Mixed Residential Development

99 Derby Road, Sunshine
Green Travel Plan

Prepared by: Stantec Australia Pty Ltd for SMA Projects

on 04/04/2025

Reference: 301401086

Issue #: B

Stantec

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Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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1. INTRODUCTION

1.1. Background

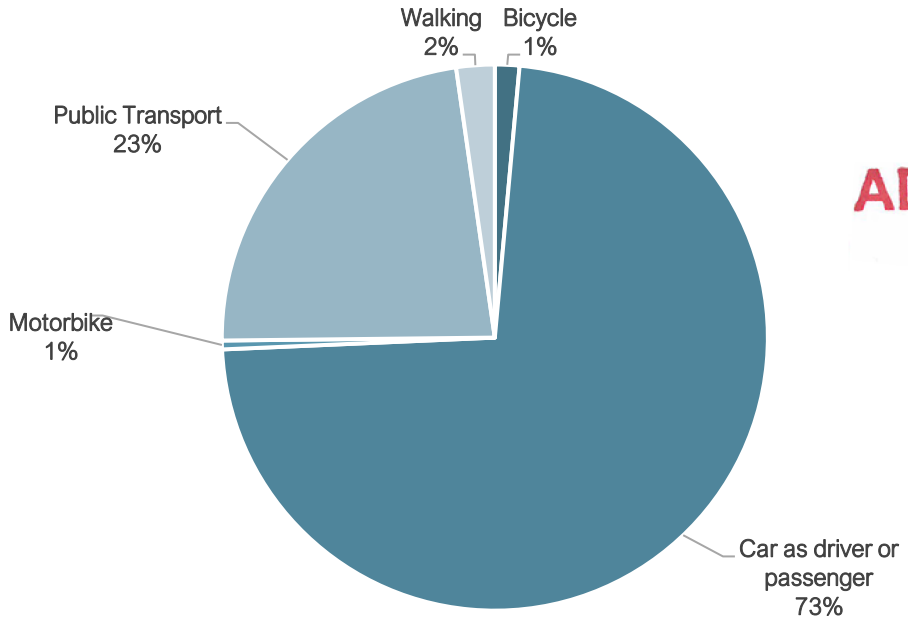
This Green Travel Plan (GTP) has been prepared for the mixed-residential development at 99 Derby Road.

This GTP is designed to positively inform the future travel patterns of residents and visitors of the development with the aim to reduce the environmental impact of travel associated with the operation of the site. In essence, the GTP seeks to encourage alternatives (e.g., walking, cycling, and public transport) to the single occupant motor vehicle.

A study conducted into the success and implementation of Green Travel Plans within Melbourne[1] showed that developments which had a GTP prepared on average had a lower mode share (15% approx.) toward private vehicles and higher mode share toward walking (10% approx.) and cycling (5% approx.).

The existing mode splits for residents living in Sunshine (according to Australian Bureau of Statistics (ABS) 2016 Census 'Travel to Work' data) is summarised in Figure 1.1. Those who currently reside in Sunshine tend to have a moderately high utilisation of private vehicles travel.

Figure 1.1: Existing Mode of Travel to Work in Sunshine



A list of strategies is provided within this report aimed at encouraging walking, cycling, public transport and carpooling for travel to and from work to promote a mode shift.

[1] de Gruyter, C., Rose, G. and Currie, G., 2015, January. Travel plans for new residential developments: insights from theory and practice. In Australasian Transport Research Forum 2015

1.2. Objectives of this Green Travel Plan

The objectives of this Green Travel Plan are as follows:

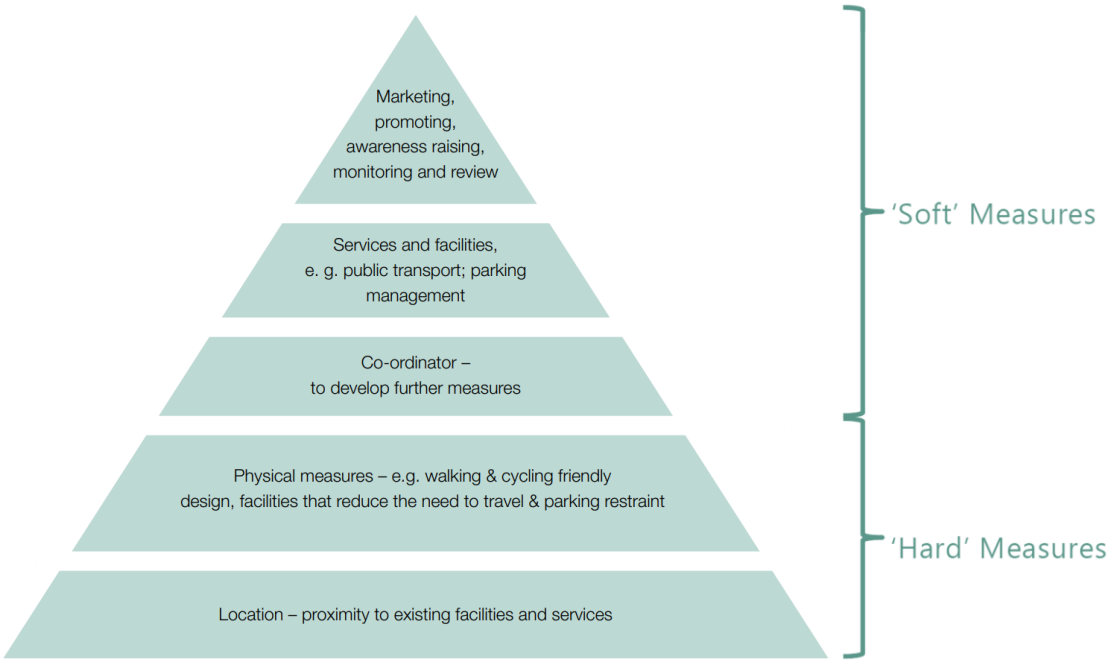
- Ensure integration into the existing and proposed public transport facilities and network.
- Encourage the use of sustainable methods of transport.
- Assist in discouraging a reliance on private motor vehicles.
- Reduce the environmental impact of the development.
- Set out future mode splits and a proposed action plan to achieve them.

1.3. Focus of this Plan

This Plan focuses principally on "soft measures" that can be implemented / adopted by residents of the development; rather than "hard measures" such as the transport infrastructure within the development itself (e.g., bicycle parking, etc).

This approach is consistent with the "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" guideline prepared by the UK Department for Transport (April 2009). An extract of the "green travel plan pyramid" from this guideline is shown in Figure 1.1.

Figure 1.2: Green Travel Plan Pyramid



(Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport UK)

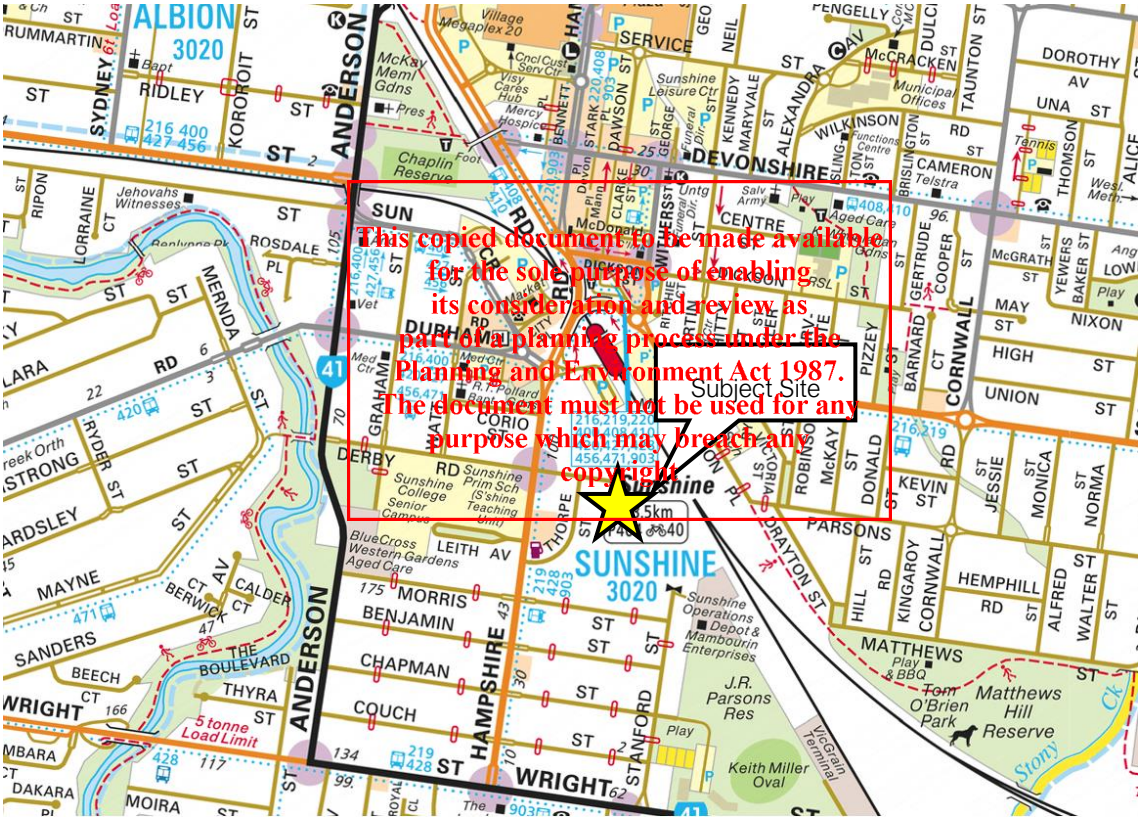
2. EXISTING CONDITIONS

2.1. Location

The site is located at 99 Derby Road, Sunshine. The site is located within an Activity Centre Zone 1 (ACZ 1). The immediate surrounding properties are a mixture of residential and commercial, with the Sunbury Rail Line along the north-eastern property boundary. Also, within close proximity is "The Sunshine Cluster", Sunshine Train Station, Sunshine Primary School and Sunshine College.

The location of the site and the surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject Site Surrounds and



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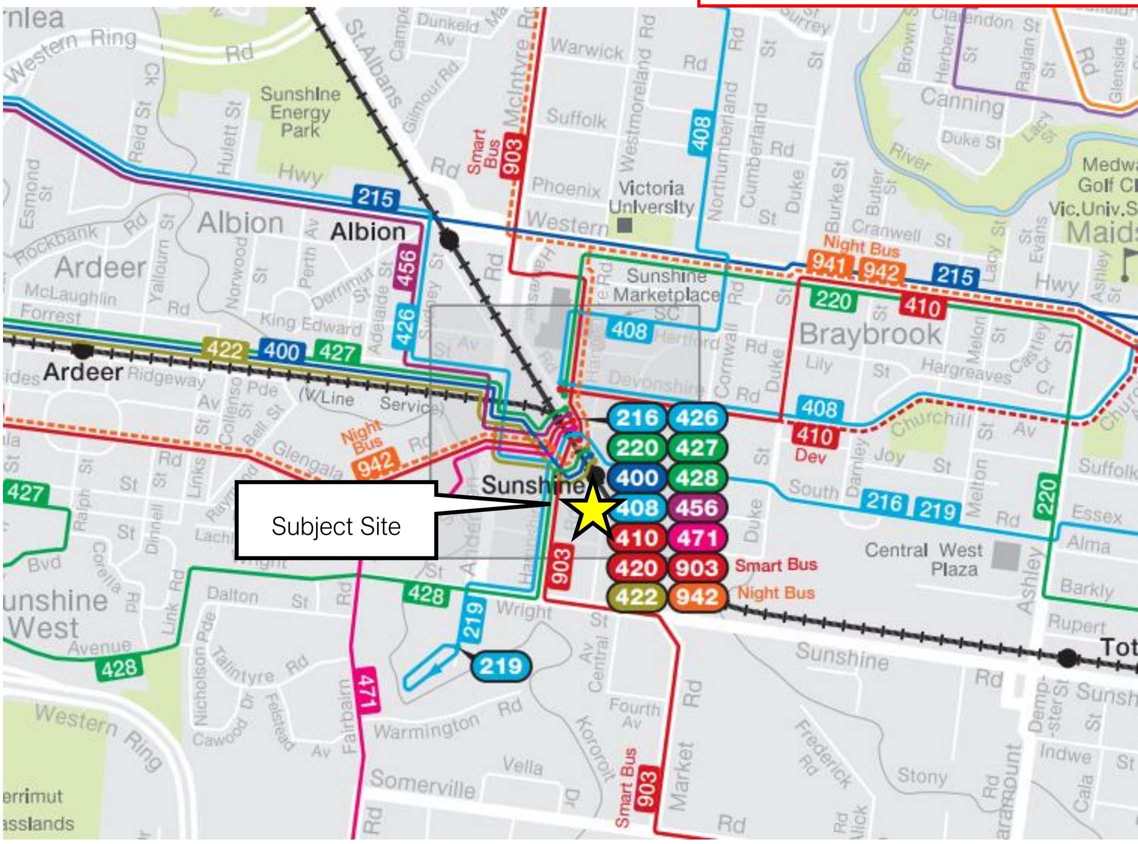
2.2. Sustainable Transport

2.2.1. Public Transport

Figure 2.2 shows the site in relation to existing public transport routes within its vicinity and illustrates that the site is well serviced by such routes, sitting within 500m of Sunshine Train Station and 200m within the nearest bus stop.

Figure 2.2: Public Transport Map



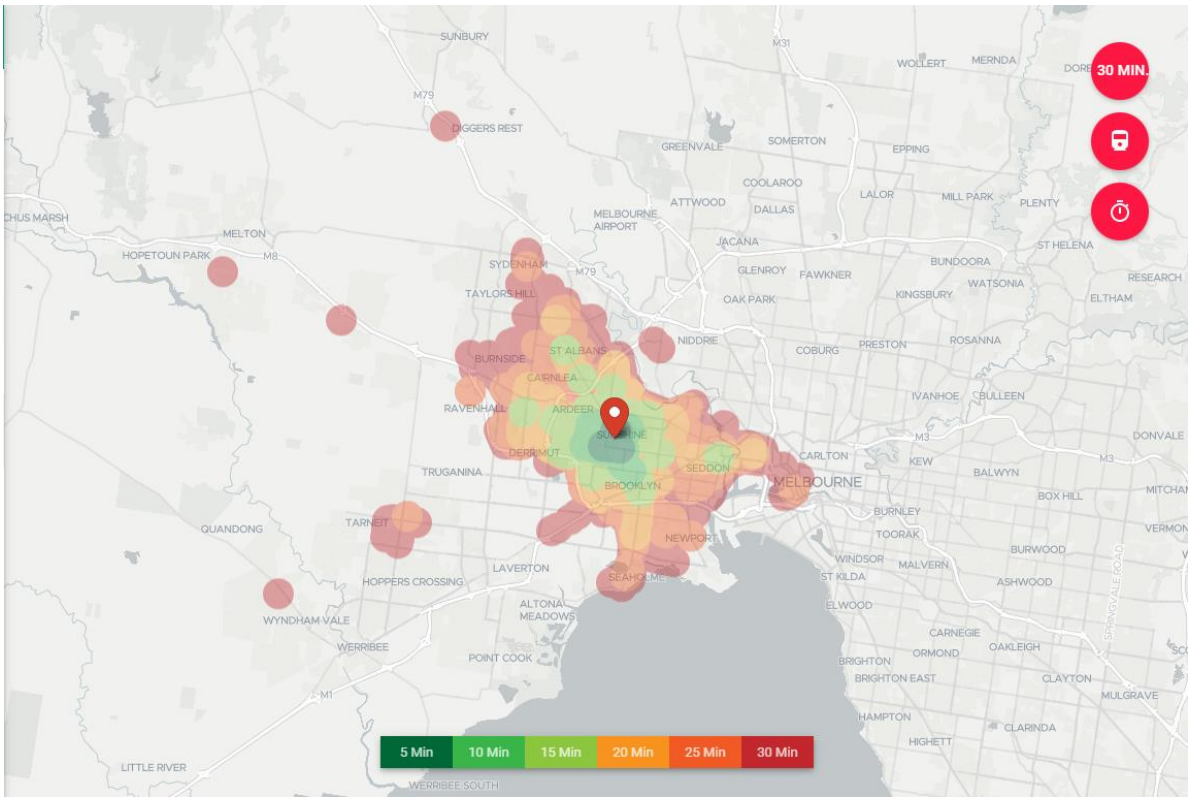
(Reproduced from Public Transport Victoria Website)

Table 2.1: Public Transport Services Proximate to Subject Site

Service	Route	Route Description	Distance to Nearest Stop (m)	Frequency On/Off Peak
Train	Sunbury and Regional Train Lines	Melbourne – Sunbury, Melbourne – Ararat, Melbourne – Ballarat, Melbourne – Geelong	500m	5 mins / 20 mins
Bus	903	Altona – Mordialloc	200m	15 mins / 15 mins
Bus	219	Sunshine South – Gardenvale	200m	30 mins / 30 mins
Bus	428	Sunshine West – Sunshine Station	200m	25 mins / 40 mins

This site is well serviced by public transport, Sunshine Station within walking distance provides easy access to Melbourne CBD and buses provide access in and around the Sunshine Precinct.

Figure 2.3: Public Transport Catchment Departing 99 Derby Road



(Reproduced from Targomo Website)

Figure 2.3 shows that the majority of western Melbourne is accessible by public transport within 30 minutes of the site. Notably, Melbourne CBD is accessible within a 30-minute journey travel time.

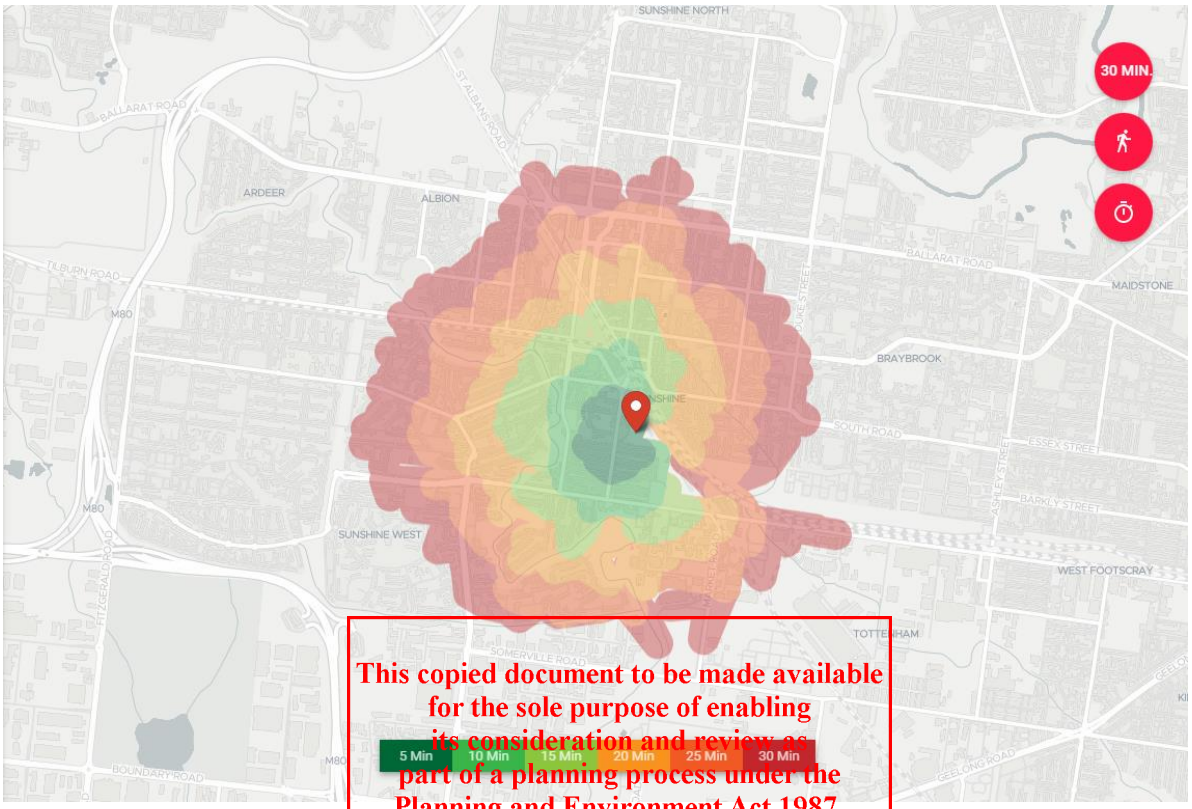
2.2.2. Pedestrian Network

The '*walk score'* for 99 Derby Road is 80, or very walkable. This score indicates that most errands can be accomplished on foot. The location of the proposed development is with 10 minutes walking distance of Sunshine Station and 20 minutes walking distance to the Sunshine major activity centre.

The site location offers residents the opportunity to easily access services such as shops and restaurants by foot, this reduces the need to travel by private vehicle for these purposes.

Figure 2.4 shows that many day-to-day locations are within walking distance of the site, including Sunshine Station, Sunshine Plaza Shopping Centre, Brimbank City Council and Sunshine Secondary College.

Figure 2.4: Walking Catchment Departing 99 Derby Road



(Reproduced from Targomo Website)

2.2.3. Cycling Network

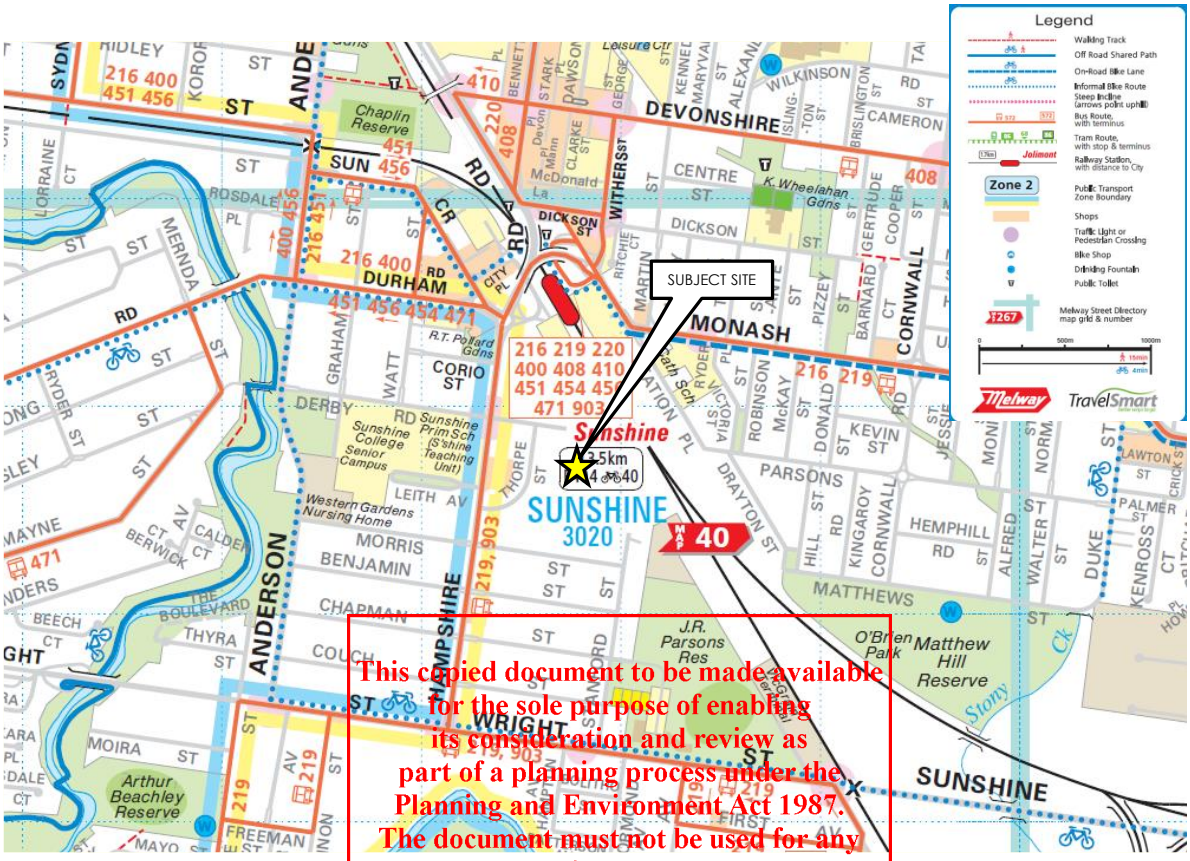
Hampshire Road provides cyclists with an on-road bicycle lane in each direction. The facilities are line marked separate from on-street parking. The northern most point of the path is the Derby Rd / Hampshire Rd intersection and connect south to the Kororoit Creek Trail, a primarily recreational shared use path. As shown in Figure 2.5.

The Principal Bicycle Network (PBN) is a network of on and off-road cycling corridors that have been identified to support cycling for transport and access to major destinations in metropolitan Melbourne. The PBN was reviewed and updated in 2012 by VicRoads and all local Councils.

The PBN is also a 'bicycle infrastructure planning tool' to guide State investment in the planning and development of the future metropolitan Melbourne bicycle network. Strategic Cycle Corridors (SCC) form part of the PBN, and represent an initiative outlined in Plan Melbourne to support walking and cycling in Central Melbourne. SCCs are intended to be corridors designed to provide high quality bicycle infrastructure to, and around, major activity areas in metropolitan Melbourne. The SCCs/PBNs in the vicinity of the site include along:

- Sunbury Railway Line
- Hampshire Road
- Durham Road

Figure 2.5: VicRoads Principal Bicycle Network



(Reproduced from VicRoads Website)

2.2.4. Road Network

The site has frontages to Derby Road and to Thorpe Street. Further details regarding the road characteristics of these roads and other important roads in the vicinity of the site is summarised in Table 2.2.

Table 2.2: Road Network

Road	Classification	Alignment	Configuration	Parking	Road Reserve Width (approx.)
Derby Road	Local Road	East-West	One lane in each direction	Kerbside parking	20 m
Thorpe Street	Local Road	North-South	One lane in each direction	Kerbside parking (west side: 2P, east side: unrestricted)	15 m
Hampshire Road	Major Road	North-South	One lane in each direction	Kerbside Parking (time restricted)	20 m
Laneway (between Thorpe Street and Stanford Street)	Unpaved carriageway easement	East-West	One lane	No kerbside parking	3.5m

3. DEVELOPMENT OVERVIEW

3.1. Land Use

The mixed residential development incorporates 359 dwellings delivered via a combination of apartments and townhouses; Table 3.1 summarises the proposed development.

Table 3.1: Development Summary

Type	No. of Bedrooms	No. of Dwellings
Townhouse	Two Bed	133
	Three Bed	48
	Four Bed	15
	Sub-Total	*196*
Thorpe Street SW – Building F	Two Bed	4
	Three Bed	8
	Sub-Total	*12*
Derby Corner – Building E	Three Bed	14
	Sub-Total	*14*
Central – Building B, C, D	One Bed	65
	Two Bed	61
	Three bed	11
	Sub-Total	*137*
Total		*359*
Non-Residential		
Food and Beverage (Building E)		86.1 sqm

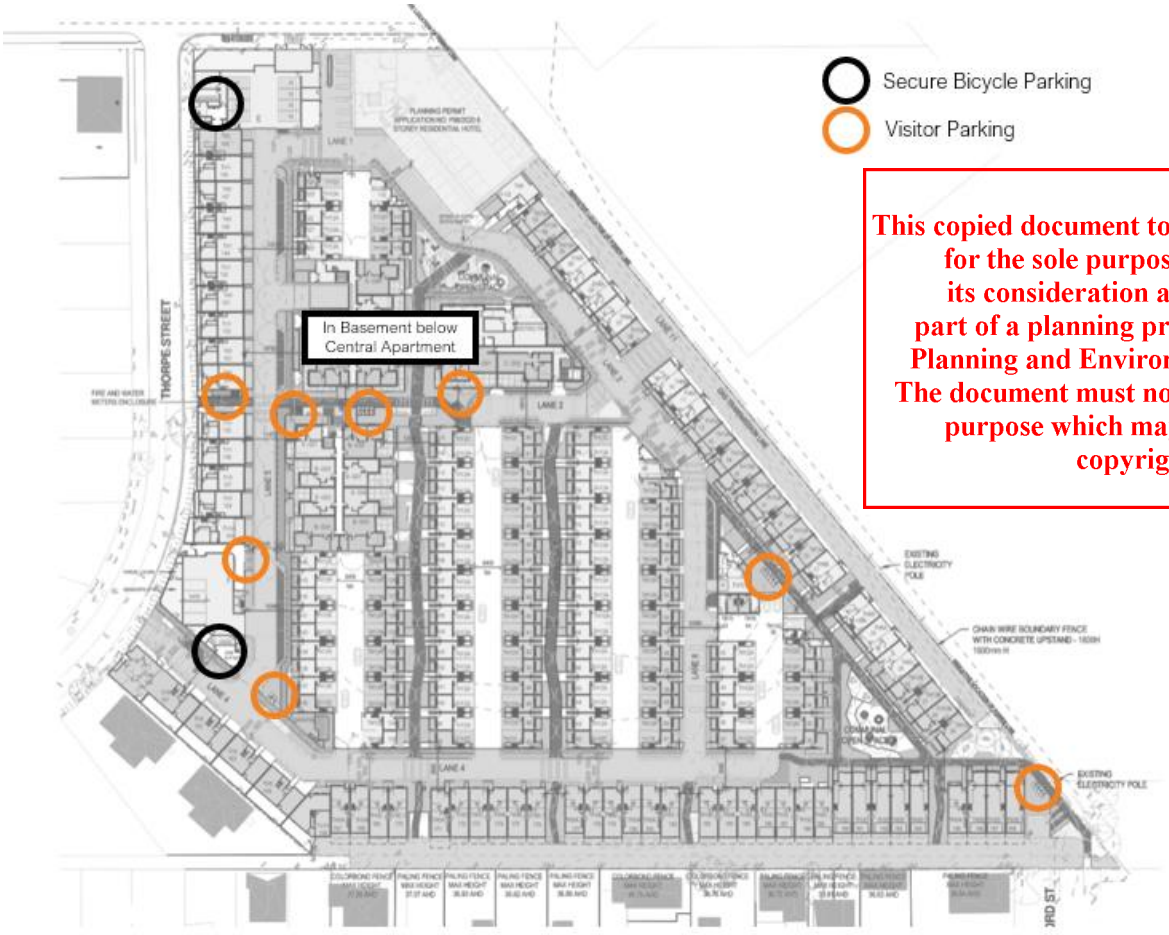
Pedestrian and cycle access are provided via Derby Road, Thorpe Street and Stanford Street. Vehicle access to the site is provided via Derby Road and Thorpe Street and an internal road network provides access to dwellings for all modes.

3.2. Parking

3.2.1. Bicycle Parking

Bicycle storage for residents within the apartment buildings is provided on the ground floor of each complex and the central basement. Select townhouses have dedicated space for a bicycle rack within their garage. Additional publicly available bicycle parking is provided throughout the development. As shown in Figure 3.1.

Figure 3.1: Bicycle Parking Facilities



3.2.2. Private Vehicle Parking

All townhouses are provided with either a one or two car garage, each apartment complex has parking provided for the sole use of its occupants on a ground or basement level.

3.3. Access and Circulation

The development has been designed with high levels of pedestrian and cyclist access, amenity and permeability. Connection for pedestrians and cyclists is provided via Derby Road, Thorpe Street and Stanford Road. Vehicle access is provided via Derby Road and Thorpe Street.

Internal to the site, roadways have been designed to prioritise pedestrians and cyclists and is a low speed environment in which cyclists and pedestrians can share the road with vehicles. 'Green Links' have also been provided which provide pedestrian/cyclist only connections throughout the development.

The site access and circulation along with transport movement priorities are shown in Figure 3.2, movement priorities throughout the development are shown in Figure 3.3.

Figure 3.2: Site Access and Circulation

Figure 3.3: Transport Movement Priorities

Source: Hayball, Urban Context Report

4. MODE SPLIT TARGETS

4.1. Preamble

Based on existing travel mode splits recorded for Sunshine as discussed in Section 1.1, the dominate mode of travel to work is private vehicle based.

Notwithstanding, it is envisaged in this instance that this site can achieve a higher proportion by modes other than private vehicle through the better utilisation of public transport, cycling and walking. This is achievable through the location of the site and the approach to design of the site.

4.2. Post Occupancy Surveys

Post occupancy surveys are critical to "ground truth" the mode split targets and allow adaption and targeted actions to improve on the actual travel behaviour. They provide an opportunity to gather targeted, relevant data for the development, rather than relying on generic, area wide data from the Census or other sources. It is recommended that post occupancy surveys are conducted approximately 6-months post development, to allow travel patterns to settle down, but not so long as to allow them to become entrenched. Thereafter, they should be conducted every one to two years.

Post occupancy surveys act as a "report card" for the development and can be shared in order to have a motivating and educating effect on users.

Post occupancy surveys should examine:

- Mode of travel for all trips.
- Destination and distance travelled.

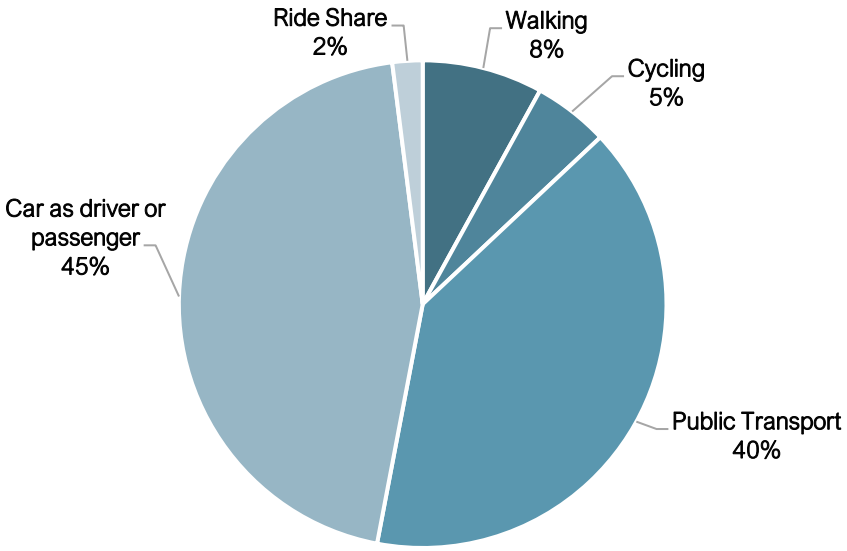
The aim is to link distance, destination and mode, to allow the GTP to effectively target trips that may be able to be undertaken by more sustainable modes.

4.3. Mode Split Targets

On this basis, and taking into account the subject site's proximity to surrounding public transport, The Sunshine Cluster, walking and cycling facilities (as outlined in Section 2), and the proposed provision of a low level of on-street car parking, Figure 4.1 sets out the mode split targets that should be sought for the future operation of the development for trips to and from the site.

The below targets assume that all garages and car parking spaces for the apartments are at maximum utilisation.

Figure 4.1: Nominal Mode Split Targets – 99 Derby Road, Sunshine



These targets aim for an uplift in public transport, walking and cycling modes of transport. This reflects the proximity of the site to the Sunshine train station as well as major attractors such as schools and shopping / retail required for daily errands. It is considered that these targets should be achievable.

5. ACTIONS

5.1. Preamble

The following list of actions presented in this section form the basis for implementation of this Plan.

Each action is accompanied by a timeframe as to when it could be implemented. Collectively, these actions aim to achieve the mode split targets set out in the previous section of this report and the objectives set out by Brimbank City Council.

It should be noted that not all these actions should be viewed as being compulsory but rather as potential options that should investigated and implemented as appropriate for the future occupants of the site. The relevance of each action will depend on numerous factors.

5.2. Walking

Action	Date
Identify residents living near work that may be interested in walking to work	Ongoing
Provide updated wayfinding signage to direct people to public transport, active travel routes and locations of interest.	Upon occupation
Body Corporate/Operator to promote 'National Walk to Work Day' to encourage residents and employees to walk to work from home	Post Occupancy
Establish an internal Walking Users Group (WUG). WUGs are formed by people who want to work together to improve facilities for pedestrians and encourage walking.	Annually and ongoing
Create a safe walking plan for children of all ages to walk to nearby schools by assessing the safest most convenient route for the commute and providing this information to residents in the form of a public notice board or similar. This may include working within the surrounding community to set up a 'walking school bus' which would see children group together with children from surrounding residences to commute to school.	Ongoing
Negotiate with the local council for improvements to footpaths used by residents	Ongoing

5.3. Cycling

Action	Date
Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling. In the first instance this group would be established by the GTP coordinator	Annually and ongoing
Provide sufficient bicycle parking to meet peak needs	Provided as part of the Development
Have good, secure bicycle parking in an easily accessible location	
Provide bicycle parking for visitors	
Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays	
Provide a bicycle workshop space adjacent to the secure bicycle parking area for resident use	

Action	Date
Review condition of existing on site bicycle routes	
Provide a package to new residents to the apartments explaining the onsite bicycle parking facilities and where they are located	Ongoing
Monitor the adequacy of the provided on-site bicycle parking supply and address any issues provided by residents	Annually and ongoing
Monitor how much the facilities provided are being used. If there are facilities which are under-utilized, then consider ways to promote them to residents	Annually and ongoing
Provide an on-site bicycle maintenance service (either as a special one-day event or on a regular basis)	Annually
Provide a map (online and in hardcopy) showing cycling routes within the vicinity of the site and local facilities such as shops and public transport stops	Annually and ongoing
Work with local cycling business, to encourage local cycling through discounts, advice and even training	Annually and ongoing

5.4. Public Transport

Action	Date
Develop a map showing public transport stations and routes in the vicinity of the site	Upon Occupation
Provide leaflets or timetables in convenient common area locations.	Upon Occupation
Consider providing a complementary Myki in a household welcome pack	Upon Occupation
Provide welcome packs with relevant train, tram and bus timetables to purchasers upon occupation of the apartment. The welcome pack should also provide information promoting the cost savings and environmental benefits of public transport.	Ongoing

5.5. Car Parking

Action	Timing
Establish a car pooling system for residents that may have common employment destinations	Ongoing

6. MONITORING AND REVIEW

6.1. Overview

In order for the GTP to be effective it must be reviewed on a regular basis. It is important to ensure that the GTP is meeting its objectives set out in Section 5, and that strategies are having their intended impact on transport choices for users of the site.

In order to account for the settling of activity levels at the site, it is recommended that post-occupancy surveys be undertaken to determine a 'baseline' against which future travel behaviour can be compared. This should also consider questions regarding the perceived and real barriers to utilising more sustainable travel modes such as walking, cycling and public transport. This will enable identification of opportunities for additional 'Actions' to overcome these barriers. It is also recommended that mode splits are reviewed annually for a period of five years after the development is occupied.

This review should be completed by undertaking travel mode questionnaire surveys for residents and visitors. The results of these surveys should subsequently be used to assess what the mode splits are, what modes should be targeted and determine the necessity of potential actions to achieve the desired level of change.

In the event that the monitoring process reveals that a shift away from the desired mode split targets is occurring, a number of measures could be adopted to further assist the achievement of the integrated transport goals. These measures could include:

- Provide additional material to residents identifying access to alternative transport modes.
- Review use of on-site bicycle share scheme and identify any barriers to use (pricing, visibility, etc.).

6.2. Responsibility

The Body Corporate is responsible for the monitoring and management of this Plan.

It is suggested that a travel plan "champion" be appointed to manage the implementation of preferred actions. The "champion" would take responsibility for monitoring and reviewing the Plan, with the primary aim of the "champion" to include:

- review Green Travel Plan initiatives and determine a program for implementation
- oversee completion of post occupancy surveys and follow up actions arising from these
- update mode split targets in line with post occupancy surveys
- assist and promote activities and disseminate information
- advocate sustainable transport modes amongst residents.

The travel plan "champion" would be responsible for the Plan remaining a "live" document, with it being amended as necessary to meet the mode split targets.