

# Green Travel Plan

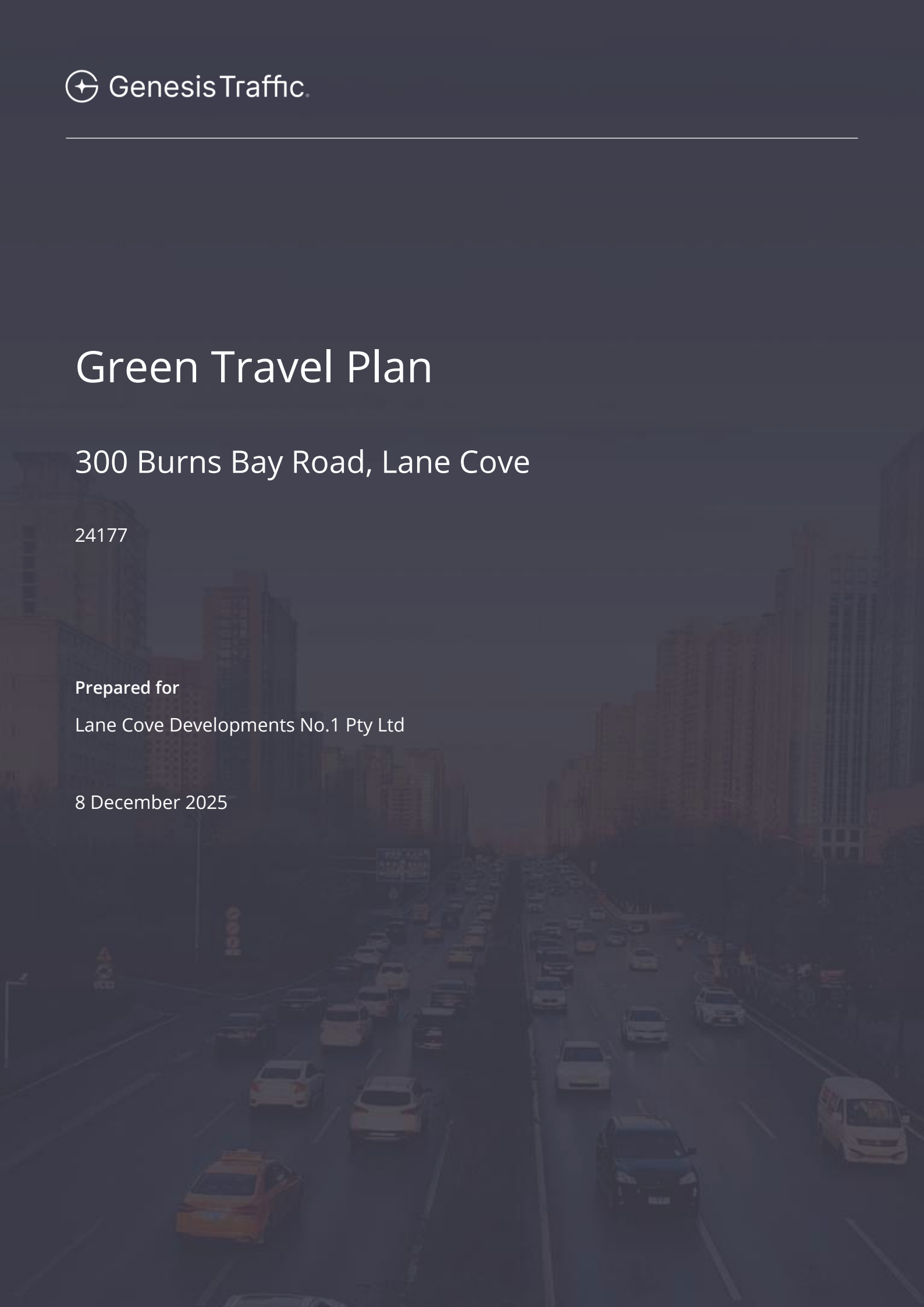
300 Burns Bay Road, Lane Cove

24177

Prepared for

Lane Cove Developments No.1 Pty Ltd

8 December 2025





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## Document Information

|               |                                     |
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# 1 Introduction

## 1.1 Background

A Green Travel Plan (GTP) has been developed as part of the documentation process to accompany a State Significant Development Application to Lane Cove Council for a proposed residential development at 300 Burns Bay Road.

## 1.2 Objectives of GTP

A GTP is site-specific and is designed to reduce the impact of developments by maximising the use of sustainable travel modes. It highlights and promotes a range of actions and incentives to increase the uptake of walking, cycling, public transport, car-sharing and carpooling to reduce dependency on private vehicles.

The primary objectives of the GTP are to:

- reduce single-occupancy motor vehicles trips to and from the site
- set future travel mode share targets
- promote active transport such as walking and cycling
- promote public transport and car-sharing/pooling
- improve amenity, facilities, accessibility and safety of sustainable transport modes to/from the site

## 1.3 Scope of Works

The purpose of this GTP is outlined below.

- Identify the existing and future sustainable transportation on-site and surrounding the site
- Identify the current mode share of transportation
- Determine realistic and reasonable site-specific targets for future mode share
- Appoint a Travel Plan Coordinator (TPC) to implement this GTP
- Develop a guideline and strategy for TPC to manage the transport needs of occupants.
- Identify potential strategies that may encourage reduced use of private motor vehicles
- Promote currently available transport options, including sustainable travel infrastructures to future occupants
- Establish a monitoring strategy to track the performance of the policy and programs prepared as part of the GTP



## 2 Proposed Development

The proposal seeks consent for the demolition of existing structures, excavation, and construction and operation of a residential apartment complex, basement car parking, landscape, and public domain works.

Table 2-1 below identifies of the development composition.

Table 2-1 Proposed Development Yield

| Component          | Details  |
|--------------------|--|
| <b>Residential</b> | 39 x one-bed apartments<br>123 x two-bed apartments<br>63 x three-bed apartments<br><b>Total: 225 x apartments</b> |
| <b>Parking</b>     | 226 x residential spaces<br>11 x visitor spaces<br><b>Total: 237 x spaces</b>                                      |
| <b>Access</b>      | Vehicular access to basement car park via Burns Bay Road   |

The development provides the following sustainable transport infrastructures.

- 81 x bicycle spaces located at:
  - Lower Ground Floor and Basement 1 for visitors
  - Basements 1 and 2 for residents

Details of the proposal are indicated in the architectural plans prepared by (PBD Architects) which accompany the submission.



## 3 Site Audit

### 3.1 Site and Surrounding Context

The site is located at 300 Burns Bay Road, Lane Cove NSW 2066 and is legally described as Lot 15 DP1230609. Situated within the Lane Cove Council (LCC) Local Government Area (LGA), the site is zoned R4 High Density Residential within the Lane Cove Local Environmental Plan 2009 (LCLEP). It has an area of 7,595 m<sup>2</sup> and comprises an existing office building and warehouse extension on the eastern portion of the site. A single storey structure providing car parking occupies the western part of the site. Car parking is also provided at grade along the southern site boundary and a tennis court is located on the western part of the site.

The site has a sloping topography, with a high point at 22.15m (AHD) along the boundary with the properties to the north, sloping south to a low point of 18.83m (AHD) along the southern boundary, representing an approx. 3.5m level change across the site from north to south.

Vehicle and pedestrian access to the site is via Burns Bay Road. A right of carriageway extends along the western site boundary for driveway access to the neighbouring buildings at 292-298 Burns Bay Road.

An aerial photo of the site is shown at Figure 3-1 below.

Figure 3-1 Site Aerial



Source: Metromap (Modified by Genesis Traffic)



### 3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1.

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

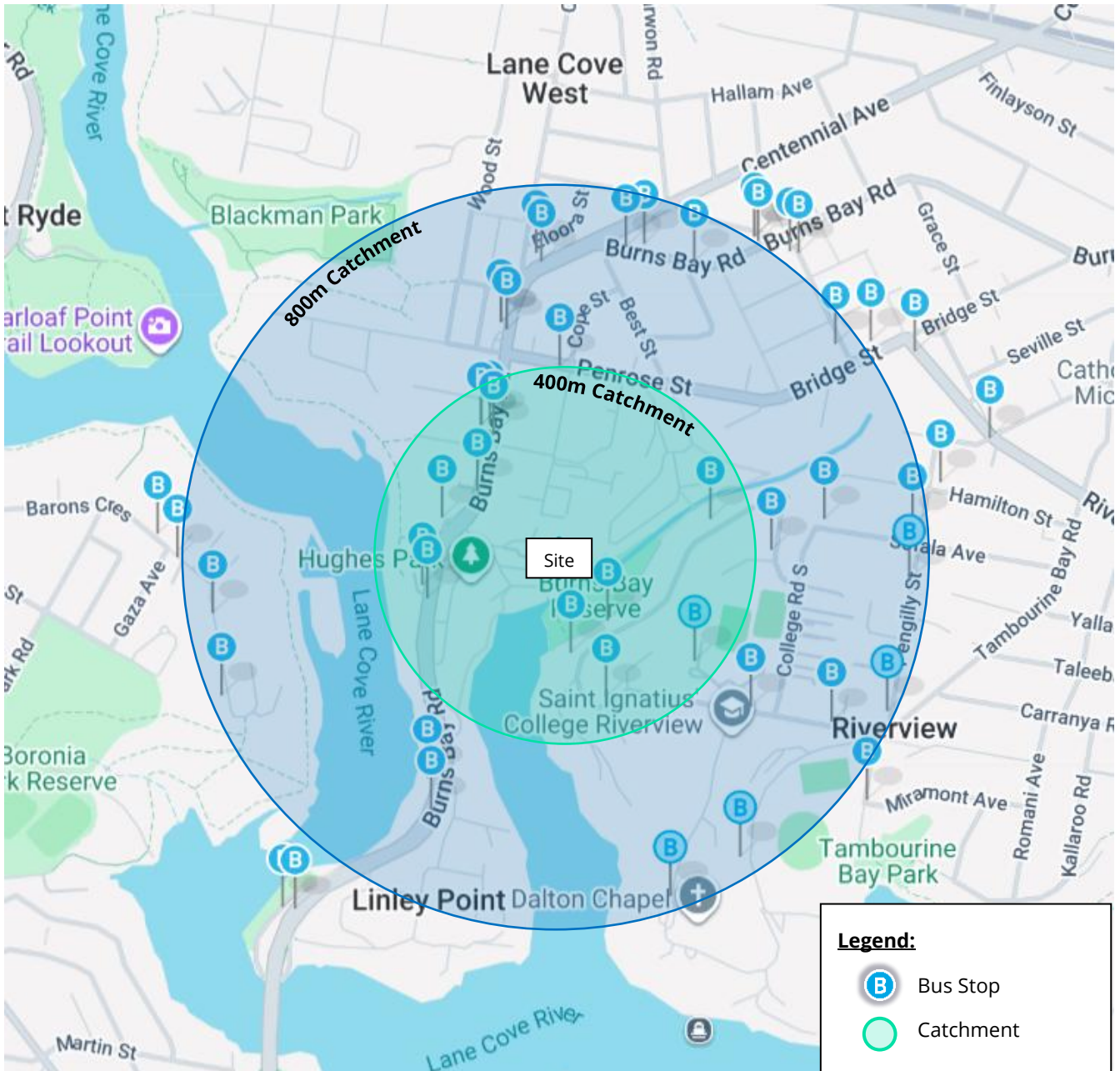
| Road Name              | Description  |
|------------------------|--|
| <b>Burns Bay Road</b>  | <ul style="list-style-type: none"> <li>State Road</li> <li>Speed limit 60 km/h</li> <li>2 lane(s) in each direction</li> <li>Clearway restriction between 6am - 7pm Monday to Friday along both sides of the street</li> </ul> |
| <b>Burns Bay Road</b>  | <ul style="list-style-type: none"> <li>Local Road (site frontage)</li> <li>Speed limit 50 km/h</li> <li>1 lane in each direction</li> <li>No Parking restriction along both sides of the street</li> </ul>                     |
| <b>Waterview Drive</b> | <ul style="list-style-type: none"> <li>Local Road</li> <li>Speed limit 50 km/h</li> <li>2 lanes in each direction</li> <li>Time restricted (2P) on-street parking along both sides of the street</li> </ul>                    |



### 3.3 Existing Public Transport Infrastructure

The NSW Guidelines to Walking & Cycling (2004) nominates a comfortable walking distance as being between 400m and 800m. Accordingly, the available public transport services within the 800m catchment are shown in Figure 3-3.

Figure 3-3 Local Public Transport



Source: Google Map (Modified by Genesis Traffic)



### 3.3.1 Bus Services

The subject site is conveniently situated within walking distance of high-frequency bus services operating in the locality. The nearest bus stop is located 280mm from the site on Burns Bay Road. These bus services are tabulated in Table 3-2, and the location of the bus stops is presented in Figure 3-3.

Table 3-2 Bus Service Provision

| Bus Line   | Bus Route                                    | Peak Frequency     |
|------------|--|--------------------|
| <b>251</b> | Lane Cove West to City Wynyard via Freeway   | 4 trips every hour |
| <b>252</b> | Gladesville to North Sydney                  | 3 trips every hour |
| <b>253</b> | Riverview to City Wynyard via Freeway        | 3 trips every hour |
| <b>254</b> | Riverview to McMahons Point via North Sydney | 4 trips every hour |
| <b>530</b> | Burwood to Chatswood                         | 3 trips every hour |
| <b>536</b> | Gladesville to Chatswood via Hunters Hill    | 4 trips every hour |

### 3.3.2 Train Services

No train station is available within the vicinity of the site. The closest accessible train station is Chatswood Transit Station located approximately 4.8km from the site and provides access to the Sydney Central Business District (CBD) via the Sydney Train/Metro rail network. Table 3-3 shows the available train service information and details of the Sydney Trains network map are provided in **Attachment 1**.

Table 3-3 Train Service Provision

| Train Line  | Route                          | Peak Frequency (Trips per hour) |         |
|---|--------------------------------|---------------------------------|---------|
|   |                                | AM Peak                         | PM Peak |
| <b>T1</b><br>North Shore &<br>Western Line        | Emu Plains or Richmond to City | 12                              | 14      |
|   | Berowra to City                | 14                              | 13      |
|   | City to Emu Plains or Richmond | 4                               | 11      |
|   | City to Berowra                | 16                              | 16      |
|   | Lidcombe to Olympic Park       | 6                               | 6       |
|   | City to Macarthur              | 4                               | 4       |
| <b>T9</b><br>Northern Line                        | Hornsby to North Shore         | 8                               | 9       |
|   | North Shore to Hornsby         | 4                               | 4       |
| <b>M1</b><br>Metro North West &<br>Bankstown Line | Tallawong to Sydenham          | 15                              | 15      |
|   | Sydenham to Tallawong          | 15                              | 15      |

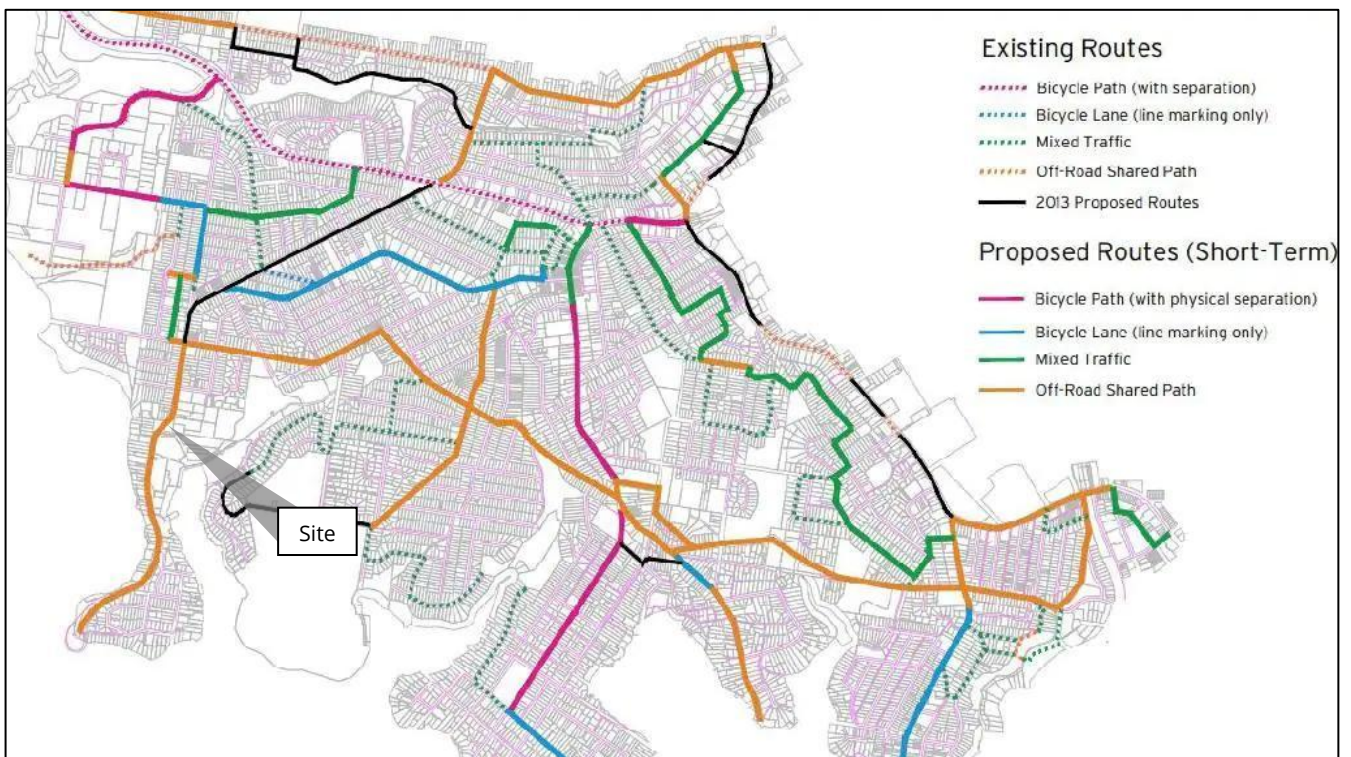


## 3.4 Existing Active Transport Infrastructure

### 3.4.1 Bicycle Routes

The bicycle paths map (Figure 3-4) shows the existing cycling infrastructure in the vicinity of the site and planned routes included in Lane Cove Council's Bicycle Plan. The subject site is provided with a mixture of on-road and off-road infrastructure in the surrounding area. Thus, it is expected that cycling would be a suitable alternative mode of transport for occupants.

Figure 3-4 Cycling Path



Source: Bicycle Network

### 3.4.2 Pedestrians

Formal pedestrian footpaths are available surrounding the site. The footpaths along Burns Bay Road to the west and Waterview Drive to the south have adequate lighting/illumination to allow safer travel at night. In addition, there are appropriate pedestrian crossings for occupants to use when approaching/departing the local public transport services. Figure 3-5 illustrates the pedestrian amenities and footpaths that connect the development to the public transport services.



Figure 3-5 Existing Pedestrian Footpaths



Source: Mecone (Modified by Genesis Traffic)



### 3.5 Existing Travel Behaviour

2021 census data from Australia Bureau of Statistics reveals the current travel mode in the Lane Cove Council area (summarised in Figure 3-6).

Figure 3-6 Travel Mode in Lane Cove Council

| <b>Method of travel to work on the day of the Census, top responses</b><br><i>Employed people aged 15 years and over</i> | <b>Lane Cove</b> | <b>%</b> | <b>New South Wales</b> | <b>%</b> | <b>Australia</b> | <b>%</b> |
|--|------------------|----------|------------------------|----------|------------------|----------|
| Car, as driver   | 4,946            | 22.7     | 1,587,613              | 43.1     | 6,347,498        | 52.7     |
| Walked only  | 674              | 3.1      | 92,368                 | 2.5      | 306,045          | 2.5      |
| Bus  | 542              | 2.5      | 34,408                 | 0.9      | 175,085          | 1.5      |
| Car, as passenger  | 409              | 1.9      | 117,143                | 3.2      | 466,904          | 3.9      |
| Train  | 172              | 0.8      | 62,460                 | 1.7      | 170,326          | 1.4      |
| Did not go to work   | 2,217            | 10.2     | 487,646                | 13.2     | 1,417,449        | 11.8     |
| Worked at home   | 12,160           | 55.7     | 1,141,467              | 31.0     | 2,531,262        | 21.0     |
| People who travelled to work by public transport (a)   | 1,005            | 4.6      | 147,492                | 4.0      | 554,711          | 4.6      |
| People who travelled to work by car as driver or passenger (b)   | 5,489            | 25.1     | 1,737,359              | 47.2     | 6,961,762        | 57.8     |

Source: Australian Bureau of Statistics

It is evident that there is a relatively low uptake of public transport for people destined for Lane Cove at present (4.6%). Approximately 25.1% of citizens travelled to work by car as a driver or passenger. Notably, the proportion of workers working from home is relatively high compared to the New South Wales and/or Australia wide statistics. This GTP aims to further minimise private car trips over time by highlighting safe routes to areas of employment via public transport.



## 4 Targets

When promoting green travel initiatives like public transport, it is imperative to inform occupants about various benefits associated with changes in travel behaviour. These benefits include, however, are not limited to:

- the hands-free nature of public transport which can lead to other tasks being completed during travelling hours or having some down time i.e., watching movies, TV shows, etc.
- the cost effectiveness of public/active transport compared to using a private vehicle.
- the convenience of incorporating daily exercise into the commute to/from work
- the provision of sustainable transport facilities within the site

On this basis, the preliminary proposed targets of travel mode for the development through this GTP is presented in Table 4-1.

Table 4-1 Proposed and Targeted Travel Mode

| Travel Mode                                | Proportion | Target Proportion |
|--|------------|-------------------|
| <b>Public Transport</b>                    | 4.6%       | 15%               |
| <b>Vehicle</b>                             | 25.1%      | 15%               |
| <b>Active Transport (Walking, Cycling)</b> | 3.1%       | 14.3%             |
| <b>Worked at home, Did not go to work</b>  | 55.7%      | 55.7% retained    |

The targets should be revisited and updated during the occupancy of the development as part of the monitoring process.



## 5 Implementation

This Green Travel Plan is to be implemented by a Travel Plan Coordinator (TPC). The TPC will be appointed by the building's strata representatives upon occupation. The TPC will be the primary contact for any inquiries in relation to GTP and manage all principles set out in GTP. The main responsibilities of the TPC are provided in the following:

- Ensure information included in Information Packs are up to date by the time of delivery to prospective occupants.
- Ensure the information provided, such as links to websites and travel apps feature the most up to date travel planning tools. This pack shall include a copy of the final GTP as well as general information regarding the health and social benefits of active transport and advice on where to seek further information, such as links to Council's cycle route website, TfNSW, Bike Sydney, etc.
- Following reviews, consider additional actions which may assist in achieving mode share targets and improved environmental outcomes for transport such as the provision of Electric Vehicle charging infrastructure (which is not currently required by the Council's development consent)
- To regularly promote (through email circulars) up-to-date information on sustainable transport initiatives/programs.
- Conduct surveys/questionnaires to measure progress toward targeted mode split
- Monitor, review and update (if necessary) GTP to ensure the information is up-to-date for occupants
- Be the main liaison between stakeholders to promote the GTP and drive continuous improvement in the targeted mode split.

The TPC will review and analyse the progress towards the targeted mode share for public/active travel options and private vehicle usage annually.



## 6 Strategies

Strategies for implementing the GTP are divided into 2 categories: Promotion and Monitoring/Evaluation.

### 6.1 Promotion

Each new initiative within the plan should be actively promoted by the TPC through effective marketing. The GTP should include a range of actions that support strategies for promotion, facilities, and policies aimed at encouraging sustainable travel behaviour. Details of the proposed initiatives and responsibilities are outlined in Section 7.

To raise awareness among occupants, a Transport Access Guide (TAG) will be developed, providing information on surrounding public transport options, walking distances, and available facilities. A copy of the site-specific Transport Access Guide (TAG) is provided in **Attachment 2**.

### 6.2 Monitoring and Evaluation

The GTP not only sets out actions and strategies but also ensures ongoing monitoring and evaluation of these initiatives. The GTP will be in place for the lifetime of the development's operation. The initial timeframe in which targets need to be monitored and reviewed for each of the buildings will be annual, for a minimum of 5 years after receiving the Occupation Certificate for the proposed building under this development application. The GTP review shall demonstrate progress towards the proposed travel targets and objectives and include the following information:

- 1) Basic information about the site, including the approximate number of occupants;
- 2) Details of mode-splits and progress towards targets (obtained from an annual survey);
- 3) Details of the initiatives implemented since the last review;
- 4) An assessment of whether initiatives have been successful in terms of meeting Travel Plan objectives and targets; and
- 5) Details of future initiatives to be undertaken or other changes required to meet targets and objectives

The TPC will prepare the travel mode surveys/questionnaires and then circulate them to occupants for feedback. This data will be subsequently reviewed to determine the mode split of all occupants and visitors of the building and the effectiveness of the action strategies implemented above.

A questionnaire sample is provided overleaf.



### **Sample Survey**

1. Are you one of the following?

- Residents  
 Visitors  Other (Please specify) \_\_\_\_\_

2. What is your local postcode? \_\_\_\_\_

3. How do you travel to/from the site?

- Walk/run  Taxi  
 Bicycle  Car Share  
 Bus  Car (as passenger)  
 Train  Car (as driver)  
 Combination of bicycle and train  Other (Please specify) \_\_\_\_\_

4. If you drove to the site, where did you park?

- On-site If so, where? \_\_\_\_\_  
 On-street If so, where? \_\_\_\_\_

5. If you drove, do you need to drive to work for another reason? (e.g. shopping on the way home, when raining, etc)

6. What time do you usually arrive at the site? \_\_\_\_\_

7. What time do you usually leave at the site? \_\_\_\_\_

8. Have you heard of car share? Do you know where the nearby car share locations are? If yes, would you use it?

9. Any suggestions/recommendations to encourage sustainable transport?



## 7 Action Plan

A number of initiatives among occupants are outlined in Section 7.1.

### 7.1 Residents

| Action  | Why  | How  | Who                   | When                        |
|---|--|--|-----------------------|-----------------------------|
| <b>Implementation</b>   |  |  |                       |                             |
| Provide Transport Access Guide (TAG)  | Promote the surrounding sustainable transport and ensure the information is available to all residents | Prepare information sheet and post it on the noticeboard in the common area (eg. lobby area)<br><br>Issue information sheet via mail, email and move-in pack | Building Manager      | During occupancy            |
| Undertake annual survey   | Monitor and evaluate the progress towards the targeted model split                                     | Conduct questionnaires via mail and online<br><br>Monitor the utilisation of parking spaces  | TPC                   | During occupancy annually   |
| Review and update GTP   | Evaluate the success of GTP implementation and improve if necessary                                    | Meetings with resident committee to suggest any necessary changes  | TPC                   | During occupancy every year |
| <b>Walking</b>  |  |  |                       |                             |
| Advertise the walking route to surrounding facilities                         | Promote the accessibility of the development   | Include walking time and distance to surrounding public transport stops in TAG   | TPC                   | During occupancy            |
| Review the condition of existing footpaths and surrounding lighting regularly | Ensure footpaths are safe for people to walk   | Inspect the surrounding footpaths and lighting regularly and inform Council if maintenance is required   | TPC, Building Manager | During occupancy regularly  |
| <b>Cycling</b>  |  |  |                       |                             |
| Provide and advertise bicycle spaces  | Promote available bicycle facilities of the site   | Include the location of bicycle parking in TAG<br><br>Include bicycle parking signage in the development   | TPC                   | During occupancy            |
| Create/Promote a Bicycle Users Group (BUG)                                    | Encourage residents to cycle to work or errand   | Identify like-minded bike riders and encourage them to cycle to work together  | TPC                   | During occupancy            |



|   |  |  |                  |                           |
|---|--|--|------------------|---------------------------|
| Promote bicycle initiatives   | Encourage residents to cycle to surrounding facilities     | Promote events eg. NSW Bike Week, World Bicycle Day                            | TPC              | During occupancy annually |
| <b>Public Transport</b>   |  |  |                  |                           |
| Place and update available public transport information on the intranet | Ensure information is available for residents at all times | Prepare useful links such as transportnsw.info and post it on intranets/apps   | Building Manager | During occupancy          |
| Illustrate the safe walking route to/from the public transport stops    | Promote the surrounding public transport in the vicinity   | Include walking time and distance to surrounding public transport stops in TAG | TPC              | During occupancy          |