

GREEN TRAVEL PLAN

960A Bourke Road, Zetland

Green Square Town Centre – Site 7, 17 & 18

PREPARED FOR:

Mirvac Green Square Pty Ltd

REFERENCE:

25.196r03v03

DATE:

15/12/2025



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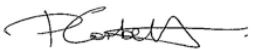
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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Mirvac Green Square Pty Ltd to undertake a Green Travel Plan (GTP) for the detailed State Significant Development Applications (SSDA) (SSD-83899206) and concurrent rezoning being lodged with the Department of Planning, Housing and Infrastructure (DPHI) for the construction of three mixed-use Build-to-Rent buildings at 960A Bourke Street (the site). The site is also known collectively as Sites 7, 17 and 18 of the Green Square Town Centre (GSTC) and is legally described as Lot 6, DP 1199427. The proponent for the SSDA is Mirvac Green Square Pty Limited.

The proposal aims to:

- Respond to the housing challenges facing Sydney through the delivery of diverse housing types in a highly accessible location;
- Demonstrate the strategic and site-specific merit of accommodating the proposed height and FSR of development on the site;
- Contribute to the establishment of Green Square as a town centre through a mixed-use approach and use urban design principles to integrate residential and non-residential land uses;
- Improve the pedestrian connectivity throughout the site, while encouraging the direct connections to public transport and the existing street network; and
- Appropriately respond to neighbouring development and public domain within the GSTC through podium and tower forms with appropriate massing, which protect solar access and minimise environmental impacts.

1.2. Background - Housing Delivery Authority

On 19 December 2024, the Housing Development Authority (HDA) was established by DPHI to accelerate the delivery of housing across NSW, under the Environmental Planning and Assessment (Housing Delivery Authority) Order 2024. This has provided a new State Significant Development pathway in which the proposed redevelopment can be undertaken through.

The site was declared State Significant Development (SSD) pursuant to State Significant Declaration Order 2025 (No 2) issued on 26 February 2025. The order specifies development in EOI application 232525 dated 17 January 2025, including development for the purposes of mixed use development comprising commercial premises and residential accommodation with the provision for affordable housing and Build to Rent (BTR) at 960A Bourke Street, 6 Geddes Ave and 411 Botany Road, Zetland as identified in Schedule 18, is declared to be SSD.

The HDA SSD pathway has been established to accelerate delivery of housing and requires that the subject SSD is lodged within 9 months from receipt of the Secretary's Environmental Assessment Requirements (SEARs). Current SEARs for the project were issued for Early Works on 15 April 2025 (SSD-82328958) (SSDA 1), Sites 7, 17 and 18 on 15 May 2025 (SSD-83899206) (SSDA 2) and for Sites 8 and 19 on 15 May 2025 (SSD- 84322496) (SSDA 3).

The key features of the Mirvac Green Square HDA proposal are:

- Detailed development consent for the purposes of a mixed use development, with significant residential components comprising build to sell and build to rent dwelling stock and ground floor non-residential uses.
- Delivery of between 1,000 to 1,200 dwellings across 9 buildings in low rise and high rise tower formats.
- Delivery of Affordable Housing dwellings.
- Delivery of the components in two-stage detailed SSDA process.

In conjunction with the SSDA, a State-assessed rezoning process is intended to facilitate the proposed development.

This SSDA forms the second application as part of broader HDA declared development and forms the main works to develop Sites 7, 17 and 18 of the GSTC.

1.3. Overview of Proposed Development

The proposed development seeks to deliver the construction of three BTR buildings which will integrate residential, retail, resident amenity and public domain uses. The relevant architectural plans provided in **Appendix A**. Specifically, the proposal seeks approval for:

- Excavation and enabling works.
- Construction of 3 mixed use BTR buildings up to 21 storeys in height, comprising:
 - 511 BTR dwellings including a variety of dwelling types including Studio, 1, 2 and 3-bedroom apartments, a portion of which will be affordable housing.
 - Shared internal and external residential amenity space.
 - Non-residential floor space including retail, BTR staff offices and BTR resident lobbies
 - A shared basement level, incorporating loading zones, waste collection and servicing.
 - Car parking spaces and bike parking to service the proposed development.
- Public domain and landscaping improvements, including:
 - External pedestrian laneways, pathways and through-site links.
 - Tree removal, protection, new plantings and landscaping works.
- Utility and stormwater connections to support the new development.
- Concurrent amendments to the Sydney Local Environmental Plan (Green Square Town Centre) 2013 to facilitate the SSDA.

Figure 1 below shows the overall site plan for the proposed works and **Figure 2** is an appreciation of the site's location in local context.

The site is located in the City of Sydney Council (Council) local government area and is within the GSTC. It has therefore been assessed in accordance with the Green Square LEP, the Green Square DCP and the State Environment Planning Policy (Housing) 2021 (SEPP Housing).



Figure 1: Green Square Town Centre Site Plan



Figure 2: Site Plan

1.4. Benefits of a Green Travel Plan

This Green Travel Plan (GTP) has been developed in accordance with Council's Travel Planning Guidelines¹. Council defines a Green Travel Plan as:

"...a package of site-specific measures implemented to promote and maximise the use of more sustainable modes of travel.

Typically, travel plans support walking, cycling, public transport and car-sharing, which are encouraged through a range of actions, promotional campaigns and incentives.

Benefits of a GTP include:

- Reduce the need to provide parking by reducing costs associated with providing parking and helping to create more affordable housing outcomes.
- Contribute to corporate social responsibility relating to the 'triple bottom line' and improve the corporate image as an innovative and environmentally-aware organisation.
- Help to attract and retain staff by reducing costs associated with staff turnover.
- Contribute to a healthier, happier and more active workplace by reducing costs associated with sick days and an unhealthy, unproductive workforce.
- Create opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities.
- Provide staff and residents with potential travel cost savings.
- Help to appeal to a new generation of professionals who prioritise location and lifestyle over car ownership.
- Increase the potential market for your development by improving accessibility.

1.5. Policy Context

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

¹ <https://www.cityofsydney.nsw.gov.au/development-guidelines-policies/travel-planning-guidelines>

- Transport Environment and Sustainability Policy.
- Transport Environment and Sustainability Management Framework.
- NSW Electric Vehicle Strategy 2021.

More locally, the Green Square DCP facilitates development that gives effect to its respective aims and objectives, including those set out in the Green Square LEP. Planning and design outcomes pursued by 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:

- Council's Cycling Strategy and Action Plan 2018 – 2030.
- 2025 Sydney Bike Network Map.
- Electrification of Transport in the city strategy and action plan.
- Community Strategic Plan.
- Sustainable Sydney 2030-2050.
- Environmental Sustainability Policy.
- Environmental Strategy 2025-2030.

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

2. Existing Conditions

2.1.1. Location and Site

The site is located at 960A Bourke Street, Zetland and is located within the GSTC. It is situated within the Sydney Local Government Area (LGA) and is located approximately 3.5km south of the Sydney CBD and within immediate proximity of the Green Square Railway Station. The site forms the northern component of the Mirvac HDA proposal, consisting of one lot which is legally described as Lot 6, DP 1199427. The site is irregular in configuration with a total area of approximately 5,220 m². The site is currently undeveloped and vacant. **Figure 2** and **Figure 3** 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 3**, with the following roads considered noteworthy:

- **Botany Road:** a classified state road (MR 170) that runs in a north-south direction between Regent Street in the north and Bunnerong Road in the south. Near the site, it is subject to 50 km/h speed zoning restrictions and generally accommodates two lanes of traffic in each. Kerbside parking is not permitted on both sides of the road.
- **Bourke Street:** a classified regional road (SR 2008) that generally runs in a north-south direction between Campbell Street in the north and Bourke Road in the south. Near the site, it is subject to 40 km/h speed zoning restrictions and generally accommodate two lanes of traffic in each direction. Kerbside parking is not permitted along either kerbside.
- **O'Riordan Street:** a classified main road (MR 658) that generally runs in a north-south direction between Botany Road in the north and Joyce Road the south. Near the site it is subject to 50 km/h speed zoning restrictions and accommodates two lanes of traffic in each direction with no kerbside parking permitted.
- **Tweed Place:** an unclassified local road that connects to Ebsworth Street at both its northern and southern ends, forming a circuit around the proposed site. At the site access, it carries only one lane of traffic of traffic in each direction, however, it converges into a shared zone to the west of the site. At the site access, it is subject to 40km/h speed zones but is then restricted to 10 km/h speed zoning restrictions at the shared zone. No kerbside parking is permitted along this road.
- **Ebsworth Street:** an unclassified local road that loops around the subject site. It forms part of the site's frontage. It carries one lane of traffic in each direction and is restricted to 40 km/h speed zoning restrictions. Kerbside parking is provided via indented parking bays along both sides of the carriageway.
- **Paul Street:** an unclassified local road that runs in a north-south direction between Ebsworth Street in the north and Sonny Leonard Street in the south. It generally carries one lane of traffic in each direction. It is restricted to 40 km/h speed zoning restrictions. Kerbside parking is generally permitted along both sides of the carriageway.
- **Geddes Avenue:** a local road running east to west from Botany Road to Paul Street. It generally carries one lane eastbound and two lanes westbound, and is subject to 40km/h speed zoning. Kerbside parking is not permitted.

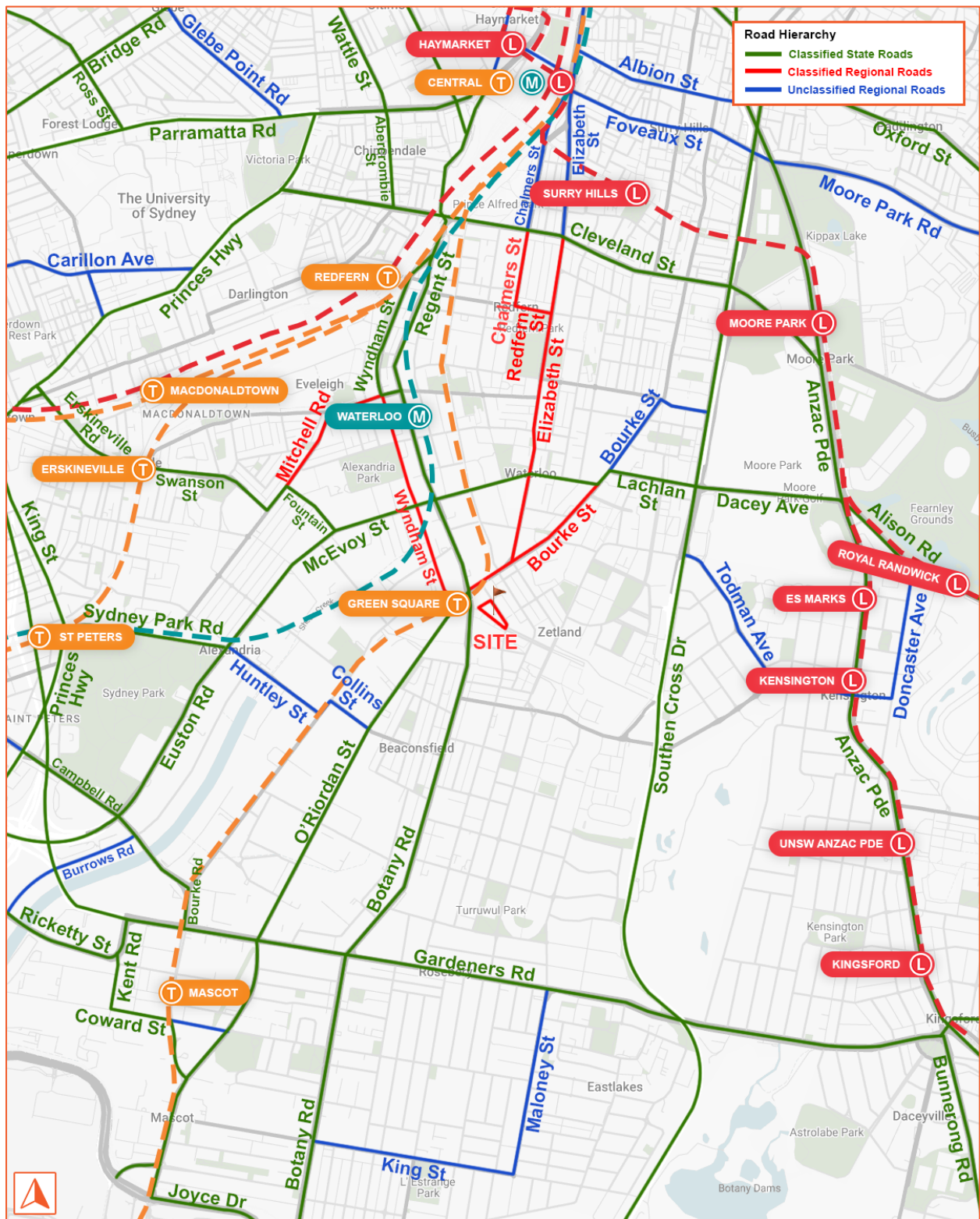


Figure 3: Location & Road Hierarchy Plan

2.3. Public Transport

2.3.1. Rail 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 4** that Green Square Railway Station is located some 150 metres to the west, and hence the site falls within the typical walking catchment area. Accordingly, residents, retail employees and visitors of the proposed development would be able to readily access the Sydney Rail network.

Green Square Railway Station is serviced by the T8 Airport and South Line. This line generally runs in a northeast–southwest direction between Sydney CBD in the northeast and Macarthur Station in the southwest. **Table 1** shows the town centres that are accessible along this line and the average service headways during peak and off-peak periods.

Table 1: Rail Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAY
T8 Airport & South Line	Via Macarthur, Campbelltown, Leumeah, Ingleburn, Glenfield, Wolli Creek, Airport International terminal, Airport – Domestic Terminal, Mascot, Central, Museum	Weekdays: 4 - 10 minutes Weekends: 10 minutes

2.3.2. Metro Services

The site is located near Waterloo Metro Station, which is around 1.0-kilometre to the northwest. While the site falls just outside of the walking catchment of this station, it is considered residents, retail employees and visitors may travel via this station as part of a multi-modal journey to access the Sydney Metro Network.

Green Square Railway Station is serviced by the T8 Airport and South Line. This line generally runs in a northeast–southwest direction between Sydney CBD in the northeast and Macarthur Station in the southwest. **Table 2** below shows the town centres that are accessible along the Metro Line and the average service headways during peak and off-peak periods.

Table 2: Metro Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAY
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: 4 - 10 minutes Weekends: 10 minutes

In addition, there are long-term plans, identified in Future Transport and Sustainable Sydney 2030-2050, for a potential extension of the Sydney Metro network to the south-east via Green Square. The strategy envisages a future Metro station at Zetland with a planning horizon of around 2041, forming a corridor from the Harbour CBD through Green Square and onwards towards Randwick and La Perouse, with interchange opportunities to the wider Metro network in the CBD and at Randwick.

2.3.3. 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. **Figure 4** illustrates the site is located within 400 metres of several bus stops provided on Botany Road, Bourke Street, and Joynton Avenue, from which several bus services operate.

Further bus services are available within 800 metres from the site at bus stops located along McEvoy Street, Gadigal Avenue, and Epsom Road. Accordingly, the site falls within the walking catchment area, and as such, residents, retail employees and visitors of the development will have convenient access to public bus services for journeys to and from the site.

Table 3 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 3: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
304	City Circular Quay to Green Square (Loop Service)	Via Zetland	Weekdays: 15 - 20 minutes Weekends: 10 minutes
305	Mascot Stamford Hotel to Redfern	Via Alexandria	Weekdays: 7 Services only Weekends: No Services
306	Redfern to Mascot Station (Loop Service)	Via Zetland, Rosebery, Eastlakes	Weekdays: 20 minutes Weekends: 20 minutes
309	Port Botany to Redfern	Via Matraville, Banksmeadow, Botany, Mascot, Beaconsfield	Weekdays: 10 minutes Weekends: 10 - 20 minutes
310	Botany to Central Railway Square	Via Mascot, Beaconsfield, Redfern	Weekdays: 7 Services only Weekends: No Services
343	Kingsford to City Circular Quay	Via Rosebery, Zetland, Waterloo, Redfern	Weekdays: 5 - 10 minutes Weekends: 10 minutes
348	Wolli Creek to Prince of Wales Hospital	Via Tempe, Sydenham, St Peters, Alexandria, Beaconsfield, Kensington	Weekdays: 30 minutes Weekends: 30 minutes
355	Marrickville Metro to Bondi Junction	Via Enmore, Newtown, Macdonaldtown, Waterloo, Moore Park, Centennial Square	Weekdays: 30 minutes Weekends: 30 minutes
370	Coogee to Glebe Point	Via Randwick, Kensington, Newtown, Darlington	Weekdays: 10 minutes Weekends: 10 – 20 minutes
N20	Riverwood to City Town Hall	Via Narwee, Bexley North, Arncliffe, Tempe, Beaconsfield, Chippendale	Weekdays: 5 Services only Weekends: 5 Services only

Further to the existing bus services, the Green Square to Ashmore Connector (GS2AC) is being delivered by Council in a staged manner. The project entails a 380-metre roadway running east–west from Botany Road at Green Square to Bowden Street in Alexandria, including intersections at O’Riordan Street and Bourke Road. This connector road is designed as a transit-priority corridor, it will be a two-lane street with one lane each way and measures to limit through traffic and give priority to buses, cyclists, and pedestrians.

2.4. Active Transport

2.4.1. Cycle Network

Figure 5 illustrates the 10-minute cycling catchment area. Off-road cycle paths are located along Bourke Road to the west, George Street to the north, and Zetland Avenue to the south. Additionally, there are several shared paths located in the vicinity of the site, most notably along Bourke Street and Botany Road.

These cycle paths are readily accessible via Botany Road, which has a shared path at the site's frontage, or by Tweed Place, which is of a low-speed environment shared zone. These accesses provide connections to the wider cycle path network. Several key destinations can be accessed from the proposed development on a bicycle, including but not limited to, food and beverage premises, public transport services, and a range of recreational and outdoor facilities.

In addition, Council's Cycling Strategy and Action Plan and the Sydney Bike Network maps identify further upgrades in the precinct as shown in **Figure 6**, including the GS2AC project. Public bicycle parking in the wider Green Square precinct is extensive. Green Square Station accommodates a secure bicycle parking facility with around 50 enclosed spaces plus public racks at street level, while Green Square Library Plaza incorporates bicycle and scooter hoops as part of the public domain.

Further large-format bicycle parking is provided at nearby destinations such as Gunyama Park Aquatic and Recreation Centre, which offers more than 100 bicycle racks associated with the pool and adjoining parklands.

2.4.2. Walking Network

Figure 5 illustrates the 10-minute walking catchment area. Occupants of the development have excellent access to a similar range of facilities to those available via bicycle, including food and beverage premises, public transport services, and a range of recreational and outdoor facilities. The nearest bus stops to the site are within around 20 metres of the site.

Pedestrian facilities are excellent around the site. The GSTC is proposed to primarily be a pedestrian focused area, with pedestrian-only plazas and centres, and access to many retail areas and shops. Tweed Place is a shared area with a focus on pedestrian activity, with the surrounding typical footpath width up to four-metres wide and flat on both sides to promote walking. Near the site, Ebsworth Street has multiple wombat crossings at regular intervals to reduce vehicle speed near the proposed development's vicinity and increase pedestrian safety. South of the site, there is a signalised intersection at Paul Street and Zetland Avenue.

More broadly, the existing and future town centre streets are framed by active ground-floor frontages, with supermarkets, cafés, small bars, restaurants and local shops opening directly onto the footpath along Ebsworth Street, Botany Road and Zetland Avenue. Continuous building awnings along these main streets provide covered walkways that offer weather protection in both hot and wet conditions, encouraging pedestrian movement throughout the day and into the evening.

Footpaths are generally level, well-lit and connected via frequent signalised and marked pedestrian crossings on most approaches at nearby intersections, establishing direct, legible and highly permeable walking routes between the site, Green Square Station, the Library Plaza, local open spaces and other daily needs. Together, these elements

create a comfortable, safe and attractive walking environment that strongly supports the use of active transport for short trips by residents, staff and visitors.

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.

As can be seen in **Figure 7** there are nine existing GoGet carshare pods within a 400-metre radius of the site. In addition, there are a further 30 pods within 800 metres of the site. Furthermore, there are several other carshare providers in the area with their own vehicle pods provided in the vicinity of the site.

In addition to GoGet, the Council recognises a number of other professional carshare operators with bays across the local government area, including Flexicar, Popcar and Kinto, which also operate within the broader Green Square, Waterloo and Zetland area.

As such, this is an excellent existing provision of carshare vehicles, and residents of the site would have convenient access to these vehicles, which can be used for journeys that require a car without residents having to own a private vehicle.

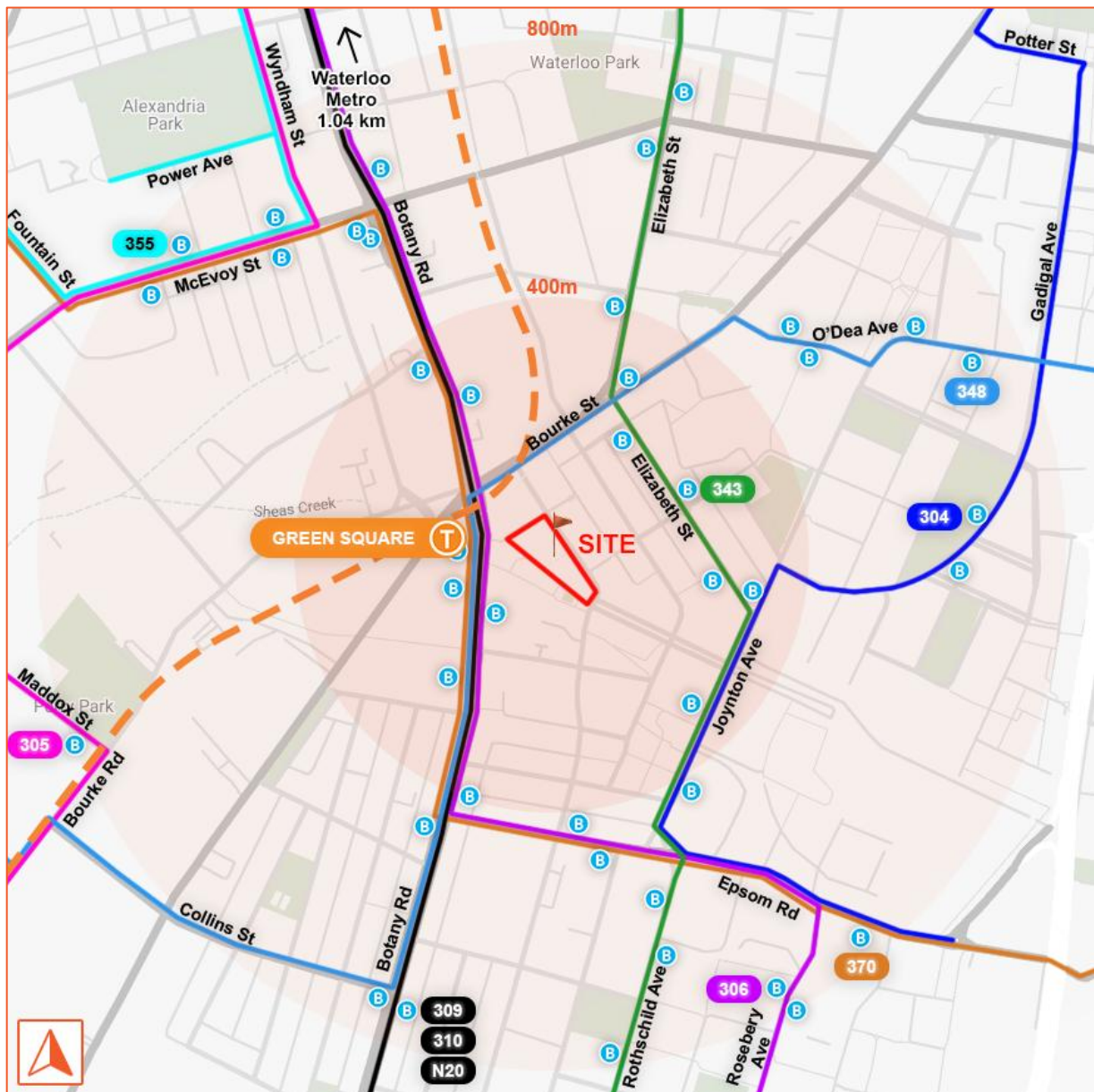


Figure 4: Public Transport Services

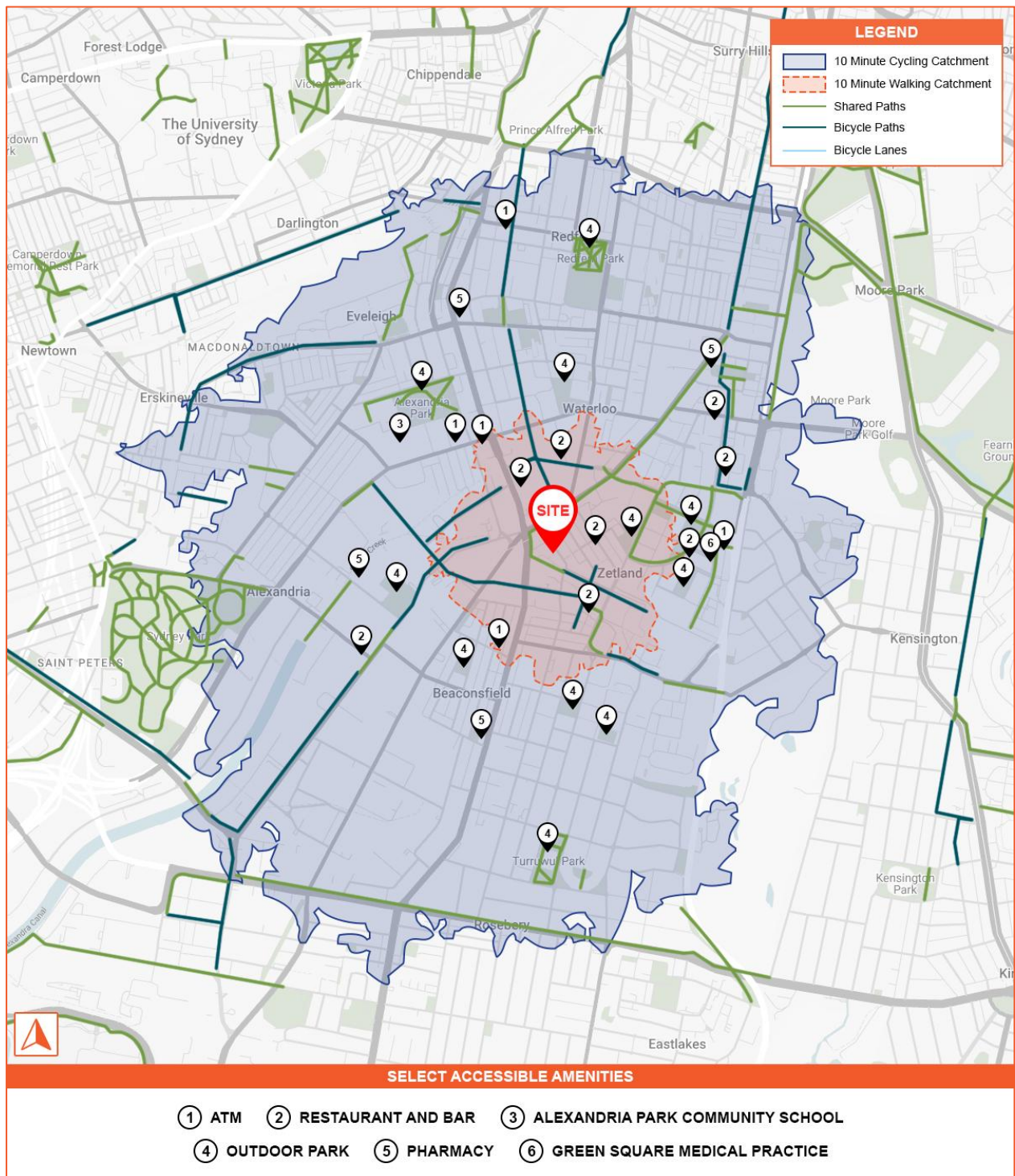


Figure 5: Active Transport Map

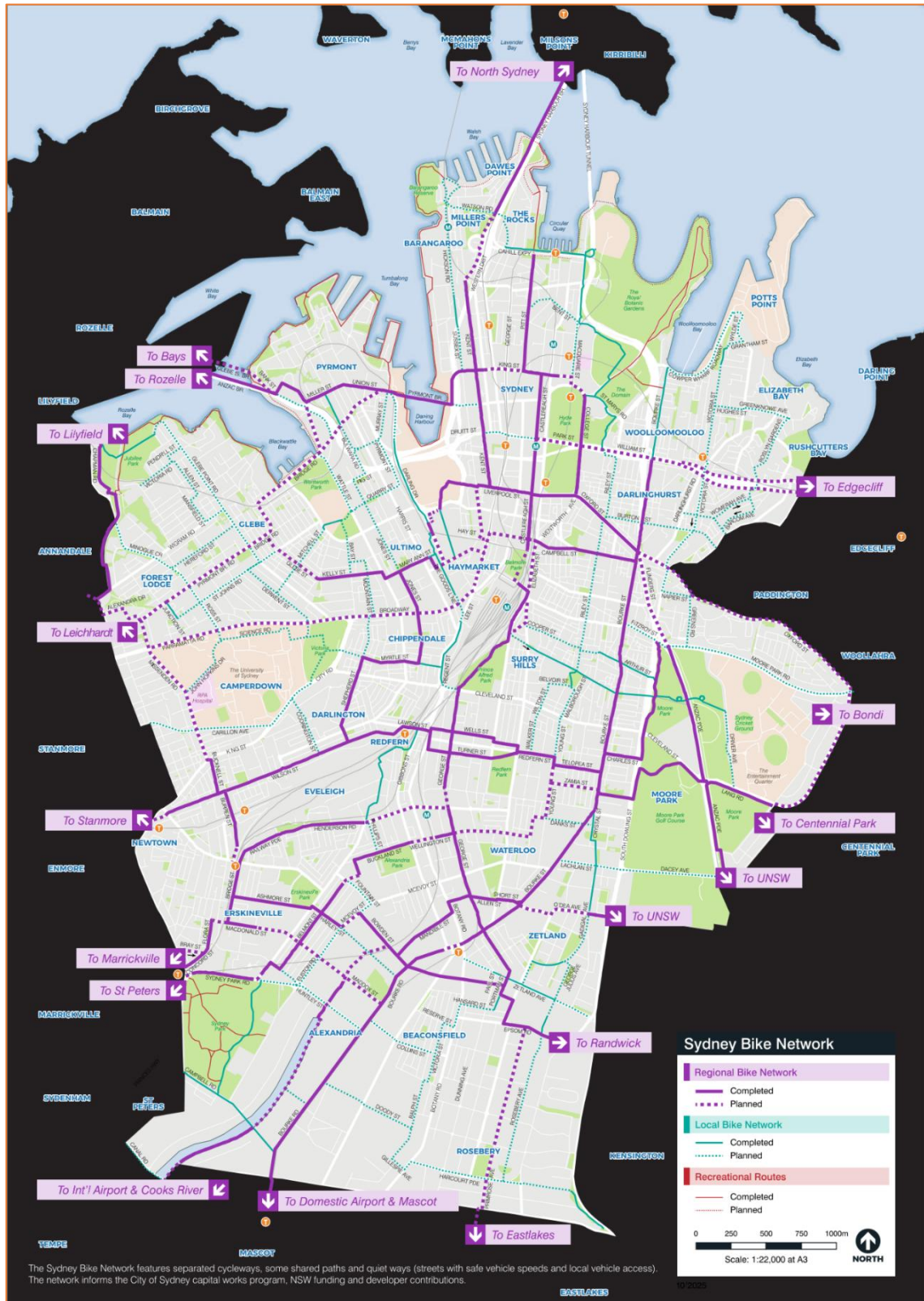


Figure 6: Sydney bike network map

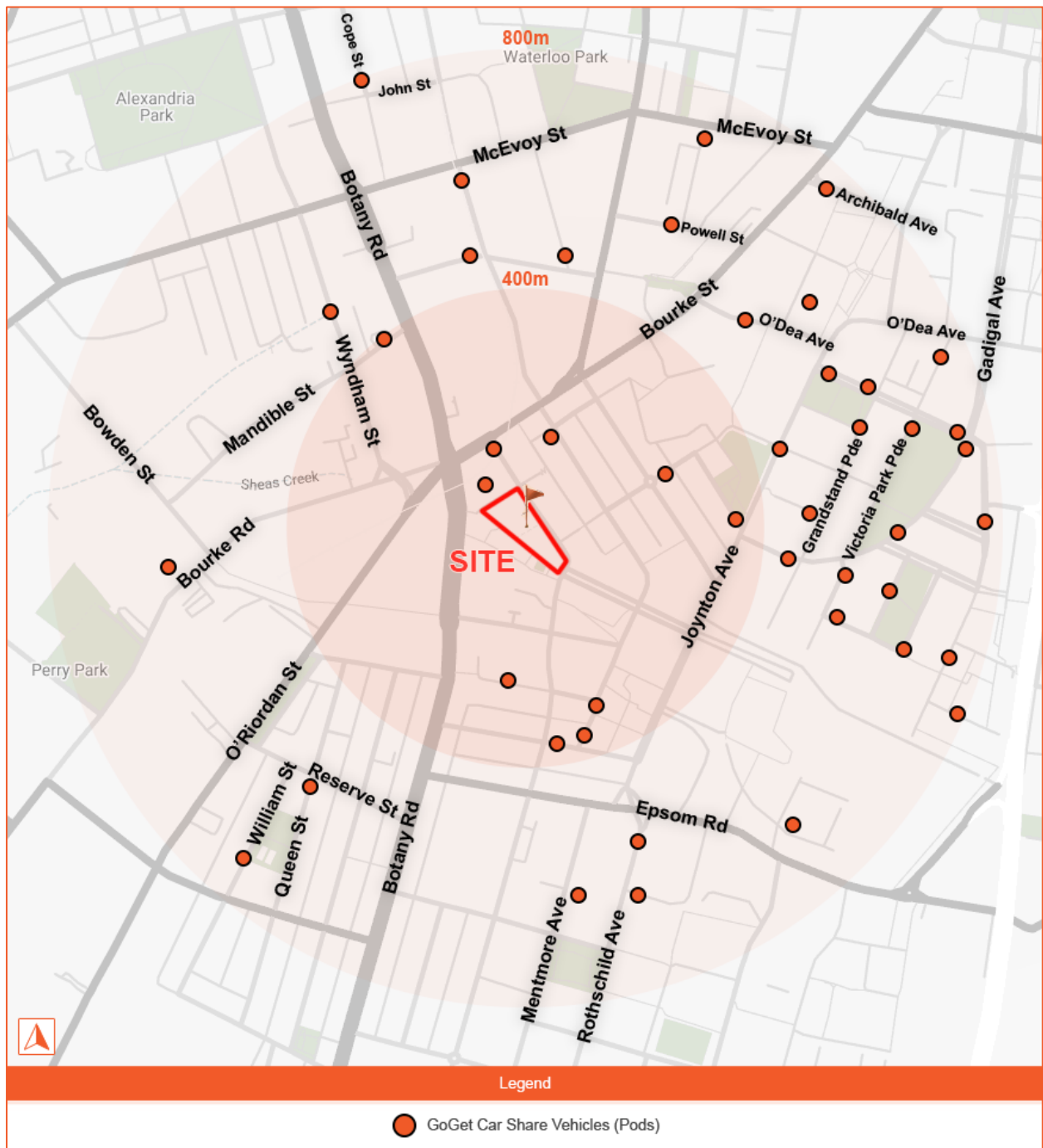


Figure 7: GoGet Carshare Locations

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 NSW increased from 4.8% (as seen in the 2016 census) to 31% 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 likely existing and ongoing travel mode behaviours. As such, for the purposes of gaining an accurate appreciation of existing travel mode characteristics, the ABS 2016 census data for the Zetland 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 ⁽¹⁾
PRIVATE TRANSPORT	
Car, as Driver	37%
Car, as Passenger (inc. Taxi and Ride Share)	5%
Motorbike / Scooter	2%
PUBLIC TRANSPORT	
Train	25%
Bus	19%
ACTIVE TRANSPORT	
Cycle	3%
Walk	7%
OTHER	
Other	2%

Notes:

"One method of travel" shown only.

(1) excludes results for "Worked at home", "Did not go to work" and "Method of travel to work not stated and not applicable"

As shown from **Table 4**, a portion of persons (10%) utilise active transport for journeys to and from home for work. A substantial portion of people travel via public transport (44%), with a similar portion of people travelling by private transport (44%).

Furthermore, it should be noted that since 2016, several public transport infrastructure projects have been delivered within the Sydney CBD including the Sydney Metro network which would contribute significantly to reducing reliance on private vehicles.

These public transport services offer alternative modes for persons whose place of work is outside the Zetland suburb to travel to work. Usage of the abovementioned public transport service would not have been captured in the ABS 2016 data and accordingly, it is considered that there would be a higher uptake in public transport than what the results in **Table 4** may suggest. It is estimated that private vehicle usage would have dropped since the 2016 census, given Council's advocacy for public and active transport initiatives and noting the following:

- Green Square is a highly walkable area that offers a range of professional and recreational services and public transport services.
- Throughout Green Square, carshare schemes are available such as GoGet that allow residents to book a car via a smartphone app to use for a specific period of time. Such schemes, which have increase in popularity since 2016, offer residents the convenience of using a private car (such as going on a road trip) without the need to actually own the vehicle. As the use of a car for these residents are sporadic and on an 'as required' basis, it is a much cheaper option than outright owning a car.
- Publicly accessible bike and scooter sharing platforms have evolved within the LGA offering micromobility in the area.

Lower private vehicle mode splits can be targeted through active promotion of this GTP as discussed herein.

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 Zetland area (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 Zetland area 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 (ZETLAND) ⁽¹⁾	TARGET MODE SHARE (SITE SPECIFIC)
PRIVATE TRANSPORT		
Car (as driver and passenger)	42%	9%
TOTAL PRIVATE	42%	9%
PUBLIC TRANSPORT		
Train	25%	42%
Bus & Other (excl. train)	19%	32%
TOTAL PUBLIC	44%	74%
ACTIVE TRANSPORT		
Cycle	3%	5%
Walk	7%	12%
TOTAL ACTIVE	10%	17%

Notes: (1) "other" modes not included

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.

It can be seen from **Table 5** that the GTP targets seek to encourage increased use of public and active transport through the reduction of car dependency, the target mode share of which is over 91%. The strategies identified which would assist in the achievement of these target mode shares are discussed in Section 5.

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. Parking

The development provides 80 resident car parking spaces for 511 dwellings, equating to a parking rate of approximately 0.16 spaces per dwelling. This is substantially below typical inner-city apartment parking rates and well below the maximum rates permitted under the Green Square LEP, and has been deliberately adopted to support a strong shift towards public transport and active travel.

If an extreme upper bound scenario is assumed in which every resident space is occupied by a separate household and that household uses a private car for all regular commute trips, no more than around 15% of dwellings could generate car-driver trips. In practice, a proportion of these spaces will be used only occasionally for weekend and discretionary trips, some households will contain multiple residents but only one vehicle, and many residents with access to a car will still choose to walk or use public transport for day-to-day journeys given the site's location within the Sydney CBD. The effective share of person trips made as a car driver is therefore expected to be significantly lower than the proportion of dwellings with parking. Against this context, an ultimate resident car-driver mode share in the order of 9% is considered realistic and suitably conservative.

Several design and management measures further reinforce this outcome:

- The Green Square LEP applies maximum residential parking rates, rather than minimums. The proposed embeds a long-term cap on car ownership within the building and ensuring that higher car mode shares physically cannot occur. Sustainable transport and car share schemes surrounding the site are contributing factors to reducing car ownership.
- Residents of the proposed development will be excluded from the Council's resident parking scheme and obtaining on-street resident parking permits. This will avoid any spill-over parking into surrounding street.
- As outlined in section 2.3 and 2.4, the site is within easy walking distance of frequent rail and bus services, as well as a comprehensive walking and cycling network. For most day-to-day trips, public and active transport options are more convenient than driving, further reducing the need for a private vehicle.
- A proportion of on-site spaces will be provided with EV charging facilities, with electrical capacity designed to allow additional chargers to be installed over time. While EVs do not directly reduce car trip generation, they ensure that any necessary car travel can increasingly be undertaken by low-emission vehicles and reinforce the broader emissions-reduction and sustainability objectives underpinning the low-parking design.

5.2. Carshare

Part of the reduction in private vehicle dependency is facilitated by the provision of carshare spaces. The development provides two carshare spaces. With carshare as an option, resident can rely on public and active

transport for the majority of their trips and use a carshare vehicle on the odd occasion where they may need a car for work or recreational purposes.

According to a report by Phillip Boyle & Associates, each carshare vehicle will result in ten fewer privately owned vehicles. The provision of two carshare spaces at the site would therefore correspond to a reduction in parking demand by about 20 private vehicles.

In addition, carshare vehicles tend to be newer and more fuel efficient than the average car with a higher proportion of EVs further contributing to the reduction in fossil fuel emissions. As carshare vehicles result in reduced private car ownership, this reduces fossil-fuel emissions even further, as more emission are released during manufacturing than the actual lifetime usage.

The availability of carshare facilities will be advertised to residents via the Building Manual and Mirvac App, and easily identifiable through the site specific Travel Access Guide (TAG).

5.3. Bicycle Facilities

The site will provide 210 bicycle parking spaces within Basement Level and at Ground Floor. In addition to this, a dedicated bicycle maintenance area is provided to allow occupants to attend to maintenance of their bikes and help promote the fact that the development is a cycle friendly location.

The site is in proximity to numerous bicycle paths as identified in Section 2.4.1. Access to the secure bicycle parking within the basement level can be access via a number of lifts in Building 7 or Building 18 and avoids any overlap or conflict with vehicular movements within the basement. This will ensure safe and efficient access is made between the site and local bicycle infrastructure, assisting in the promotion of cycling as a travel mode.

The availability of the bicycle facilities and the surrounding cycle network will be communicated via the Building Manual and Mirvac App, and is also easily identifiable through the site specific Travel Access Guide (TAG)s. Taking the above into account, along with the strong connectivity the site has to the local cycle network, a 5% cycling mode share is considered an acceptable target.

5.4. Walking

The site is well-located to public transport services and professional and recreational amenities. The site is also within walk distance to a variety of everyday commercial facilities including food and beverage premises, public transport services, and a range of recreational and outdoor facilities. Given this high proportion of commercial facilities 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. This is already well established by the existing 'walk' mode share by residents.

The availability of pedestrian infrastructure around the site (discussed in Section 2.4.2) facilitates and encourages walking. Given the above, a 10% mode share for walking only is considered an achievable target.

5.5. Public Transport

As demonstrated in Section 2.3 the site benefits from excellent access to public transport services being:

- Within 400 metres of several bus stops on Botany Road, Bourke Street, Elizabeth Street, and others.
- Within 150 metres of Green Square Railway Station.
- Within approximately 1.04 kilometres of Waterloo Metro Station.

It is noted that GSTC has been deliberately planned by the Council and the NSW Government as a transit-oriented, high-density precinct, with new homes and jobs concentrated around Green Square Station and along key public transport corridors. Planning documents for GSTC explicitly describe the vision of a “transit oriented, sustainable and harmonious community, based on high density living” centred on the railway station and regional bus routes. The development itself is part of the mechanism by which additional public transport patronage is being directed to this well-served location, rather than to more car-dependent areas elsewhere in the metropolitan area.

The mode share benchmarks referenced in Section 3 are based on Census data for the broader Zetland suburb, which covers a much wider catchment than the immediate Green Square Town Centre and includes dwellings located substantially further from heavy rail and high-frequency bus services. Given that the subject site sits within roughly 150 metres of a major rail station and within a short walk of multiple high-frequency bus corridors, coupled with constrained on-site parking provision, it is reasonable to expect that the public transport mode share for this development will be materially higher than the broader area averages.

With this connectivity to the public transport network and the potential for future increases to the frequency of nearby rail services, a 74% mode share for public transport is considered an achievable target.

5.6. Travel Access Guide

To assist in promoting the use of alternative transport modes, a TAG has been prepared for the site and is provided as **Appendix A**. The TAG is a 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 will be provided to all residents at the time of move-in and will also be accessible through the Mirvac app. As residents use the app multiple times per day, it serves as an effective platform for communicating key travel information and supporting the sustainability targets of the site. See **Figure 8** for a screenshot of the proposed location of the GTP on the Mirvac app.

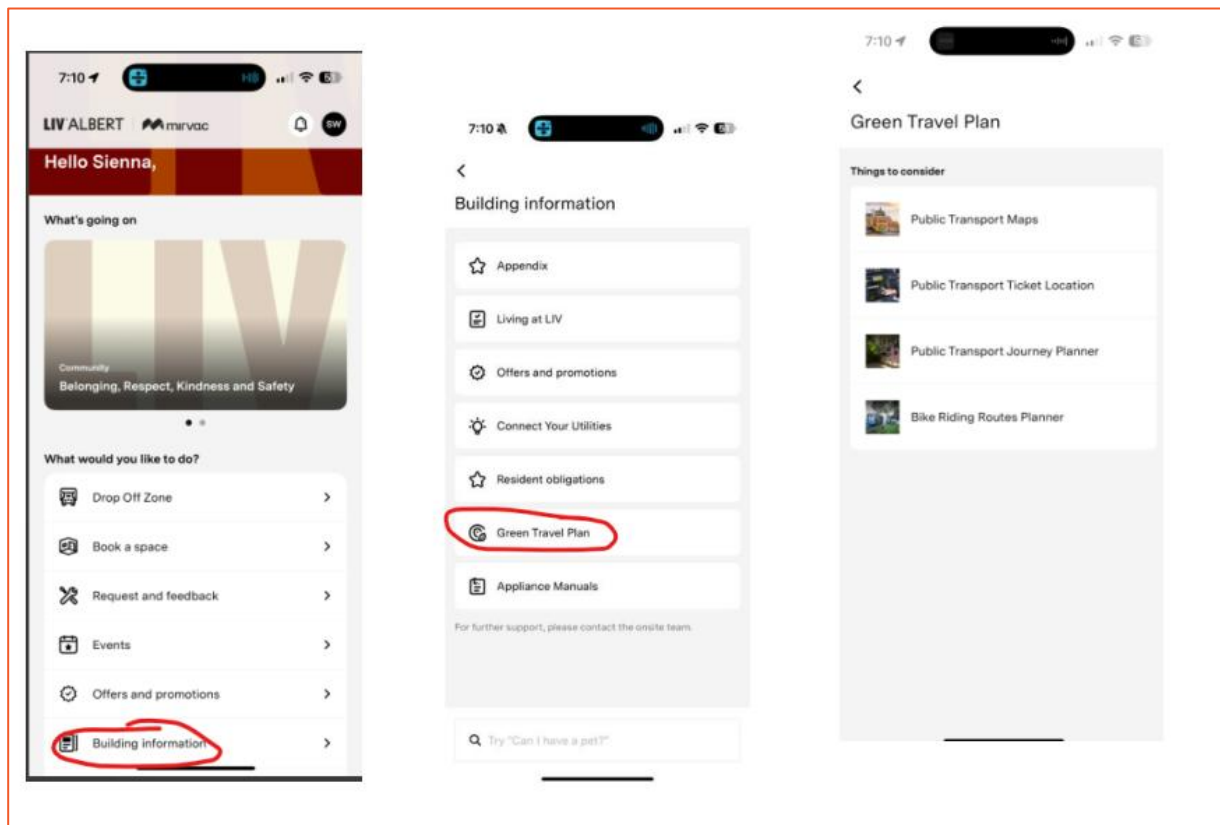


Figure 8: Example of Mirvac App

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

5.7. Opportunities and Strategies for Alternative Transport

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

Table 6: Opportunities and Strategies for Alternative Transport

STRATEGY	DESCRIPTION	IMPLEMENTATION	RESPONSIBILITY	ACTION
Managing Car Usage				
Carsharing	Residents are to be made aware of and encouraged to use carshare services (e.g. GoGet) to reduce the need for individuals to use their own vehicle.	Promote and actively utilise the carshare spaces located in the development's basement parking and vicinity.	Building Management	Communicate the available car share pods around the site via email or TAG.
Limited Car Space	Residents are provided with a limited amount of onsite car spaces	77 residential car spaces are provided compared to 511 dwellings.	Building Management	On site car space are limited
Promoting Active & Public Transport				
Travel Access Guide	Residents, staff and visitors are to be made aware and be encouraged to utilise the existing public transport infrastructure.	- Provide a Travel Access Guide. - Display Transport Access Guide within building common areas.	Building Management	TAG has been prepared and should be provided to residents, staff and visitors periodically.
Bicycle Parking	Encourage uptake of bicycle travel via provision of parking facilities.	Promote the availability of the provided bicycle parking facilities located in the development's basement parking.	Building Management	- Bicycle parking spaces available at the commencement of occupancy. - Ongoing promotion of bicycle use.
Bicycle Maintenance	Invite local bicycle shops / bicycle mechanics to attend the site to hold repair and maintenance days	- Engage with local bicycle stores. - Participate in Council held 'bike tune up' days.	Building Management	Ongoing promotion of bicycle use
Dedicated Active Transport Events	Promote and participate in National Walk and Cycle to Work Day	Advertise and encourage residents and staff to participate on a yearly basis.	Building Management	Ongoing activity with no fixed timeframe.

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 and in this instance, building management.

In the case of the proposed development, there will be a dedicated on-site management team 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.

Funding will be required to support implementation of the GTP.

6.2. Communicating Information

As outlined in Section 6.1, Building Management will be responsible for ensuring the principles behind planning for sustainable travel choices are communicated regularly and effectively to residents of the development. 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/index.html>
- 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 to occupants of the building.

7. Monitoring & Review

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 residents and retail employees 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 Building Management. The review should include:

- Number of residents and staff of the 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 Building Management remain aware of the expectations regarding green travel planning that have been agreed for the site and communicate these regularly to residents and workers. It is recommended that a summary be produced at regular intervals and communicated with residents and workers to demonstrate performance against the targets set out in the SDCP and future planned initiatives to further increase uptake of sustainable travel.

8. Conclusions

The implementation of this GTP will ensure that residents and workers of the proposed 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

906A BOURKE ROAD, ZETLAND
BUILDING 7, 17 & 18

September 2025

ABOUT THE DEVELOPMENT

The Green Square Town Centre has been planned as a vibrant, high-density hub that integrates employment, retail, community, entertainment, and residential land uses within a cohesive urban environment. Within this framework, developments across the centre will deliver high-quality new residential buildings, enhancing housing choice and amenity for future residents.

The development is located at 960A Bourke Road, Zetland, and is delivered as a part of the Green Square Town Centre- Phase 3. It comprises of three residential apartment buildings with Ground level retail, and the following features:

- 511 apartments
- 80 car parking spaces
- Bicycle spaces
- 2 motorcycle spaces

The site benefits from a highly connected location with excellent access to public transport and active travel networks linking residents to Green Square Town Centre, employment hubs, education facilities, and nearby recreational spaces.

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.

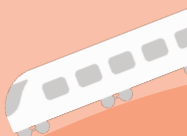
Save the planet and your wallet by using this guide to take advantage of Sydney's well planned public transport system. Alternatively, take matters into your own hands by walking or cycling and reach your fitness goals on the way.

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 nearest bus stops are located within approximately 20 metres of the site frontage, providing highly convenient access to frequent bus services along Botany Road. In addition, Green Square Railway Station is located within a short walk, 150 metres to the west.

Occupants of the development will benefit from excellent access to a wide range of amenities and services within walking distance of the site. These include food and beverage premises, retail facilities and parks, all located within a comfortable walking catchment.

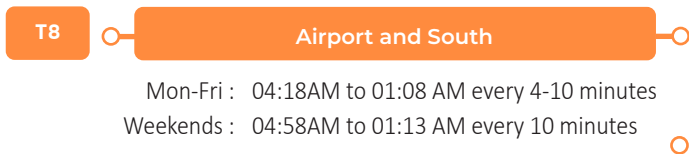
See the active travel map on page 4 for more information.



TRAINS

Green Square Railway Station is located some 150 metres to the west and is serviced by the T8 Airport & South Line.

The route summary and average timings for regular route services is as follows:

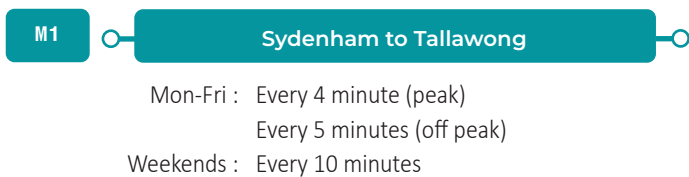


Visit transportnsw.info for more information and timetabling.



METRO

Waterloo Metro Station is located approximately 1.04 kilometres to the northwest. The service provides visitors and staff with access to high frequent, turn-up-and-go services connecting from Sydenham to Tallawong with the following timings:



In addition, there are plans to extend the Metro network to the southeast via Green Square BY 2041, which would add increased accessibility to the Metro network.

Visit transportnsw.info for more information and timetabling.



CYCLING

The site is well served by cycling infrastructure, with off-road cycle paths along Bourke Road, George Street, and Zetland Avenue, as well as shared paths on Bourke Street and Botany Road, including a shared path directly at the site's frontage. Additional access via Tweed Place, a low-speed shared zone, further connects residents to the wider cycle network. From the development, a range of destinations such as food and beverage premises, public transport services, and recreational facilities can be readily accessed by bicycle.

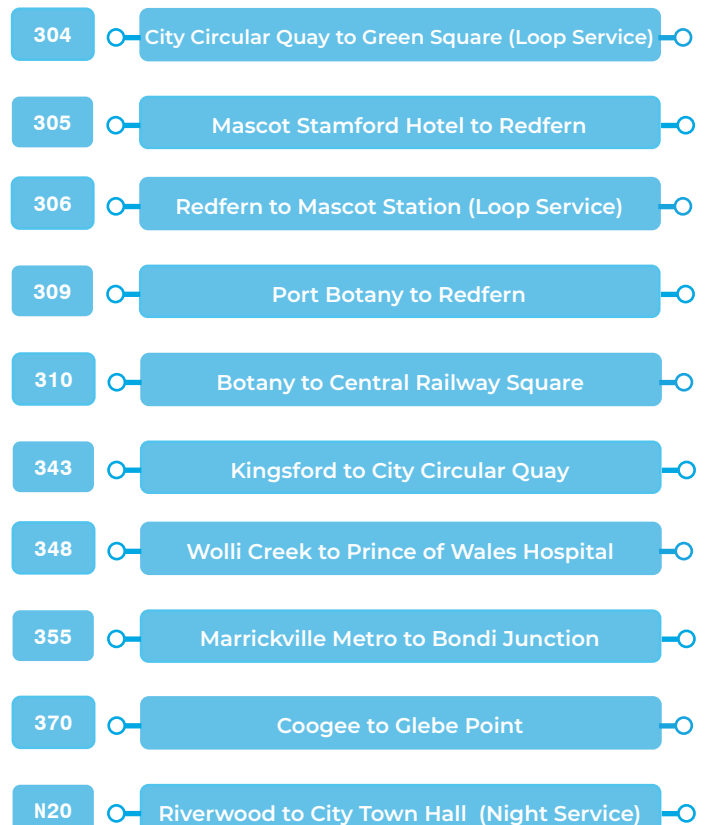
See the active travel map on page 4 for more information and the map on page 5 for dedicated bike parking areas available at the venue.



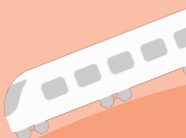
BUSES

The site is located within 400 metres of several bus stops provided on Botany Road, Bourke Street, and Joynton Avenue. Further bus stops and services are available within 800 metres from the site at bus stops located along McEvoy Street, Gadigal Avenue, and Epsom Road.

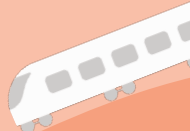
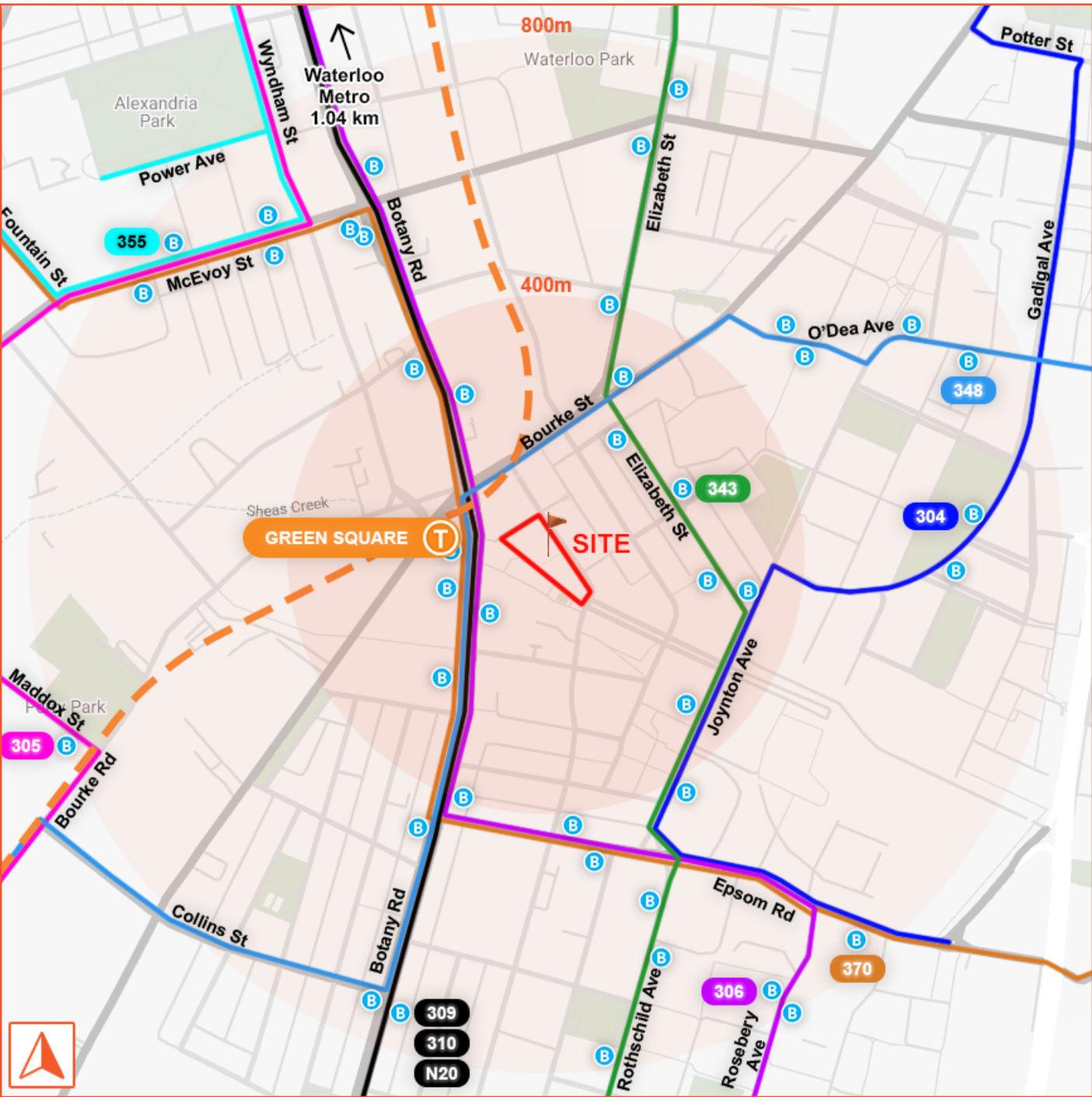
The route summary for regular route services is as follows:



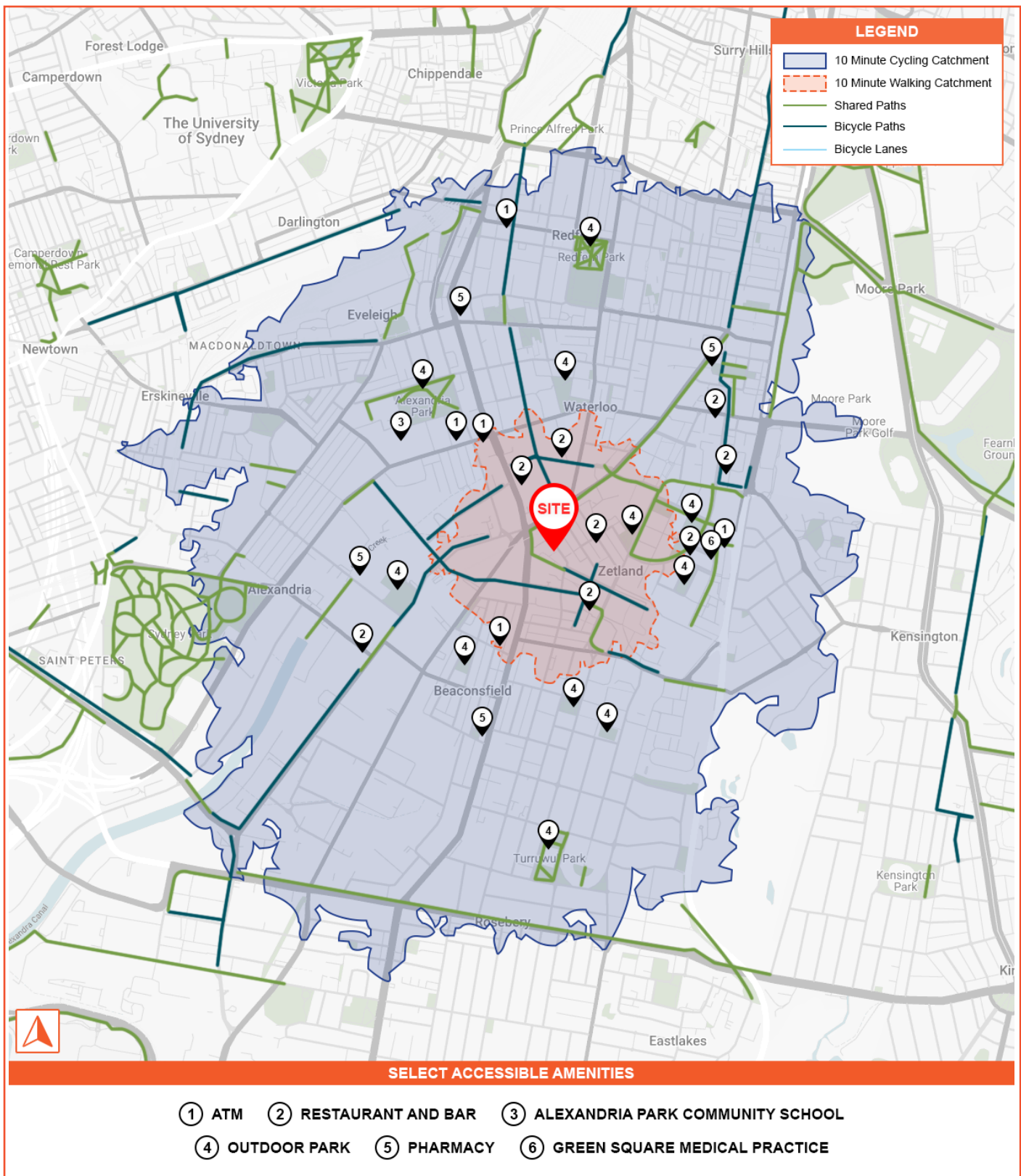
Visit transportnsw.info for more information and timetabling.



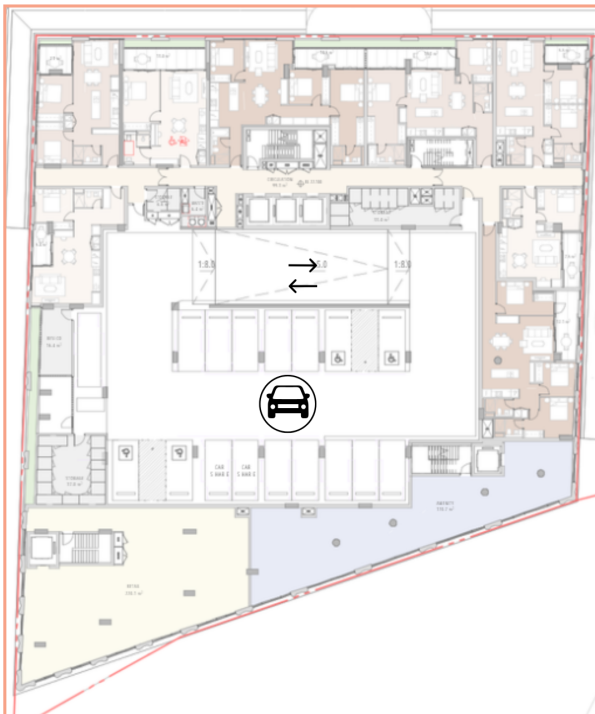
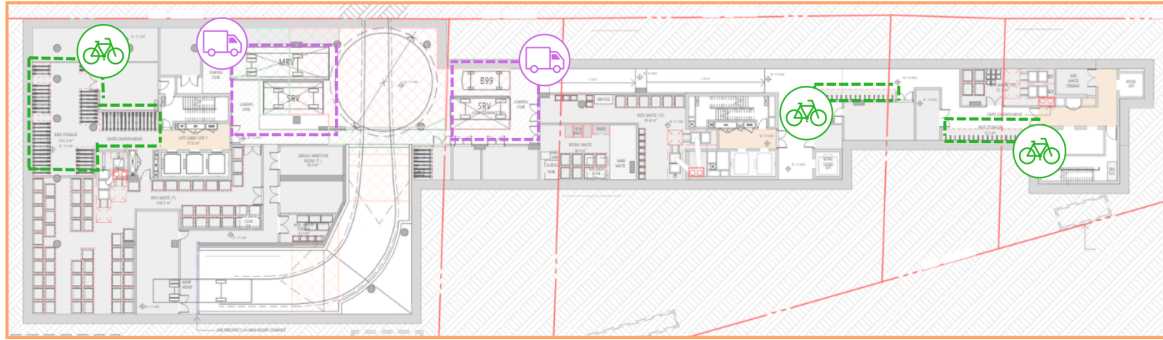
PUBLIC TRANSPORT MAP



ACTIVE TRAVEL MAP



SITE ACCESS



LEGEND

-  80 Residential Car Spaces
-  4 Service bays
-  Bicycle parking spaces
-  2 Motorcycle parking spaces
-  Pedestrian access
-  Vehicle path of travel



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