

Proposed Mixed Use Development 669 – 683 Old South Head Road, Vaucluse Green Travel Plan

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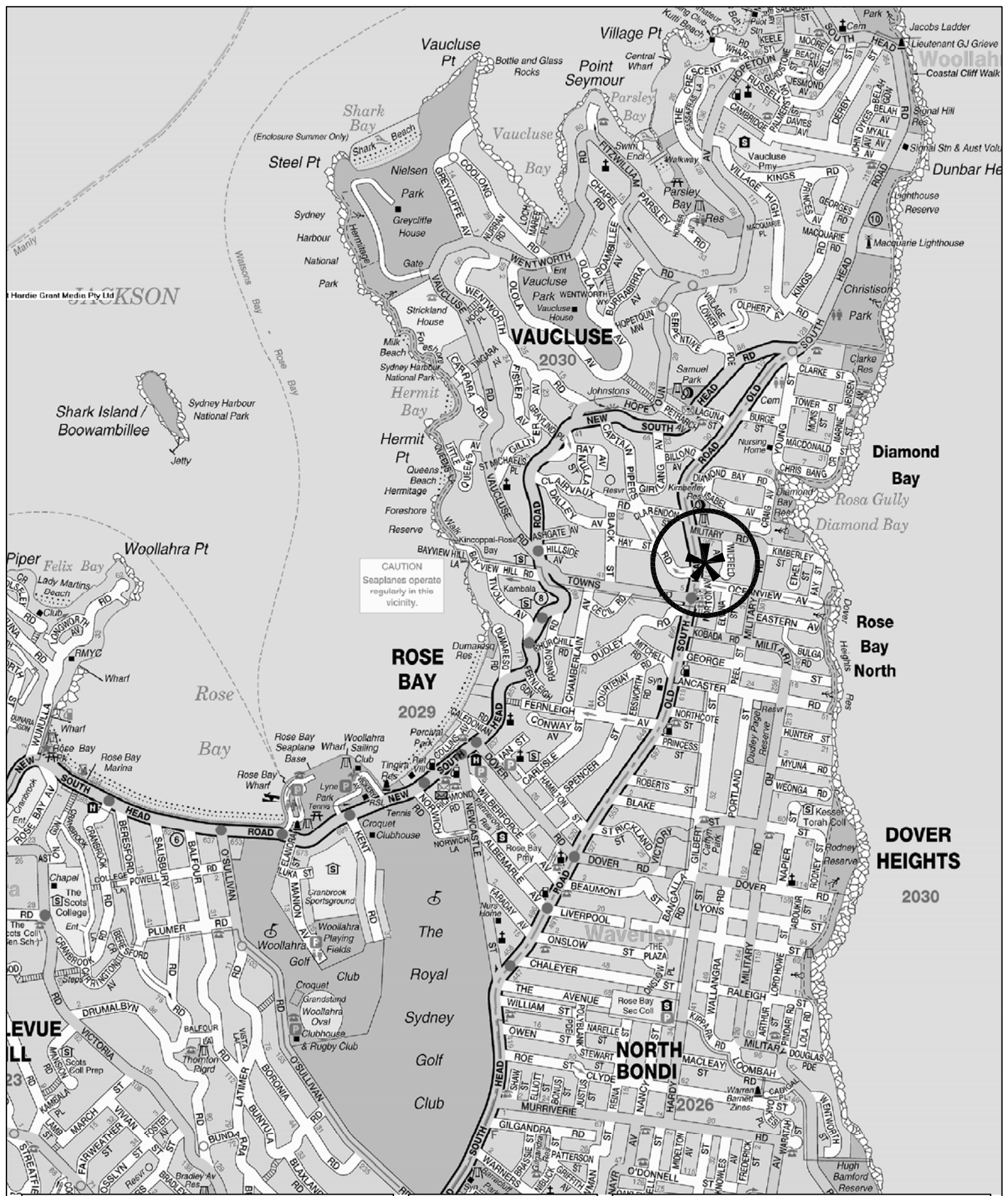
1.0 Introduction

The purpose of this report is to document a Green Travel Plan (GTP) for proposed Seniors Living based mixed-use development at 669 – 683 Old South Head Road, Vaucluse (Figure 1).

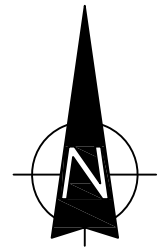
The GTP has been prepared for The Operator to accompany an Application to the Department of Planning, Industry & Environment and is intended to:

- ❖ inform future staff and visitors of the available transport options, including sustainable travel infrastructure.
- ❖ develop a guideline and strategy for the Travel Coordinator to manage the transport needs of occupants.
- ❖ identify potential strategies that may encourage reduced use of private motor vehicles and provide viable alternatives to discourage single-occupant motor vehicles.
- ❖ establish a monitoring strategy to track the performance of the policy and programs prepared as part of the GTP.

The GTP is site-specific and is designed to reduce the impact of the development 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 and carpooling to reduce dependency on single-occupant private vehicles.



LEGEND



LOCATION

FIG 1

2.0 Proposed Development

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of 8 lots which occupies an irregular shaped total area of some 4345 m² with frontages to the eastern side of Old South Head Road and the northern side of Oceanview Avenue (see details on survey plan overleaf).

The surrounding uses comprise:

- ❖ the apartment buildings which adjoin to the north and east
- ❖ the various types of residential buildings which extend along Old South Head Road

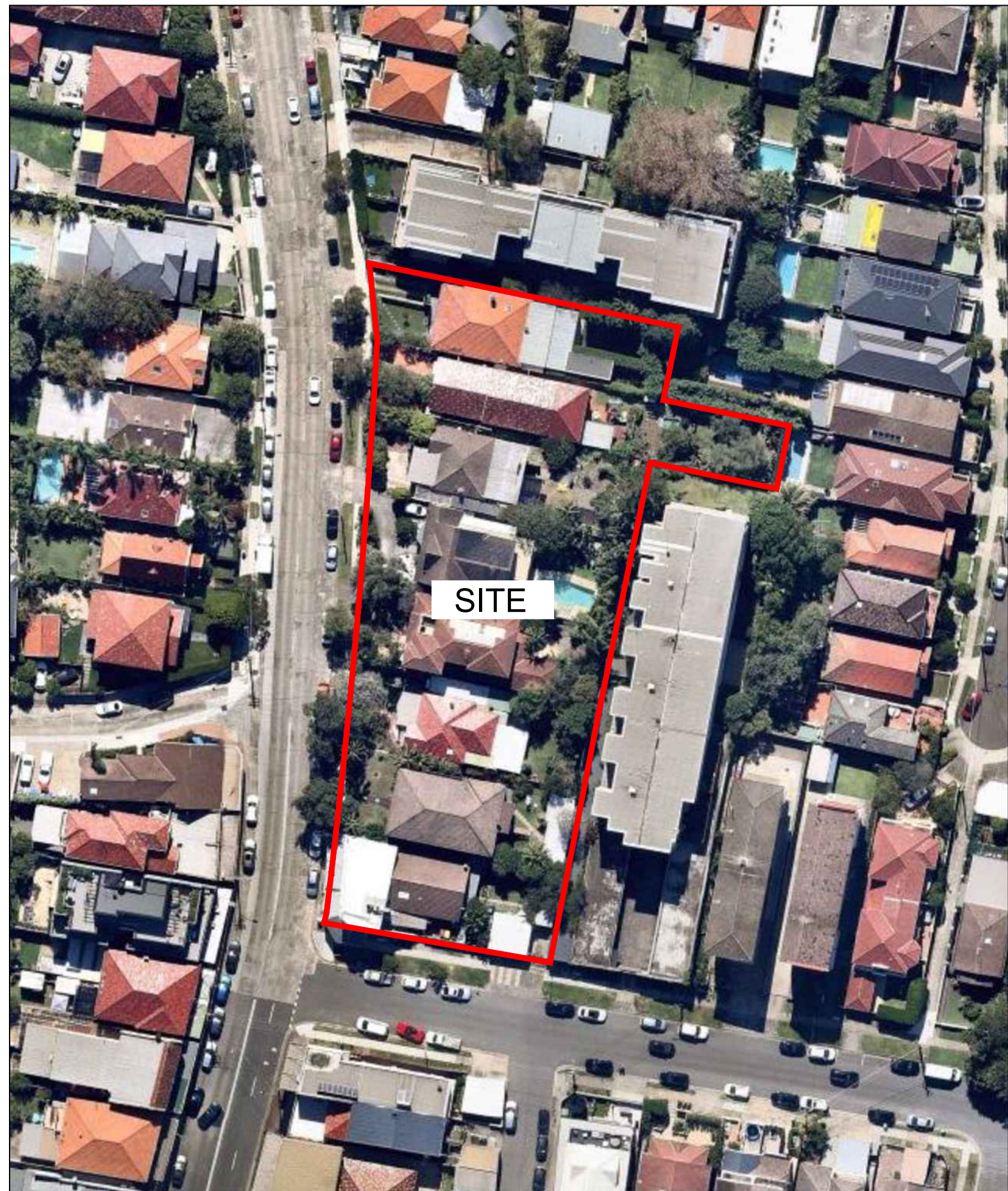
The existing uses on the site comprise 7 single dwellings and a mixed use building all with access driveways on the Old South Head Road and Oceanview Avenue frontages.

2.2 Approved Development

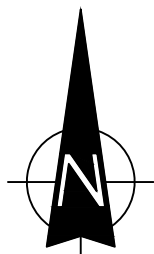
Consent was granted (for the consolidated site of 671 to 683 Old South Head Road) to demolish existing buildings and excavate part of the site to construct new 4/5-level building over basement carparking. The approved development comprised 37 one, two and three bed apartments.

A total of 55 parking spaces were provided in 2 basement levels with ingress / egress driveways, including those for a porte cochere, on the Old South Head Road frontage.

Details of the approved development scheme are provided on the plans which are reproduced in part in Appendix A.



LEGEND



SITE

FIG 2



Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

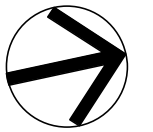
All drawings may not be reproduced or distributed without prior permission from the architect.

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Rev	Date	Description	Initial Checked

OSHR AT VAUCLUSE HOLDINGS PTY LTD

VAUCLUSE SENIORS LIVING 669- 683 OSH RD VAUCLUSE

DA01 EXISTING CONDITIONS



Status	SCHEMATIC DESIGN		
Scale	1 : 200	@	A1
Drawn	SH	Checked	SH
Project No.	S12551		
Plot Date	30/11/2023 5:23:52 PM		
BIM			

Drawing no.	Revision
DA01.001	1

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BATESSMART

2.2 Proposed Development

It is proposed to demolish the existing buildings and excavate part of the site to provide for basement parking and a level building platform. The proposed development comprises:

Apartments

15 x Two Bed Apartments

16 x Three Bed + Apartments

Total 31 Apartments

Retail

225 m²

The proposed extensive ancillary facilities include community lounge, dining and kitchen areas, gym, cinema, treatment meeting and “break out” rooms.

It is proposed to provide a total of 48 parking spaces in 2 basement levels with vehicle accesses for the basement and frontage Port Cochere located on Old South Head Road in accordance with the previous Consent.

Details of the proposed development are shown on the plans prepared by Bates Smart which accompany the Development Application and are reproduced in part in Appendix A.

3.0 Active Transport

The development site has ready access to bus services which connect to rail services. Due to the site's level of accessibility to public transport, residents and visitors are expected to make good use of the services provided particularly for journey to work and other travel purposes highly accessible to both bus and rail services and as such, staff and patrons are expected to make good use of the services provided.

Rail

Convenient rail services are available at Bondi Junction, Edgecliff and the City and these provide access to the Metropolitan Transport Network.

Bus

Bus stops are located within a 2-minute walking distance from the site on Old South Head Road and the available bus services are shown on Appendix B which are summarised in the following.

Route	Description	Peak Frequency
324	Watsons Bay to Central via Rose Bay	25 minutes
325	Watsons Bay to City via Rose Bay	30 minutes
380	Watsons Bay to Bondi Junction	25 minutes
386	Vaucluse to Bondi Junction via Rose Bay	25 minutes
387	Vaucluse to Bondi Junction via Rose Bay	20 minutes

Pedestrian Infrastructure

Pedestrian footpaths are located on both sides of all streets, surrounding and internal to the site. Pedestrian crossings are provided at the Old South Head Road/Towns Road intersection just to the south of the site.

A walk score and transit score provide an assessment of how accessible development is to public transport, parks, restaurants, entertainment centres and schools, that is, in terms of walking distance. A higher walk score and transit score correlates to a reduced need for a car. The walk score and transit score are provided by

walkscore.com (www.walkscore.com). Whilst there is no official recognition of the walk score and transit score by any transport authority, the score gives useful insight into how accessible an area is for people travelling without a car. The score lies on a scale between 0 and 100 the following summarises their interpretation:

Score	Walk Score Meaning	Transit Score Meaning
90 – 100	Walker's Paradise Daily errands do not require a car	Rider's Paradise World-class public transportation
70 – 89	Very Walkable Most errands can be accomplished on foot	Excellent Transit Transit is convenient for most trips
50 – 69	Somewhat Walkable Some errands can be accomplished on foot	Good Transit Many nearby public transport options
25 – 49	Car-Dependent Most errands require a car	Some Transit A few nearby public transport options
0 – 24	Car-Dependent Almost all errands require a car	Minimal Transit It is possible to get on a bus

The site has a designated walk score of 74 with daily errands requiring a car and a transit score of 54 which suggests many nearby public transport options.

Cycle Infrastructure

There are limited bicycle facilities in the vicinity of the site. The “Cycling in Woollahra & Waverley maps” provided by Waverly Council show the difficulty level of the existing and proposed recommended cycling routes through the Eastern Suburbs. Part of the map is reproduced overleaf.

Cycling in Waverley & Woollahra

Legend

- Schools, colleges and universities
- Retail, cafes and entertainment
- Government buildings
- Parks and privatised open space
- Commercial or industrial usage
- Bicycle shop, shop with bike hire
- Rail/bus interchange, Ferry wharf
- Railway, station underground
- Walking path

Scale (kilometres)



Key to bicycle routes

- Main bicycle routes on high-traffic streets
- Main bicycle routes on low-traffic streets
- Main bicycle routes off-road or shared paths
- Local bicycle routes on high-traffic streets
- Local bicycle routes on low traffic streets
- Local bicycle routes off-road or shared paths
- Coastline Cycle Route - South Head to Botany Bay

Getting the most out of this map

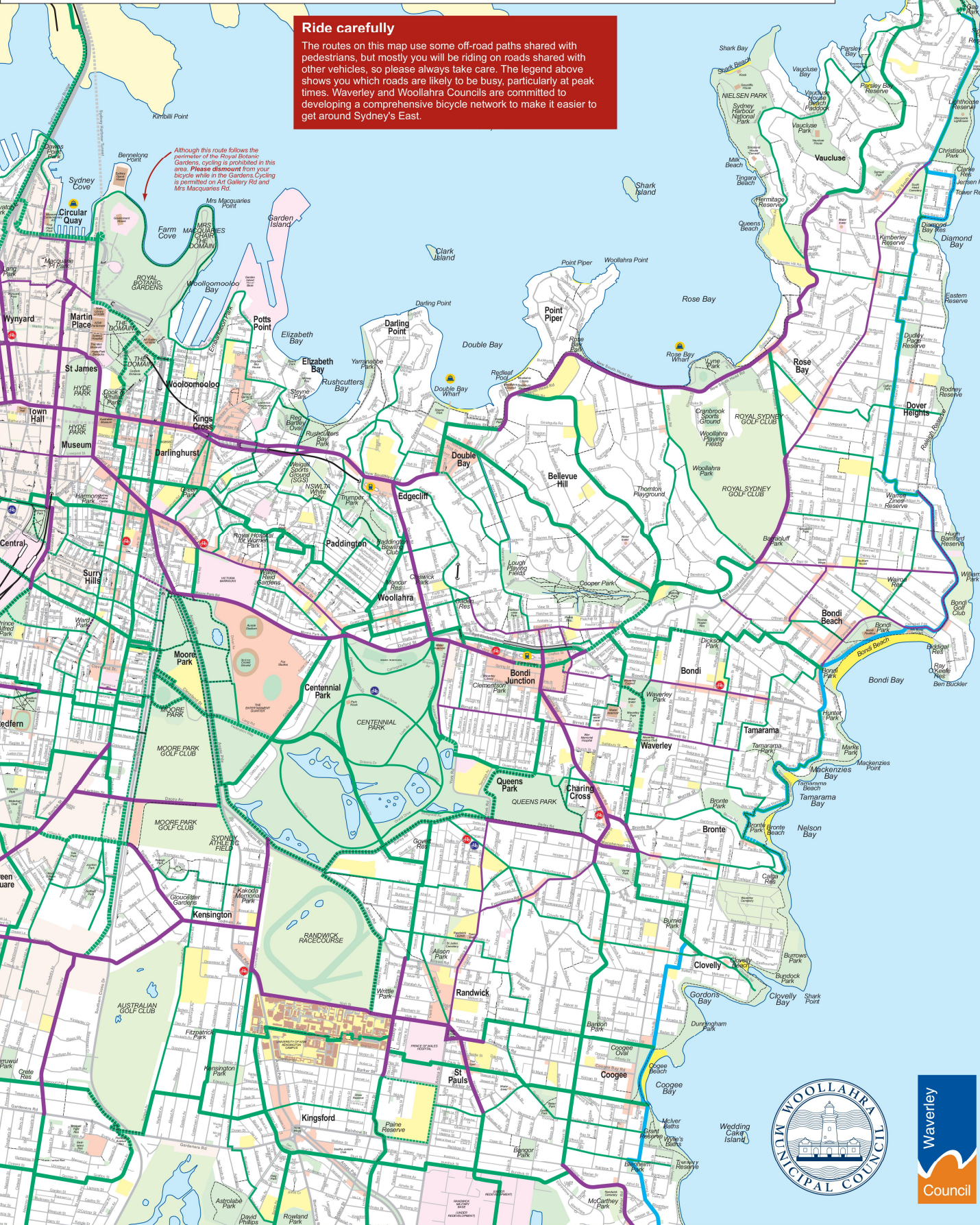
The bicycle routes on this map offer comfortable and direct ways of getting around Sydney's East by bicycle using existing roads and paths. Some roads have bicycle lanes while others don't. Roads have to be shared with motor vehicles and paths with walkers. Busy roads are shown in a different colour. Road conditions vary according to time of day and day of week. Some roads may only be busy in peak hours and in one direction so pick your route to suit conditions.

Though the area is hilly, the routes can be easily managed on most modern bikes with gears. The most heavily trafficked roads usually follow ridgelines and the easiest grades, so short steep sections are often necessary to avoid the traffic.

Your bicycle is the ideal short distance vehicle. On the flat you can easily ride 2.5 kilometres in 10 minutes - add more time for up hills. Of course you will get there even quicker if your route is mostly downhill. Bondi Junction to the City is less than 5km. It's almost all downhill, so, depending on your route, you can usually ride there in under half an hour door-to-door.

Ride carefully

The routes on this map use some off-road paths shared with pedestrians, but mostly you will be riding on roads shared with other vehicles, so please always take care. The legend above shows you which roads are likely to be busy, particularly at peak times. Waverley and Woollahra Councils are committed to developing a comprehensive bicycle network to make it easier to get around Sydney's East.



4.0 Green Travel Plan

4.1 Introduction

Transport is a necessary part of life which has effects that can be managed. There is a current major focus on improving transport services as well as cycling facilities and provisions for pedestrians in the area. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure a strong and prosperous development.

The proposed infrastructure forms a major part of the initiatives to encourage the reduction of vehicle transport use. However, a Green Travel Plan (GTP) will ensure that the transport infrastructure and services are utilised to the fullest extent to achieve a sustainable outcome.

A Green Travel Plan is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on private cars. It will make apparent, encourage, and support staff/visitors to travel in a more sustainable way. GTPs can provide both:

- ❖ measures which encourage reduced car use
- ❖ measures which encourage or support sustainable travel, reduce the need to travel or make travelling more efficient.

“Active transport” includes travel by foot, bicycle, and other non-motorised vehicles. Use of public transport is also included in the definition as it often involves some walking or cycling to pick up to and from drop-off points.

4.2 Objectives

The aim of the GTP is to bring about better transport arrangements for the staff, patients, and visitors for the life of the development. The key objectives of the GTP are to encourage:

- ❖ reduce the proportion of single-occupant car travel by staff, patients, and visitors to and from the site
- ❖ increase the mode share of public transport, walking and cycling (active transport)
- ❖ where a private vehicle is to be used, encourage more efficient use. Such smarter travel use can include not travelling by single-occupancy cars in peak hours, not using cars for short-distance trips when alternative public transport is available.

The introduction of this GTP will:

- ❖ advise the wider travel choices
- ❖ help identify transport means which will result in them being healthier, fitter and more productive
- ❖ provide equal opportunities by supporting those without access to a car
- ❖ aim to reduce congestion and provide easily identifiable transport means, improving relations with neighbours and enabling deliveries and essential journeys to move more freely

It is the objective of this GTP to encourage sustainable transport means which could result in the following benefits:

- ❖ higher mode share targets
- ❖ greenhouse gas emission reductions and carbon footprint minimisation
- ❖ healthy living (those studying, working, and visiting the Site)
- ❖ social equity and reduction in social exclusion
- ❖ improve knowledge and contributes to learning

5.0 Modal Shift

5.1 Introduction

The location of the site, in terms of its proximity to sustainable transport, is a key attribute of the development. The proposed development will capitalise upon and will enhance these links. The travel plan will then put in place measures to further influence the travel patterns of those people visiting or working on the site with a view to encouraging a modal shift away from cars. The measures provided in this GTP and their success can inform the travel plans for subsequent developments within the Precinct.

5.2 Approach to Travel Planning

A multitude of research and past experiences have consistently confirmed the 3 fundamental aspects that are key to travel mode behavioural change:

- Cost
- Comfort
- Convenience

Consideration should be given to the following initiatives, which are intended to equip the building complexes with improved green travel options in order to achieve the objectives of the GTP.

5.3 Sustainable Travel Initiatives

Provision of End of Trip facilities

In line with the provision of bicycle spaces for staff and visitors is the provision of 2 appropriately equipped End of Trip (EoT) facilities, one for general use and one for the sole use of the anchor tenant. The development proposes to provide 44 bicycle spaces.

Provide an incentive for carpooling

It is recommended that a proportion of the on-site car parking spaces nearest to the main

entry be allocated towards staff participating in the carpooling scheme.

A carpooling scheme is most effective when promoted and implemented in conjunction with the realisation of cost savings for participants. This is typically delivered in the form of financial reimbursement subject to satisfying a minimum participation rate (i.e., 3 out of 5 working days) over a pre-defined period (i.e., 6 months).

Based on such measures, the initiative will cultivate a habit amongst participants and aids the longevity of the scheme.

A common downfall of a carpool initiative is the lack of confidence in the availability of a ride home. Thus, the effectiveness of a scheme of this nature, when not actively managed, diminishes rapidly.

Common strategies to overcome this involve capitalising on advanced data mining capabilities, which make possible supplementary initiatives such as the following to reinforce the effectiveness and longevity of carpooling:

- Setup of an online database which is accessed via the organisation's website/application
- Guaranteed ride-home or paid taxi/rideshare fare home

The effective implementation of carpool schemes will be reliant on adequate enforcement and monitoring by the coordinator via CCTV and in-person audit.

Provide an incentive for using public transport

The site currently has convenient access to bus routes and rail routes. Generally, the uptake of public transport services can be achieved through a series of improvements which are geared towards raising the convenience and comfort levels of active transport options while raising the costs of driving.

The Transport Access Guide (TAG) (as provided in Appendix) provides useful schematic information on the best way to commute to/from the site. The TAG should be published on the organisation's website and made available to the staff & visitors to raise awareness of alternative transport modes.

It is recommended that the organisation periodically update the website to ensure that information remains current.

A digital notice board with maps can be provided in common areas to inform users of the public transport routes and departure times and estimated walking times to the closest bus stops and weather conditions.

Increase walking and cycling to work

Cyclists (staff and visitors) will be provided with access to showers, change rooms and bicycle lockers to encourage cycling among staff/visitors. Whilst there is relevant infrastructures in the vicinity of the site, common and effective measures such as a Ride to Work Day can raise awareness amongst staff of its availability. Likewise, initiatives such as a pedometer-based walking program coupled with Walk/Bicycle Buddy Scheme prove to be highly effective amongst staff. Initiatives suggested above help promote an intangible social benefit of forming a neighbourhood network amongst staff.

Convenience of Information

New pamphlets and leaflets detailing the above green travel initiatives incorporating the TAG can be distributed to staff via email on a quarterly basis to capture any updates to the available facilities or services. All staff/visitors should be provided with an induction package which incorporates the TAG while ongoing initiatives may be circulated in the form of email newsletters.

Events and Challenges

The implementation of events and challenges throughout the year incentivise sustainable travel practices in a fun and engaging way. These events and challenges may include car free days, step challenges and points challenges. Such events and challenges foster a sense of community founded on a sustainable transport culture.

5.4 Implementation Plan

This section sets out the actions and associated timeframes to support the initiatives detailed in Section 6.2.

General & Communications Actions

Action	Timeline	Responsibility
<p>Promotion including:</p> <ul style="list-style-type: none"> • Display boards in prominent locations to show public transport maps • An events calendar – 3-4 events per year. Best in conjunction with state-wide events such as Ride to Work/ Day, World Environment Day, National Walk to Work Day, etc. 	Prior to occupation	The Operator
<p>A quarterly newsletter including;</p> <ul style="list-style-type: none"> • News, events and articles on the environment, health, and fitness • Remind staff that they don't always need to walk in the shoes they wear for work - these can be left at work and staff can come in trainers • Outline new initiatives and how staff can access them or get involved • Staff profiles – who is getting involved and reaping the rewards • Facts and figures from around Australia and overseas • Information regarding up-and-coming events • Information around the numerous health and financial benefits of participating in more sustainable transport options. Including better work life balance, reduced transport costs, reduced sick days due to ill health and improved workplace culture and morale. 	4 times a year	The Operator

Walking

Action	Timeline	Responsibility
Produce a map for staff and visitors showing safe walking routes to and from the site with times and distances, to surrounding local facilities (i.e., shops, bus stops)	Prior to occupation, quarterly on the newsletter	The Operator
Have some Walk to Work days encouraging staff to come by alternative means.	Quarterly	The Operator

Cycling

Action	Timeline	Responsibility
Provide 44 new bicycle parking spaces in an easily accessible, undercover, well-lit, and secure.	Prior to Occupation	The Operator
Ensure bike parking is clearly visible or provide signage to direct people to bike parking spaces.	Prior to Occupation	The Operator
Supply a workplace toolkit - this can consist of puncture repair equipment, a bike pump, a spare lock, and lights.	Prior to Occupation	The Operator
Participate in annual events such as 'Ride to Work Day.'	Annually	The Operator
Provide panniers/backpacks to staff committed to riding to work.	Prior to Occupation	The Operator

Public Transport

Action	Timeline	Responsibility
Develop a map showing public transport routes.	Circulated to all new staff prior to occupation	TTPA
Put up a noticeboard with information and maps showing the main public transport routes to and from the Site.	Prior to occupation	The Operator

Car Pooling and Carshare

Action	Timeline	Responsibility
Allocate priority parking spaces for car-poolers. These spaces will be line marked to differentiate from general parking and will be monitored by onsite security.	Prior to occupation	The Operator

Incentive

Action	Timeline	Responsibility
<ul style="list-style-type: none"> Introduce charges for car parking and use money raised for public transport initiatives Provide sustainable transport allowances for staff who surrender car parking permits Offer cash incentives for staff willing to give up car parking spaces 	To be reviewed when the car parking is fully occupied	The Operator

Events and Challenges

Action	Timeline	Responsibility
Implementation of events and challenges throughout the year such as Ride to Work Day, World Environment Day, National Walk to Work-Day, car free days, step challenges and points challenges, etc.	Throughout the year	The Operator

5.5 Other Site-Specific Measures

The Operator is committed to encourage more sustainable travel use via the following initiatives:

- ❖ Appoint a Travel Plan Coordinator (TPC) for the life of the development to ensure the successful implementation and monitoring of the GTP. It is proposed that:
 - both the TPC and GTP are well supported by the Health Service Facility senior management
 - a steering group / committee is created with relevant external and internal stakeholders such as employees, patients, and visitors to inform future targets with the ongoing monitoring and revision of the GTP five years post-occupancy.
 - implement a strategy for the handover from interim TPC to final TPC, ensuring that sustainable mode share targets are met during the lifecycle of the development.
- ❖ Create a site-specific GTP website and an introduction to the GTP, setting out its purpose and objectives
- ❖ Encouragement of the use of car share scheme and carpooling
- ❖ Provision of fully serviced end of trip facilities

- ❖ Provision of workplace toolkits, including puncture repair equipment and bicycle pumps and a bicycle repair station
- ❖ Provision of good quality, accurate and useful directional signages to promote walking and cycling is essential and it is proposed that this is provided by stating times to destination in minutes taken as well as distances in half kilometres. In addition, the signage will promote links to local services
- ❖ Provide an access pack to all staff and visitors, including the transport access guide and information on sustainable travel facilities and initiatives. Every visitors/staff's welcome pack will not only include the TAG and tickets, which would give detailed information about how to travel to and from the site by means other than the car but also an information sheet explaining how to use the facilities/incentives provided
- ❖ The TAG is based upon facilities currently available at the site and will need to be updated as the proposed infrastructure changes in the area take place
- ❖ Provide a walking and cycling map including estimates of time taken to local destinations
- ❖ Provision of newsletter or email with links to public transport travel information, Live NSW traffic and public transport conditions to ensure that travel information is always up to date
- ❖ Provide interactive timetables on-site to promote public transport usage
- ❖ Allow for access to umbrellas and ponchos in case of wet weather
- ❖ Provide public transport information boards to make staff/visitors more aware of the alternative transport options available. The format of such information boards would be based upon the travel access guide, although further investigations into the provision of real-time information systems will also be explored
- ❖ Provide reduced parking costs for staff that carpool

Transport and Traffic Planning Associates

- ❖ A half-yearly newsletter will also be provided to every staff for up to two years after occupation bringing the latest news on sustainable travel initiatives in the area.

These measures would form the framework of the GTP and with this framework in place, the plan is to be managed as described in Section 6.

5.6 Working from Home Policy

There are opportunities to reduce congestion during peak travel times with the implementation of the working from home policy. Such policy can be applicable to the following roles:

- ❖ Nurses
 - Telephone triage nurse
 - Case management
 - Legal nurse consultant
 - Healthcare recruiter
 - Project manager
 - Nurse manager
 - Health IT/Nursing informatics specialist
- ❖ Medical Transcriptionists
- ❖ Medical Call Centres
- ❖ Consulting or Traveling Physicians
- ❖ Medical Illustrators, Writers and Editors
- ❖ Pharmacists
- ❖ Insurance Agents

Resources in relation to Work from Home and Flexible Work Arrangements are provided in the following links:

1. [Flexible Working arrangements](#)
2. [Fair Work Ombudsman — Coronavirus and Australian workplace laws](#)
3. [Safe Work Australia — Work-related psychological health and safety: A systematic approach to meeting your duties](#)
4. [Safe Work Australia — Infographic: Four steps to preventing psychological injury at work](#)
5. [SafeWork NSW — Remote or isolated work \(includes those who work from home\)](#)
6. [SafeWork NSW — Design and layout of the work environment](#)
7. [Australian Government's Comcare — Coronavirus \(COVID-19\)](#)
8. [Australian Government's Comcare — Checklist for working from home during COVID-19](#)

6.0 Management of the Plan

It is proposed that the GTP will be subject to ongoing monitoring to ensure that it is achieving the desired benefits or to modify it if required. It is not possible at this stage to state what additional modifications might be made as this will be dependent upon the particular circumstances arising from time to time.

6.1 Monitoring

It will be important to monitor the GTP to ensure that travel mode targets are met and the maximum benefits are gained.

The GTP Coordinator will be from the operator:

Name: To be confirmed.

Location: To be confirmed.

Phone: To be confirmed.

A final GTP Coordinator for the development will be nominated by the management of the operator when occupation commences. This Coordinator will have responsibility for implementing the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

Travel surveys will be undertaken, and the main focus of the surveys will be to establish the travel patterns, including the mode share of trips to and from the Site. Travel surveys would be conducted annually and when future transport upgrades have taken place. This information will also help inform GTPs of subsequent changes and upgrades.

The Transport for NSW Open Data hub combined with traffic volume counts within the road network on-site can be utilised to help monitor and measure increases in staff switching from private vehicles to public transport and reductions in traffic volumes during peak hours.

It will be important to understand people's reasons for travelling the way they do, any barriers to changing their behaviour, and their propensity to change. This will enable the most effective initiatives to be identified, and conversely, less effective initiatives can be modified or replaced to ensure the best outcomes are achieved.

It will also be necessary to provide feedback to visitors/staff to ensure that they can see the benefits of sustainable transport.

There are several key elements to the development and implementation of a successful GTP. These include:

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan, promote the benefits available and provide information about the alternatives to reliance on private car travel.
- **Commitment** – GTPs involve changing established habits and providing the impetus for people in new developments to choose a travel mode other than private car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of encouragement for changing travel modes upon occupation.
- **Consensus** – It will be necessary to obtain broad support for the introduction of the plan.

Once the plan has been adopted, it will be essential to maintain interest in the scheme and any new initiative in the plan will need to be publicised and marketed. Accordingly, it is proposed to produce a half-yearly leaflet for visitors/staff to inform them of sustainable travel initiatives.

6.2 Monitoring Milestones

Monitoring the plan will be an essential process in consolidating the travel patterns and publicizing the positive outcomes of the plan.

It is therefore proposed that within 3 months of occupation of the new facilities, a travel survey will be conducted. The results of the travel survey will indicate the desirable travel mode outcome. In this way, the coordinator will be able to examine the success of the GTP and make appropriate recommendations.

6.3 Evaluation of Targets

It is therefore proposed that within 3 months of substantial occupation, a travel survey will be conducted. Travel questionnaires can be conducted for staff and patients/visitors (examples below) through online self-completion methods.

The first study provides a baseline for travel planning, while subsequent travel surveys would be reported annually to SINSW to inform any weakness or strength in the current travel plan. Based on the review, the travel plan would be refined to reflect changing circumstances.

6.4 Existing Travel Circumstances

The Australian Bureau of Statistics (ABS) 2016 Census of Population and Housing – Place of Residence and Place of Work by Method of Travel (NSW) data provides the most robust indication of existing residents/ tenants/ staff travel patterns for the Rose Bay locality. A summary of the current mode shares is shown as follows:

Mode of Travel	Resident
Train	26%
Bus	18%
Walk	24%
Car Driver	20%
Car Passenger	2%
Bicycle	6%
Other (Motorcycle, Taxi, Car Share)	4%
Total	100%

Based on the above, it is evident that staff who work in the area have some reliance on private vehicles (29%) to travel to/from their place of employment, due to the accessibility of public transport services.

6.5 Modal Share Targets

The proposed Green Travel Plan will proactively pursue initiatives to accommodate public transport users, which will contribute to significantly reducing the reliance of private cars as the primary form of transport. Recognising the changing nature of the area as part of the site development, the desirable Mode Share target are summarised in the following:

Mode of Travel	Resident
Train	30%
Bus	25%
Walk	25%
Car Driver	1%
Car Passenger	1%
Bicycle	10%
Other (Motorcycle, Taxi, Car Share)	8%
Total	100%

Whilst these targets have been set and though limited parking supply is available, and a range of measures have been provided in the Green Travel Plan to persuade residents

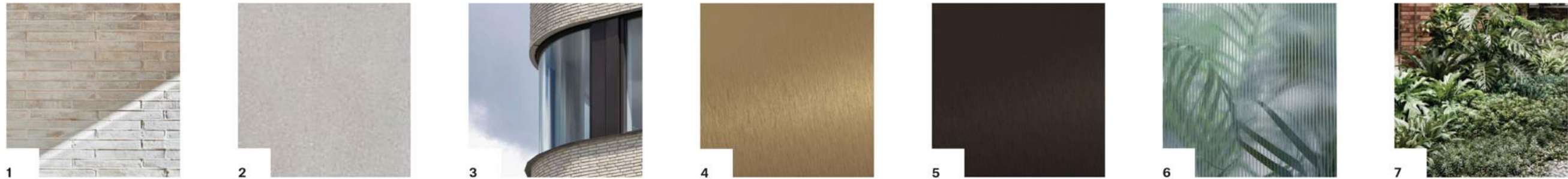
and visitors to use sustainable travel, it is not possible to guarantee that these modal split targets will be achieved.

The measures proposed will be taken up by the purchaser as a matter of free choice and this modal choice is beyond the Body Corporate. The survey results will however give an indication of the more popular measures which can then be concentrated upon in GTPs.

Appendix A

Plan of Development





Legend

- BRICK (LIGHT COLOURED)
ALL ELEVATIONS
- CONCRETE (LIGHT COLOURED)
FACADE EXPRESSION ON ALL BALCONY
- CLEAR GLASS (DOUBLE GLAZED)
ALL WINDOWS & SLIDING DOORS
- METAL 01 (SATIN PALE BRONZE)
PRIVACY FINS TO ALL BALCONY
PROFILED METAL CLAD TO SOLID WALLS
- METAL 02 (SATIN ESPRESSO BRONZE)
FRAMES TO ALL GLAZING
BALUSTRADE HANDRAILS
SHADING FINS
- FLUTED GLASS (OPAQUE)
TO BATHROOMS & BEDROOMS
- LANDSCAPE PLANTING
JULIETTE BALCONY & COURTYARD GARDENS

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A	23.12.15	ISSUE FOR DA	SH	
2	23.11.08	ISSUE FOR INFORMATION	SH	
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VAUCLUSE SENIORS LIVING 669- 683 OSH RD VAUCLUSE

DA09 ELEVATION_OLD SOUTH HEAD RD_NORTH

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Project no.	S12551	
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Plot Date	18/12/2023 8:43:51 AM	
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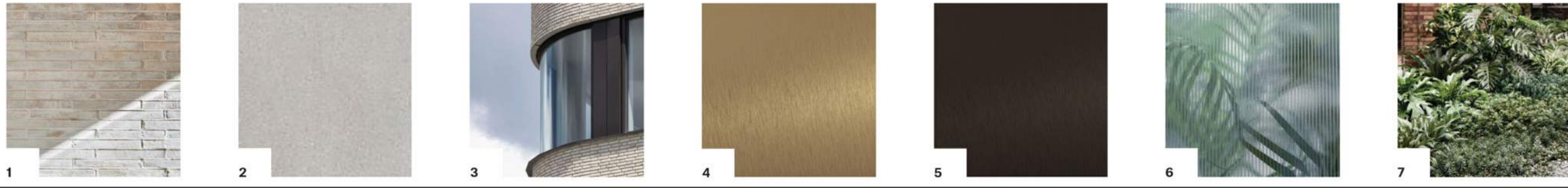
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Bates Smart Architects Pty Ltd ABN 68 094 740 986
NSW Nominated Responsible Architects: Kellie Payne Reg. 6454 / Philip Vivian Reg. 6696 /
Guy Lake Reg. 7119 / Matthew Allen Reg. 8498

BATESSMART



- Legend**
- ① BRICK (LIGHT COLOURED)
ALL ELEVATIONS
 - ② CONCRETE (LIGHT COLOURED)
FACADE EXPRESSION ON ALL BALCONY
 - ③ CLEAR GLASS (DOUBLE GLAZED)
ALL WINDOWS & SLIDING DOORS
 - ④ METAL 01 (SATIN PALE BRONZE)
PRIVACY FINS TO ALL BALCONY
PROFILED METAL CLAD TO SOLID WALLS
 - ⑤ METAL 02 (SATIN ESPRESSO BRONZE)
FRAMES TO ALL GLAZING
BALUSTRADE HANDRAILS
SHADING FINS
 - ⑥ FLUTED GLASS (OPAQUE)
TO BATHROOMS & BEDROOMS
 - ⑦ LANDSCAPE PLANTING
JULIETTE BALCONY & COURTYARD GARDENS

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VAUCLUSE SENIORS LIVING
669- 683 OSH RD VAUCLUSE

DA09
ELEVATION_OLD SOUTH HEAD
RD_SOUTH

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669- 683 OSH RD VAUCLUSEDA03
GROUND UPPER PLAN

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DA03.004 A

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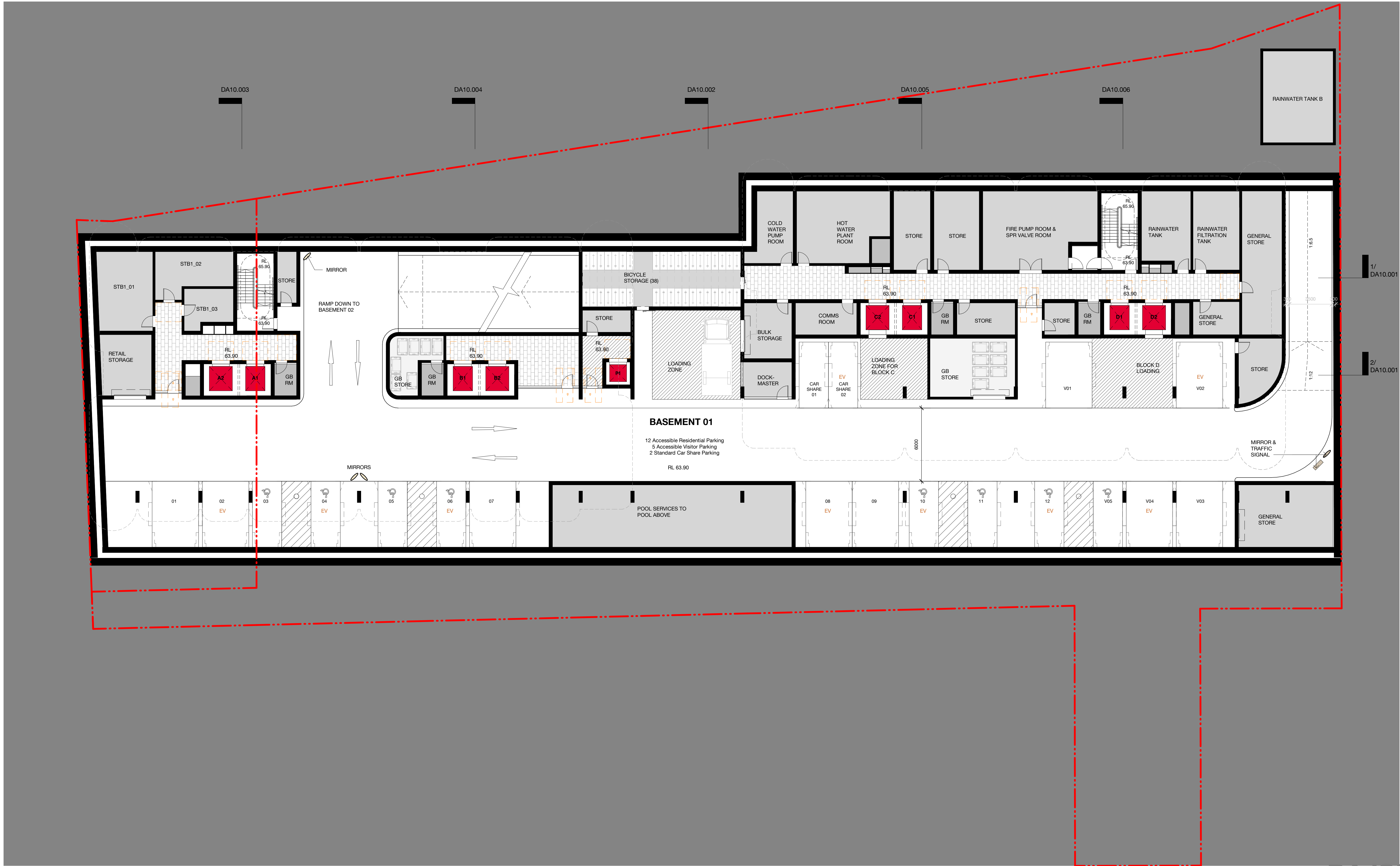
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DA03
BASEMENT 01



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1	23.10.25	ISSUE FOR INFORMATION	SH	

Scale	1 : 150	@ A1
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Project no.	S12551	
Status	DEVELOPMENT APPLICATION	
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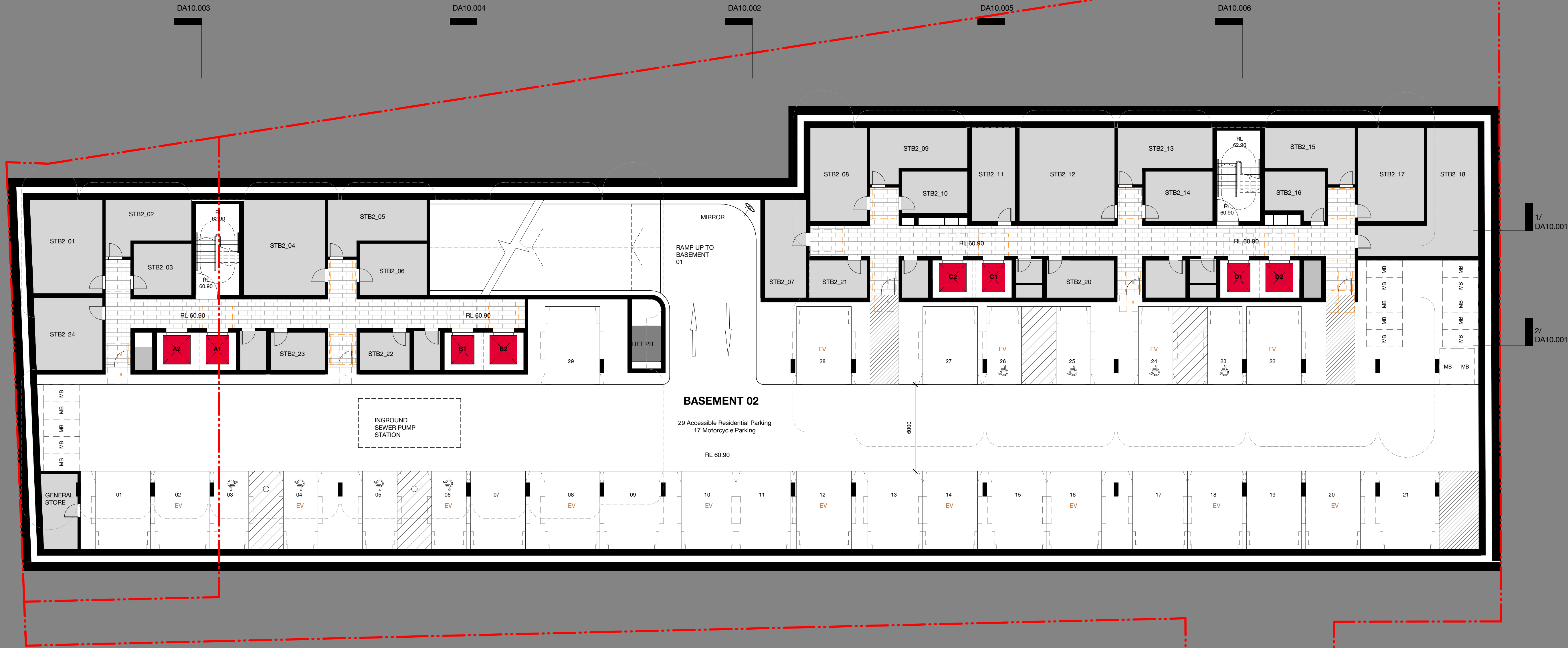
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1/
DA10.001

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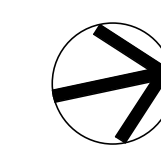
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VAUCLUSE SENIORS LIVING
669- 683 OSH RD VAUCLUSE

DA03
BASEMENT 02



Revision	Date	Description	Initial	Checked
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2	23.11.21	ISSUE FOR INFORMATION	SH	
1	23.10.25	ISSUE FOR INFORMATION	SH	

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Scale	1 : 150	@ A1
Drawn	SH	Checked SH
Project no.	S12551	
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Appendix B

Public Transport Services





Appendix C

Transport Access Guide





Bus: Bus services are located within short working distance from the 669-683 Old South Head Road are provided by bus routes 324, 325, 380, 386, and 387. These routes provide access to Watsons Bay, Rose Bay, Bondi Junction and Central.



Cycling: The 669- 683 Old South Head Road, Vaucluse, has easily accessible pedestrian footpaths surrounding the area that provide a connection to the wider section of the shared path network. There are 44 bicycle parking spaces for staff and visitors provided on-site.



Walking: Pedestrian footpaths are located on both sides of all streets, surrounding and internal to the 669-683 Old South Head Road. Pedestrian crossings are provided at the Old South Head Road/Towns Road intersection.



Use Google Maps which presents a map showing the route and any suggested alternate routes and travel options. The route(s) include the distance and estimated travel time. Go to <https://www.google.com.au/maps/>



Use trip planner to plan the most efficient routes/ public transport options by looking up times or check for travel alerts on their phone, tablet or computer. Go to <https://transportnsw.info/trip#/>



Transport Access Guide

669- 683 Old South
Head Road, Vaucluse

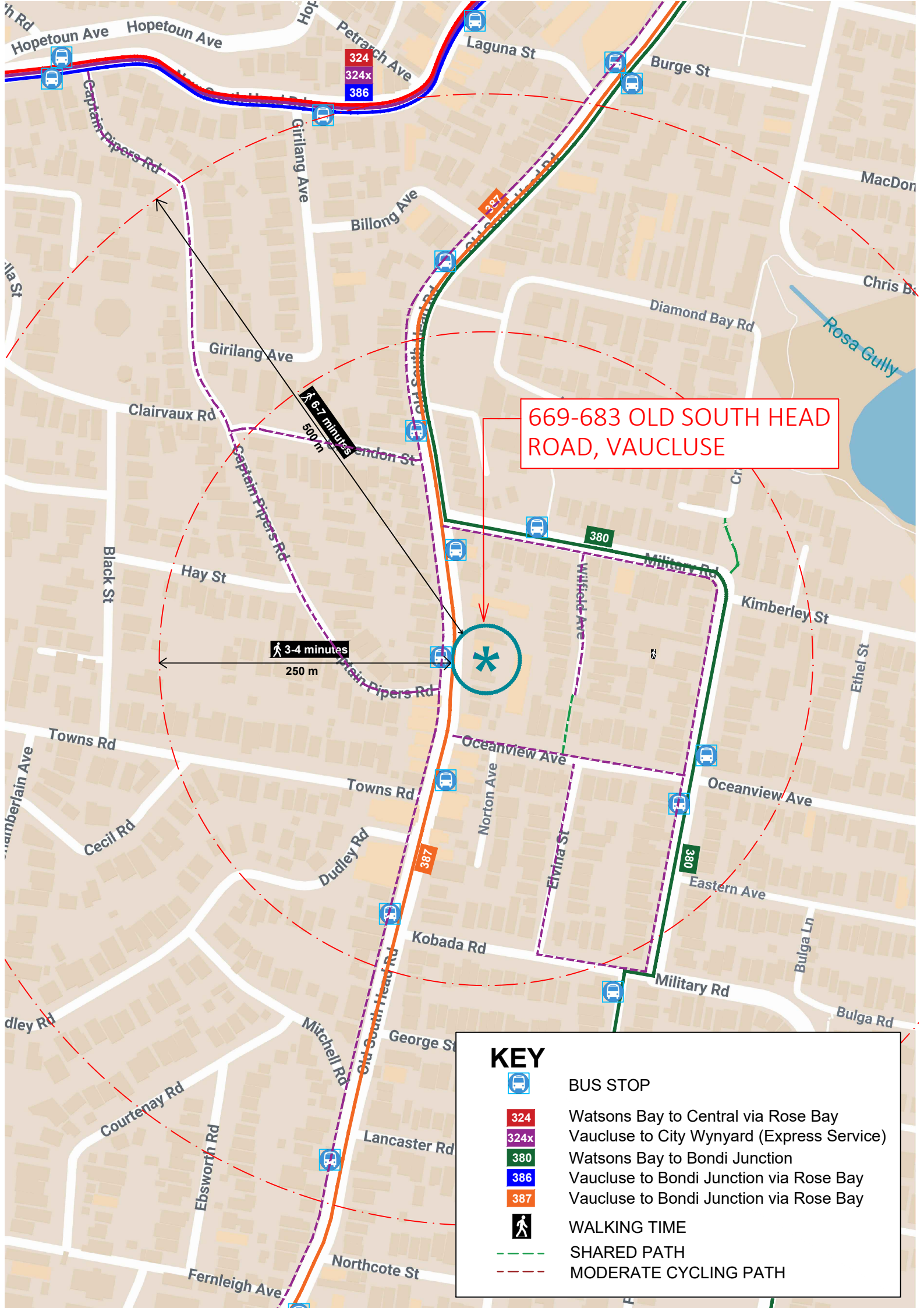
Contact:

Head Office:

Phone:

For further public transport
information go to
www.transportnsw.info or
call 131 500





669-683 OLD SOUTH HEAD
ROAD, VAUCLUSE

KEY



BUS STOP



Watsons Bay to Central via Rose Bay



Vaucluse to City Wynyard (Express Service)



Watsons Bay to Bondi Junction



Vaucluse to Bondi Junction via Rose Bay



Vaucluse to Bondi Junction via Rose Bay



WALKING TIME



SHARED PATH



MODERATE CYCLING PATH

Appendix D

Staff Travel Survey Example



Transport and Traffic Planning Associates

1. What is your age in years?
 - a) 16 – 17
 - b) 18 – 24
 - c) 25 – 34
 - d) 35 – 44
 - e) 45 – 54
 - f) 55 – 64
 - g) Over 65
2. What postcode do you live in? _____
3. In an average week, on how many days do you commute to work?
 - a. One
 - b. Two
 - c. Three
 - d. Four
 - e. Five
 - f. More than five
 - g. I predominately work from home or remotely
4. What time do you typically arrive at work?

a. 00:00 – 00:59	m. 12:00 – 12:59
b. 01:00 – 01:59	n. 13:00 – 13:59
c. 02:00 – 02:59	o. 14:00 – 14:59
d. 03:00 – 03:59	p. 15:00 – 15:59
e. 04:00 – 04:59	q. 16:00 – 16:59
f. 05:00 – 05:59	r. 17:00 – 17:59
g. 06:00 – 06:59	s. 18:00 – 18:59
h. 07:00 – 07:59	t. 19:00 – 19:59
i. 08:00 – 08:59	u. 20:00 – 20:59
j. 09:00 – 09:59	v. 21:00 – 21:59
k. 10:00 – 10:59	w. 22:00 – 22:59
l. 11:00 – 11:59	x. 23:00 – 23:59
5. What time do you usually travel home?

a. 00:00 – 00:59	g. 06:00 – 06:59
b. 01:00 – 01:59	h. 07:00 – 07:59
c. 02:00 – 02:59	i. 08:00 – 08:59
d. 03:00 – 03:59	j. 09:00 – 09:59
e. 04:00 – 04:59	k. 10:00 – 10:59
f. 05:00 – 05:59	l. 11:00 – 11:59

Transport and Traffic Planning Associates

- | | |
|------------------|------------------|
| m. 12:00 – 12:59 | s. 18:00 – 18:59 |
| n. 13:00 – 13:59 | t. 19:00 – 19:59 |
| o. 14:00 – 14:59 | u. 20:00 – 20:59 |
| p. 15:00 – 15:59 | v. 21:00 – 21:59 |
| q. 16:00 – 16:59 | w. 22:00 – 22:59 |
| r. 17:00 – 17:59 | x. 23:00 – 23:59 |

6. What is your main mode of transport when travelling to and from work? Please choose the mode that you use for the greatest distance.

- | | |
|-----------------------------------|------------------------------------|
| a) Walk or run | h) Car (as driver with passengers) |
| b) Bicycle | i) Car (as passenger) |
| c) Bus | j) Carpool |
| d) Train | k) Motorbike or Moped |
| e) Light rail | l) Taxi or rideshare (e.g., Uber) |
| f) Ferry | |
| g) Car (as driver/sole occupancy) | |

7. Do you ever work from home?

- | | |
|--------|-------|
| a. Yes | b. No |
|--------|-------|

8. On average, how many times do you work from home in one month? _____

9. Do you have a disability or impairment that has an impact on how you travel?

- | | |
|--------|-------|
| a. Yes | b. No |
|--------|-------|

10. Do you have childcare commitments that have an impact on how you travel?

- | | |
|--------|-------|
| a. Yes | b. No |
|--------|-------|

11. Are you entitled to a free parking space at your place of work?

- | | |
|--------|-------|
| a. Yes | b. No |
|--------|-------|

How likely is it that you will do the following to make your journey more comfortable and reliable?

12. Choose another mode to travel to work, e.g., switching from driving to public transport or from public transport to walking or cycling.

- a. Very likely
- b. Likely
- c. Neutral

Transport and Traffic Planning Associates

- d. Unlikely
- e. Very unlikely
- f. Not possible

13. Change the timing of the journeys you make to avoid the busiest periods, if possible, given your work conditions.

- a. Very likely
- b. Likely
- c. Neutral
- d. Unlikely
- e. Very unlikely
- f. Not possible

14. Reduce the number of times you travel to work e.g., working from home, if possible, given your work conditions.

- a. Very likely
- b. Likely
- c. Neutral
- d. Unlikely
- e. Very unlikely
- f. Not possible

15. Do you have any general comments on how you currently travel or how you would like to travel?

16. To facilitate walk/cycle groups and/or carpooling may we share your contact details with a colleague that live/work/study near you?

- a) Yes – walking group (Email: _____)
- b) Yes – cycling group (Email: _____)
- c) Yes – carpool driver (Email: _____)
- d) Yes – carpool passenger (Email: _____)