

ADVERTISED PLAN

18-24 Scott Street, Dandenong

Green Travel Plan



240430GTP001A-F
16 December 2024

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1 INTRODUCTION

onemilegrid has been requested by Scott St Dandenong Pty Ltd to prepare a Green Travel Plan for the proposed multi-level residential development at 18-24 Scott Street, Dandenong.

This report has been prepared to respond to Clause 22.06 of the Greater Dandenong Planning Scheme (Environmentally Sustainable Development), with Table 1 of Clause 22.06 outlining the requirement that residential developments of 10 or more dwellings requires the preparation of a Green Travel Plan (GTP).

Further, Clause 22.06-2, provides the following objectives with respect to transport:

- To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order.
- To minimise car dependency.
- To promote the use of low emissions vehicle technologies and supporting infrastructure.

These items are addressed as part of the following Green Travel Plan.

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2 PROPOSAL

2.1 General

It is proposed to develop the subject site for the purposes of a thirteen-storey residential development comprising a total of 86 apartments catering for affordable and social housing.

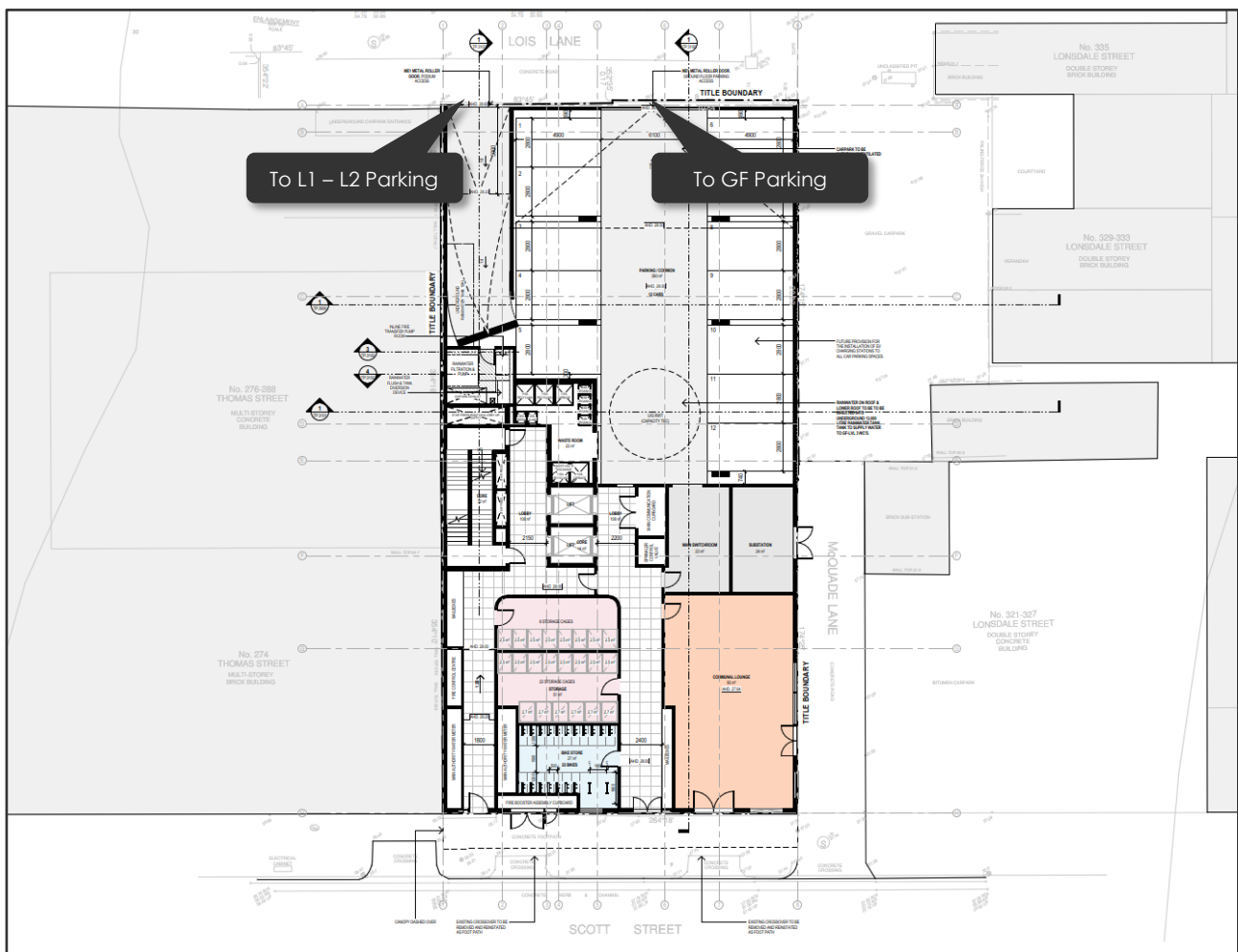
The apartment mix is to consist of 54 one-bedroom apartments and 32 two-bedroom apartments between levels L1 – L12, whilst multi-level ground and podium parking is proposed on the lower levels.

2.2 Vehicular Access and Car Parking

Two separate car parking areas are proposed on-site comprising a ground floor car park with 12 car spaces and a podium car park with 24 car spaces over two levels. Vehicle access to each of the car parks is proposed from the rear of the site via Lois Lane. The ground floor car park includes a double-width roller door which provides direct access to the car parking aisle, whilst the podium parking level is accessed via a separate single-width ramp in the northwest corner of the site. The ramp provides access to each parking level and will be controlled with a traffic signalling system.

A view of the ground floor level and associated vehicle access arrangements is shown in Figure 1.

Figure 1 Ground Floor Level Layout



A total of 36 car parking spaces, all of which are to be allocated to residents, are proposed across GF – L2, as detailed in Table 1.

Table 1 Proposed Car Parking Provision

<i>Level</i>	<i>No. Spaces</i>
GF	12
L1	11
L2	13
Total	36

2.3 Bicycle Parking

A total of 34 bicycle parking space site proposed, comprising a mix of vertical spaces (18) for residents and horizontal spaces (4) for visitors provided within a secure compound on the ground floor. The remaining spaces provided in the form of horizontal hoops (12) are proposed within each subsequent upper parking level (L1 – L2) for resident use.

A breakdown of the proposed bicycle parking provision is detailed in Table 2.

Table 2 Proposed Bicycle Parking Provision

<i>Level</i>	<i>No. Spaces</i>
GF	18 x vertical 4 x horizontal
L1	8 x horizontal
L2	4 x horizontal
Total	34 spaces

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3 GREEN TRAVEL PLAN

A Green Travel Plan is a suite of initiatives and services employed to encourage travel mode behaviour change and to promote the use of sustainable transport options such as walking, cycling, public transport or car-pooling in preference to single occupant car trips where practicable.

A Green Travel Plan provides value to future residents, staff and visitors of the development, informing them of the alternative transport options when accessing the site and surrounds, and provides associated health and fitness benefits when increasing their activity levels through regular walking and cycling.

The implementation, coordination and funding of the Green Travel Plan is the responsibility of the Owners Corporation, and should be a dynamic document, reflecting changes in on-site and off-site conditions e.g., additional bicycle parking, or changing public transport timetables. As such, the Plan should be revisited and amended as required, to provide the most accurate and relevant information to achieve the desired objectives of reducing car usage.

Journey to work data from the City of Greater Dandenong indicates that approximately 88% of work trips within the LGA are by car drivers. Consequently, the objective of this Green Travel Plan will be to increase the proportion of sustainable transport mode use by 10% from the municipality average.

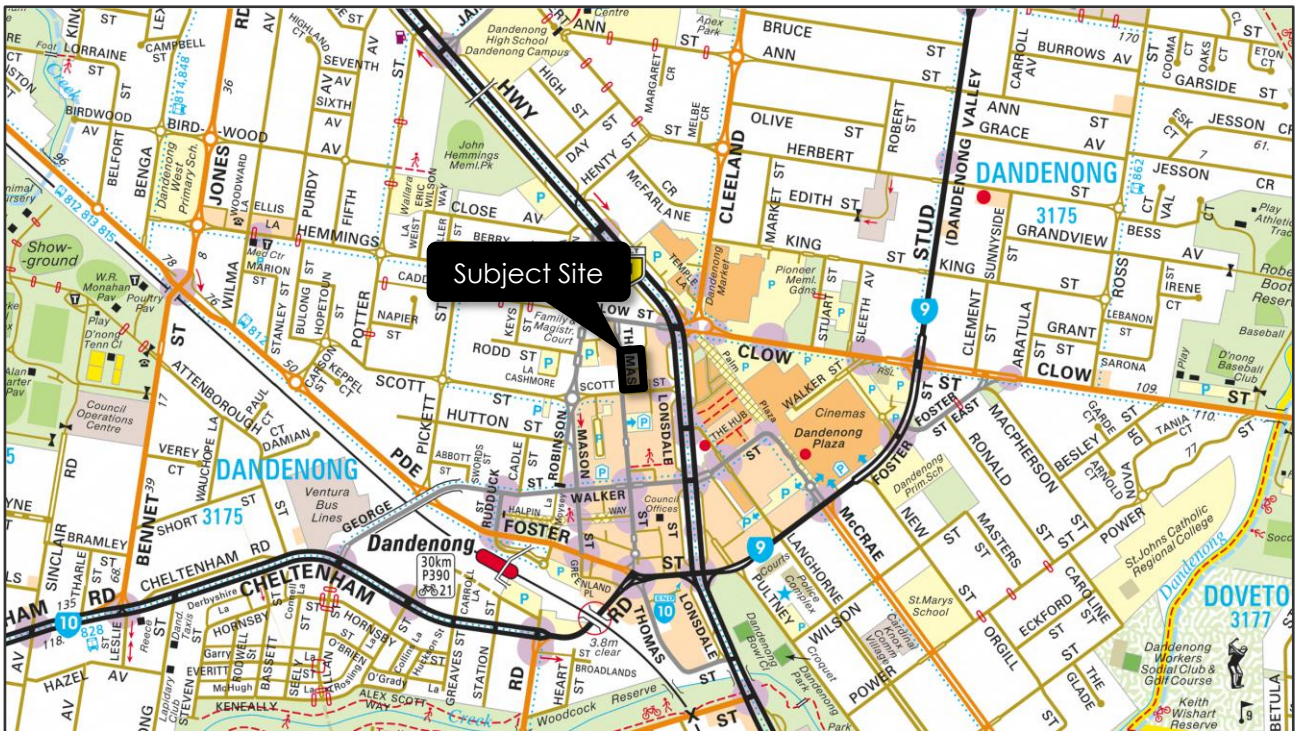
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4 SITE LOCATION & SUSTAINABLE TRANSPORT

4.1 Site Location

The [subject site](#) is addressed as 18-24 Scott Street, Dandenong, and is located on the north side of Scott Street, approximately 80 m west of Lonsdale Street as shown in Figure 2.

Figure 2 Site Location



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The subject site occupies a total area of approximately 836 m² and has road frontages to Scott Street, Lois Lane and McQuade Lane of 20 metres each.

The subject site is currently vacant however it is being utilised for informal off-street parking, with vehicle access available from McQuade Lane and Lois Lane.

The subject site is located within the Dandenong Activity Centre and accordingly land use in the immediate vicinity of the site is mixed in nature. Largely, the land uses are commercial and retail in nature with the Lonsdale Street shopping strip and Dandenong Plaza to the east of the site and Dandenong station to the south.

An aerial view of the subject site is provided in Figure 3.

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Figure 3 Site Context (13 May 2024)



Copyright Nearmap

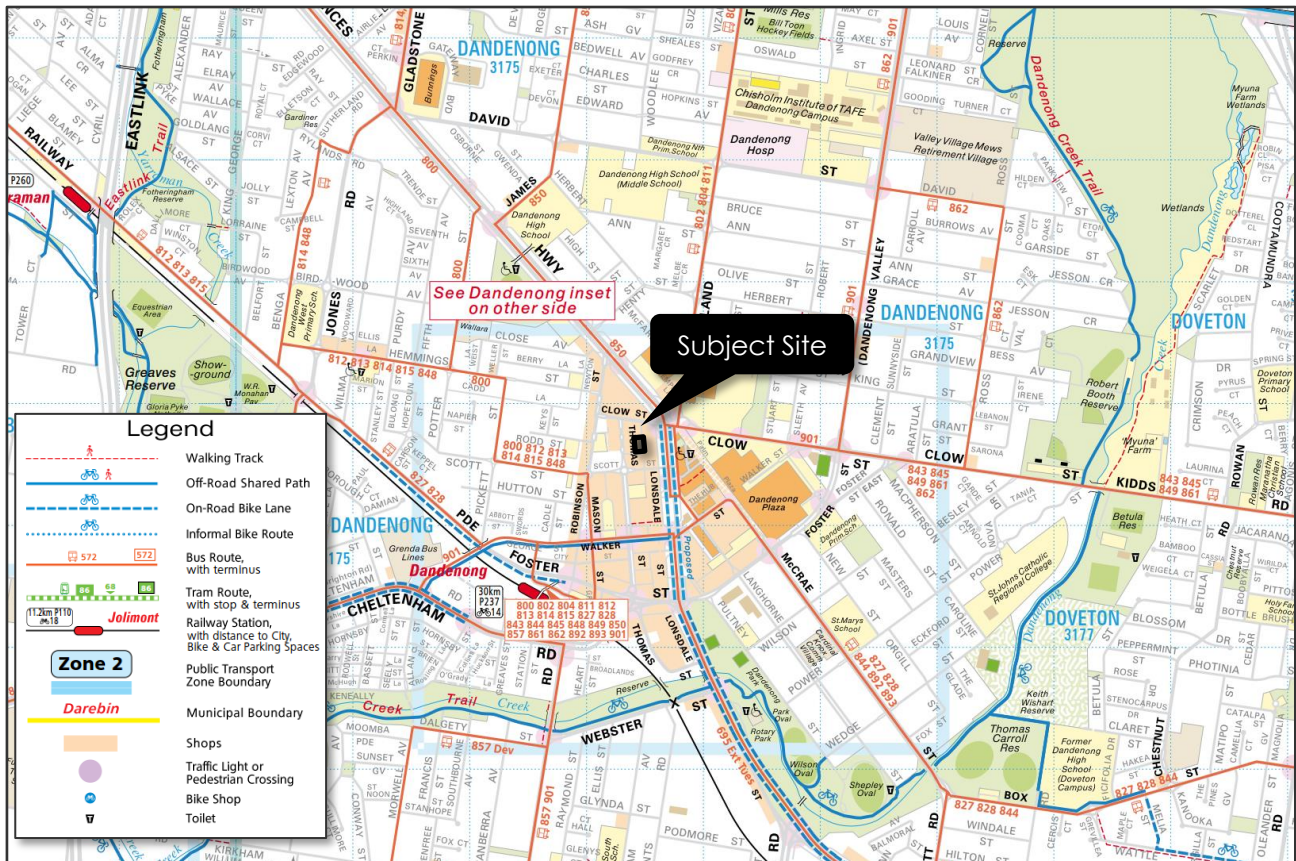
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4.2 Sustainable Transport

4.2.1 General

An extract of the TravelSmart Map for the City of Greater Dandenong is shown in Figure 4, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 4 TravelSmart Map



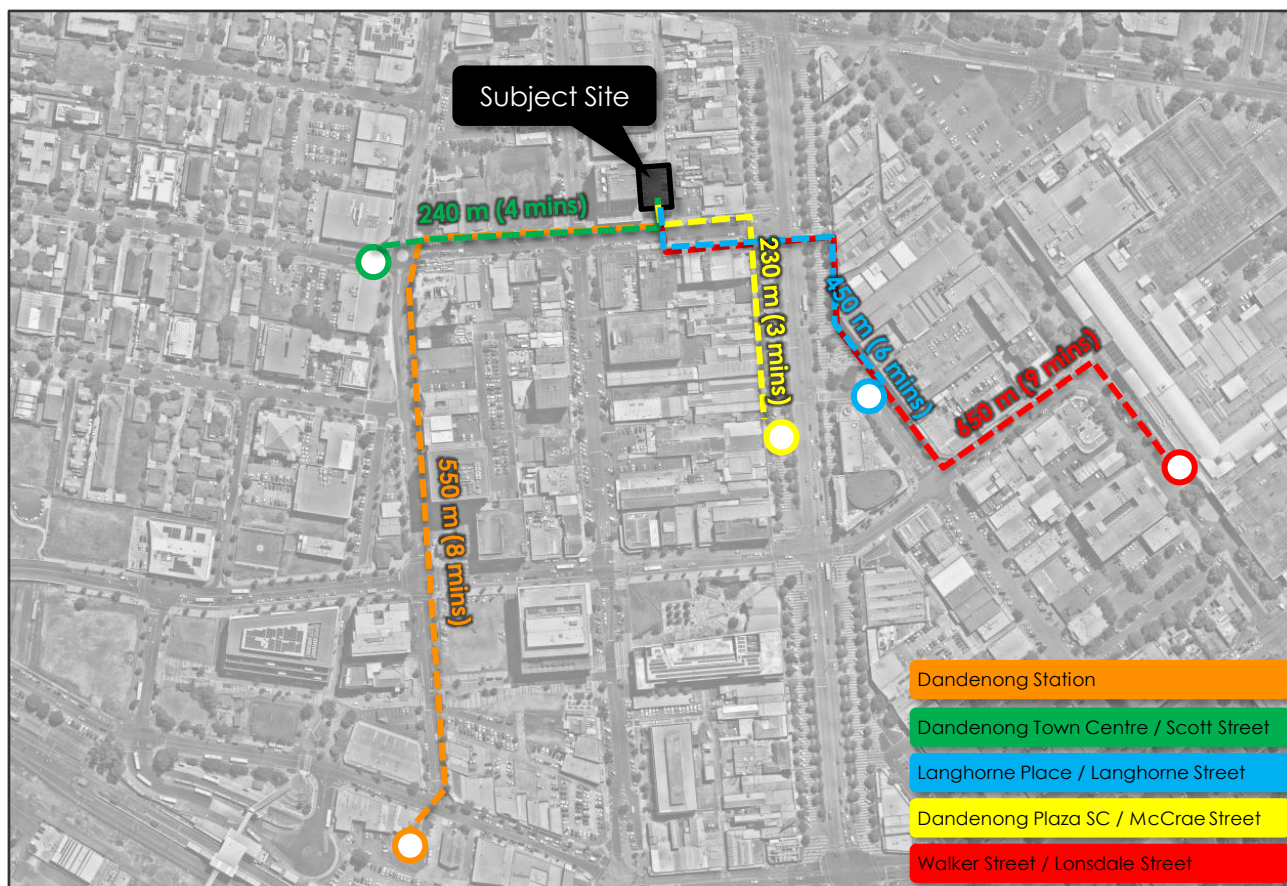
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Table 3 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Cranbourne Line	
		Pakenham Line	Dandenong Station
Bus	697	Belgrave – Belgrave South via Belgrave Heights	
	800	Dandenong – Chadstone via Princes Highway & Oakleigh	Dandenong Town Centre / Robinson Street
	802	Dandenong – Chadstone via Mulgrave & Oakleigh	
	804	Dandenong – Chadstone via Wheelers Hill & Oakleigh	
	811	Dandenong – Brighton via Heatherton Road & Springvale	Langhorne Place / Langhorne Street
	812	Dandenong – Brighton via Parkmore SC	
	813	Dandenong – Waverley Gardens SC	
	814	Springvale South – Dandenong via Waverley Gardens SC & Springvale	Dandenong Town Centre / Scott Street
	828	Hampton – Berwick Station via Southland SC & Dandenong	Dandenong Plaza SC / McCrae Street
	843	Endeavour Hills – Dandenong Station via Daniel Solander Drive	
	844	Dandenong – Doveton via McCrae Street	Langhorne Place / Langhorne Street
	845	Endeavour Hills – Dandenong Station via Kennington Park Drive	
	848	Dandenong – Brandon Park SC via Waverley Gardens SC	Dandenong Town Centre / Scott Street
	850	Dandenong – Glen Waverley via Mulgrave & Brandon Park	Langhorne Place / Langhorne Street
	857	Chelsea Railway Station – Dandenong Railway Station via Patterson Lakes	Dandenong Station / Foster Street
	861	Endeavour Hills – Dandenong Station via Dandenong Hospital	
	862	Dandenong – Chadstone via North Dandenong & Oakleigh	Langhorne Place / Langhorne Street
	892	Casey Central SC – Dandenong Station via Hampton Park SC	Dandenong Plaza SC / McCrae Street
	893	Cranbourne Park SC – Dandenong Station	Langhorne Place / Langhorne Street
	901	Frankston – Melbourne Airport (SMARTBUS Service)	Langhorne Place / Langhorne Street
	978	Clayton Station – Dandenong Station via Mulgrave	Walker Street / Lonsdale Street
	979	Clayton Station – Dandenong Station via Keysborough	Dandenong Station
	981	Dandenong Station – Cranbourne via Berwick	Dandenong Plaza SC / McCrae Street
	982	Dandenong Station – Cranbourne via Endeavour Hills & Hampton Park	Walker Street / Lonsdale Street
Bus (regional)		Cowes or Inverloch – Melbourne via Dandenong & Koo Wee Rup	
		Traralgon – Melbourne via Pakenham, Moe & Morwell	Dandenong Station
		Traralgon – Pakenham, Moe & Morwell	

A view of the pedestrian walk route between the subject site to the public transport stops prescribed in Table 3 is demonstrated in Figure 6.

Figure 6 Public Transport Pedestrian Wayfinding Route



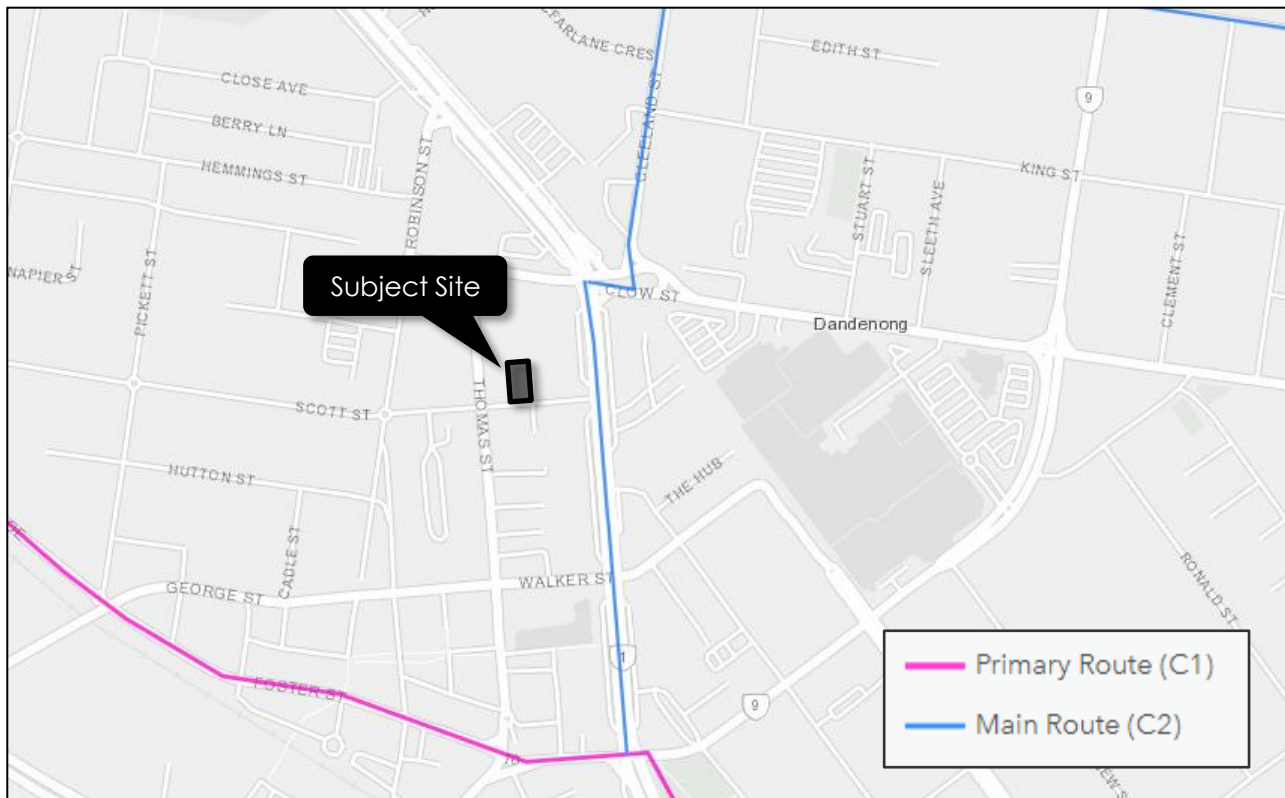
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4.2.3 Bicycle Facilities

On-road bicycle lanes are provided on each of Lonsdale Street, which are supplemented by additional bicycle lanes and trails along the railway corridor, Eastlink and Dandenong Creek Trail.

Strategic Cycling Corridors are important routes for cycling for transport are intended to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation). The SCCs in the vicinity of the site are shown in Figure 7.

Figure 7 Strategic Cycling Corridors



As shown above, Lonsdale Street and Cleland Street in the vicinity are classified as Main Cycling Routes (C2) with Foster Street to the south classified as a Primary Cycling Route (C1).

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4.2.4 Pedestrian Accessibility

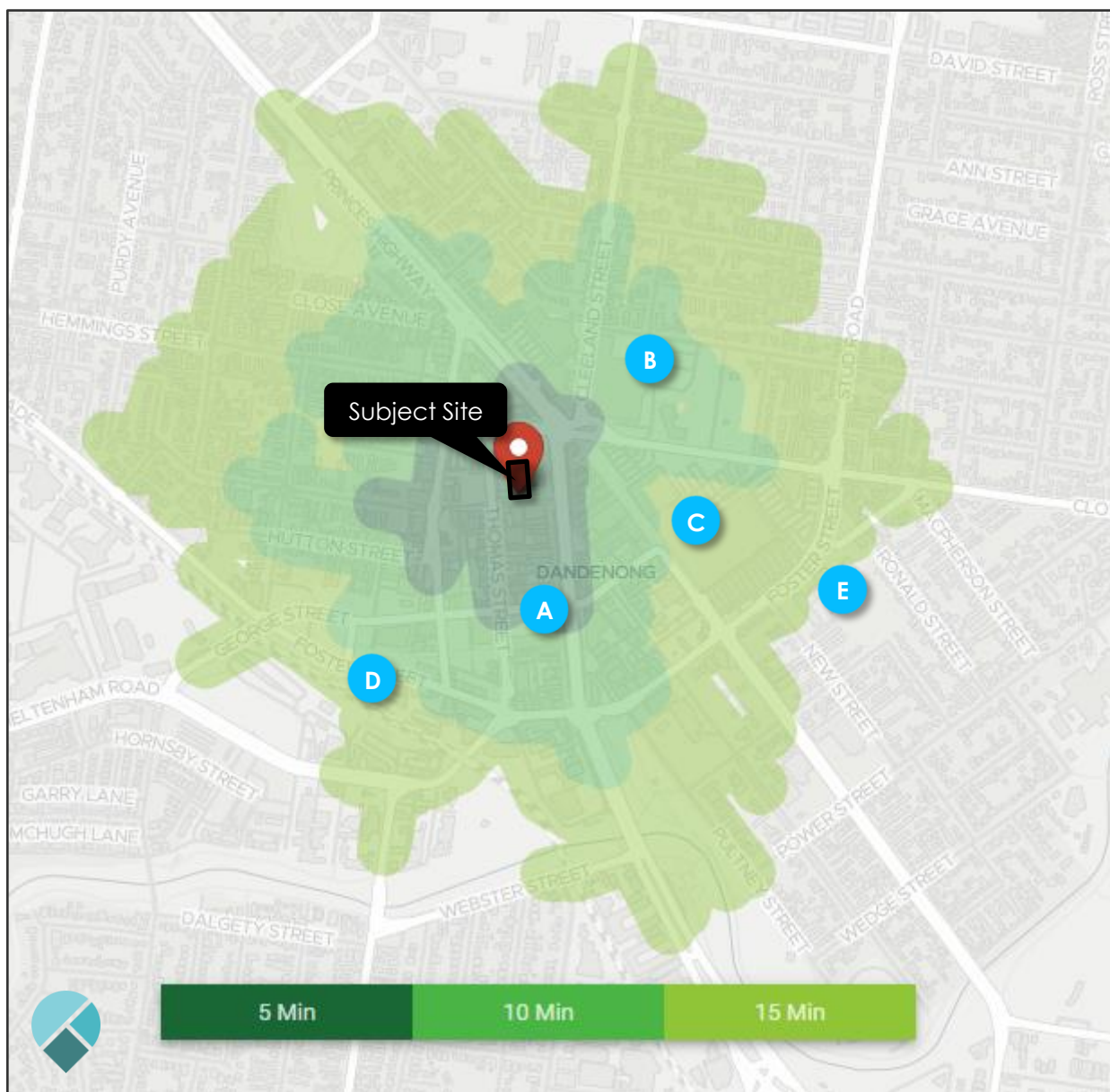
In addition to having good access to public transport modes, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within 10 - 15 minutes' walk of the site.

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 97/100 and is considered to be a 'Walker's Paradise', with daily errands not requiring a car.

Figure 8 shows a pedestrian walk time map for the site, with the major facilities in the vicinity of the site identified in Table 4.

Figure 8 Pedestrian Walk-Time Map



Courtesy of [Targomo](#)

Table 4 Site Facilities

<i>Reference</i>	<i>Facility</i>	<i>Approximate Distance</i>
A	Dandenong Library	400 m
B	Dandenong Market	400 m
C	Dandenong Plaza	400 m
D	Dandenong Railway Station	700 m
E	Dandenong Primary School	850 m

5 GREEN TRAVEL INITIATIVES

5.1 General

The applicant has committed to implement a number of Green Travel Initiatives to encourage the use of pedestrian, bicycle and public transport travel to and from the site by residents.

The initiatives included in the package are outlined as follows.

5.2 Green Travel Plan Champion

A Green Travel Plan “Champion” will be appointed by the Owners Corporation who will be responsible for the implementation and ongoing management of the Green Travel Plan.

5.3 Bicycle Facilities

The development proposes bicycle parking in excess of the minimum statutory requirements, with secure facilities provided on the ground floor level for resident and visitor use (mix of vertical and horizontal spaces), and additional spaces within the upper car parking levels for residents (horizontal spaces).

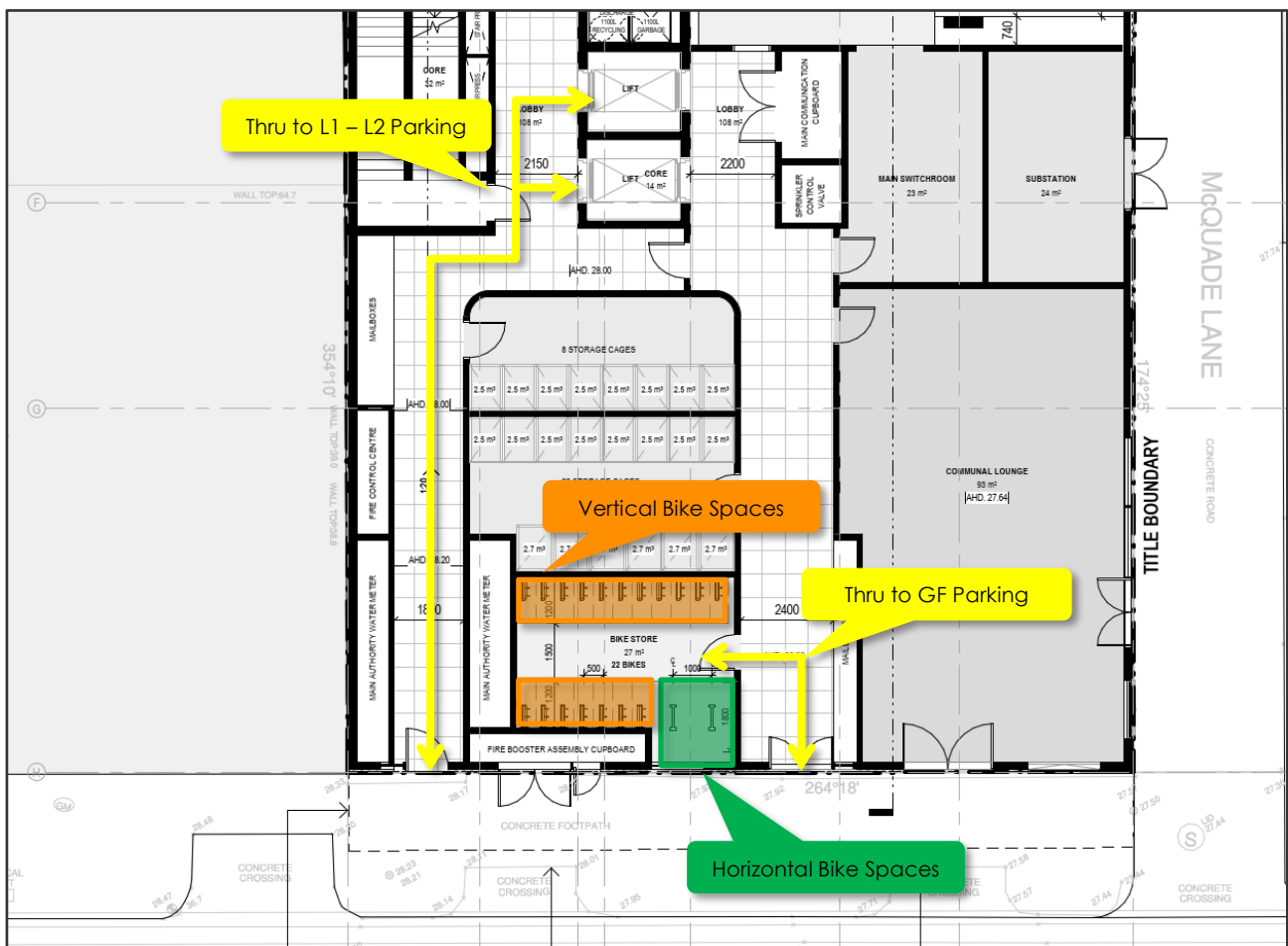
Bicycle parking facilities are located in close proximity to the pedestrian access via Scott Street and be made available for residents and visitors.

Government policy currently aims to encourage the use of bicycles as a mode of transport in order to reduce the dependency on private vehicles. The provision of easily accessible bicycle facilities on-site is expected to increase the number of trips made by bicycle.

A view of the ground floor secure bicycle parking compound, and the wayfinding to the ground floor parking compound and the L1 – L4 bicycle parking areas is demonstrated in Figure 9.

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Figure 9 Bicycle Parking Facilities and Access



The Bicycle Network includes information for cyclists, including road rules, travel maps and riding events. The various information can be found on their website: www.bicyclenetwork.com.au

5.4 Public Transport

The subject site is well located to take advantage of the existing excellent public transport accessibility in the area. As previously identified in Section 4.2.2, numerous bus services are provided from Lonsdale Street, Clow Street and Dandenong Central, and train services available from Dandenong Station within a 1 km walk from the site.

Residents can plan their public transport journey or commute through the Public Transport Victoria (PTV) app on their phone. The PTV app allows real time updates on departure and arrival time and directions to public transport stops for any given public transport route within Melbourne and Victoria. Victoria has implemented the electronic ticketing system 'Myki' which can be used to pay for public transport fares. Residents will be able to purchase and register for a Myki from a number of convenience stores and selected train stops throughout Victoria and can be topped up at top-up machines at most train stations or automatically top-up which can be set up with a mobile phone.

To encourage public transport use, signage will be provided on the notice board in the mailroom advising of the nearby services and including a QR code linking to the PTV website which provides up to date service information, routes and schedules.

Public transport information, including service times and updates, can be found on the Public Transport Website: www.ptv.vic.gov.au

Myki information, including how to register and topping up a Myki Pass, can be found on the Myki module on the Public Transport Website: www.ptv.vic.gov.au/tickets/myki

5.5 Car Parking Facilities

The proposed development considers a significant reduction in car parking from the statutory car parking requirements. Through a reduced supply, residents and visitors to the site are expected to contemplate alternative transportation means.

5.6 Resident Welcome Pack

All new residents will be provided with a 'welcome pack', which will include the following:

- General information about the development;
- Maps of surrounding bicycle facilities and routes;
- Public transport maps and timetables;
- Maps of surrounding services, including shopping locations, schools and services, with suitable non-car-based transport options (i.e., bike and walking routes, and public transport options); and
- Links to relevant Green Travel, public transport and local services websites, included the PTV "[Journey Planner](#)" website and mobile app.

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6 MAINTAINING THE GREEN TRAVEL PLAN

6.1 Monitoring and Assessment

In order to monitor the success of the aforementioned initiatives, it is proposed that a four-stage monitoring system be implemented, and the Green Travel Plan “Champion” be responsible for the ongoing monitoring and assessment of the Green Travel Plan.

It is proposed that monitoring take place in the following stages:

- Stage One – will involve a questionnaire survey of residents on occupation of the proposed development. The survey will be useful to collect information on the travel characteristics of residents, to gauge interest in the various initiatives and to seek ideas for other initiatives and set baseline travel mode percentages such that they can attempt to meet the proposed targets;
- Stage Two – will involve a questionnaire and feedback form to be filled out by residents 12 months after occupation, in order to determine which initiatives are working and which are not;
- Stage Three – will be the monitoring component of the plan, which will be undertaken 2 years after occupation. This questionnaire will test the success rate of the various initiatives and help rework programs to suit the needs of the new residents. At this stage, the targets identified in the previous stages will be reviewed; and
- Stage Four – will involve a final questionnaire to be taken 3 years after occupation. This questionnaire will be used to test whether the targets have finally been met and which initiatives are contributing to this success. At this stage, the Green Travel Champion will reassess whether to continue each initiative or review the need for additional action.

A questionnaire has been prepared for each of the four stages and have been provided on the following.

Following the first 12 months of assessment, the questionnaire and targets will be reviewed under the guidance of the building manager / Green Travel Plan “Champion” before redistribution. The annual review will include observational bicycle parking and car parking occupancy counts to assess the uptake of each. In the case that car parking occupancy is very low and bicycle parking occupancy is very high, the operator may propose to convert some of the car parking into additional bicycle, motorcycle, electric scooter or other form of parking, subject to town planning requirements.

6.2 Updates to the Green Travel Plan

The Owners Corporation, in particular the Green Travel Plan “Champion”, shall be responsible for the maintenance of the Green Travel Plan, which shall be updated every 5 years to ensure it is still relevant, and achieving the required results.

All costs associated with the management, maintenance and updating of the Green Travel Plan shall be borne by the Owners Corporation.

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STAGE ONE QUESTIONNAIRE

Dwelling:

1. How do you travel to and from work?

- | | |
|--|--|
| <input type="checkbox"/> Train | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Tram | <input type="checkbox"/> Motorbike |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____ |

2. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

3. Would you use any of the following services (if not already noted above)?

- | | |
|---|--|
| <input type="checkbox"/> Cycling | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Walking | <input type="checkbox"/> Car-pooling |
| <input type="checkbox"/> Public Transport | <input type="checkbox"/> 'Share car' or similar services |

In not, why? _____

Thank you for participating in the survey.

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STAGE TWO QUESTIONNAIRE

Dwelling:

1. How do you travel to and from work?

- | | |
|--|--|
| <input type="checkbox"/> Train | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Tram | <input type="checkbox"/> Motorbike |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____ |

2. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

3. Would you use any of the following services (if not already noted above)?

- | | |
|---|--|
| <input type="checkbox"/> Cycling | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Walking | <input type="checkbox"/> Car-pooling |
| <input type="checkbox"/> Public Transport | <input type="checkbox"/> 'Share car' or similar services |

In not, why? _____

4. Has the alternative transport mode information and initiatives encouraged you to change your travel mode choice? And if not, how could the information or initiatives be improved?

Thank you for participating in the survey.

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STAGE THREE QUESTIONNAIRE

Dwelling:

1. How do you travel to and from work?

- | | |
|--|--|
| <input type="checkbox"/> Train | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Tram | <input type="checkbox"/> Motorbike |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____ |

2. Has the above travel mode choice changed since the green travel initiatives were expanded, and if so, what specifically drove that change?

3. Do you have any feedback for the sustainable transport initiatives implemented within the building?

Thank you for participating in the survey.

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STAGE FOUR QUESTIONNAIRE

Dwelling:

1. How do you travel to and from work?

- | | |
|--|--|
| <input type="checkbox"/> Train | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Tram | <input type="checkbox"/> Motorbike |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____ |

2. Has the above travel mode choice changed since the green travel initiatives were expanded, and if so, what specifically drove that change?

3. Do you have any feedback for the sustainable transport initiatives implemented within the building?

Thank you for participating in the survey.

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