Traffix Group

Green Travel Plan

Proposed Data Centre Development

413 Francis Street, Brooklyn

Prepared for
Stockland

May 2026

G38514G-01B

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Document Control

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Issue No.	Type	Date	Prepared By	Approved By
A	Draft	14/05/26	D. Torpey	D. Trotter (RPE6797)
B	Final	20/05/26	D. Torpey	D. Trotter (RPE6797)

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

Executive Summary

This Green Travel Plan has been prepared by Traffix Group on behalf of Stockland Development Pty Ltd in support of the planning permit application relating to the land at 413 Francis Street, Brooklyn (**the Site**). This application seeks approval for the use and development of the land for a data centre (**the Project**).

The Project seeks the staged use and development of a two-storey data centre (250MVA ultimate power capacity) pursuant to the Industrial 1 & 3 Zones. To facilitate these works, the existing warehouse buildings and associated hard stand/car parking area are to be removed. Early works approval will be sought to undertake bulk earthworks across the Site, including the preparation of leveling of the Site to allow AusNet to deliver the substation (utility installation). It is noted that substation area will be subject to separate planning approvals and the use and development associated with the substation will be subject to a separate approval prepared by AusNet.

This application meets the relevant eligibility criteria to be considered under the Development Facilitation Program where the Minister for Planning will be the Responsible Authority pursuant to Clause 53.22 of the Planning Scheme.

In particular, the Project seeks permission for the staged delivery of two, two-storey data centre buildings, generally comprising the following buildings and works:

- Bulk earthworks for site preparation and leveling (early works approval sought);
- Construction of two-storey data centre buildings with a building height of 18.3 metres, with an additional 7.2 metres of building services for plant and chiller equipment (combined maximum height of circa 25.5 metres);
- The buildings comprise a total gross floor area of circa 75,000 square metres across the two storey data halls and ancillary offices, with additional associated major plant open structures (housing generators and chillers);
- Vehicle ingress and egress is proposed centrally along the Site's frontage to Francis St, with circa 110 car parking spaces provided at the frontage of the two data centre buildings;
- Removal of some vegetation to accommodate the functional parameters of the proposed data centre and substation development;
- Additional landscaping provided in the front setback of the building, scattered throughout the Site and to the office entry of each building, providing an improved landscape response; and
- Provision of required utilities, including diesel generator back up power system, associated fuel storage systems, fire pump and associated water tanks.

The proposed data centre seeks to provide much needed AI integration, data, content and cloud services to address the emerging demand for cloud computing services.

The Project's design has been shaped by technical assessments and stakeholder feedback, ensuring a balanced approach to development. The Project seeks to provide a strategic

response to the existing and emerging character through provision of an improved built form and landscape response.

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1. Introduction

Traffix Group has been engaged by Stockland to prepare a Green Travel Plan (GTP) for the Project at the Site (413 Francis Street, Brooklyn).

The GTP provides a management tool designed to reduce the reliance on motor vehicles, minimise the negative impacts of transport on the environment, manage car parking demands associated with the development, improve transport opportunities for those without access to a car and maximise benefits associated with 'green travel', i.e. health and financial benefits.

Furthermore, the GTP sets out a range of actions to be implemented by the site operator to encourage sustainable travel choices and reduce car dependency. The Plan outlines an implementation program as well as monitoring and reviewing requirements of the Plan.

2. Objectives and Methodology

The objectives of this Green Travel Plan are to:

- promote travel alternatives such as public transport, cycling and walking;
- reduce car dependency and greenhouse gas emissions;
- manage car parking demands;
- improve information and opportunities for those without access to a car; and
- benefit the community by minimising the traffic impacts of the development.

The methodology adopted in developing the Green Travel Plan is as follows:

- review existing documentation and transport conditions;
- identify appropriate green travel actions for the site; and
- develop an implementation plan and monitoring regime.

The site operator would be responsible for the implementation of the Green Travel Plan and the annual monitoring and review of the green travel initiatives. Typically, a 'champion' of the Plan and initiatives/monitoring would be appointed from the on-site staff.

3. The Project

The project is for a data centre development at 413 Francis Street, Brooklyn.

In particular, the proposed development is to comprise the following:

- Staged delivery of two, two-storey buildings, comprising a total floor area of 75,000sq.m,
- On-site car parking areas accommodating 110 car parking spaces, including two disabled parking spaces and four electric vehicle charging spaces,
- Vehicle access to the site is via two vehicle crossovers to Francis Street,
- Pedestrian access to the site is proposed via Francis Street,
- 10 bicycle parking spaces are proposed, with five spaces provided adjacent to the main entry to each building, and
- Four showers and changerooms are provided, with 40 lockers also provided.

4. Sustainable Transport Opportunities

4.1. Information for Staff

The provision of information is essential to ensuring that staff are aware of the opportunities that they may have to access the site using sustainable transport modes. Accordingly, we recommend that the site operator provide new staff with associated information as part of broader 'welcome packs'.

We recommend that a notice board and/or screens be provided within the main entrance areas and/or staff eating areas providing basic Green Travel information (maps/timetables).

Furthermore, the site operator could include relevant information (including a copy of this plan) electronically via the site operator's intranet or webpage.

Where practical, this information should also provide the walking/cycling time in reaching nearby destinations, paths and public transport services.

A description of these facilities and opportunities for the site to take advantage of them is provided within the following sections.

4.2. Public Transport Accessibility

4.2.1. Access to Services

The site has access to public transport with services operating in the vicinity of the site as outlined within Table 1.

Table 1: Summary of Nearby Public Transport Services

Service	Between	Site Distance to Node
Bus Services		
Route 411	Laverton Station – Footscray via Altona Meadows & Altona & Millers Rd	230m
Route 412	Laverton Station – Footscray via Altona Meadows & Altona & Mills St	230m
Route 903	Altona – Mordialloc	230m
Route 947	Footscray – Newport Station via Altona North	230m
Route 414	Laverton Station – Footscray	320m

These services provide connections with other public transport options and surrounding suburbs. Bus stops are located along Geelong Road and Millers Road.

A map of public transport services within the vicinity of the site is presented at Figure 1.

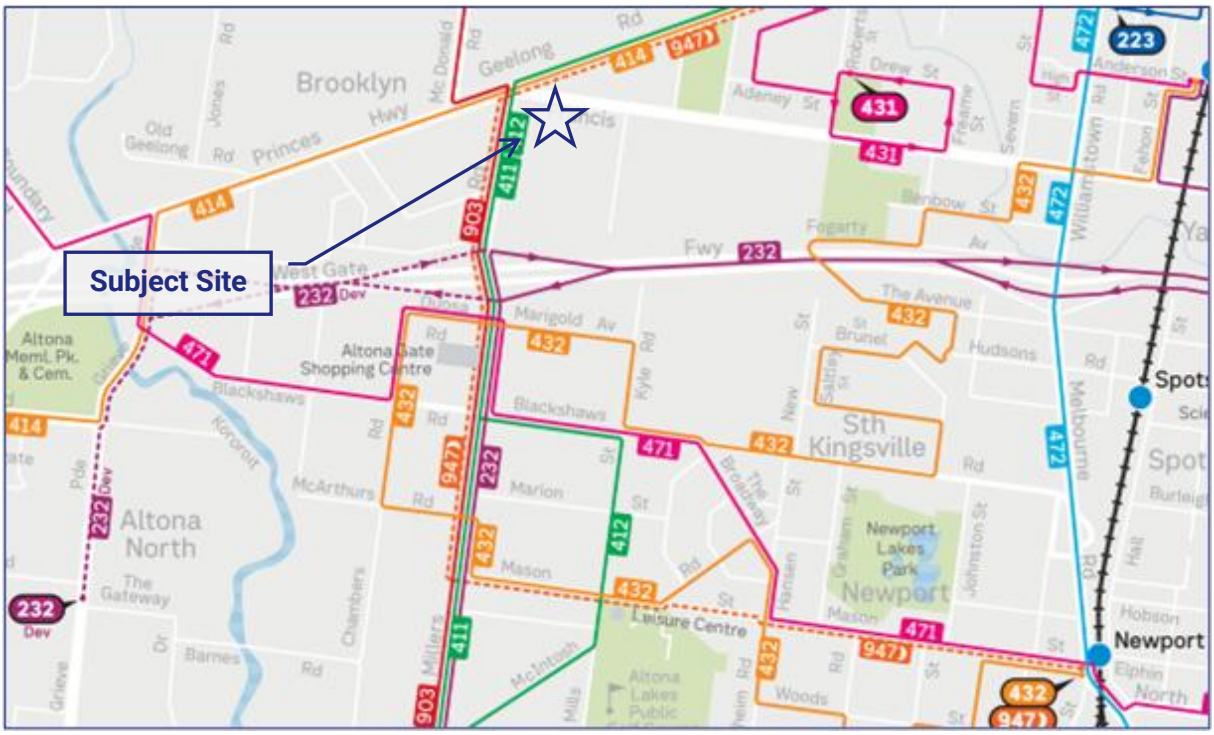


Figure 1: Public Transport Map *Source: PTV*

4.2.2. Journey Planning

Staff should be encouraged to utilise the PTV 'Journey Planner' available online at the PTV website and via Smartphone Applications.

Additional information on public transport facilities and service times can be obtained from Public Transport Victoria (ph: 1800 800 007, http://ptv.vic.gov.au/).

4.3. Pedestrian and Bicycle Network Accessibility

4.3.1. Existing Pedestrian and Bicycle Infrastructure

A footpath is located along the site's Francis Street frontage, providing connection to the surrounding road network, including footpaths along both sides of Miller Street and the southern side of Geelong Road, east of Millers Road.

On-road bicycle lanes are provided along Millers Road. The Federation Trail off-road shared path extends in a general east-west direction to the south of the site. Access is currently provided between the Federation Trail and the site via Millers Road.

4.3.2. Pedestrian and Bicycle Provisions

The project includes a pedestrian gate at the main entrance, allowing for pedestrian access to be separated from vehicle movements. Pedestrian footpaths are provided throughout the site, with crossings provided at key locations.

The Project will provide 10 bicycle parking spaces, with five adjacent to each building's main entrance. Additionally, a total of four showers and 40 lockers are proposed, evenly split across the two buildings. The availability of these bicycle provisions could encourage employees and potential visitors to ride to the site.

4.4. Taxi & Ride Share Accessibility

The site is accessible by taxi, UBER, and other ride share services which can provide mobility for employees and visitors when they require transport to/from off-site locations.

Staff should be provided with information regarding these services. Short-term pick-up and drop-offs can be accommodated within the site between the two secure site accesses.

4.5. Car Pooling

The site operator should consider encouraging car pooling for staff, to actively reduce the number of single occupant car trips. This could be managed through the staff or via an online subscription to an existing online car pooling website (such as coseats.com or shareurride.com.au). The ability for car pooling to occur is highly subject to employee's home location as well as shift times.

4.6. Nomination of a 'Champion'

A representative of the site operator could be nominated as 'Champion' to oversee the implementation of the GTP.

Furthermore, this representative could be assigned the responsibility of identifying areas for improvement with regard to investigating other potential sustainable transport opportunities.

This may include lobbying Council and/or PTV to improve public transport services in the immediate vicinity of the site, via the provision of additional routes that operate closer to the

site and/or more frequent bus services in the vicinity of the site if they are not already planned by PTV.

The Champion could also be assigned the responsibility of developing the car pooling database mentioned earlier.

5. Actions

The Green Travel Plan aims to reduce the number of single occupant vehicle trips undertaken by staff of the Project. The following actions can aim to improve the overall accessibility of the site and foster sustainable travel behaviour.

As mentioned previously, a Manager (or subsequently designated person) of the facility could be designated as a 'Champion' responsible for the ongoing coordination and implementation of the actions identified within the Green Travel Plan. The site operator would be responsible for the ongoing implementation of the actions identified within the GTP.

Table 2 details the green travel proposed actions for staff of the project and implementation responsibilities.

Table 2: Green Travel Plan Proposed Actions

Proposed Action	Responsibility	Implementation
Information and Promotion		
1. Display information regarding alternate sustainable travel modes within a well traversed area, i.e. notice boards within the ancillary office, or alternately provide relevant information via the site operator's intranet. Information that could be provided includes: • Map(s) indicating the location of the most proximate bus stop(s) to the facility. • Information on public transport fares. Information is available from Public Transport Victoria (ph: 1800 800 007, http://ptv.vic.gov.au/). • Provision of bus timetable information (or relevant links). • The board/webpage could display an overview of frequencies and service times, and provide relevant phone numbers and web links to PTV timetabling services.	Site Operator	Ongoing

Proposed Action	Responsibility	Implementation
2. Provide new staff members with a relevant Green Travel Welcome Pack. The welcome pack should include: • Timetables of key public transport routes in the nearby area. • Map(s) indicating the location of the most proximate public transport stops to the facility, bicycle infrastructure and pedestrian walking paths, and the walking/cycling time between the site and the same. • Map(s) indicating the location of on-site bicycle parking facilities.	Site Operator	Ongoing
3. Promote state and national sustainable events such as Walk to Work Day, Ride to Work Day and World Environment Day (via email and intranet). The dates for these events can be found at http://www.environment.gov.au/about-us/mediacentre/events	Site Operator	Ongoing
Cycling		
4. Bicycle facilities should be easily accessible and clearly visible for employees to assist in promoting this mode. The location and details of access to the bicycle parking facilities should be detailed to employees as part of the welcome pack.	Builder	Development Stage
5. Provide an on-site bicycle repair toolkit available for employees and visitors within the secure bicycle parking area. The toolkit could include puncture repair equipment, bicycle pump, spanner, hex-keys, etc.	Site Operator	Ongoing

Proposed Action	Responsibility	Implementation
6. Consider providing a green travel rebate program whereby staff are reimbursed for travelling to/from the site via eco-friendly choices. The reimbursement amount could be based upon the distance travelled and the sustainability of the travel mode selected. Such a program could either provide monetary incentives and/or other rewards for staff.	Site Operator	Ongoing (Non-Binding Action)
7. Provide weather protection for bicycle parking areas.	Builder	Development Stage

6. Travel Modes & Targets

6.1. Discussion

It is important to note that when setting targets for the Project, consideration should be given to the existing travel patterns for people working within the nearby area as well the locational attributes of the site itself.

6.2. Existing Journey to Work Data for Site and Similar Areas

The limited use of alternate transport for staff/employees who are employed in the nearby area is highlighted by a comparison of the ABS 'Journey to Work' data for the 2016 Census between 'technical and trades workers' who work in Altona North[1] SA2 statistical area and the Greater Melbourne average.

This data is summarised in Table 3 and highlights that employees working within the Altona North SA2 area are less likely to seek alternative transport modes to travel to work as opposed to driving, particularly when compared to the Greater Melbourne average.

The data identifies that existing employees in the area have a much higher reliance on private cars and a lower reliance on walking and public transport, in comparison to the Greater Melbourne average.

Table 3: Journey to Work Data (Based on Place of Employment) - 2016 Census

Mode of Travel for 'journey to work' trips	Technicians and Trades Workers – Altona North [1]	Technicians and Trades Workers – Greater Melbourne
Car as driver	93%	83%
Public Transport	1%	7%
Walking	1%	3%
Cycling	1%	1%
Other	4%	6%
[1] The Site is included within the Altona North SA2 statistical area.		

[1] The Site is included within the Altona North SA2 statistical area.

6.3. Targets

It is important to set aspirational, yet practical, targets for travel mode shifts.

The following targets, relative to the aforementioned Altona North travel to work mode splits, based on ABS data, are suggested to be set for the site with respect to modal shift.

Table 4: Proposed Target Travel Mode Shifts

% Mode of Travel for 'Journey to Work' Trips	Targets
Car as driver	-5%
Public Transport	+2%
Walking	+1%
Cycling	+2%
Other	-

7. Monitoring and Review

This Green Travel Plan should be monitored and reviewed on a regular basis to ensure that it meets its objectives and has the intended impacts on car use and transport choice.

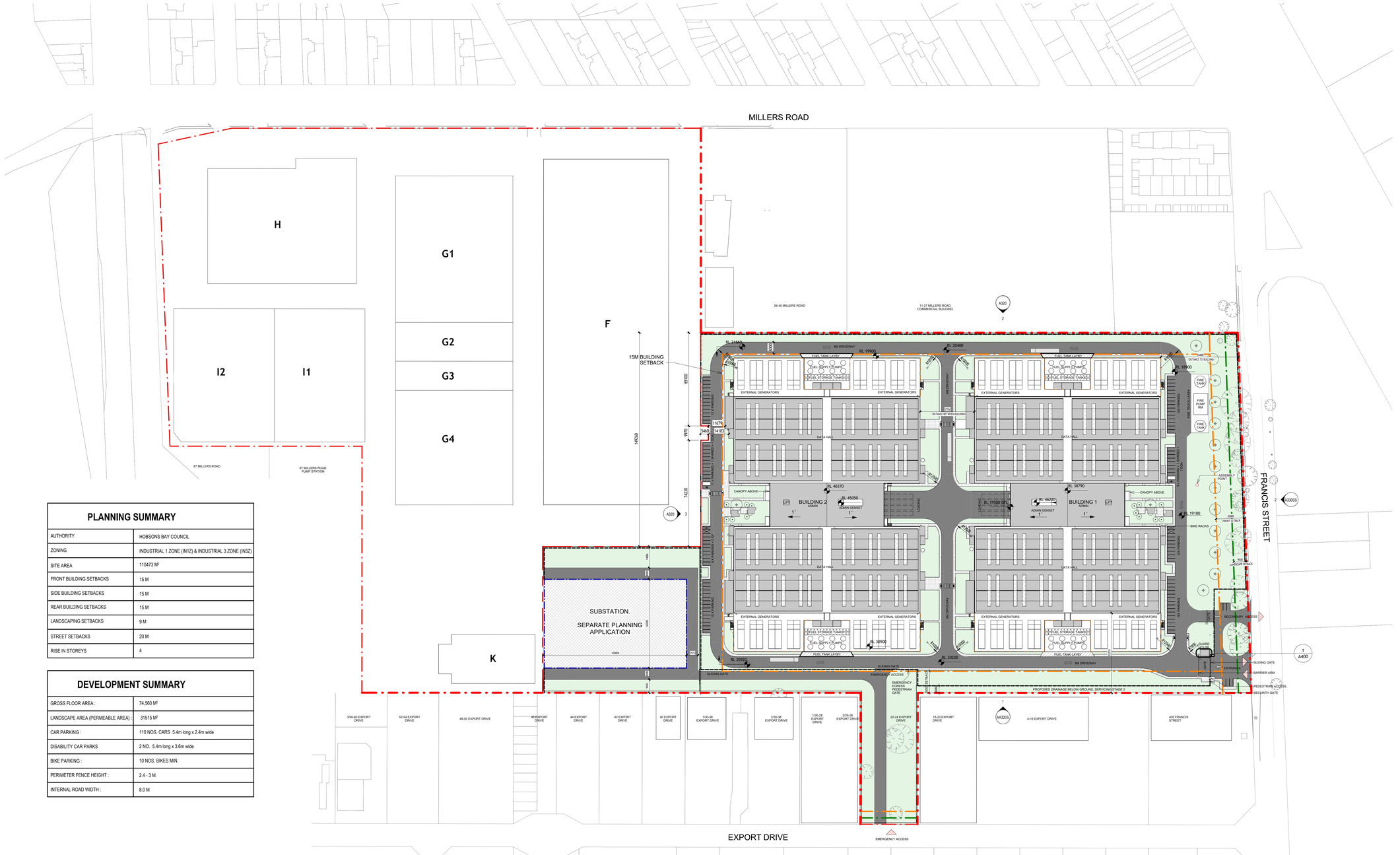
The Green Travel Plan 'Champion' will be responsible for monitoring the Green Travel Plan in accordance with the monitoring program set out in Table 5 below. The monitoring program should be undertaken annually over a minimum three-year period, with the first of review of the program being conducted 12 months after occupation of the building.

Table 5: Monitoring and Review

Monitoring/Review Action	Purpose
Undertake an occupancy survey of the bicycle and/or scooter parking provided on the site.	Gauge the level of use of bicycle and/or scooter parking facilities and assess if additional facilities are required.
Undertake a review of public transport usage and determine the effectiveness of the staff welcome packages.	Gauge the level of use of public transport and provide further incentives if necessary
Undertake an Audit of the actions listed in Section 5 of this document and compile supporting evidence of actions implemented (i.e. notice, photos, etc.)	To document progress of the plan and ensure viability of the plan.
Review the plans/actions and identify any modifications and/or improvements.	To 'fine tune' the plan and ensure viability of the plan.
Undertake a questionnaire survey of staff	To determine the modal split of trips and determine progress and compliance of the plan.

Appendix A

Development Plans



PLANNING SUMMARY

AUTHORITY	HOBSONS BAY COUNCIL
ZONING	INDUSTRIAL 1 ZONE (IN1Z) & INDUSTRIAL 3 ZONE (IN3Z)
SITE AREA	110473 M²
FRONT BUILDING SETBACKS	15 M
SIDE BUILDING SETBACKS	15 M
REAR BUILDING SETBACKS	15 M
LANDSCAPING SETBACKS	9 M
STREET SETBACKS	20 M
RISE IN STOREYS	4

DEVELOPMENT SUMMARY

GROSS FLOOR AREA :	74,560 M²
LANDSCAPE AREA (PERMEABLE AREA) :	31515 M²
CAR PARKING :	110 NOS. CARS 5.4m long x 2.4m wide
DISABILITY CAR PARKS	2 NO. 5.4m long x 3.6m wide
BIKE PARKING :	10 NOS. BIKES MIN.
PERIMETER FENCE HEIGHT :	2.4 - 3 M
INTERNAL ROAD WIDTH :	8.0 M

1 A200 SITE PLAN - MASTERPLAN
1 : 1000

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GENERAL NOTES

1.DESIGN SHALL BE IN COMPLIANCE WITH LOCAL COUNCIL (AHJ) PLANNING & DEVELOPMENT CONTROL REQUIREMENTS DESIGN SHALL BE IN COMPLIANCE WITH RELEVANT SECTIONS OF THE NATIONAL CONSTRUCTION CODE 2022.

2.DESIGN SHALL BE IN ACCORDANCE WITH AS1428.1 DESIGN FOR ACCESS & MOBILITY.

3.DESIGN SHALL BE IN ACCORDANCE WITH AS2890.1 OFF-STREET PARKING FACILITIES.

4.REFER TO CIVIL DRAWINGS FOR CONTOURS & SITE LEVELS.

5.REFER TO CIVIL DRAWINGS FOR UNDERGROUND UTILITIES ROUTING & DETAILS.

6.REFER TO CIVIL DRAWINGS FOR VEHICLE SWEPT PATH ANALYSIS.

7.REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPING DETAILS

LEGEND

- SITE BOUNDARY
- FENCE (2.4M HIGH SECURITY FENCE)
- BUILT FORM SETBACK
- LANDSCAPE SETBACK
- VEHICLE ACCESS WAYS
- EXISTING TREES (RETAINED)
- NEW TREES and SHRUBS
- GENERAL PLANTING AREA / SHRUBS
- ENTRY / EXIT POINTS
- PEDESTRIAN PAVEMENTS
- SUBSTATION AREA

NOTES:
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REV	DATE	DESCRIPTION
B	20/05/2026	PLANNING APPROVAL SUBMISSION
A	15/12/2025	PRE-APPLICATION

KEY PLAN

CLIENT

Stockland

Jacobs

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PROJECT
BROOKLYN DATA CENTRE

BUILDING NAME
413 FRANCIS STREET
BROOKLYN

TITLE
SITE PLAN - MASTERPLAN

DRAWING STATUS
TOWN PLANNING

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
AK	NB	GS	TS
DESIGNED	DESIGN REVIEW	DATE	DATE
KB	TS	27/02/2026	27/02/2026
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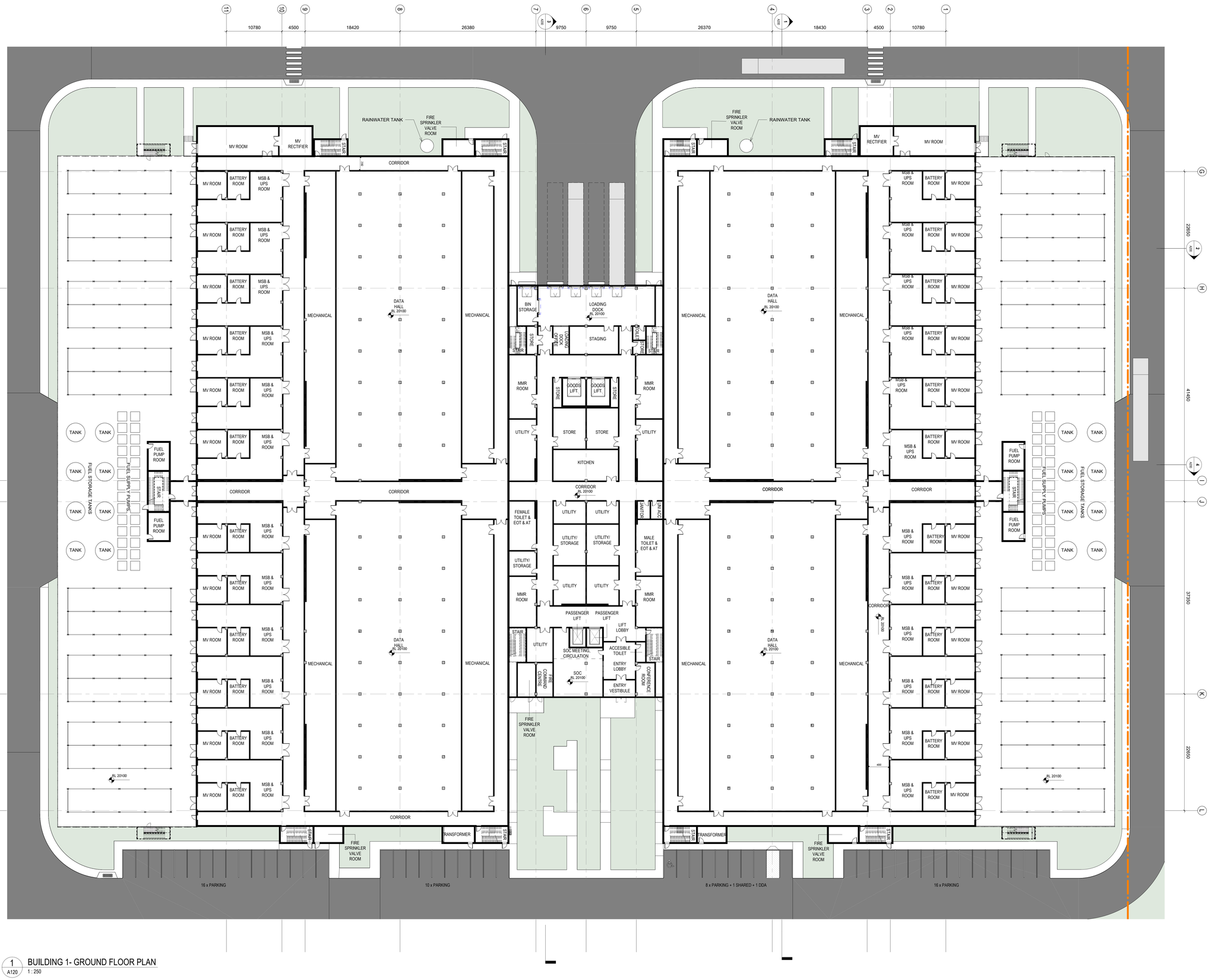

1 / A120 BUILDING 1- GROUND FLOOR PLAN
1 : 250

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LEGEND

- SITE BOUNDARY
- BUILT FORM SET BACK
- SUBSTATION FENCE
- FENCE (2.4M HIGH SECURITY FENCE)
- ROAD
- EXISTING TREES
- NEW LANDSCAPED AREA
- ENTRY / EXIT POINTS
- SERVICE AREAS
- VERTICAL TRANSPORT & STAFF AMENITIES CORE
- CORRIDORS

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PROJECT
BROOKLYN DATA CENTRE

BUILDING NAME
413 FRANCIS STREET
BROOKLYN

TITLE
BUILDING 1 - GROUND FLOOR PLAN

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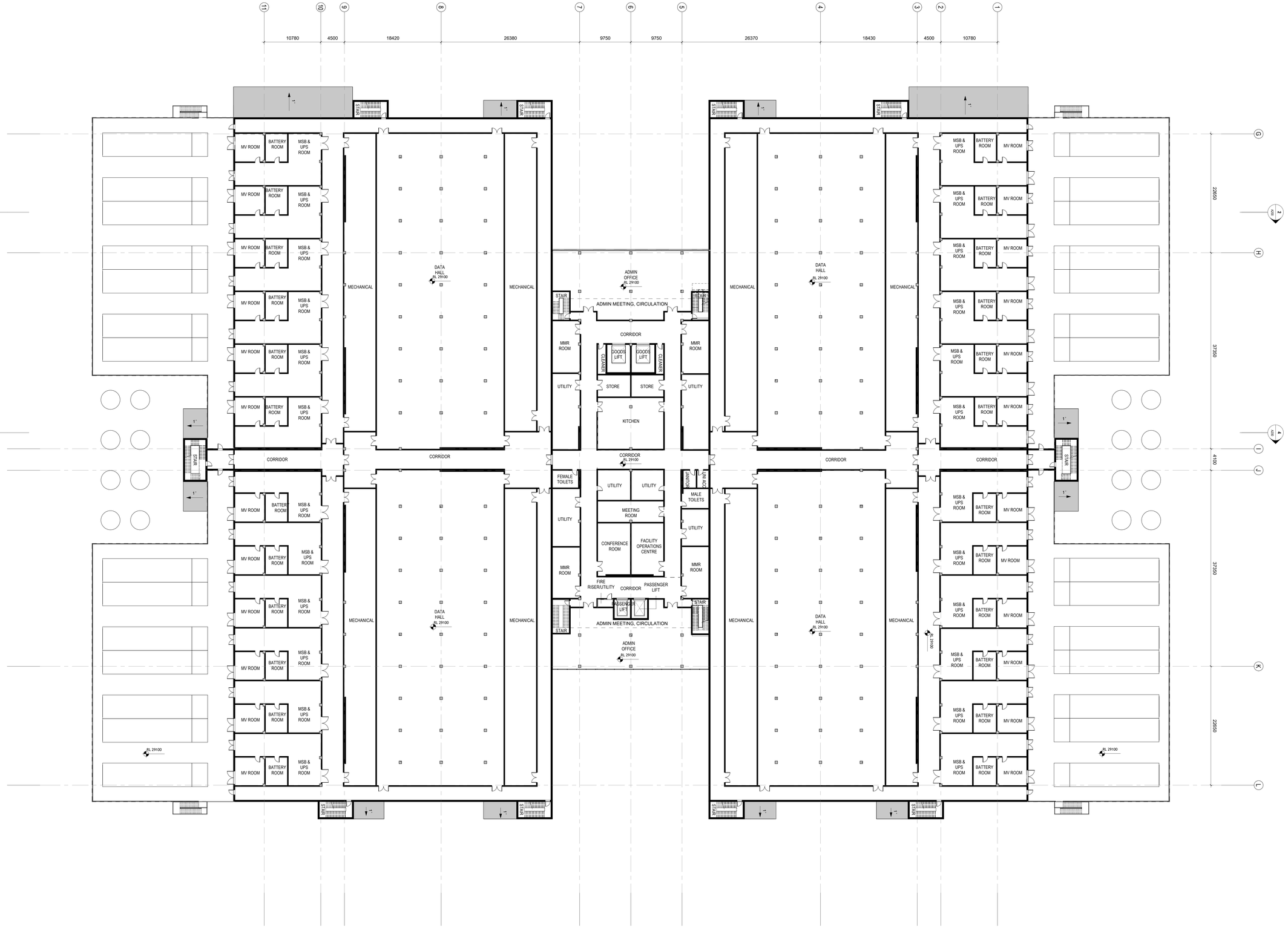

1 A121 BUILDING 1 - FIRST FLOOR PLAN
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LEGEND

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- SUBSTATION FENCE
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- ROAD
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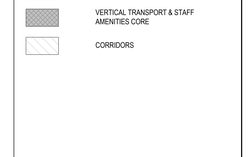

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PROJECT
BROOKLYN DATA CENTRE

BUILDING NAME
413 FRANCIS STREET
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TITLE
BUILDING 1 - FIRST FLOOR PLAN

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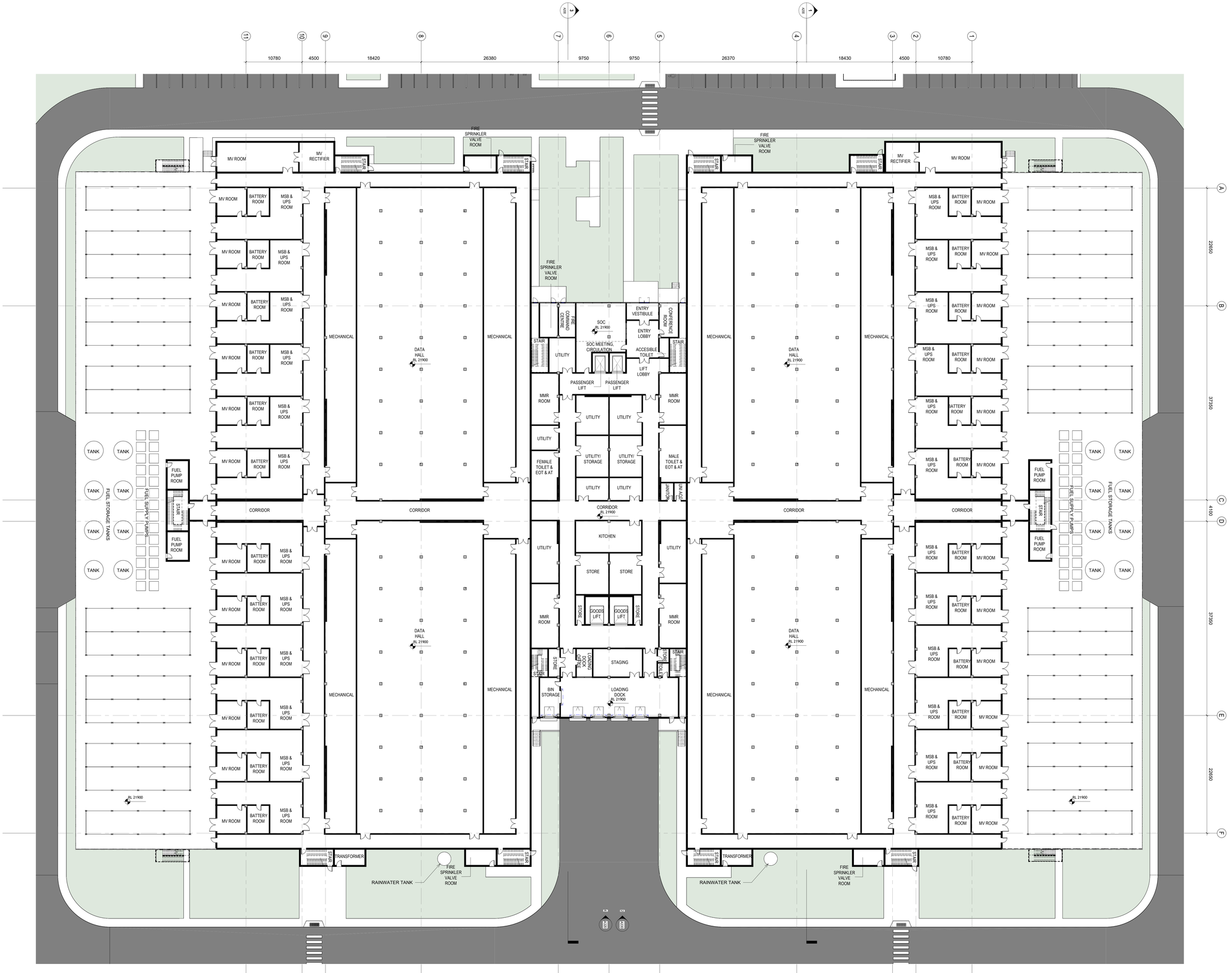

1 A200 BUILDING 2 - GROUND FLOOR
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LEGEND

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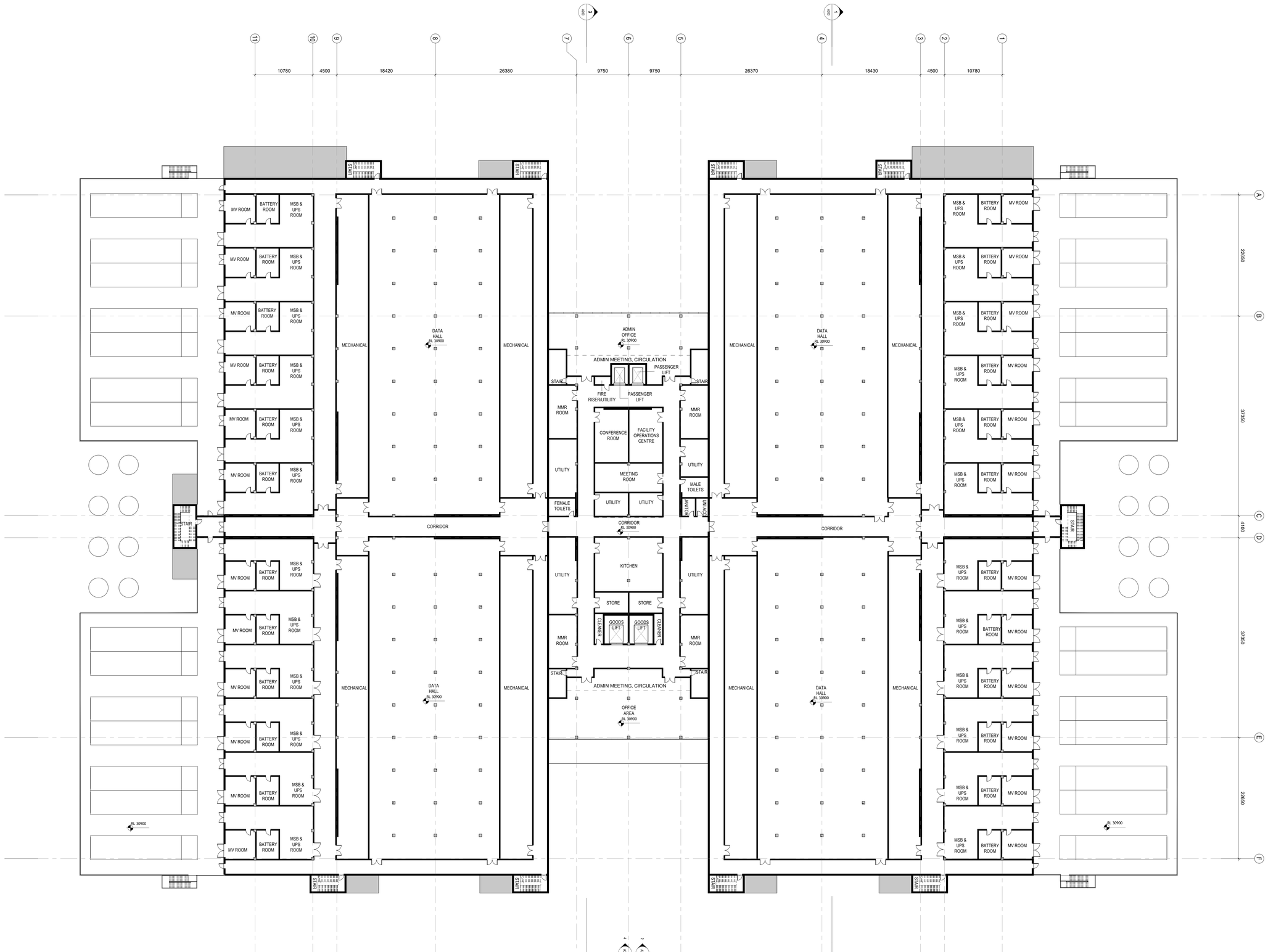
DRAWING No.			REV
A160			B



1 BUILDING 2 - FIRST FLOOR
A122 1 : 250

12/05/2026 5:39:18 PM

DRAWING TO BE PRINTED IN COLOUR

LEGEND

- SITE BOUNDARY
- BUILT FORM SET BACK
- SUBSTATION FENCE
- FENCE (2.4M HIGH SECURITY FENCE)
- ROAD
- EXISTING TREES
- NEW LANDSCAPED AREA
- ENTRY / EXIT POINTS
- SERVICE AREAS
- VERTICAL TRANSPORT & STAFF AMENITIES CORE
- CORRIDORS

NOTES:
1. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JACOBS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.
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REV	DATE	DESCRIPTION
B	20/05/2026	PLANNING APPROVAL SUBMISSION
A	15/12/2025	PRE-APPLICATION

KEY PLAN

CLIENT

Stockland

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PROJECT
BROOKLYN DATA CENTRE

BUILDING NAME
413 FRANCIS STREET
BROOKLYN

TITLE
BUILDING 2 - FIRST FLOOR PLAN

DRAWING STATUS
TOWN PLANNING

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
AK	NB	GS	TS
DESIGNED	DESIGN REVIEW	DATE	DATE
KB	TS	27/02/2026	27/02/2026
SCALE	SHEET SIZE	INTERNAL PROJECT No.	
As indicated	A0	IA355900	
DRAWING No.			REV
A161			B