

Reference: 21.564r02v01

13 December 2022

Peterose Pty Ltd  
PO Box 382  
LEICHHARDT NSW 2040

Attention: Mr Mitchell Favaloro

**Re: 9 Albert Street & 31 O'Connell Street, North Parramatta  
Preliminary Green Travel Plan**

Dear Mitchell,

We refer to the subject property and storage development at 9 Albert Street and 31 O'Connell Street, North Parramatta. This preliminary Green Travel Plan (GTP) has been prepared to accompany the Planning Proposal for the site. It is envisaged that a detailed GTP would be prepared at a future DA stage in response to a suitable condition of consent, if required by the consent authority.

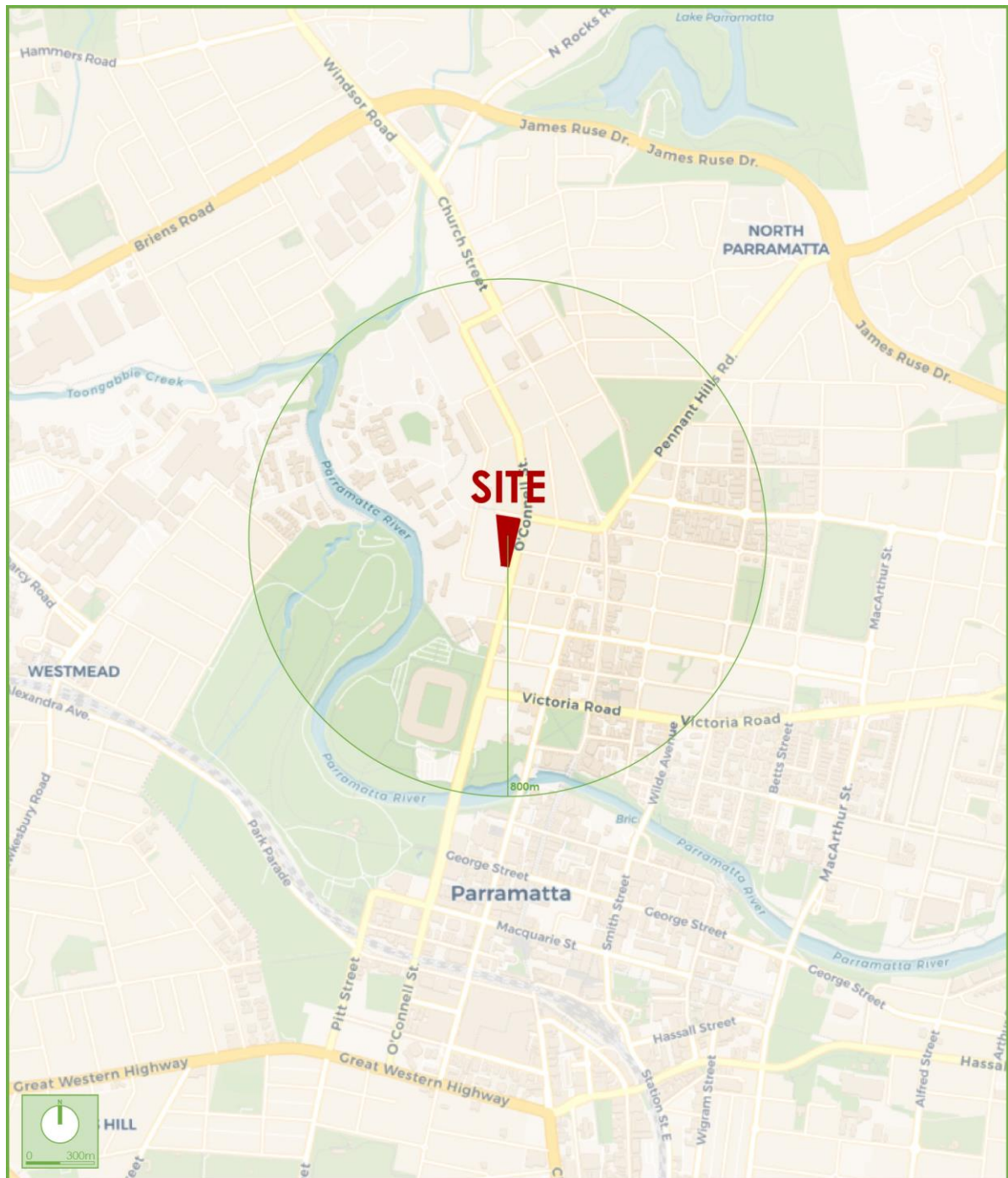
## ➤ Background and Context

### Site and Location

The subject site at 9 Albert Street and 31 O'Connell Street, North Parramatta (Lot 1 of DP 1143431), and is located at the south-western corner of the intersection of Albert Street and O'Connell Street. It is also located approximately 1-kilometre north of the Parramatta Central Business District and approximately 340 metres northwest of the future Fennell Street Light Rail Stop.

Vehicular access to 9 Albert Street is currently provided via Albert Street along the northern boundary of the site, and vehicular access to 31 O'Connell Street is via O'Connell Street along the eastern boundary of the site.

A Location Plan is presented in **Figure 1**, with a Site Plan included in **Figure 2**.



**Figure 1: Location Plan**



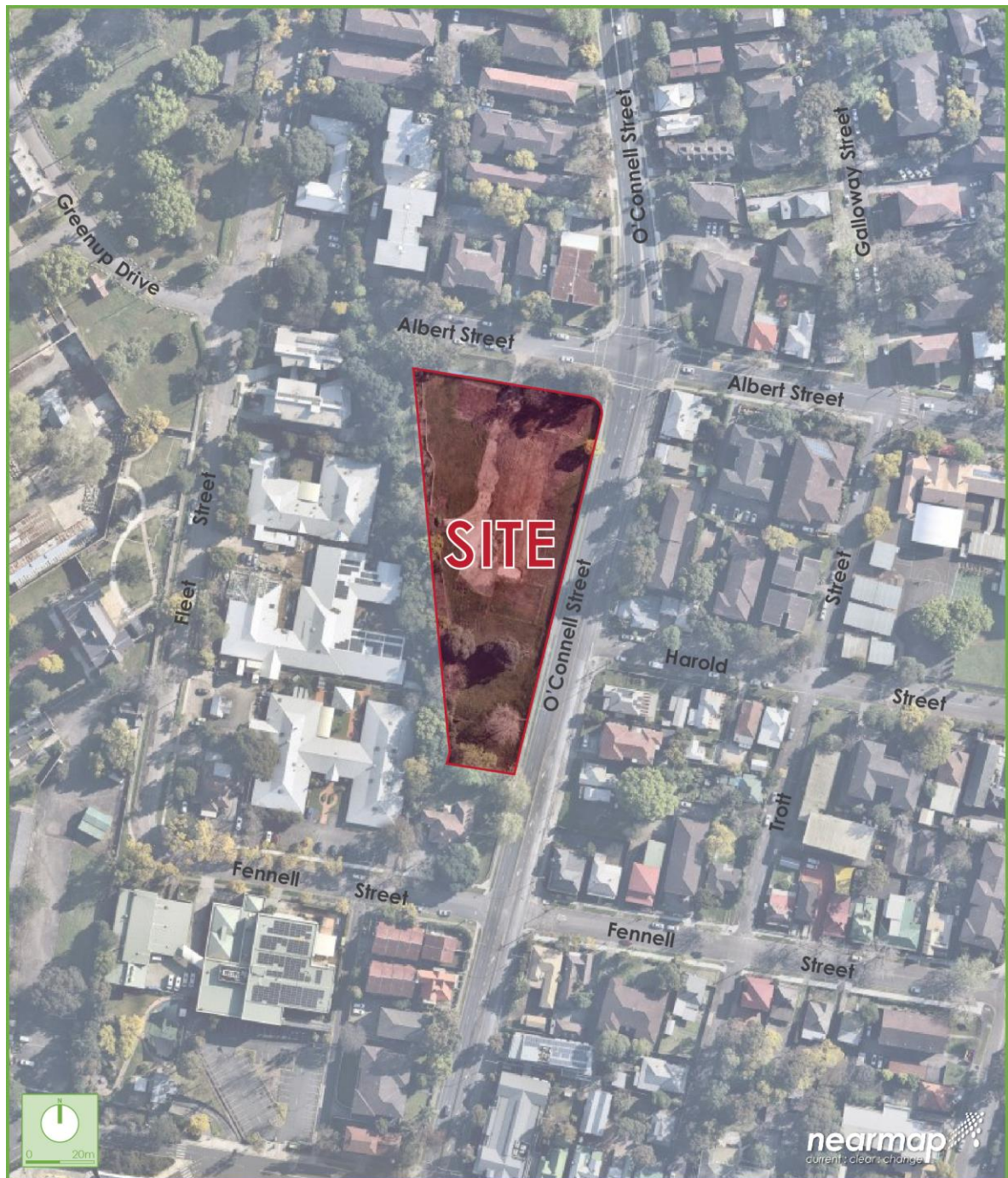


Figure 2: Site Plan

## Subject Development

The subject development is envisaged to be a mixed-use development comprising retail, supermarket, childcare and residential uses, with the following attributes noteworthy:

- 1,020m<sup>2</sup> of retail GFA;
- 2,000m<sup>2</sup> of supermarket GFA;
- A childcare centre accommodating for 60 children; and
- 353 residential apartments made up of the following:
  - 64 x one-bedroom apartments;
  - 198 x two-bedroom apartments; and
  - 91 x three-bedroom apartments.
- Three (3) basement levels accommodating approximately 604 parking spaces.
- A loading dock area on ground floor accommodating retail and residential servicing.

Accordingly, and given the nature of the development, this GTP will primarily be catered to the regular occupants (staff and residents) of the mixed-use development.

## Green Travel Plan Objectives

The purpose of a GTP is to set site-specific actions and incentives to manage travel demands and embrace the principles of sustainable transport to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes etc.

New developments present an excellent opportunity to accommodate innovative ideas at the early stage of a design so that transport demands arising from the future use of the development can be efficiently managed, and future occupants of the building would not need to depend on the usage of private vehicles.

## Green Travel Plan Benefits

In addition to providing area-wide benefits such as reduction of congestion and pollution, travel plans can deliver a range of benefits to visitors or residents of a development that can:

- Reduce the need to provide parking within the development and on street parking demands in the locality.
- Contribute to corporate social responsibility relating to the triple bottom line and improve corporate image as an innovative and environmentally aware organisation.
- Create opportunities for healthier lifestyles and more vibrant, cohesive, and accessible communities.
- Provide residents with potential travel cost savings.
- Help appeal to a new generation of professionals who prioritise location and lifestyle over car ownership.
- Increase potential market for the development by improving accessibility.



## Council Guidelines

The Parramatta City Council Development Control Plan (DCP) 2011; Part 3.6.1 Sustainable Transport, outlines the strategic goal of increasing sustainable transport. The encouragement of these alternative modes of transport will assist in reducing private vehicle trips, thus decreasing congestion, time, money, and environmental impacts.

Specifically, Council's DCP states the following in relation to the preparation of Travel Plans:

- A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport.

In accordance with Part 3.6.1 of the DCP, the development is of a scale that it would require the preparation of a Travel Plan in response to a suitable condition of consent. As such, this preliminary Green Travel Plan has been developed to accompany the Planning Proposal for the subject site.

The DCP states that a Travel Plan must include:

- Targets – This typically includes the reduction of single occupant car trips to the site for the journey to work and the reduction of business travel particularly single occupant car trips.
- Travel data – An initial estimate of the number of trips to the site by mode is required. Travel Plans require an annual travel survey to estimate the change in travel behaviour to and from the site and a review of the measures.
- Measures – a list of specific tools or actions to achieve the target.

This GTP will provide a site-specific set of measures and initiatives to promote sustainable transport options such as walking, cycling, car sharing and public transport. It will assist in encouraging the residents/workers of the proposed development to use these options to replace all or part of their car journeys. The implementation of the GTP is expected to create several social, economic, environmental and health benefits for the residents and staff.

## ➔ Site Audit

An overview is provided below of the sustainable transport options available to staff and residents of the development. All public transport routes and stops in the locality are illustrated in **Figure 3**.

### Bus Routes

It is evident that the development benefits from good connections to bus services with bus stops located within 400 metres of various bus stops along O'Connell Road. These bus stops provide services to the following routes:

- 546 – Parramatta to Epping
- 552 – Oatlands to Parramatta
- 549 – Parramatta to Epping
- 600 – Hornsby to Parramatta
- 601 – Rouse Hill Station to Parramatta
- 603 - Rouse Hill Station to Parramatta
- 604 - Dural to Parramatta

- 606 – Winston Hills to Parramatta
- 706 – Parramatta to Blacktown
- 550 – Parramatta to Macquarie Park
- 625 – Pennant Hills to Parramatta
- 609 - Parramatta to North Parramatta
- 900 - Parramatta Free Shuttle

Detailed information concerning service frequencies for all services throughout the week may be obtained via the Transport Info web site at: [www.transportnsw.info](http://www.transportnsw.info).

**Future Light Rail Services**

The development is located within 400m of three (3) stops along the future Parramatta Light Rail. Specifically, these stops are the Ngara stop, Benaud Oval stop and the Fennell Street stop. Stage 1 of the Parramatta Light Rail is currently under construction and is anticipated to open in 2024, well before the subject site is fully developed. This will provide a future connection between Westmead and Carlingford via the Parramatta CBD.

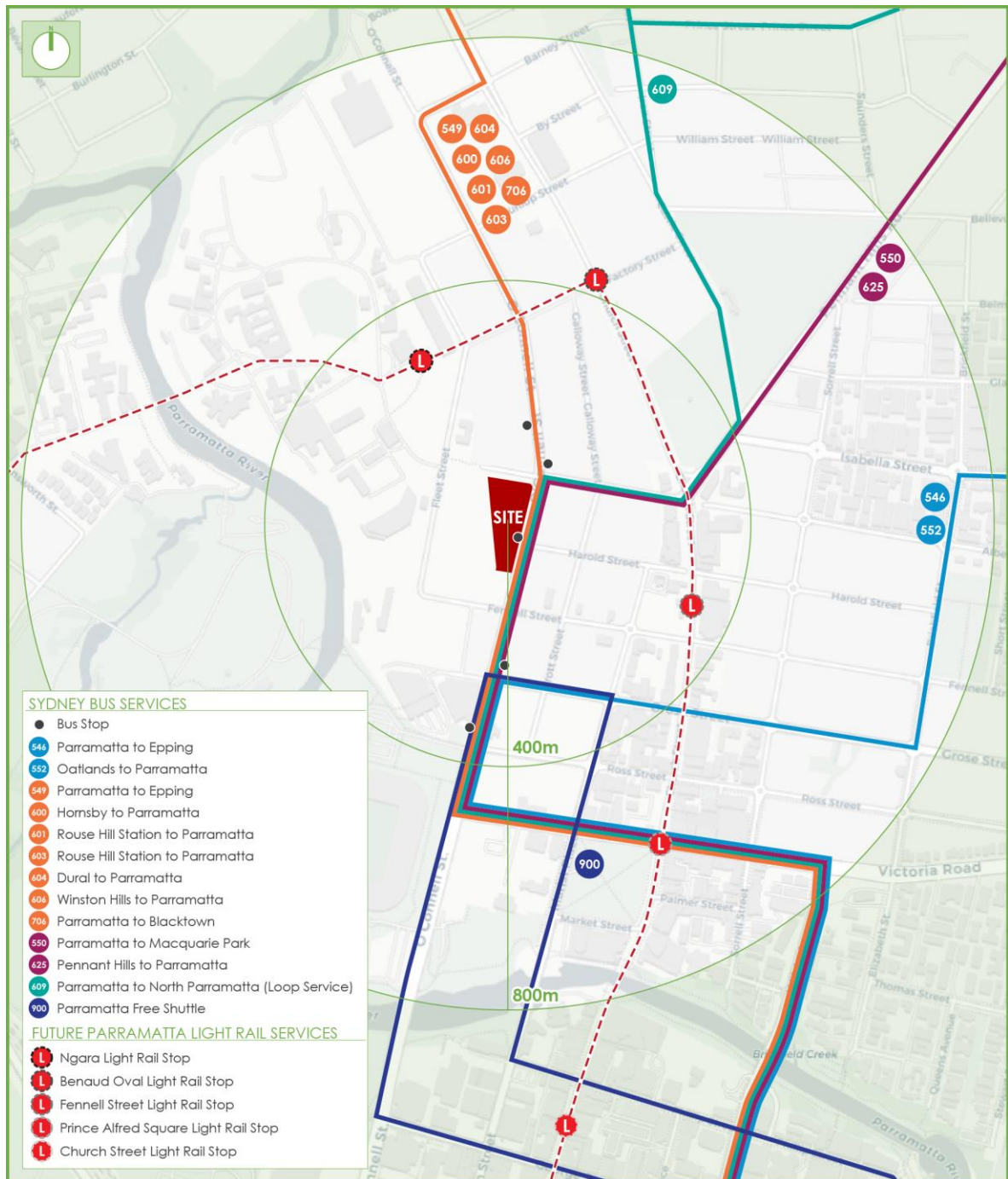


Figure 3: Public Transport



## Pedestrian Facilities

As of December 2022, the following facilities are available for pedestrians:

- **O'Connell Street:** pedestrian footpaths are provided along both sides of O'Connell Street and generally provide connections into side streets in proximity of the site. The main intersection of O'Connell Street and Albert Street provides signalised pedestrian crossings on all legs with newly constructed kerb ramps. The majority of intersections near the site provide sufficient kerb ramps.
- **Albert Street:** a pedestrian footpath is provided along the northern side of Albert Street across the road from the subject site. It is expected that a footpath along the southern side of Albert Street (west of O'Connell Street) will be constructed as part of any public domain works.

## Cycling Infrastructure

Cycling provides substantial health benefits, is sustainable and can help reduce transportation costs associated with owning / using a private car.

The site is located in proximity to separated bicycle lanes, off-road shared paths and bicycle friendly roads available throughout the area. These cycleways can be used concurrently with other bicycle routes to provide connections to various areas. The existing cycling facilities are presented in **Figure 4**, with the cycleways summarised as follows:

- **On-Road Cycle Routes:** O'Connell Street north of Albert Street, Grose Street and Albert Street east of O'Connell Street accommodate on-street cycling routes. These routes provide access towards the town centres within North Parramatta and Northmead.
- **Off-Road Cycle Routes:** O'Connell Street south of Albert Street and the Parramatta River foreshore accommodates off-road cycling routes. These routes provide access to the Parramatta CBD and Westmead.
- **Regional Cycle Routes:** O'Connell Street in the vicinity of the site and the Parramatta River foreshore accommodate regional cycle routes. O'Connell Street south of Albert Street and the Parramatta River cycle route are classified as off-road cycle routes and are shared paths.

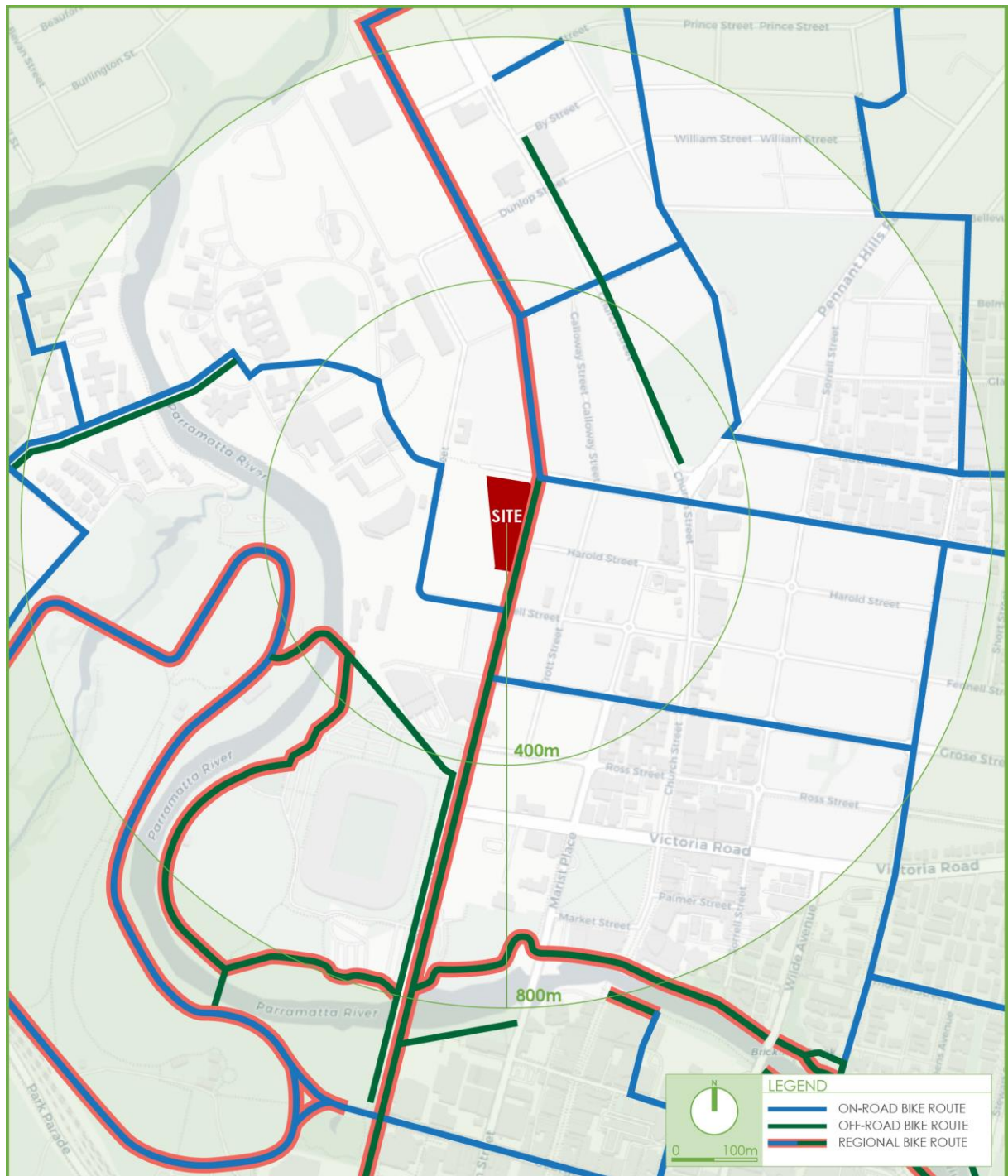


Figure 4: Existing Cycleways

### Ride Share Services

Details of ride share services are available by utilising the following apps and websites below:

- Downloading the Uber app or visiting [www.uber.com/au/en/](http://www.uber.com/au/en/)
- Downloading the Ola app or visiting [www.olacabs.com/au](http://www.olacabs.com/au)
- Downloading the GoCatch app or visiting [www.gocatch.com](http://www.gocatch.com)

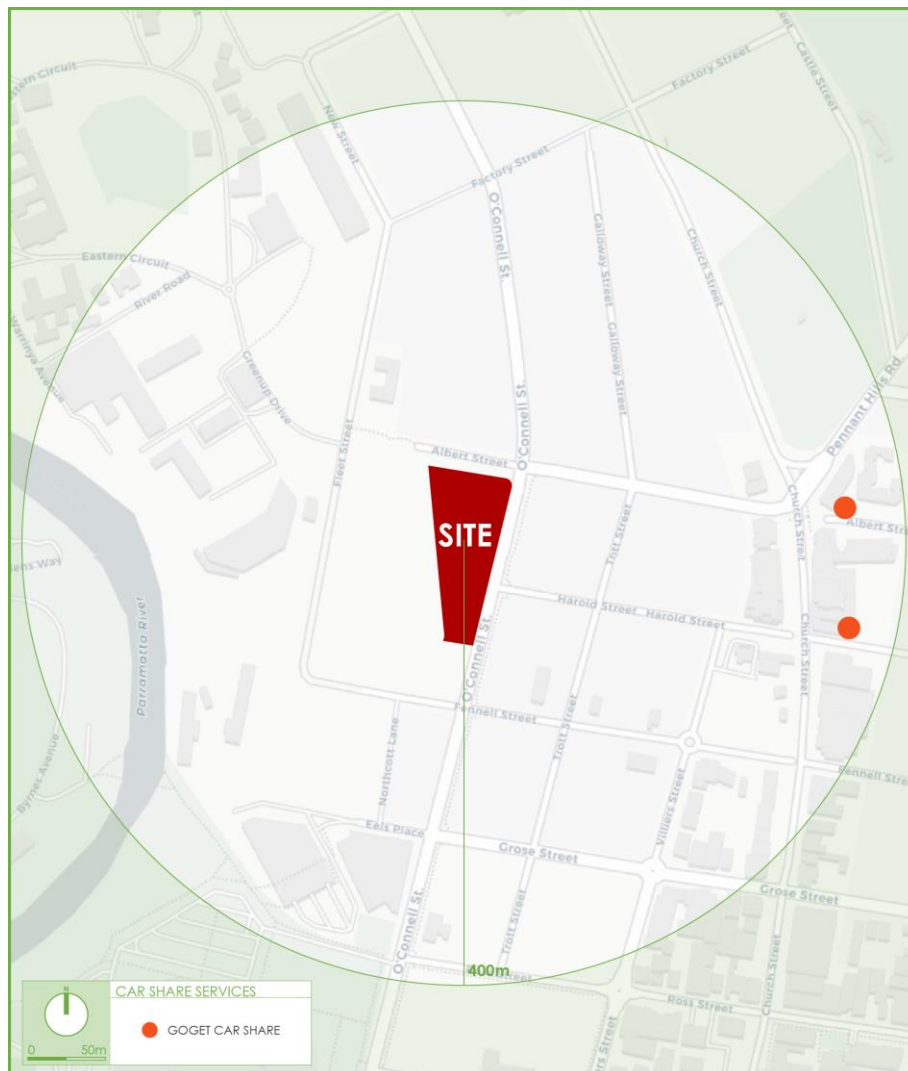
### Car Share Facilities

Car sharing offers a convenient, affordable, and sustainable alternate transport option to owning / using private cars. Car sharing encourages more sustainable travel habits and makes more efficient use of available parking by allowing a single vehicle to be used by a large number of people throughout the day. This reduces car ownership levels and the competition for parking spaces, which ultimately benefits everyone.

Car share generally involves signing up to a membership plan offered by car share operators. Plan fees vary depending on how frequent the user intends to use the service and affects hiring costs. Car share users are generally charged by time and distance, at a rate set by the operator.

The site is located within 400 metres of two (2) GoGet car pods located within the North Parramatta area. The existing GoGet car pods in the locality are presented in **Figure 5** below.





**Figure 5: GoGet Carshare Pod Locations**

### Existing Travel Modes

Census data available through the Australian Bureau of Statistics (ABS) provides information on journey to work travel modes for both staff and residents. The travel characteristics for the site have been determined based on ABS data within the North Parramatta SA2 zone during the 2016 census. This data is summarised for staff and residents in the below table.

**Table 1: ABS Journey to Work Travel Mode Data**

Travel Mode	Staff Travel Modes	Resident Travel Modes
Train	8.9%	23.3%
Bus	4.0%	7.5%
Ferry	0%	0%
Tram	0%	0%
Taxi	0.2%	0.4%
Car Driver	73.2%	50.1%
Car Passenger	4.7%	4.0%
Truck	0.4%	0.5%
Motorbike / Scooter	0.3%	0.5%
Bicycle	0.3%	0.9%
Walked Only	4.0%	9.4%
Other Mode	0.4%	0.5%
Worked At Home	3.5%	2.9%

The Journey to Work data shows that 50.1% of residents from the North Parramatta Statistical Area (SA2) travel to work by car as a driver, 23.3% of residents travel to work by train and 7.5% of residents travel to work by bus. There is a moderate uptake in active transport consisting of 10.3% of residents, this includes 0.9% cyclists and 9.4% walking.

The data also shows that 73.2% of staff working in the North Parramatta Statistical Area (SA2) travel to work by car as a driver, 8.9% of staff travel to work by train and 4% of staff travel to work by bus. In addition, 4.3% of staff travel to work by active transport, this consists of 0.3% cyclists and 4.0% walking only.

## ➤ Future of Transport

### Emerging Trends

The transport sector is currently undergoing its most rapid transformation in decades. Changing lifestyle choices and emerging transport technologies could significantly change land use and transport planning within the next 10-20 years.

During the COVID-19 pandemic, working from home has become increasingly accepted due to generational change and the proliferation of reliable high-speed internet connections. At the same time, education also moved to online platforms. Remote working and distance education will increasingly affect the transportation industry, putting less stress on all existing transport infrastructure.

There is also an increasing trend for business to share co-working spaces and hot desking reducing commercial footprint therefore reducing the need for residents to travel on-site for work.

Transport technologies are also becoming increasingly efficient and user friendly, including car sharing services, ride sharing services, and potential emerging autonomous vehicle technologies.

These lifestyle changes and emerging transport technologies will have a profoundly transformative effect on our city and can significantly reduce per capita travel demands in terms of trip frequency and distance, reducing per capita non-residential floor space requirements, improved access to information, and increased travel flexibility.

Accordingly, this travel plan takes into account of the abovementioned transport trends to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes etc.

## ➤ Objectives and Targets

### Objectives

The following objectives are set out to achieve the vision of this travel plan to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes etc:

- Accessibility: improve access, safety amenity and convenience of sustainable transport modes for travel to and from the site.
- Incentives: incentivise the use of sustainable transport modes.
- Restrict: continue to limit the convenience of car parking to encourage other modes of transport.

### Target Mode Share

The objective of this travel plan is to reduce potential private vehicle trips to and from the site to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes etc.

To ensure the travel plan remains effective, its implementation will be monitored regularly with its success measured by setting mode share targets and identifying measures / actions that have had the greatest impacts.

It is understood that mode shift between 3-5 percent is generally considered to be a significant achievement, however, given the emerging trends in travel behaviours due to the COVID-19 pandemic with remote working and education becoming commonplace it is reasonable in these circumstances to expect a greater shift towards working from home or travelling to local co-working spaces or cafes via sustainable modes of travel resulting in a long-term reduction in travel by private vehicles.

The current travel modes and proposed targets are summarised in **Table 2** and **Table 3**, for staff and residents, respectively.



**Table 2: Staff Target Mode Share**

Travel Mode	Reference Travel Modes	Proposed Travel Modes	Proposed Shift
Train	8.9%	8.9%	0%
Bus	4.0%	4.0%	0%
Ferry	0%	0%	0%
Tram	0%	3.5%	+3.5%
Taxi	0.2%	0.2%	0%
Car Driver	73.2%	69.2%	-4.0%
Car Passenger	4.7%	4.2%	-0.5%
Truck	0.4%	0.4%	0%
Motorbike / Scooter	0.3%	0.3%	0%
Bicycle	0.3%	0.8%	+0.5%
Walked Only	4.0%	4.5%	+0.5%
Other Mode	0.4%	0.4%	0%
Worked At Home	3.5%	3.5%	0%

**Table 3: Resident Target Mode Share**

Travel Mode	Reference Travel Modes	Proposed Travel Modes	Proposed Shift
Train	23.3%	23.3%	0%
Bus	7.5%	8.0%	+0.5%
Ferry	0%	0%	0%
Tram	0%	3.0%	+3.0%
Taxi	0.4%	0.4%	0%
Car Driver	50.1%	44.1%	-6.0%
Car Passenger	4.0%	4.0%	0%
Truck	0.5%	0.5%	0%
Motorbike / Scooter	0.5%	0.5%	0%
Bicycle	0.9%	1.4%	+0.5%
Walked Only	9.4%	9.4%	0%
Other Mode	0.5%	0.5%	0%
Worked At Home	2.9%	4.9%	+2.0%

## ➤ Actions and Strategy

### Site Specific Measures

This travel plan recommends the following measures to be implemented at the Development Application stage to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes etc.

- **Off-Street Car Parking**      The development proposes a parking provision that meets the lesser of either the Council or TfNSW Guide Requirements, being the TfNSW Guide requirements, in accordance with the Apartment Design Guide (ADG). As such, this will encourage the use of other modes of travel as parking provisions within the site are limited for residents.

In relation to staff parking, limited spaces will be provided on site which will encourage travel modes.

- **Car Share**      A Transport Access Guide (TAG) has been developed as part of the preliminary GTP. This will indicate the location of nearby GoGet carshare spaces on-street. These can be utilised by staff and residents as required.
- **Walking**      Initiative such as the 10,000 steps per day initiative may be promoted by the travel plan coordinator/ building manager via email communications to staff and residents. The TAG which is discussed in further detail below would be provided to all residents and staff and available in the lobby of the buildings to inform of nearby bus stops and provide a general navigation tool to encourage walking.
- **Cycling**      The development will be required to provide bicycle parking spaces and end of trip facilities during the DA phase. Wayfinding signage to resident and visitor bicycle parking areas can be provided prior to OC stage by the developer to ensure that use of these facilities is encouraged.  
  
Bicycle route maps are to be provided in the building foyer to promote awareness, and building occupants are to be regularly updated and informed as Council further improves the surrounding bicycle network.  
  
Building strata can also provide bicycle maintenance tool kits such as bike pump, puncture repair equipment that could be conveniently accessed when needed.
- **Public Transport**      The nearby bus and light rail stops are illustrated within the TAG, and this would be distributed to all staff and residents of the development. Public transport information is recommended to be prominently displayed at entrances and building foyers to make residents and visitors aware of alternative transport options that are available.
- **Other Measures**      Council also has a continual responsibility to implement measures in the public domain that can influence a positive shift away from car-based travel, these include:
  - Footpaths, cycleways and pedestrian crossing facilities to be maintained in good order.

- Continue to improve and maintain signage and way finding to / from key public transport hubs and destination.
- Maintain an open channel of communication with car share operators to expand car share networks.
- Provide community cycling programs to assist inexperienced riders and improve on-road awareness.
- Ensure telecommunication services are maintained in good order to enable staff to work from home.
- Continue to improve sustainable transport infrastructure in the locality and update community on a regular basis.
- Promote and advertise sustainable transport on public information boards.

### ➤ **Transport Access Guide**

The information provided in this travel plan will be provided to residents in a package of easy-to-understand information brochure often referred to as a Transport Access Guide (TAG).

The TAG will be provided to residents as they move into the building and staff via email correspondence, with additional copies available at all times in the building foyer. The TAG will provide a visual representation of customised travel information for people travelling to and from the site using alternate, sustainable modes of transport to encourage the use of non-car based travel.

A copy of the recommended TAG is provided in **Appendix A**.

### ➤ **Transport Information**

There are several channels with information regarding local transport options. Providing residents and staff with updated information will help facilitate journey planning and increase their awareness of convenient and potentially cost-saving transport options.

- **Transport for NSW info:** Up-to-date public transport timetables, fare information, and journey planning are provided by Transport for NSW at <http://www.transportnsw.info>
- **Cycleway Finder:** Service NSW provides and maintains a map with detailed cycling route information to encourage people of all levels of experience to ride a bicycle, the finder can be accessed at [https://roads-waterways.transport.nsw.gov.au/maps/cycleway\\_finder](https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder)
- **Google Maps:** Google Maps provides up-to-date information regarding all transport options; it also has a cycling mode for cyclists to identify appropriate cycle routes.



## ➤ Actions

A series of actions are recommended in **Table 4** which forms the strategies and initiatives that can be implemented to achieve the desired transport modal split targets.

It is pertinent that these actions are regularly monitored and updated to reflect current local transport conditions.

**Table 4: Green Travel Plan Action Table**

Strategy	Action	Target	When	Responsibility
<b>Reduce car-based travel</b>				
Car Sharing	Provide car sharing facilities	All building occupants	DA, OC	Council, Developer, Car share operator
Car Pooling	Provide forum to form travel groups where possible	Staff and residents	Post OC	Building strata
<b>Promote Public Transport</b>				
Provide public transport information	Provide and maintain an updated TAG with public transport information, and ensure copies of the TAG are easily accessible	All building occupants	Ongoing	Travel plan coordinator
<b>Promote Cycling and Walking</b>				
Provide bicycle parking and end-of-trip facilities	Provide wayfinding signage to visitor and residential bicycle parking spaces	All building occupants	Ongoing	Building strata
Maintain bicycle and end-of-trip facilities	Maintain bicycle and end-of-trip facilities in good order, set up a regime for regular inspection and forum to report improper use and damages	All building occupants	Ongoing	Building strata
10,000 steps initiative	Promotion via emails	Residents and Staff	Ongoing	Travel plan coordinator

Strategy	Action	Target	When	Responsibility
Provide up-to-date cycling information	Provide and maintain an updated TAG with cycling information, and ensure copies of the TAG are easily accessible	All building occupants	Ongoing	Travel plan coordinator
<b>Keep Information Up-to-Date</b>				
Green Travel Plan	Provide building occupants with updated GTP to encourage non-car based travel	All building occupants	Ongoing	Travel plan coordinator
Update and Review	Ongoing review of the GTP to reflect current local transport conditions	All building occupants	Ongoing	Travel plan coordinator

### ➤ Monitoring and Maintenance

A monitoring and review process for this travel plan will be set out by the travel plan coordinator to ensure that information contained within reflects any changes to the local transport conditions as well as building facilities.

A Travel Plan Coordinator (usually the building manager) will be designated with the responsibility of maintaining the travel plan and revisit the proposed travel mode targets to refine and update the proposed modal-split on a regular basis.

Regular review of the success measures outlined in this plan should be undertaken intermittently to determine whether alternative or supplementary measures are necessary. Travel mode data should be collected via an occupant travel survey within the first six (6) months of occupation to provide suitable baseline travel data. A travel survey should then be conducted one year post occupation to assess the performance targets set in the Green Travel Plan and update it if necessary.

This evaluation will provide a reliable overview of the areas in which the GTP is operating effectively and which areas that require more attention. It is envisaged that the target travel modes be achievable in 5 years however, it is noted that these targets are aspirational and will require on-going evaluation and fine-tuning post occupation.

## ➤ Conclusion

The proposed development at 9 O'Connell Street & 31 O'Connell Street, North Parramatta is conveniently located within proximity to existing public transport services and the future Parramatta Light Rail which is due to be completed in 2024.

This travel plan has recommended a number of actions to manage future travel demands being generated as a consequence of the development, specifically, these actions seek to reduce reliance on private vehicle trips and comprise the following:

- Provision of car share space and promotion of existing on-street car share providers.
- Provision of bicycle parking and end-of-trip facilities.
- Develop forum to facilitate car pooling.
- Develop initiatives and incentives for the use of sustainable modes of transport.
- Maintain an open channel of communication with Council to maintain / improve existing sustainable infrastructure in the local area.
- Provide TAG at prominent locations on site.

It is pertinent to note that those actions recommended in this travel plan should be implemented together as a set of coordinated measures to achieve its maximum effect of influencing travel habits to increase non-car-based travel to and from the site, as well as promoting a healthier and active lifestyle.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information.

Yours faithfully,

**Traffix**



Ben Liddell  
**Director**

Encl: Attachment 1 – Transport Access Guide

# ATTACHMENT 1

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## Transport Access Guide

# TRAVELLING TO 9 ALBERT STREET & 31 O'CONNELL STREET NORTH PARRAMATTA



## WALKING AND CYCLING

**By Bicycle and Walking:** Safe and accessible bicycle and walking infrastructure is provided in the surrounding North Parramatta Precinct, staff would be able to take advantage of the various end of trip facilities that are provided within the site. Additional bicycle and walking routes will be updated as additional infrastructure becomes available.

For alternative cycling and walking routes please visit <http://www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html> for more information.



## LIGHT RAIL

**By Light Rail:** Light Rail services at **Ngara Light Rail Stop**, **Benaud Oval Stop** and **Fennell Street Stop** can provide staff with an alternative mode of transport.

Stage 1 of the Parramatta Light Rail provides a connection between Westmead and Carlingford via the Parramatta CBD.



## BUS

**By Bus:** The closest existing bus stops are located along O'Connell Street near the Albert Street intersection, which provides regular services between destinations such as the Parramatta CBD, Hornsby, Epping, Rouse Hill and Macquarie Park. Information concerning service frequencies for all services throughout the week may be obtained via the Transport Info website at: <http://transportnsw.info>.



## CAR

**By Car Pool:** Car Pooling is a great way to reduce traffic congestion. Please consider your co-workers when travelling to work.

**By Taxi:** Taxi services are available by contacting the following company: 13 CABS by calling **13 22 27** or visiting their website <http://www.13cabs.com.au>.

**By Uber:** Offers car rideshare services available through the Uber app on your smartphone or tablet.

## TRANSPORT GOALS

This Travel Access Guide (TAG) provides information to staff and residents on how to travel to and from 9 Albert Street & 31 O'Connell Street, North Parramatta by public transport and active transport, reducing reliance on private vehicles.

The development supports active travel as its benefits include:

- Minimising car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer, more pleasant urban environment
- Opportunities for staff and residents to be healthier, improve their wellbeing and increase their daily physical activity

**TRAFFIX**  
TRAFFIC AND TRANSPORT PLANNERS



## TRANSPORT ACCESS GUIDE

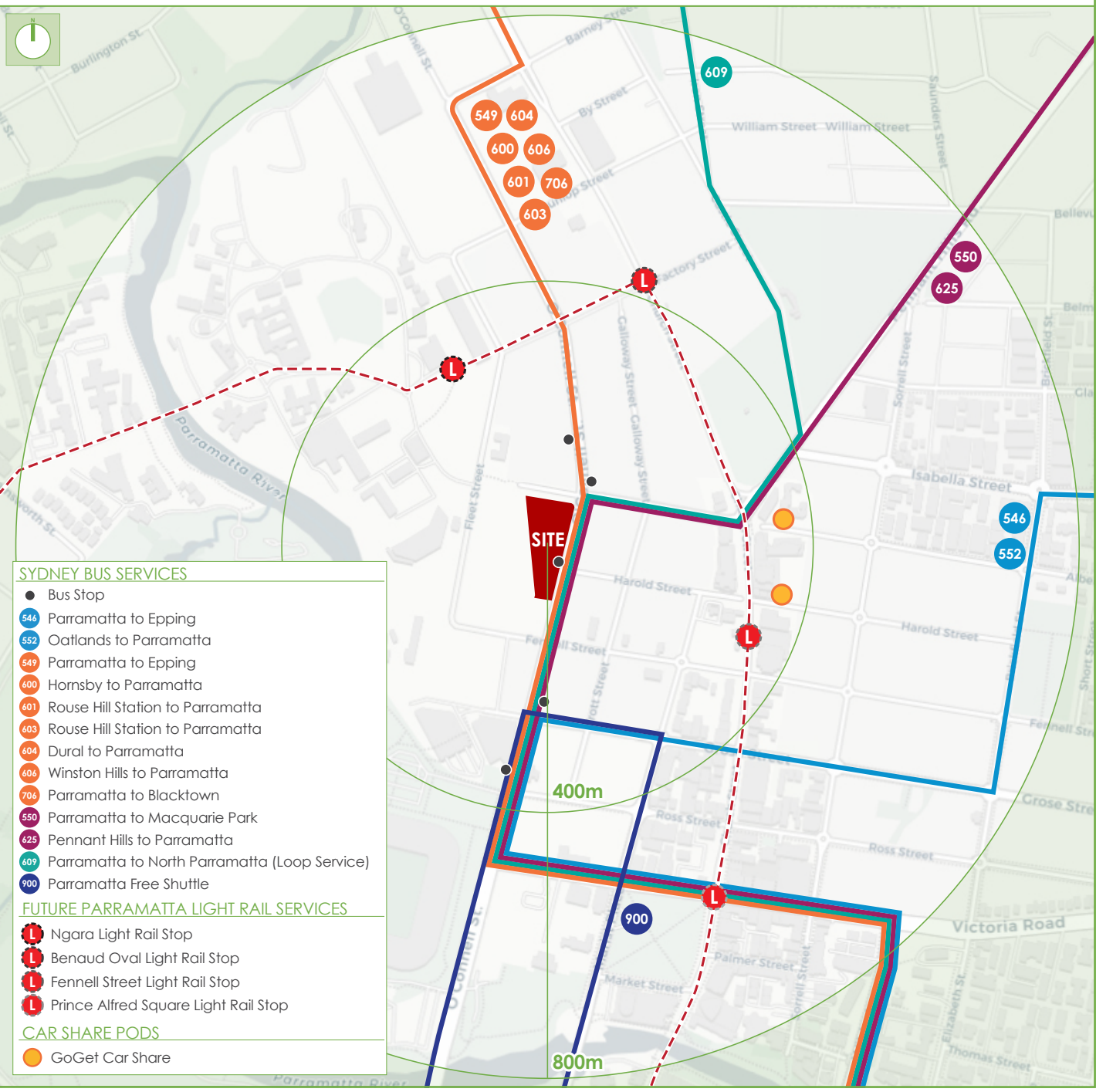
**9 Albert Street & 31 O'Connell Street  
North Parramatta**

For further public transport information  
go to [www.transportnsw.info](http://www.transportnsw.info) or call **131 500**



# PUBLIC TRANSPORT MAP

The existing local bus routes, car share pods and future light rail stops located in walking distance of the site are presented in the figure below.



# TRANSPORT ACCESS GUIDE

9 Albert Street & 31 O'Connell Street  
North Parramatta

## CYCLE NETWORK

The existing cycleways in the vicinity of the site are presented in the figure below.

