minutes Weekends: 5 - 15 minutes
Metro North West & Bankstown Line	Via Rouse Hill, Kellyville, Bella Vista, Baulkham Hills, Castle Hill, Cherrybrook, Epping, Macquarie Park, North Ryde, Chatswood, Crows Nest, Victoria Cross, Barangaroo, Wynyard, Martin Place, Gadigal, Waterloo & Sydenham	Weekdays: 5 - 10 minutes Weekends: 10 minutes

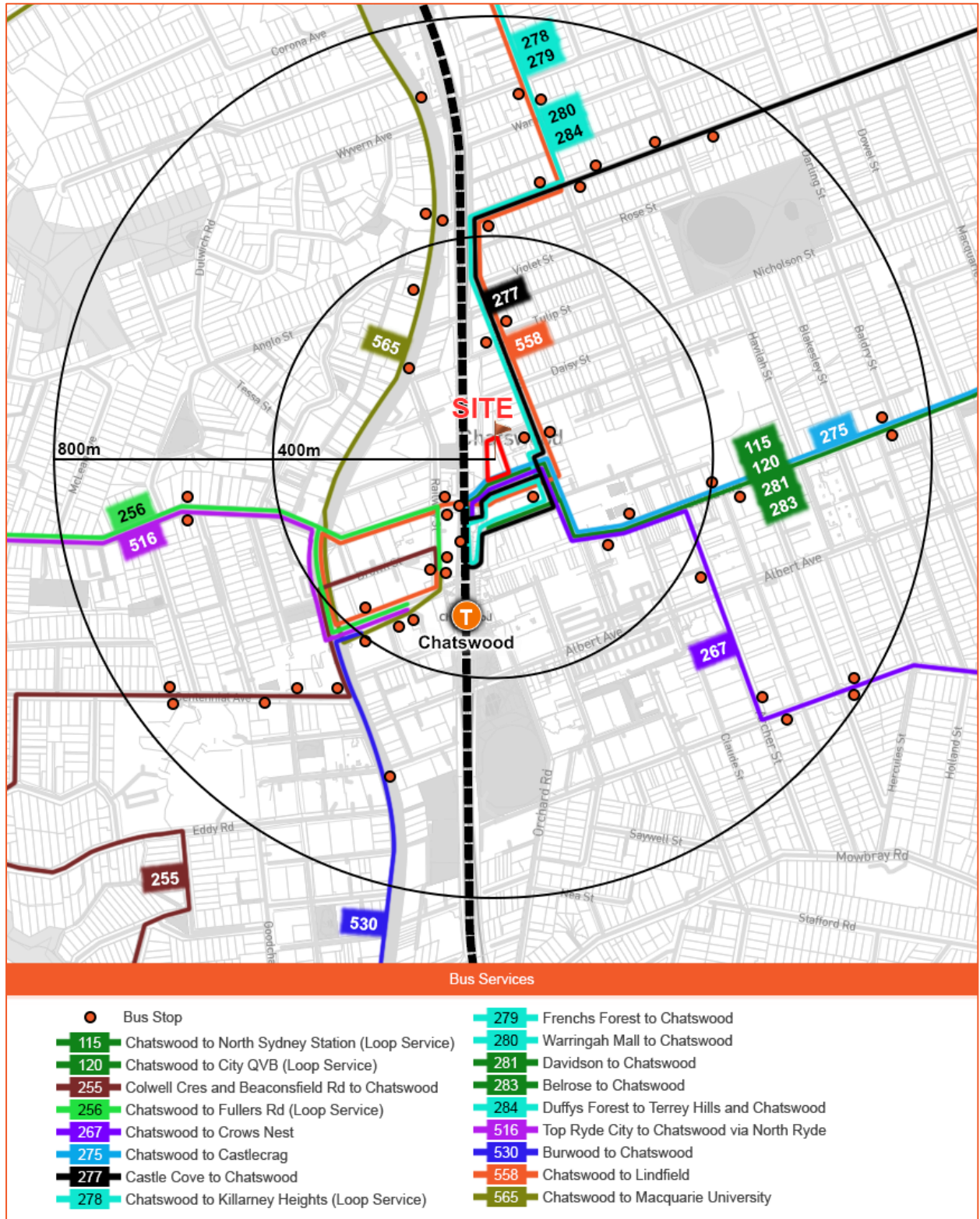


Figure 3: Public Transport Services

2.4. Active Transport

2.4.1. Cycle Network

Figure 4 illustrates the 10-minutes cycling catchment area and dedicated cycle routes near the site. It demonstrates that the site has excellent access to the local bicycle network, with on-road cycle paths provided along Cambridge Lane and McIntosh Street. These on-road cycle paths provide a connection to the wider cycle path network. Several key destinations can be accessed from the proposed development on a bicycle, including but not limited to, large-scale supermarkets and shopping centres, bulky goods retail stores, food and beverage premises, public transport services, and a range of recreational and outdoor facilities.

Council does not permit bike share schemes within its local government area (LGA). Council has expressed concerns regarding the safe use of e-bikes and e-scooters on roads and footpaths, as well as issues related to unattended vehicles in public spaces. Despite these challenges, there is potential for future collaboration between Council and bike share operators to develop solutions that encourage the uptake of cycling across the LGA.

Council provides public bicycle parking facilities across the LGA, including near the site. Notably, the Chatswood CBD end-of-trip facility, located in the public car park at 75-79 Albert Avenue, offers secure, undercover bicycle parking, change rooms, lockers, and minor maintenance tools. Additionally, bicycle parking is available at the entrance of Chatswood Library, situated within The Concourse on Victoria Avenue. These amenities support and encourage the use of bicycles for commuting and leisure, enhancing the site's connectivity to the local cycle network.

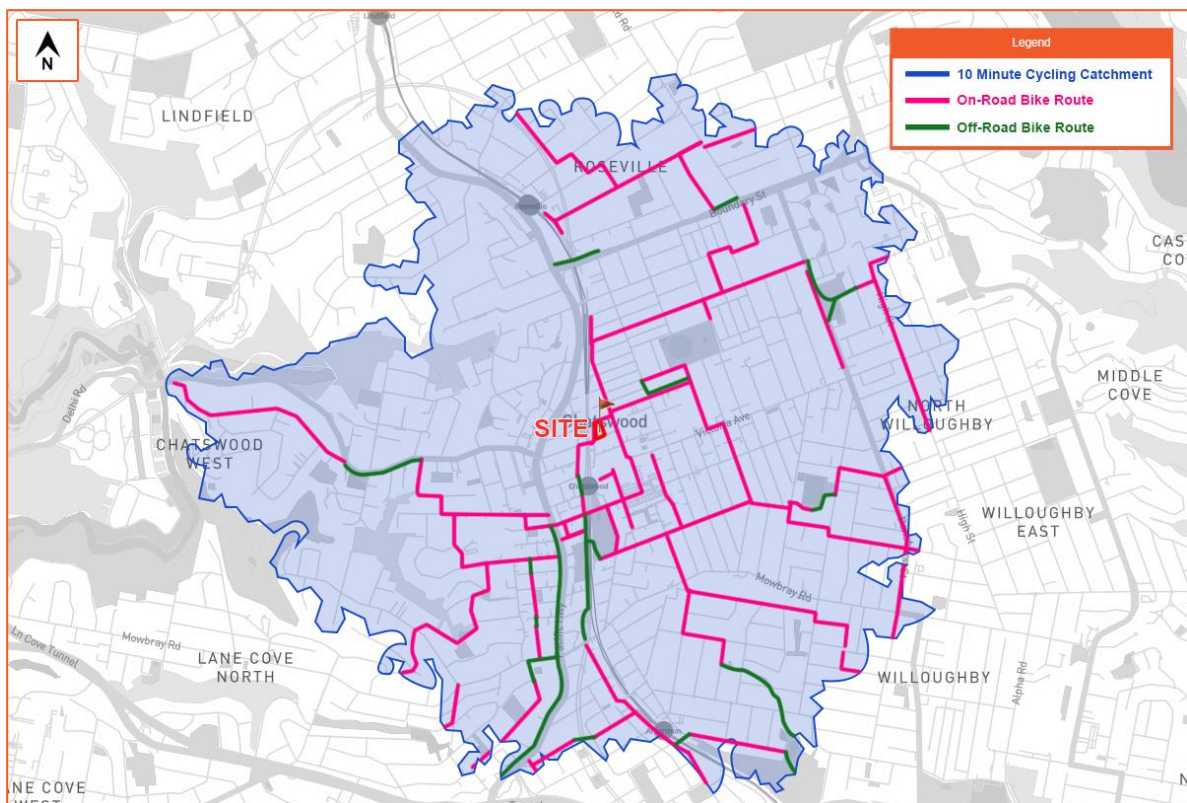


Figure 4: Cycle Path Network

2.4.2. Walking Network

Figure 5 illustrates the 15-minute walking catchment area. Occupants of the development have excellent access to a similar range of facilities to those available via bicycle, including large-scale supermarkets and shopping centres, food and beverage premises, public transport services, and recreational and outdoor facilities. The nearest bus stops to the site are within around 130 metres of the site.

Pedestrian facilities are good around the site. Help Street has footpaths along both sides, whilst McIntosh Street to the west of the site operates as a 10 km/h Shared Zone. McIntosh Street to the rear of the site has footpaths along both sides and is designated as a 40 km/h High Pedestrian Activity Area, giving motorists extra awareness of pedestrians. Anderson Street also has pedestrian footpaths along both sides. Signalised pedestrian crossings near the site include those at the Anderson Street / Help Street intersection around 60 metres east of the site, and at the Orchard Road / Help Street intersection around 40 metres west of the site.

Council promotes walking as a sustainable and healthy mode of transport, offering several local walking tracks and bushwalks. The Round Willoughby Walk is a network of interconnected tracks that showcase the natural beauty of the area. The Railway to River Walk provides a 3.5 km path from Chatswood Train Station to the Lane Cove River, passing through diverse landscapes such as rainforests and woodlands. These walking tracks provide residents with recreational and exercise opportunities while promoting active and sustainable transportation.

The combination of well-maintained pedestrian infrastructure and accessible walking tracks underscores the site's strong connectivity and supports walking as a preferred mode of travel for its occupants.

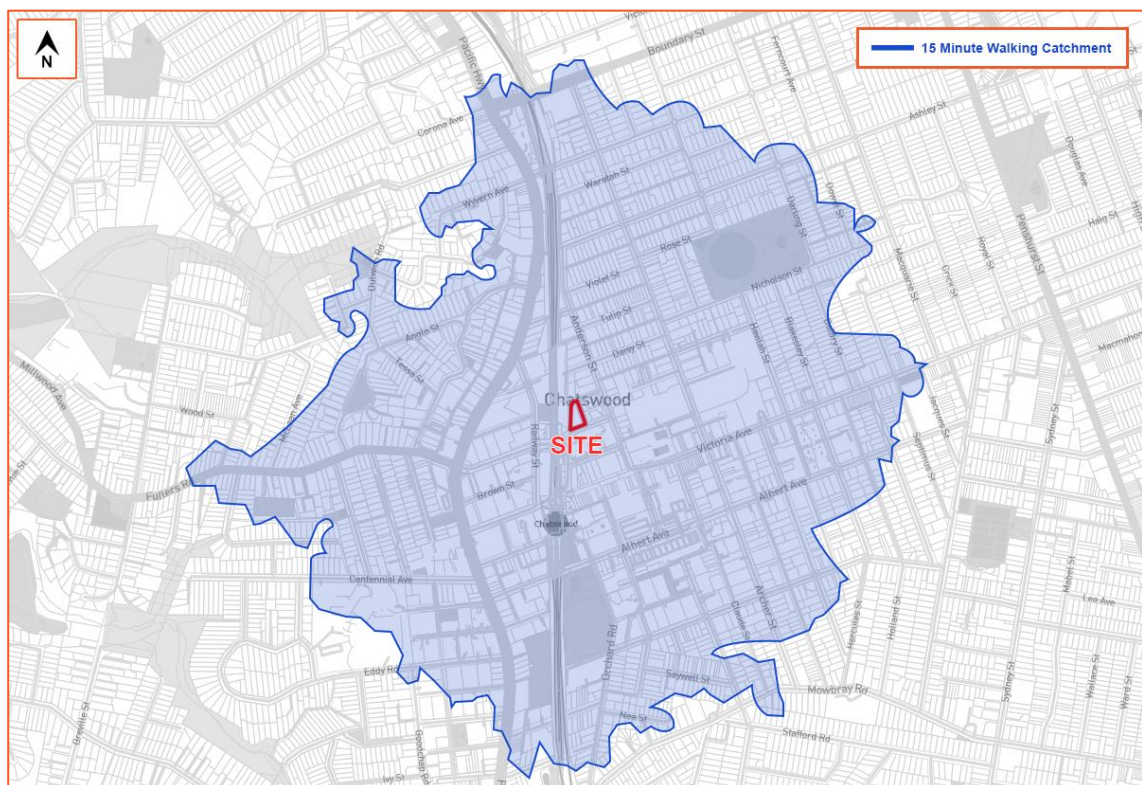


Figure 5: Walking Network

2.5. Carshare

Carsharing is a concept by which vehicles are rented to members of a scheme at a timed rate. The fee includes fuel, insurance, and ongoing maintenance of the vehicle, allowing users a flexible and cost-effective alternative to car ownership. Carshare vehicles are each given a designated car space and can be used by residents of the development as well as other members of the community.

There are several existing carshares located in the broader Chatswood local centres, including a GoGet pod located around 150 metres from the proposed site on Anderson Street. This carshare pod can be used by the residents if there are any additional travel demand. All GoGet carshare vehicles located within the vicinity of the site are illustrated by **Figure 6**, noting that other providers are also available.

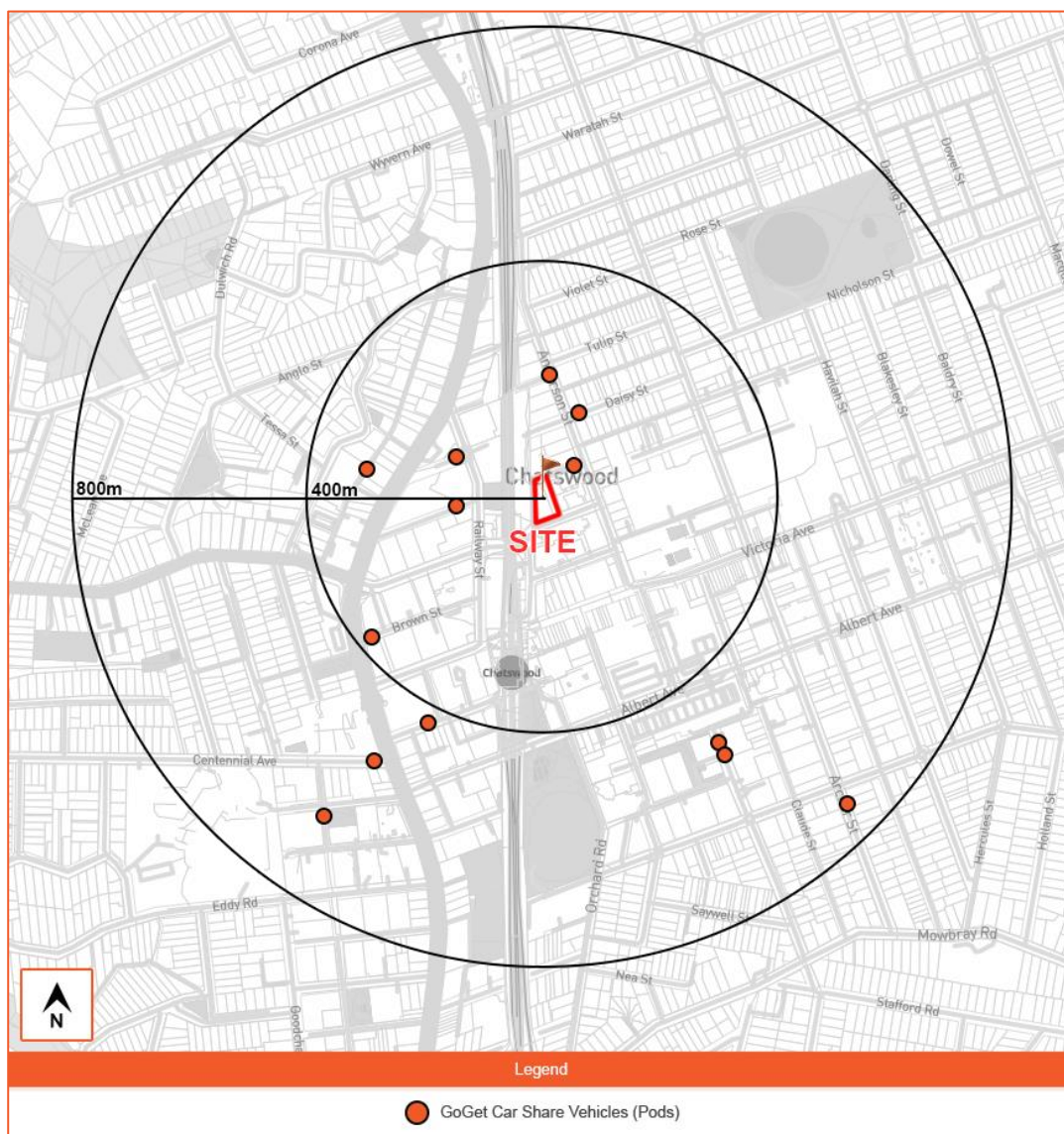


Figure 6: GoGet Network

2.6. Electric Vehicles

Electric vehicles (EV) are an increasingly important component of sustainable transport strategies, offering a significant reduction in greenhouse gas emissions and contributing to improved air quality. By utilizing renewable energy sources and cutting reliance on fossil fuels, EVs play a vital role in creating a sustainable urban environment.

Council actively supports the transition to EVs through initiatives such as providing public EV charging stations and promoting awareness. EV charging infrastructure is a critical factor in encouraging EV adoption, as it offers convenience and ensures accessibility for users. Council has established several publicly available charging stations across the LGA and near the site, including at major locations like Westfield Chatswood. These facilities underscore the Council's commitment to promoting environmentally friendly transport alternatives.

All publicly available EV charging stations within the vicinity of the site are illustrated in **Figure 7**.

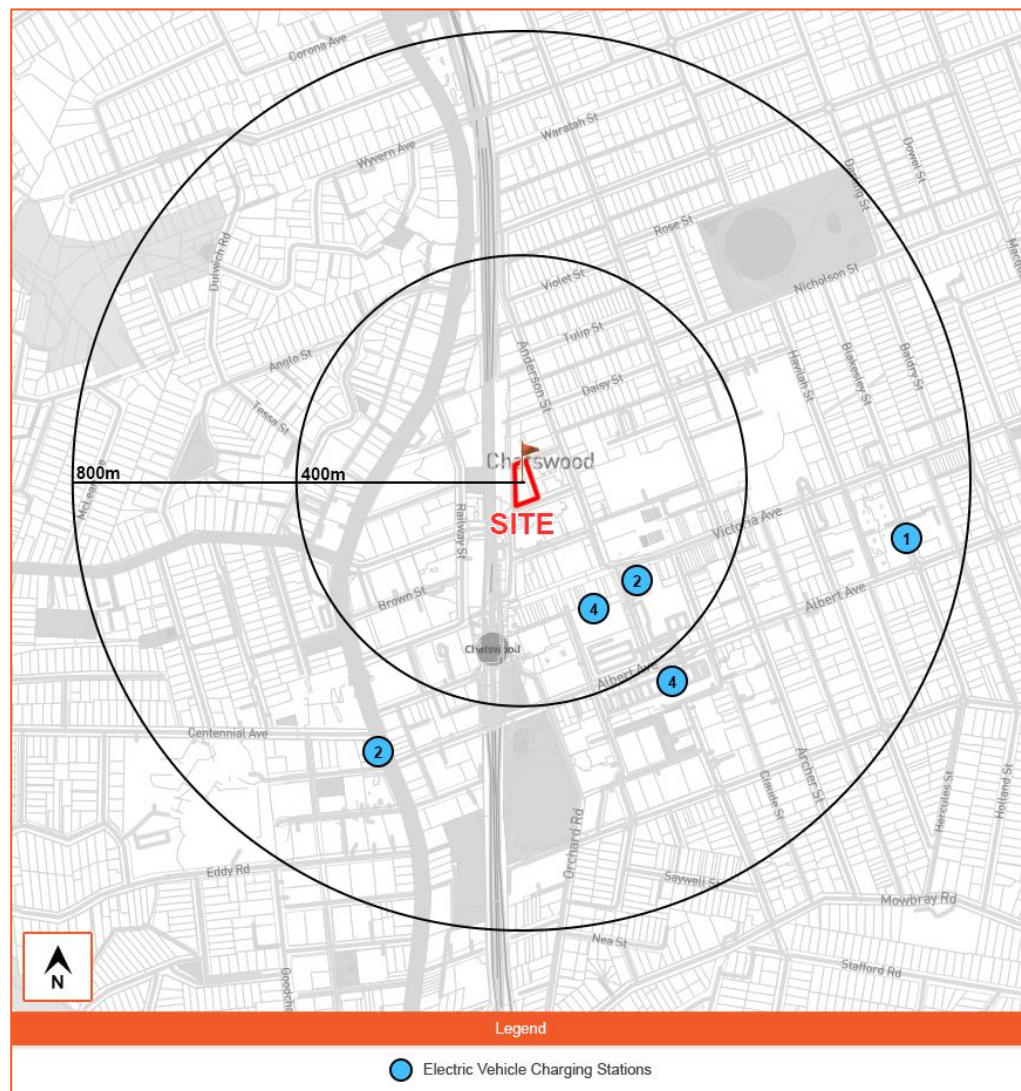


Figure 7: Electric Vehicle Charging Stations

3. Existing Travel Data

Understanding and defining the baseline data of the site for which the GTP is being prepared is key to giving the GTP the best chance of success. For the purposes of establishing a travel mode baseline, this GTP has adopted the travel mode characteristics from the Australian Bureau of Statistics (ABS) census data.

While the most recent ABS census data was collected in 2021, the survey was conducted during the COVID-19 pandemic. As a result, the proportion of employed persons working from home in Chatswood increased from 4.7% (as seen in the 2016 census) to 49.9% in 2021, skewing typical historic travel mode trends.

Whilst the COVID-19 pandemic has likely altered travel mode characteristics somewhat permanently, the 2016 data is considered more reflective of typical travel mode behaviours. As such, 2016 census data for the Chatswood suburb was used for this GTP. The baseline travel mode splits adopted for this GTP are outlined in **Table 4**.

Table 4: Existing Travel Mode Characteristics

TRAVEL MODE	MODE SPLIT
PRIVATE TRANSPORT	
Car, as Driver	29.3%
Car, as Passenger	2.7%
Motorbike / Scooter	0.4%
Truck	0.1%
TOTAL PRIVATE:	32.5%
PUBLIC TRANSPORT	
Train	34.3%
Bus	6.3%
Tram	0.1%
Taxi	0.2%
TOTAL PUBLIC:	40.9%
ACTIVE TRANSPORT	
Cycle	0.7%
Walk	13.7%
TOTAL ACTIVE:	14.4%
OTHER	
<i>Worked at Home</i>	4.8%
<i>Did Not Go to Work</i>	7.4%

Source: *Census of Population and Housing, 2016, ABS TableBuilder.*

The adopted baseline travel mode splits indicate that historically in the Chatswood suburb, most persons (40.9%) utilise public transport for journeys to and from home for work. Fewer travel via private vehicle (32.5%), and a notable portion travel by active transport (14.4%) only.

Whilst in the existing travel mode split there are more people using public transport than private vehicle, it is considered that shifts in travel mode splits for the proposed development can be further encouraged from private vehicle use to the use of public and active transport for a more sustainable future. Lower private vehicle mode splits can be targeted through active promotion of this GTP as discussed below.

4. Mode Share Targets

The anticipated mode share of the subject site once occupied has been determined through identification of the existing and proposed surrounding infrastructure (Section 2), the observed travel mode trends within the Chatswood suburb (Section 3) and site-specific design features recommended to encourage sustainable forms of transport (Section 5).

Through further enhancement and implementation of measures to increase sustainable transport uptake, mode share of the site has the potential to move further away from the use of private vehicles and towards public and active transport modes, to the betterment of congestion, pollution, carbon emissions, costs, health and wellbeing.

Table 5 details the existing mode share trends in the Chatswood suburb and the mode share targets of the proposed development should further operational opportunities discussed herein be adopted.

Table 5: Travel Mode Share Targets

MODE OF TRANSPORT	EXISTING MODE SHARE	TARGET MODE SHARE
PRIVATE TRANSPORT		
Car, as Driver	29.3%	22.7%
Car, as Passenger	2.7%	3.5%
Motorbike / Scooter	0.4%	0.4%
Truck	0.1%	0.1%
TOTAL PRIVATE:	32.5%	26.7%
PUBLIC TRANSPORT		
Train / Metro	34.3%	47.5%
Bus	6.3%	7.5%
Tram	0.1%	0.1%
Taxi	0.2%	0.2%
TOTAL PUBLIC:	40.9%	55.3%
ACTIVE TRANSPORT		
Cycle	0.7%	2.5%
Walk	13.7%	15.5%
TOTAL ACTIVE:	14.4%	18.0%

The GTP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and carsharing. These targets are defined as realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes. The plan shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

The timeframe for these mode share targets to be achieved would best be defined by census years, which represent the most comprehensive travel mode surveys undertaken and years by which directly comparable data to historic years can be assessed. This would mean that detailed mode share reviews would be possible in 2031 and 2036. Intermittent reviews could be undertaken in the interim via travel mode questionnaires of residents of the proposed residential development.

It can be seen from **Table 5** that the proposed development targets a reduction in the use of private transport, with the GTP encouraging increased use of public and active transport for which the combined mode share target is 73.3%.

The strategies identified which could be implemented by the proposed development which would assist in the achievement of these target mode shares are discussed in Section 5.

An additional key factor in driving down the private vehicle mode share, which is not specifically driven by the subject development but is nonetheless actively encouraging a shift towards rail travel, is the opening of the Metro North West Line in May 2019. It should also be noted that in August 2024, the service was renamed as the Metro North West & Bankstown line and was extended from Chatswood to Sydenham via Central. As discussed in Section 2, this line services 21 metro stations every four minutes in each direction.

Importantly, given this line opened after the 2016 census, the existing mode share data presented in Section 3 does not account for any mode shift which would have occurred towards rail upon opening of the Metro North West & Bankstown Line. The anticipated shift towards rail resulting from opening of this line in part accounts for the much higher rail mode share, which per **Table 5** is targeted for an increase from 34.3% (in 2016) to 47.5% for residents of the subject site.

5. Action Plan

To achieve the target mode share identified in **Table 5**, measures discussed in this section are recommended to encourage increased uptake of sustainable travel modes. The measures discussed below vary across a range of features from location and the built environment to services provided by the proposed development and coordination and promotion of such measures.

5.1. Electric Vehicles

To steer car-dependant residents toward more environmentally conscious travel, 10% of car parking spaces of the development will have the capacity for electric vehicle charging. The charging stations will be at visible and easily accessible locations for residents and visitors, to encourage occupants to use electric vehicles in place of conventional vehicles.

5.2. Limiting Car Parking

ABS Census data from 2016 and 2021 identifies that the average number of motor vehicles owned per dwelling in the Chatswood suburb is 1.1 vehicles. Based on this average, the estimated vehicle ownership for 160 residential dwellings would be around 176 vehicles. However, in this development, only 133 car parking spaces are provided for residents.

This provision falls below the average vehicle ownership rate for the Chatswood suburb, demonstrating an intentional effort to encourage reduced vehicle ownership among residents of the subject development. This aligns with broader sustainability objectives and promotes the use of alternative modes of transport, such as cycling and public transit, which are well-supported by the site's connectivity and available infrastructure.

5.3. Carshare

To encourage carshare adoption, information on carshare services will be communicated through leaflets, posters in common areas, and regular updates from the GTP Coordinator.

The availability of designated carshare spaces near the development provides an excellent opportunity to implement a carshare and carpool scheme for building occupants. These initiatives can significantly reduce the reliance on private vehicle use, promote sustainable commuting options, and contribute to the development's green travel objectives.

Building occupants are encouraged to utilize the carshare services available near the site for work-related and personal travel. The convenience of the carshare spaces makes this a practical alternative to private vehicle use. Information about the carshare service, including registration details and booking processes, will be distributed to occupants through induction programs and regular updates in common areas.

5.4. Carpool

To complement the carshare initiative, a carpooling scheme is recommended to further reduce single-occupant vehicle trips. A group chat will be established within commercial tenancies, and for the residential component, to facilitate carpooling arrangements. Use of this group chat will be optional and managed by the GTP Coordinator, who will oversee communications, provide guidelines, and help users who have similar commuting routes and schedules. The simplicity of this approach ensures ease of use while fostering collaboration among building occupants. The GTP Coordinator will also use the group chat to share updates, promote carpooling benefits, and address any issues that arise.

5.5. Bicycle Facilities

The site provides 34 secure bicycle parking spaces, strategically located to provide connections to bicycle paths identified in Section 2 and illustrated in **Figure 4**. Bicycle parking will be conveniently distributed between the Ground Level (for visitors) and Basement Level 1 (for residents and commercial employees), ensuring minimal distance between parking areas, the cycle network, and residents' homes. This layout is designed to provide safe and efficient access to local bicycle infrastructure, promoting cycling as a preferred mode of travel.

Of the total bicycle parking spaces, 32 will be allocated for residents and their visitors, equating to 20% of the 160 apartment units. This allocation is intended to further encourage residents to use bicycles for their daily commuting and recreational needs. This also works towards achieving the target within the *Our Green City Plan 2028* to increase cycling within the Willoughby LGA by 10% by 2028 from a 2017 baseline.

To maximize the utilization of these facilities, information about the bicycle parking and local cycle network will be regularly shared with residents through materials such as leaflets and posters displayed in common areas. Considering the site's excellent connectivity to the local cycle network, achieving an 8% cycling mode share is a realistic and attainable goal.

5.6. Walking

Chatswood Westfield is located approximately 300 metres to the south of the site, well within walking distance, and offers a variety of everyday commercial facilities including a grocery store, gym, chemist, cafes, and restaurants. Additionally, the land to the north and west of the site surrounding the Chatswood interchange is largely mixed-use.

Given this high proportion of amenities within walking distance of the development, a sizable portion of residents are expected to have capacity to walk to and from work, as well as make everyday trips outside of work by foot.

The availability of pedestrian infrastructure around the site (discussed in Section 2) facilitates and encourages walking. Given the above, a 21% mode share for walking only is considered an achievable target.

5.7. Transport Access Guide

To assist in promoting the use of alternative transport modes, a Transport Access Guide (TAG) has been prepared for the site and is provided as **Appendix A**. The TAG is a map / brochure that illustrates the modes of transport available in the vicinity of the site including, but not limited to, the following:

- Bus routes, stops and a table of services.
- Rail and light rail stations and a table of services.
- Bicycle network and the location of on-site bicycle parking and end of trip facilities.
- Relevant transport related mobile phone applications and websites such as TripView, Transit, Opal Travel and TfNSW resources.

The TAG shall be displayed in common areas of the proposed development.

Effective communication of how to access the site via all modes is key to contributing towards the sustainability targets of the site. The TAG would be distributed via several means:

- A copy of the TAG would be provided in several communal areas of the development such as lobbies and lifts.
- The TAG is to be updated by GTP Coordinator (discussed in Section 6.1) with relevant changes to transport options, with updates distributed to occupants for awareness via leaflets.

Monitoring and control of the TAG falls under the responsibility of the GTP Coordinator and will be reviewed annually to ensure it remains up to date with changing transport infrastructure in the vicinity of the site.

5.8. Opportunities and Strategies for Sustainable Transport

This section identifies a plan of measures that encourage travel options with low environmental impact, as presented in **Table 6**.

Table 6: Opportunities and Strategies for Sustainable Transport

STRATEGY	DESCRIPTION	IMPLEMENTATION	RESPONSIBILITY	TIMEFRAME
MANAGING CAR USAGE				
Electric Vehicles	Residents are to be made aware of and encouraged to use Electric Vehicles to increase the use of more environmentally sustainable transport.	Promote the availability of the provided electric vehicle charging point located in the development's basement parking.	GTP Coordinator	Ongoing promotion of electric vehicles and on-site charging facilities.
Carshare Services	Encourage staff to utilize the carshare facilities provided on-site for work-related and personal travel.	Provide information on carshare registration and booking. Promote usage through materials in common areas.	GTP Coordinator	Available at the commencement of occupancy. Ongoing promotion.
Carpool Scheme	Facilitate shared rides among staff to reduce reliance on private vehicles.	Establish and manage a group chat for carpool coordination. Provide guidelines and promote participation.	GTP Coordinator	Group chat available at the commencement of occupancy. Ongoing promotion.

STRATEGY	DESCRIPTION	IMPLEMENTATION	RESPONSIBILITY	TIMEFRAME
PROMOTING ACTIVE & PUBLIC TRANSPORT				
Transport Access Guide	Residents are to be made aware and be encouraged to utilise the existing public transport infrastructure.	- Provide a Transport Access Guide. - Display Transport Access Guide within building common areas.	GTP Coordinator	TAG has been prepared and should be provided to residents periodically.
Bicycle Parking	Encourage uptake of bicycle travel via provision of parking facilities.	- Provide additional bicycle parking should demand arise. - Promote the availability of the provided bicycle parking facilities located in the development's basement parking.	GTP Coordinator	- Bicycle parking spaces available at the commencement of occupancy. - Ongoing promotion of bicycle use.
POTENTIAL FUTURE INITIATIVES				
Public Transport Subsidy	Provide staff with discounts or subsidies for public transport costs to encourage its usage.	Offer public transport passes or reimbursements for travel expenses incurred while commuting.	GTP Coordinator	Available at the commencement of occupancy and reviewed periodically.
Public Cycling Events	Actively encourage and engage with public cycling events to promote sustainable commuting.	Promote events such as National Ride2School Day, National Ride to Work Day, and Biketober via building communication channels.	Building Manager	Annually, timed with national event schedules.
Bicycle Commuting Groups	Encourage and inform residents and employees about local bicycle commuting groups.	Provide information and resources on local cycling groups through leaflets or building noticeboards.	Building Manager	Ongoing.
Provide Carshare Space(s) On-Site	Convert visitor parking spaces to support carshare schemes, promoting sustainable car usage.	Designate selected visitor parking spaces for public or private carshare vehicles.	Building Manager	Prepare a parking reallocation strategy
Building Bike Share Scheme	Provide a dedicated bike share scheme for residents to encourage cycling as a primary travel mode.	Implement a bike share program with easily accessible bicycles and clear usage guidelines.	Building Manager	Available at the commencement of occupancy.
Electric Bicycle Charging	Provide on-site electric bicycle charging facilities to support e-bike users.	Install dedicated e-bike charging stations in common or parking areas.	Building Manager	Available at the commencement of occupancy.

6. Commitment to Sustainable Travel

6.1. Responsibility

The strategies presented in this GTP detail how targets set out in **Table 5** are going to be achieved. It is however recognised that for implementation of such strategies to occur, responsibility needs to be attached to a specific person or committee known as the GTP Coordinator.

In the case of the proposed development, building management will be well placed to undertake the tasks required for the implementation of the GTP which would include:

- Coordinate the implementation of the GTP.
- Conduct surveys and collect data to measure progress.
- Communicate and promote the GTP to building occupants.
- Monitor and review the GTP.
- Dealing with departures from the targets and identifying means to address these.

Funding will be required to support implementation of the GTP. A viable source of funding for the proposed development would be strata fees.

6.2. Communicating Information

The GTP Coordinator will be responsible for ensuring the principles behind planning for sustainable travel choices are communicated regularly and effectively to building occupants. Promotion of the information contained in this GTP will assist in increasing awareness of alternative travel modes and encourage a shift away from private vehicle use to get to and from the site. Further resources communicated within the TAG include:

- Transport for NSW info:
www.transportnsw.info/
- Transport for NSW cycleway finder:
<https://maps.transport.nsw.gov.au/egeomaps/cycleway-finder/>
- Opal website:
www.opal.com.au/

Further, phone apps such as TripView display up to date timetable information and timetable viewer, which can be stored and viewed offline. The above links should be promoted in common areas of the building.

7. Monitoring

To ensure the effective implementation of the GTP and that the travel mode targets are met, close monitoring is necessary. The provision of this GTP to building occupants will ensure that they are aware of the transport infrastructure and services available and can assist in reducing the use of private vehicles for journeys to and from the site.

Monitoring of the GTP would be the responsibility of the GTP Coordinator, with Council requiring that reviews be conducted in consultation with Council officers. The review should include:

- Number of residents of development.
- Details of mode share and progress towards the targets identified in **Table 5**.
- Details of the initiatives implemented since the last review.
- Assessment of whether initiatives have been successful.
- Details of future initiatives and rectification measures proposed.

It is vital that the GTP Coordinator remain aware of the expectations regarding travel planning that have been agreed for the site and communicate these regularly to building occupants. It is recommended that a summary be produced at regular intervals and communicated with building occupants and Council to demonstrate performance against the targets set out in the DCP and future planned initiatives to further increase uptake of sustainable travel.

8. Conclusion

The implementation of this GTP will ensure that residents of the development are aware of sustainable transport options available for journeys to and from the site. Successful implementation of this GTP will result in a reduction in vehicle trips, car parking demands and traffic congestion, all of which will lead to a healthier lifestyle of building occupants, reduce carbon emissions of the site and result in a more sustainable development.

The site has excellent connections to the local and broader public and active transport network, with several high frequency bus services, several bus stops, high-frequency rail at nearby metro stations and dedicated cycle facilities all falling within the walking catchment of the site.

Operational opportunities have been identified to further enhance the sustainability credentials of the site and reduce carbon emissions, for consideration of the developer, building manager and future tenants. Should these measures be implemented, the targets set out should be achieved and subsequently revised to drive ever more sustainable travel to and from the site.



Appendix A

TRAVEL ACCESS GUIDE

3-5 Help Street, Chatswood
January 2025

ABOUT THE DEVELOPMENT

This mixed-use development is located on the eastern edge of Chatswood Town Centre and is close to public transport, cycling networks, shopping centre, and a major business district.

It accommodates:

- 165 car parking spaces with
 - 133 residential spaces, including 32 accessible spaces
 - 23 residential spaces, including 2 accessible spaces
 - 9 commercial spaces, including 2 accessible spaces
- 34 bicycle parking spaces with
 - 16 residential spaces and 16 residential visitor spaces
 - 1 commercial space and 1 commercial visitor space
- 10 motorbike parking spaces, including 1 residential visitor space and 1 commercial visitor space

WHY SUSTAINABLE TRAVEL?

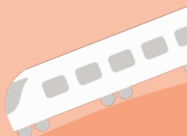
This development espouses the principles of sustainable development through consideration of alternative travel modes to private vehicles and maximising the use of sustainable modes of travel. We are committed to reducing private car use by promoting sustainable travel modes such as walking, cycling, scooters, and public transport for the benefit of visitors, local businesses, and the greater community.

Save the planet and your wallet by using this guide to take advantage of Sydney's well planned public transport system. Alternatively, take matters into your own hands by walking or cycling and reach your fitness goals on the way.

PLAN YOUR TRIP

Plan your trip ahead with NSW Transport's Trip Planner.

Visit here:
<https://transportnsw.info/>
Or Scan the QR code





WALKING

The site is within walkable distance to many local businesses and facilities that include a variety of employment, recreation centres and retail stores. See walking network figure overleaf for further information.



Buses

The site is located within 400 metres of bus stops provided at the Chatswood interchange and on Anderson Street. Details of the bus routes are listed below:

115	Chatswood to City Bridge St via North Sydney
120	Chatswood to City QVB (Loop Service)
255	Colwell Cres & Beaconsfield Rd to Chatswood
256	Chatswood to Chatswood West (Loop Service)
267	Chatswood to Greenwich via Crows Nest
275	Castlecrag to Chatswood
277	Castle Cove to Chatswood
278	Chatswood to Killarney Heights (Loop Service)
279	Frenchs Forest to Chatswood
280	Warringah Mall to Chatswood
281	Davidson to Chatswood
283	Belrose to Chatswood
284	Duffys Forest to Terrey Hills & Chatswood
516	Top Ryde City to Chatswood via North Ryde

530

Burwood to Chatswood

558

Chatswood to Lindfield

565

Chatswood to Macquarie University



CYCLING

The site is situated with excellent access to the cycle network connected by on and off road paths provided along the surrounding road network.

See cycle path network figure overleaf for further information.



METRO

The site is situated near Chatswood Metro Station which is serviced by the North West & Bankstown Line from Tallawong to Sydenham. The average service headways are summarised below.

M	Tallawong to Sydenham
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Weekday : 05:00 AM to 12:12 AM every 5-10 minutes

Weekend : 05:00 AM to 01:52 AM every 5-10 minutes

For updated information, see transportnsw.info.



TRAINS

Chatswood Railway Station services two railway lines, being the T1 North Shore and Western Line and T9 Northern Line. The details of the lines are summarised below.

T1	City to Berowra via Gordon
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Weekday : 03:43 AM to 00:48 AM every 5-15 minutes

Weekend : 03:59 AM to 00:58 AM every 5-15 minutes

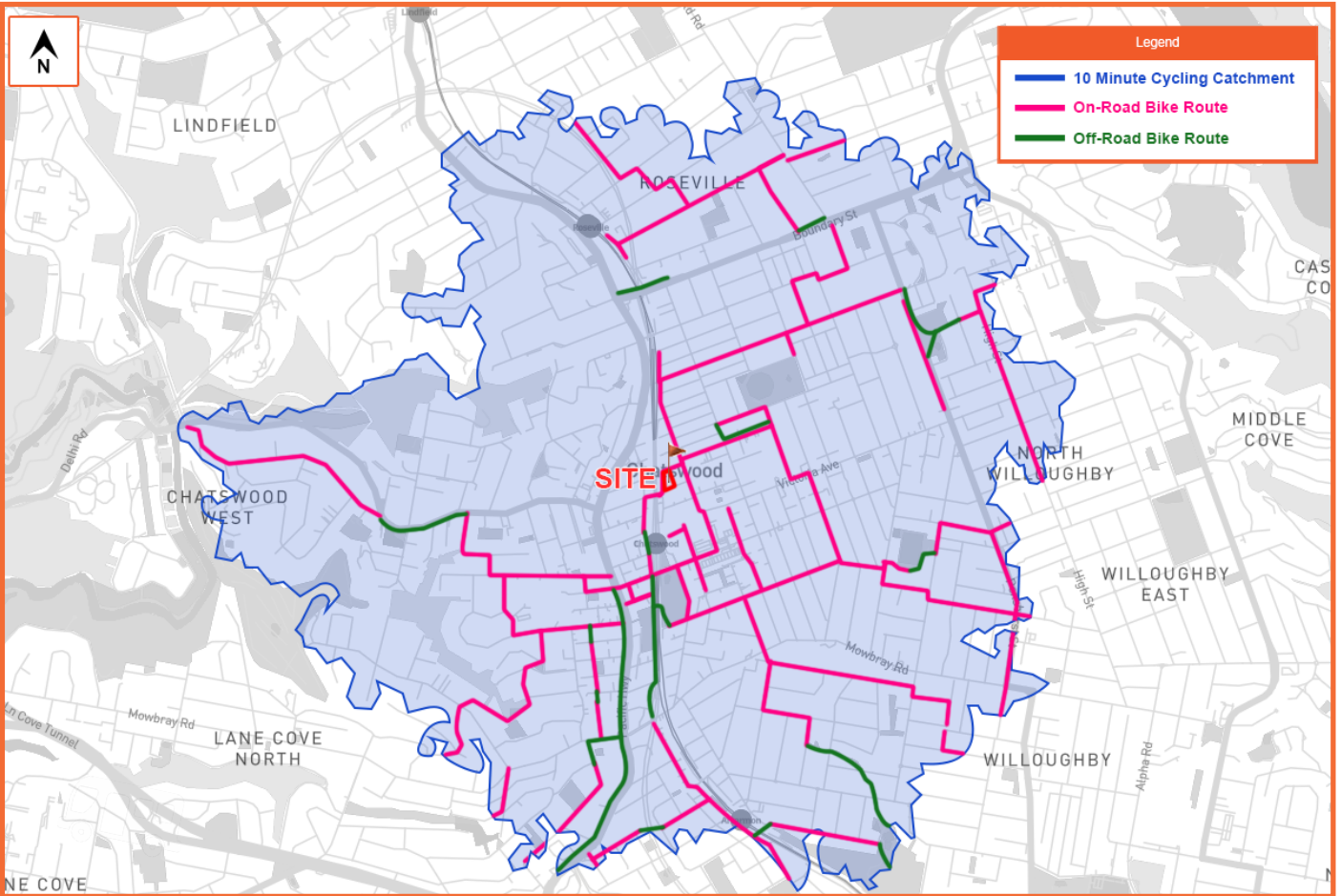
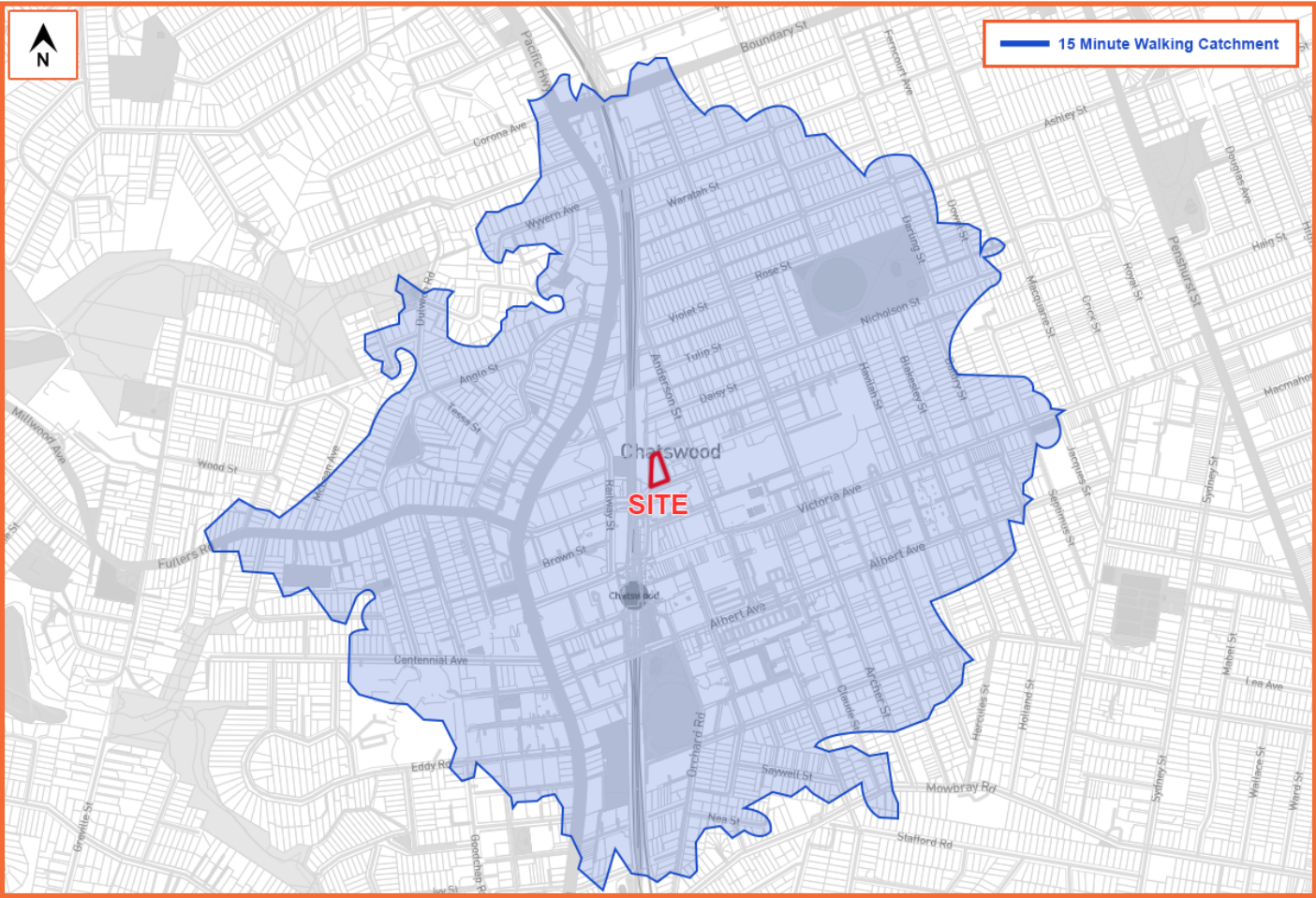
T9	Hornsby to North Shore via City
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Weekday : 03:49 AM to 00:09 AM every 5-15 minutes

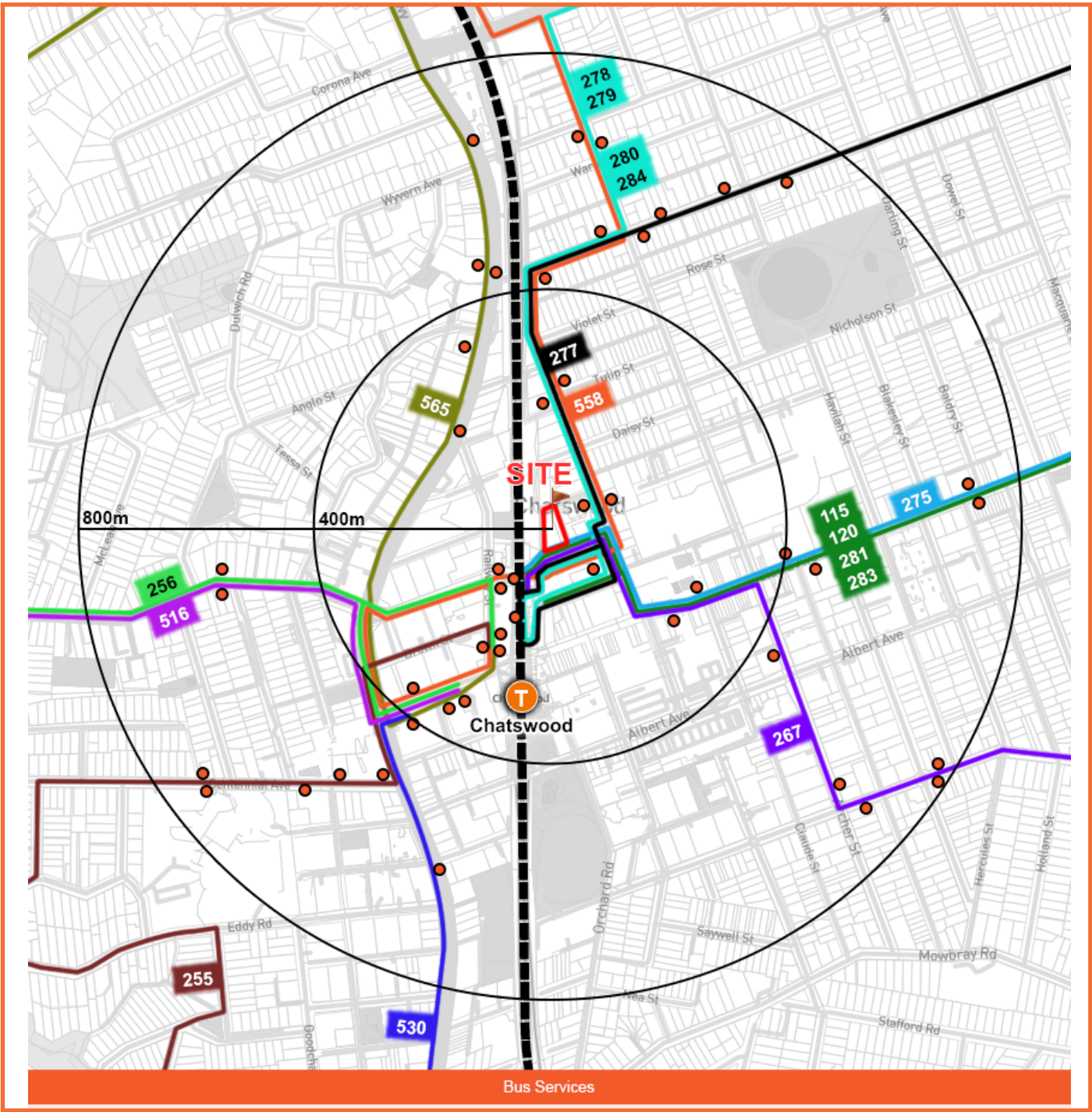
Weekend : 04:04 AM to 00:51 AM every 5-15 minutes



Walking & Cycle Catchments



Public Transport Services





SITE ACCESS

Pedestrian access to the residential and commercial is provided off Cambridge Lane and Help Street at five points. They lead pedestrians into the site for easy and safe access.

Vehicular access is left-in / left-out due to the median on Help Street. There is a two-way driveway to access to the loading zone and the basement area which provides access to resident, visitor, and commercial car parking, as well as private bicycle parking

PLAN YOUR TRIP

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 Or Scan the QR code



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