

Traffix Group

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PLAN

Green Travel Plan

Proposed Mixed-use Development
427 Albert Street, Brunswick

Prepared for
HIP V. HYPE

October 2024

G33113R-04A (GTP)

Document Control

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



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Table of Contents

- 1. **Introduction..... 5**
- 2. **Background..... 6**
 - 2.1. *Subject Site..... 6*
- 3. **Proposal..... 7**
- 4. **Information for Staff..... 8**
 - 4.1. *Public Transport Accessibility..... 8*
 - 4.2. *Cycling 11*
 - 4.3. *Walking 15*
 - 4.4. *Car Share Vehicles..... 17*
- 5. **Targets 19**
 - 5.1. *Resident Targets..... 19*
 - 5.2. *Staff Targets..... 20*
- 6. **Actions..... 22**
- 7. **Costs..... 24**
- 8. **Monitoring and Review 24**

List of Figures

Figure 1: Public Transport Map (Source: PTV)	9
Figure 2: Walking Distance to Nearest Public Transport Stops (Source: Melway Online & PTV)	11
Figure 3: Sustainable Transport Infrastructure (Source: Merri-bek City Council)	12
Figure 4: Bicycle Parking – Typical Apartment Level	13
Figure 5: Bicycle Parking – Ground Floor	14
Figure 6: Bicycle Parking – Basement	15
Figure 7: Map of 20-minute walking distance (Source: targomo.com)	16
Figure 8: Sustainable Transport Infrastructure (Source: Merri-Bek City Council)	18

List of Tables

Table 1: Development Summary	7
Table 2: Summary of Public Transport Services	10
Table 3: Journey to Work Data (based on place of residence) – 2016 Census	19
Table 4: Journey to Work Data (based on place of employment) – 2016 Census	21
Table 5: Green Travel Plan Actions	22
Table 6: Monitoring and Review Program	25

List of Appendices

Appendix A	Development Plans
Appendix B	Example Questionnaire Surveys
Appendix C	Welcome Pack

1. Introduction

Traffix Group has been engaged by HIP V. HYPE to prepare a Green Travel Plan for the proposed mixed-use development at 427 Albert Street, Brunswick.

This Green Travel Plan (GTP) will provide a management tool designed to reduce the reliance on motor vehicles, minimise the negative impacts of transport on the environment, manage car parking demands, improve opportunities for those without access to a car and maximise the benefits associated with 'green travel', i.e. health and financial benefits.

This plan sets out a range of actions to be implemented by the Developer/Property Manager to encourage sustainable travel choices and reduce car dependency by staff, identifies 'green travel' targets, and outlines an implementation program as well as monitoring and review requirements of the plan.

The objectives of this GTP 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 development the GTP is as follows:

- review existing documentation and transport conditions,
- establish a management strategy,
- identify appropriate GTP actions for the site, and
- develop an implementation plan and monitoring regime.

The Property Manager will be responsible for the implementation of the GTP and reporting of Travel Demand Patterns to the City of Merri-Bek (to be provided on request).

2. Background

2.1. Subject Site

The subject site has frontages to both Albert Street and Clifton park West, in Brunswick. The site is located within a Mixed Use 1 Zone under the Merri-Bek Planning Scheme and within the Principal Public Transport Network Area (PPTN). The site is also located near the Brunswick Activity Centre – Sydney Road Precinct, which provides a variety of everyday services, retail services and places of employment.

Other significant nearby land uses in the nearby area include:

- **Clifton Park** located immediately north of the site.
- **Gilpin Park** located opposite the site on Albert Street.
- **Sydney Road Activity Centre** located approximately 1km east of the site.

Overall, the site benefits from a large range of everyday and specialised services and places of employment within convenient walking distance or accessed via short public transport trip.

3. Proposal

The proposal is for a mixed-use development on the site as set out in the following table. A copy of the development plans prepared by Austin Maynard Architects are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
Dwellings: One-bedroom Apt. Two-bedroom Apt. Three-bedroom Apt.	16 37 8	40	Parking rates: 0.66/dwelling
Shop	95m ²	None	N/A
Office (2 tenancies)	455m ²	None	N/A
Car Parking Provision		40 car spaces	Located within stacker system at basement level
Bicycle Parking Provision	<p>The development provides bicycle parking as follows:</p> <ul style="list-style-type: none"> • Residents: 106 spaces <ul style="list-style-type: none"> – Distributed over upper levels within communal corridor areas • Residential Visitors: 21 spaces <ul style="list-style-type: none"> – 5 at ground near easter core also distributed over upper levels within communal corridor areas • Commercial Staff: 20 spaces <ul style="list-style-type: none"> – Secure room at Basement 1 including 10 horizontal spaces, 8 vertical spaces and 2 cargo bicycle spaces. <p>Bicycle parking is provided via a combination of two-level stacker units, floor mounted rails and wall mounted vertical rails.</p>		
Other	Notes		
Changes to on-street parking	Net gain of 2 on-street car space		
Car Parking	Car Parking is provided via a mechanical car stacker system. A total of 40 car parking spaces are provide via a Klaus Trendvario 6300 Semi-Automatic System.		

Characteristics	Description
	All car parking spaces are independently accessed and will be allocated to dwellings.

Key features of the development which support sustainable travel behaviour include:

- the site's access to efficient public transport services and alternative transport modes including Brunswick Station,
- the site's location 750m west of the Brunswick Activity Centre – Sydney Road Precinct,
- the site is highly walkable,
- the high level of bicycle parking provision and end of trip facilities, exceeding the requirements of Clause 52.34 of the Planning Scheme.

4. Information for Staff

Following discussion with the applicant, we understand that the implementation of the GTP will involve providing staff and residents of the development with welcome packs and associated information.

A notice board will be provided within the entry lobby area, which will provide Green Travel information (maps/timetables). The applicant could also include relevant information (including a copy of this plan) electronically via the owner's corporation intranet or webpage.

4.1. Public Transport Accessibility

The site is located within the Principal Public Transport Network Area (PPTN) and as such is well served by a number of efficient public transport services including train, tram and bus located within walking distance from the site. The extent of the public transport services ensures that staff will be able to readily utilise public transport in preference to private car when commuting to and from the development.

The public transport network surrounding the site is shown in Figure 1. The key facilities located within the nearby area are detailed in the Table 2.

Figure 2 shows the pedestrian linkages between the site and the nearby public transport services and the distance required to walk by staff accessing these services. A map similar to this could be displayed within the entry lobby to inform residents, staff and visitors of the closest and most convenient public transport services.

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/>).



Figure 1: Public Transport Map (Source: PTV)

Table 2: Summary of Public Transport Services

Service	Between	Via
Pearson Street/Smith Street - Located approximately 260m walking distance from the site		
Bus Route 506	Moonee Ponds - Westgarth Station	Brunswick
Clifton Park/Victoria Street - Located approximately 200m walking distance from the site		
Bus Route 508	Alphington - Moonee Ponds	Northcote & Brunswick
Bus Route 951 (Night Rider)	Brunswick Station - Glenroy Station	West Coburg
Dawson Street/Grantham Street - Located approximately 450m walking distance from the site		
Tram Route 58	West Coburg - Toorak	Brunswick
Holloway Road/Hope Road - Located approximately 750m walking distance from the site		
Bus Route 509	Brunswick West - Barkly Square Shopping Centre	Hope Street & Sydney Road
Brunswick Station - Located approximately 850m walking distance from the site		
Brunswick Railway Station	Upfield Line	Fawkner, Coburg, Brunswick, North Melbourne & City

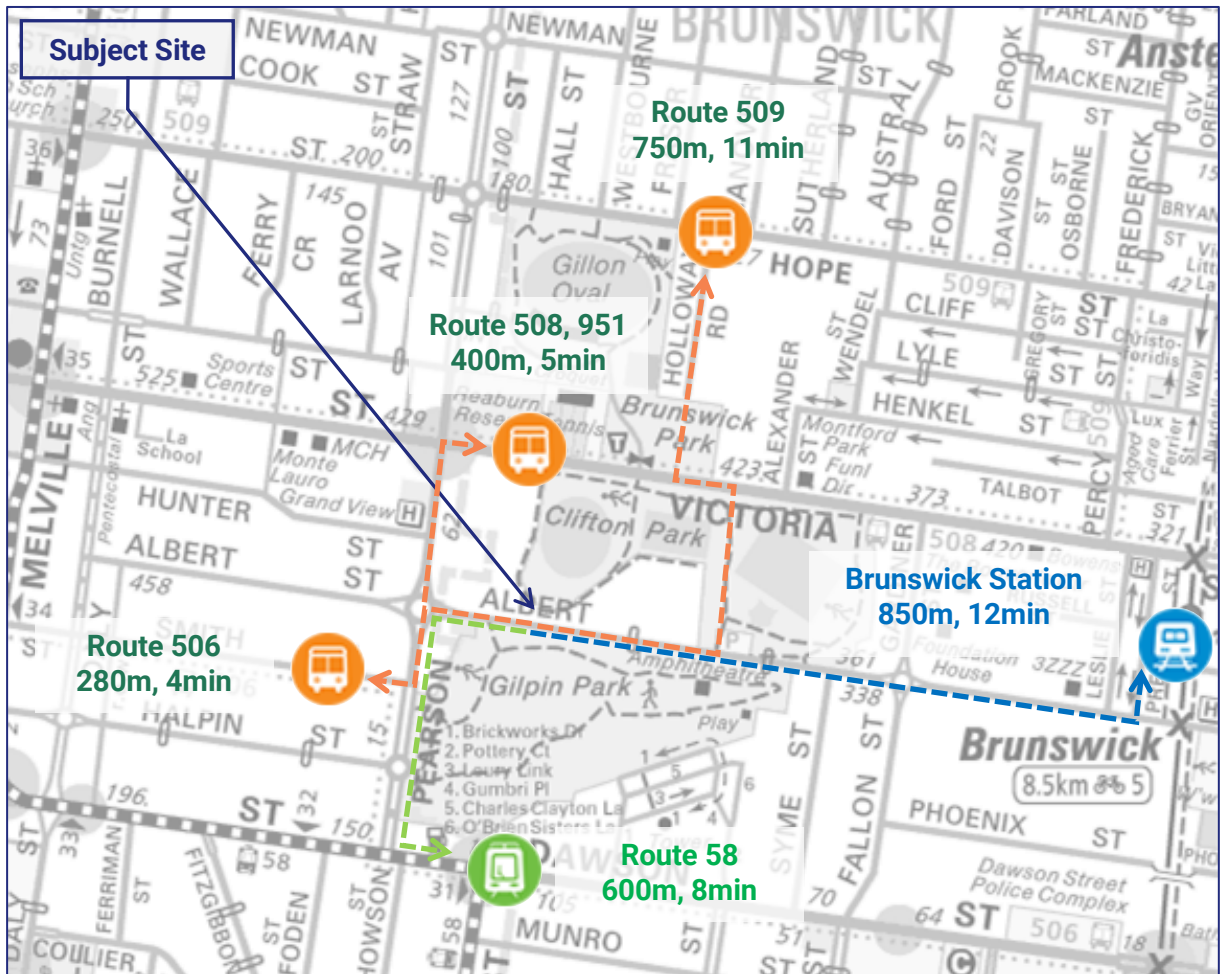


Figure 2: Walking Distance to Nearest Public Transport Stops (Source: Melway Online & PTV)

4.2. Cycling

The site has access to bicycle infrastructure with on-road bicycle lanes and informal bicycle facilities on many major and minor roads such as Albert Street, in the immediate vicinity of the subject site. Off-road bicycle paths are located within Gilpin Park and Clifton Park, as shown in the excerpt from the City of Merri-Bek TravelSmart Map shown in the following figure.



Figure 3: Sustainable Transport Infrastructure (Source: Merri-bek City Council)

The development provides bicycle parking as follows:

- Residents: 106 spaces
 - Distributed over upper levels within communal corridor areas
- Residential Visitors: 21 spaces
 - 5 at ground near easter core also distributed over upper levels within communal corridor areas

-
- Commercial Staff: 20 spaces
 - Secure room at Basement 1 including 10 horizontal spaces, 8 vertical spaces and 2 cargo bicycle spaces.

Bicycle parking is provided via a combination of two-level stacker units, floor mounted rails and wall mounter vertical rails.

Overall, the bicycle parking will be easily identified and used by residents, staff and visitors of the development. Accordingly, we are satisfied that additional signage to identify its location is not deemed to be warranted. Figures that identify the location of bicycle parking are provided as follows.

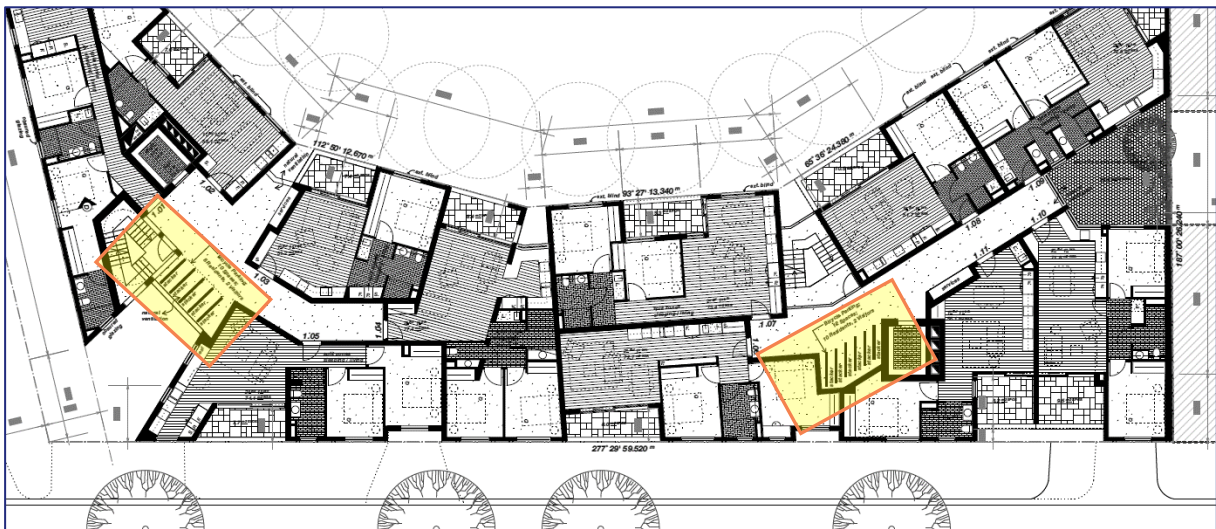


Figure 4: Bicycle Parking – Typical Apartment Level

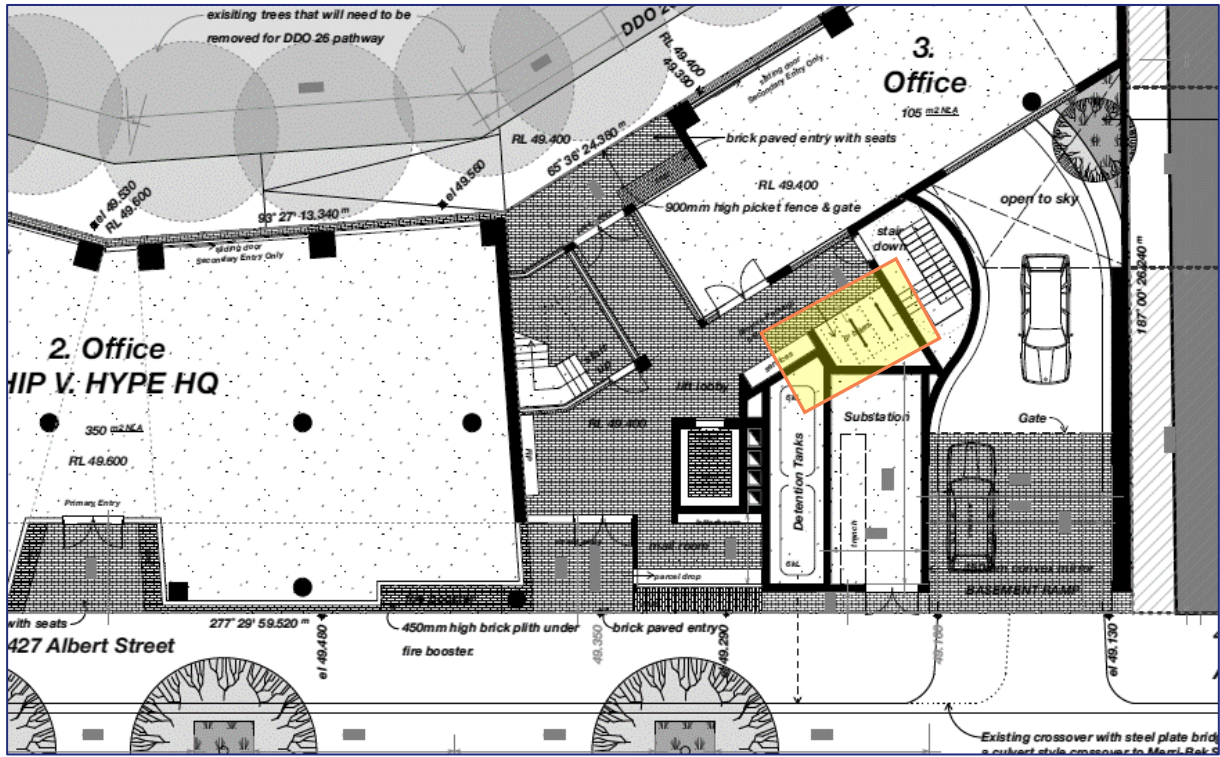


Figure 5: Bicycle Parking – Ground Floor

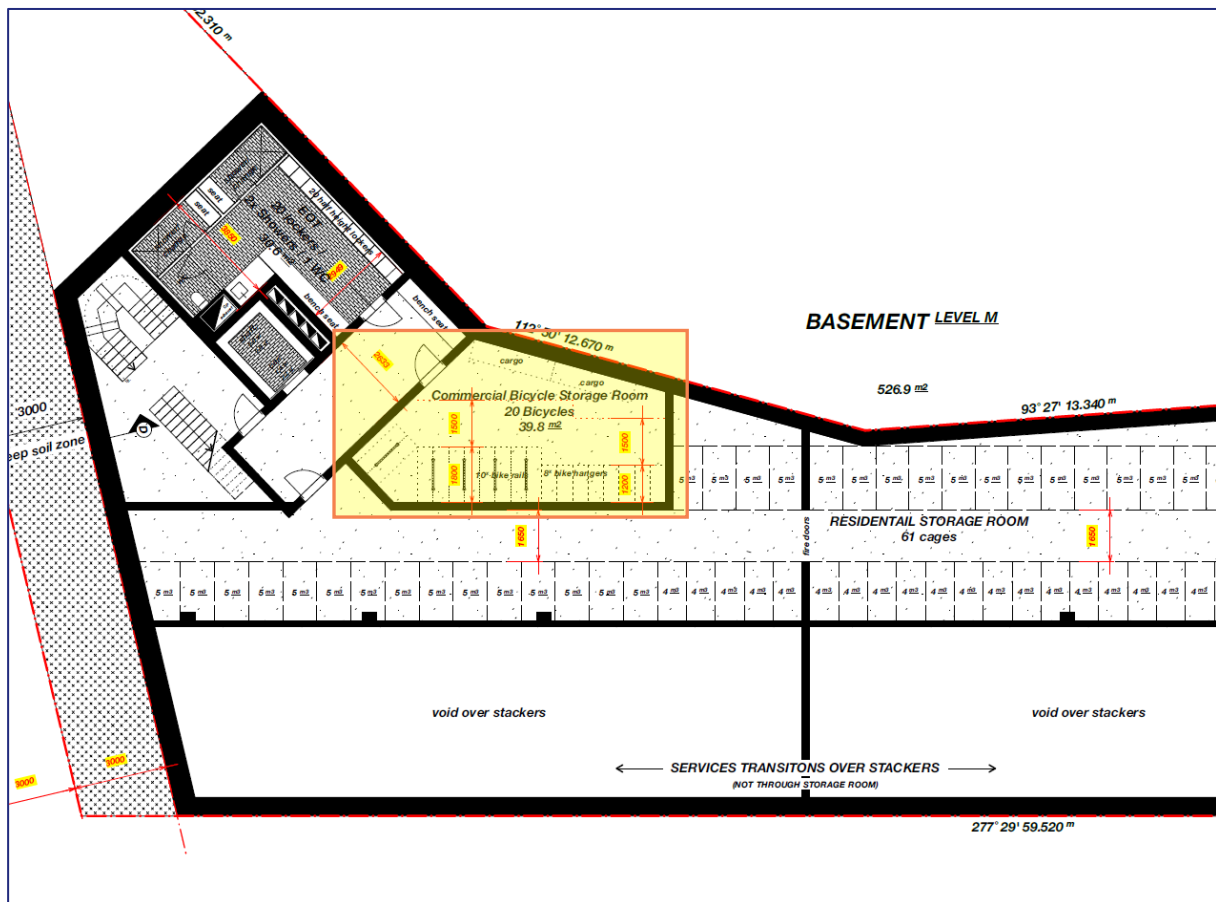


Figure 6: Bicycle Parking – Basement

4.3. Walking

The site is highly walkable, with many everyday services located within walking distance of the site. Figure 7 below indicates the area that is within a 20-minute walk of the site.

The following significant uses are within this 20-minute walk:

- Gillon Oval, Reaburn Reserve, Brunswick Park, Clifton Park West and Gilpin Park
- Commonwealth Bank Brunswick Branch
- Brunswick Medical Group
- Brunswick Townhall
- Brunswick Library
- Woolworths Brunswick
- Brunswick Baths
- RMIT University Brunswick Campus

The land uses detailed above demonstrate that there are a high level of everyday land uses in close proximity to the site, which would reduce the dependence on vehicular travel within this area.

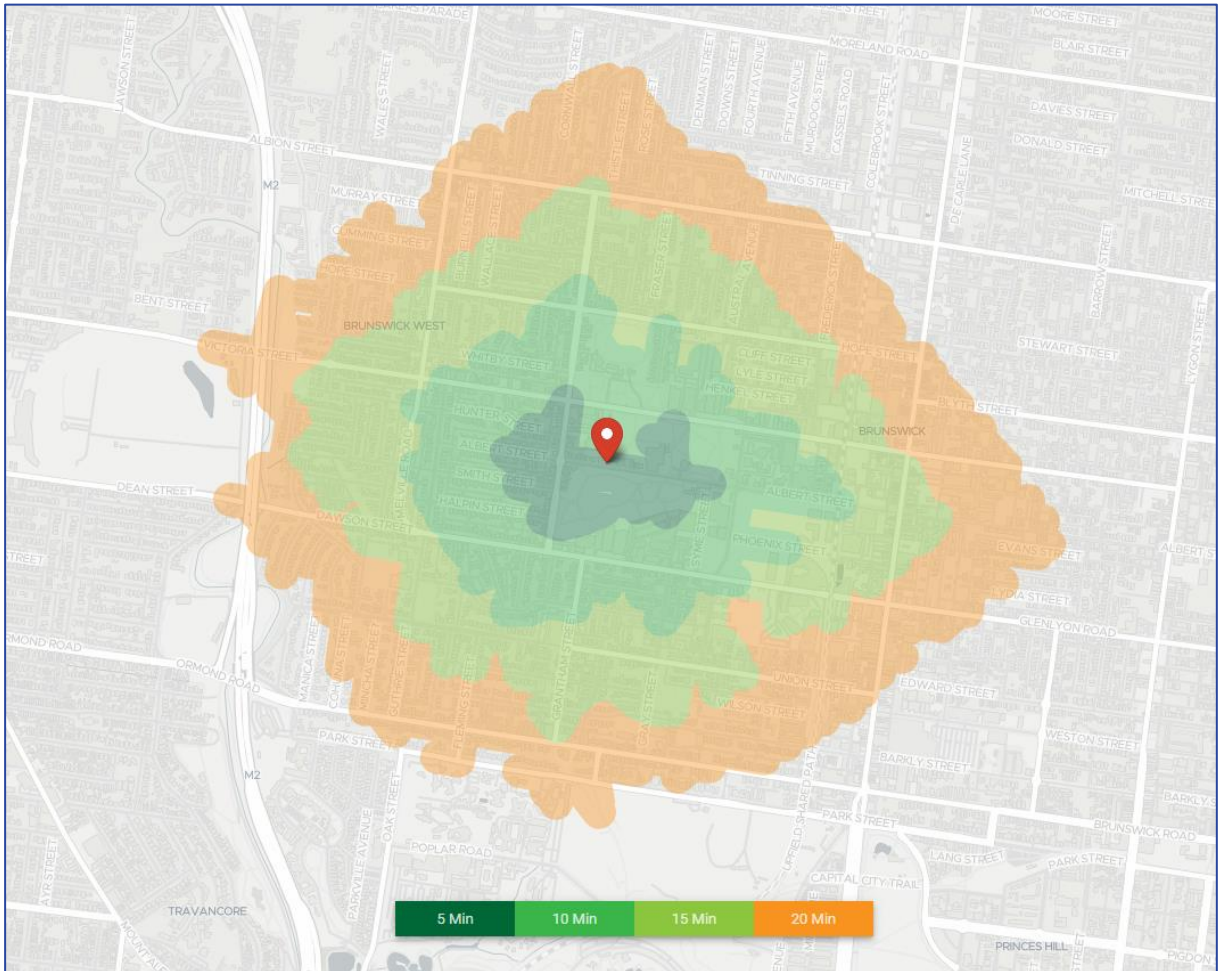


Figure 7: Map of 20-minute walking distance (Source: targomo.com)

4.4. Car Share Vehicles

Merri-Bek City Council supports 'car sharing' schemes by allocating on-street spaces throughout the municipality for the purposes of accommodating 'car share' cars.

Flexicar and GoGet, two Council supported schemes, currently have 6 on-street car share pods within 500m of the site. The nearest car share pod are located at Victoria Street, approximately 250m north-west of the site, as detailed in Figure 8.

Car sharing schemes provide an alternative to driving to work for staff and actively encourage the use of alternate transport modes. If required, a car can be available by joining the local 'car share' schemes, which allows for work based business trips by car. The use of a non-private car for these trips allows staff to avoid drive their own car to work during the commuter peak hours, because they do not need it for business trips during the day.

Car sharing schemes also offer an alternative to private vehicle ownership for residents.

The existing 'car share' schemes in this area provide a safety net (and fill a mobility gap) by providing convenient access to a car to cater for the limited number of times that staff and residents may require a car. This car access is both convenient and cost-effective as they can hire the car on an hourly or daily basis.

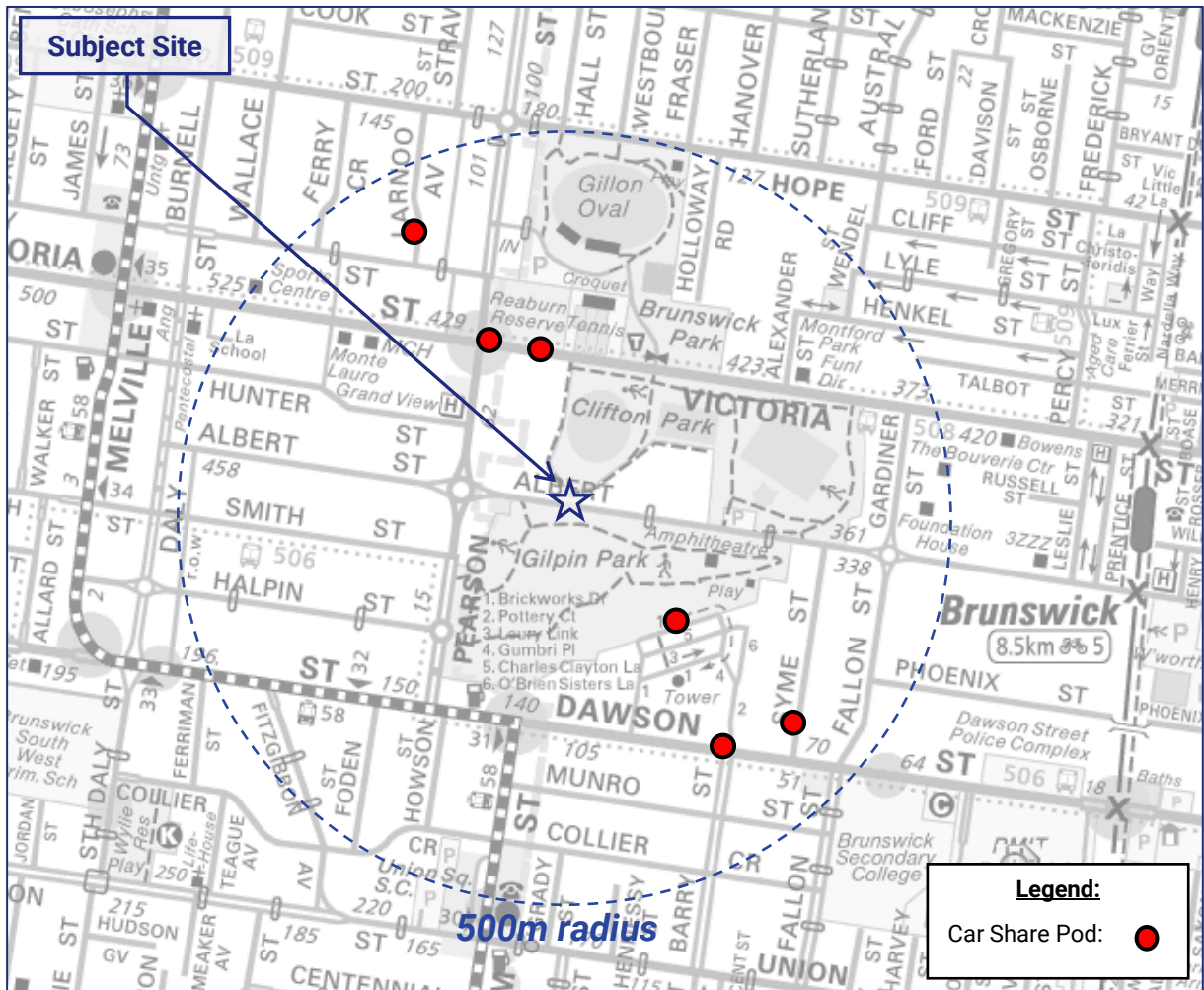


Figure 8: Sustainable Transport Infrastructure (Source: Merri-Bek City Council)

5. Targets

It is important to note that when setting targets for the proposed development consideration should be given to the existing travel patterns for people working within the nearby area.

Given the level of public transport access in this locality and proximity to the Melbourne CBD, the proposed development is adequately supported by public transport to serve staff and residents of the proposed development and is expected to generate parking at a lower rate than for a similar site in other less accessible, suburban locations. Specifically, shopping facilities, daily services and employment opportunities, public transport use and bicycle infrastructure are available in close walking distance to the site.

5.1. Resident Targets

The use of alternate transport for existing residents in the nearby area is highlighted by a comparison of the ABS 'journey to work' data for the 2016 Census between the Brunswick Suburb, City of Merri-Bek and the Melbourne metropolitan average.

This data is summarised in Table 3 and highlights that public transport, cycling and walking represent significant travel modes for the work trips for persons residing within the local area. The data identifies that existing residents within the suburb of Brunswick have a similar level of utilisation of public transport, walking and cycling as travel modes in comparison to the wider Melbourne metropolitan average.

Table 3: Journey to Work Data (based on place of residence) – 2016 Census

% Mode of Travel for 'journey to work' trips	Live within Brunswick Suburb	Live within the Merri-Bek LGA	Live within the Melbourne Metropolitan Division
Car as driver	36.9%	55.1%	70.5%
Public Transport	37.6%	28.9%	17.9%
Walking	5.3%	2.9%	3.5%
Cycling	14.3%	6.4%	1.6%
Other transport mode (car passenger, motorcycle, etc.)	6.0%	6.6%	6.5%

The existing mode of travel data suggests that any development at the subject site is likely to achieve a similar utilisation of public transport, it is suggested that higher targets are set for this development as follows:

- Residents – 75% of commuter trips are undertaken by sustainable modes, i.e. all modes other than single occupant motor vehicles.
- Residents – 75% of all other trips (i.e. non-employment based travel) are undertaken by sustainable modes, i.e. all modes other than single occupant motor vehicle.

The targets identified above ensure that private car usage for this development is below the existing mode share for residents of Brunswick.

In relation to visitors, it is expected that given the site's proximity to public transport services that utilisation of alternate transport modes will be higher than other less accessible locations.

In order to establish modal splits, the Owners Corporation of the development will need to distribute a questionnaire survey to residents of the development once the development is complete and the majority of apartments are occupied. The questionnaire survey should include questions to determine travel patterns and mode splits, distances travelled to/from the site and the origin/destination of trips, as well as seeking feedback on and suggestions for initiatives aimed to reduce reliance on motor vehicles.

An example questionnaire survey which could be distributed to residents for completion is attached at Appendix A.

It is noted that if the proposed targets are not being met by the end of the first 12 month survey period, the Owners Corporation will take steps to improve the active and public transport travel mode share, including:

- Re-issue dwellings with a 'welcome pack' providing public transport information, car share information and other details regarding sustainable lifestyles,
- Provide more bicycle parking (if deemed required by questionnaire surveys), and
- Promote the green travel initiatives included in the green travel plan.

5.2. Staff Targets

There is no commercial carparking provided on-site.

When setting targets for staff of the proposed development, consideration should be given to the existing travel patterns for people working within the nearby area.

The following table reviews the relevant ABS 'journey to work' data for the 2016 Census. This table identifies that alternate transport represents a significant travel mode for persons working within the Brunswick Statistical Area Level 2.

We have also compared staff 'journey to work' data for the following work locations for comparative purposes:

- Merri-Bek LGA,
- Melbourne Metropolitan Statistical Area.

Table 4: Journey to Work Data (based on place of employment) – 2016 Census

% mode of travel for 'journey to work' trip	Work within Brunswick SA2	Work within Merri-Bek LGA	Work Within Greater Melbourne
Car as driver	68.2%	76.1%	70.0%
Public Transport	13.8%	9.4%	18.4%
Walking	6.0%	3.0%	3.6%
Cycling	5.2%	4.7%	1.7%
Other Mode (car passenger, motorcycle, taxi etc.)	6.8%	6.8%	6.4%

The journey to work data highlights a lower reliance on private vehicle use by existing employees within the Brunswick SA2 area in comparison to the Greater Melbourne and Merri-Bek average.

The data indicates that public transport and other alternative transport modes (walking/cycling, etc.) represent a small proportion of trips to and from work for staff who work within this area, particularly when compared to the wider Greater Melbourne area.

Based on the existing journey to work data available, the site’s access to public transport and current objectives, it is suggested that a target of 50% of commuter trips are undertaken by sustainable modes, i.e. all modes other than single occupant motor vehicle.

The target identified above ensures that private car usage by staff is well below the existing mode share of employees within the Brunswick SA2 and Greater Melbourne. Individual rates for various mode shares are not considered warranted as staff will be in the best position to choose which alternate transport mode that best suits them (i.e. walking, cycling, public transport, etc.).

The reduced rate of on-site car parking for the development will assist in encouraging staff to utilise alternate transport modes as unrestricted or long-term parking is not available in the vicinity of the site.

The Owners Corporation/Commercial Operator of the development will need to distribute a questionnaire survey to staff of the development once the development is complete and all tenancies are occupied. An example questionnaire survey which could be distributed to tenancies is attached at Appendix A.

It is noted that if the proposed targets are not being met by the end of the first 12 month survey period, the Owners Corporation will take steps to improve the active and public transport travel mode share, including:

- Provide more bicycle parking (if deemed required by questionnaire surveys),
- Investigate providing end-of-trip facilities (if more bicycle parking is provided), and
- Promote the green travel initiatives included in the green travel plan.

6. Actions

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

The Manager (or subsequently designated person) of the commercial tenancies will be designated as a ‘champion’ responsible for the ongoing coordination and implementation of the actions identified within the Green Travel Plan. The Ownership Corporation of the development will be responsible for the ongoing implementation of the actions identified within the green travel plan.

Table 5 details the green travel actions for guest and staff of the proposed development and implementation responsibilities.

Table 5: Green Travel Plan Actions

Action	Responsibility	Implementation
<p>1. Display information regarding alternate sustainable travel modes within a public area, i.e. notice boards within the reception or main office area for the office tenancies, or alternately provide relevant information via the webpage or intranet. Minimum information required includes:</p> <ul style="list-style-type: none"> • Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, and bicycle facilities (e.g. Travel Smart Map of Merri-Bek is available from https:// www.Merri-Bekcity.vic.gov.au/the-area/getting-around) • Information on public transport fares and nearby outlets selling public transport tickets. Information is available from Public Transport Victoria (ph: 1800 800 007, http://ptv.vic.gov.au/). • Provision of train, tram and bus timetable information (or relevant links). 	<p>Owners Corporation/ Champion</p>	<p>On-going</p>

Action	Responsibility	Implementation
<ul style="list-style-type: none"> iPad or tablet or similar located within the back of house or entrance area which will have an app installed designed to give details of the next available services for the nearest public transport routes. The board/webpage should display an overview of frequencies and service times, and provide relevant phone numbers and web links to PTV timetabling services. Provision of information relating to useful smartphone apps such as Tramtracker or Traintracker, etc. 		
<p>2. Provide new residents and staff with a relevant Green Travel welcome pack, including information on public transport, initiatives and facilities available, i.e. bicycle parking, etc. A summary of the welcome pack is provided at Appendix B.</p>	<p>Owners Corporation/ Champion</p>	<p>On-going</p>
<p>3. Promote state and national sustainable events such as Ride to Work day, Walk to Work day and World Environment day (via email and intranet). The dates of the days specified here vary but for 2020 these dates were/are:</p> <ul style="list-style-type: none"> Walk to Work Day – 6th September, 2024 Ride to Work Day – 16th October, 2024 World Environment Day – 5th June, 2024 <p>Further details regarding the dates of environmental dates which may be promoted is available at: http://www.environment.gov.au/topics/about-us/media-centre/events/</p>	<p>Owners Corporation/ Champion</p>	<p>On-going</p>
<p>4. Bicycle facilities should be secure, easily accessible and clearly visible to staff and guests to assist in promoting this mode. The location and details of access to the bicycle parking should be detailed to staff as part of the welcome pack.</p>	<p>Developer</p>	<p>Development stage</p>
<p>5. Provide an on-site bicycle repair toolkit available within the secure bicycle parking area. Toolkit could include puncture repair equipment, bicycle pump, spanner, Allen keys etc.</p>	<p>Owners Corporation/ Champion</p>	<p>On-going</p>

Action		Responsibility	Implementation
Walking	6. Provide an umbrella for staff use in times of inclement weather to aid walking to nearby public transport services.	Owners Corporation/ Champion	On-going
Car Pooling	7. Create a car-pooling database. Staff will be encouraged to car pool with each other as this will allow staff to plan trips together to reduce the amount of car modal trips.	Individual Tenancies	On-going
Car Parking	8. Parking spaces on-site should be secure and controlled. Residents will be made aware of their allocation and appropriate signage provided.	Developer	Development Stage

7. Costs

The cost of undertaking each of the proposed actions will not be significant, with a number of actions/initiatives having minimal ongoing costs. All ongoing costs are to be fully met by the owner(s) of the building through the Owners Corporation fees.

8. 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 Property Manager will be responsible for monitoring the Green Travel Plan in accordance with the monitoring program set out in Table 6. The monitoring program should be undertaken annually over a three year period to confirm travel mode choice patterns for the development. The first review of the program should be conducted immediately after occupation of the building to establish a baseline. Survey results and a monitoring report should be provided to Council’s Sustainable Transport Department, to the satisfaction of Council.

The Property Manager will be responsible for ensuring that the Green Travel Plan is updated not less than every 5 years in order to maintain relevance and accuracy for employees.

Table 6: Monitoring and Review Program

Monitoring/Review Actions	Purpose
Undertake a questionnaire survey of staff	<p>To determine the modal split of trips and determine progress and compliance of the plan.</p> <p>The questionnaire survey should include questions to determine travel patterns and mode splits, distances travelled to/from the site and the origin/destination of trips, as well as seeking feedback on and suggestions for initiatives aimed to reduce reliance on motor vehicles.</p>
Undertake occupancy survey of bicycle parking provided on the site.	Gauge the level of use of bicycle parking facilities and assess if additional facilities are required.
Investigate implementation of end-of-trip facilities for staff.	End-of-trip facilities may be required if additional bicycle parking is required.
Undertake an Audit of the actions listed in Section 6 of this document and compile supporting evidence of actions implemented (i.e. notices, photos, etc.).	To document the progress of the plan and ensure viability of the plan.
Review the plan/actions and identify any modifications and/or improvements.	To 'fine tune' the plan and ensure viability of the plan.

In the event that the monitoring program indicates that the Green Travel Plan targets are not being met, further incentives should be implemented in order to increase the uptake of sustainable modes of transport.

A range of options include (but not limited to):

- Subsidised Myki costs to promote the uptake of public transport.
- Promote cycling by loaning out bicycles for free and providing helmets, bicycle lights, bicycle locks and bicycle repair kits for staff.
- Promote organised events to increase staff uptake of travelling to work using sustainable modes of transport (i.e. public transport, walking and cycling), for example Ride to Work Day, Walk to Work Day and World Environment Day.



Appendix A

Development Plans



General Notes:

- These drawings are to be read in conjunction with the Urban Context Report prepared by Austin Maynard Architects, and the following consultant team reports:
 Tract Planning Report
 HIP V. HYPE Sustainability Management Plan
 Waste Management Plan
 Gardens of the Sun Landscape Architect Design
 Traffic Group Traffic Engineering Assessment
 Green Travel Plan
 Vpac Engineers & Scientists Wind Impact Assessment
 Acoustic Report
 Access Solutions Accessibility Report
 Webster Survey Group Title Reestablishment & Feature Survey
 Tree Department Arborist Report
- All POS areas are provided with a garden tap stormwater drainage & a weatherproof electricity outlet.
- All Landscaping areas are to be irrigated. Irrigation systems to be supplied with water collected onsite.

Plan Key:
 F = Fridge
 R = Rentry
 S = Store
 L = Laundry

Better Apartment Living

427 Albert Street, Brunswick 3056

HIP V. HYPE

Plan: Level Ground

PLANNING SUBMISSION SET

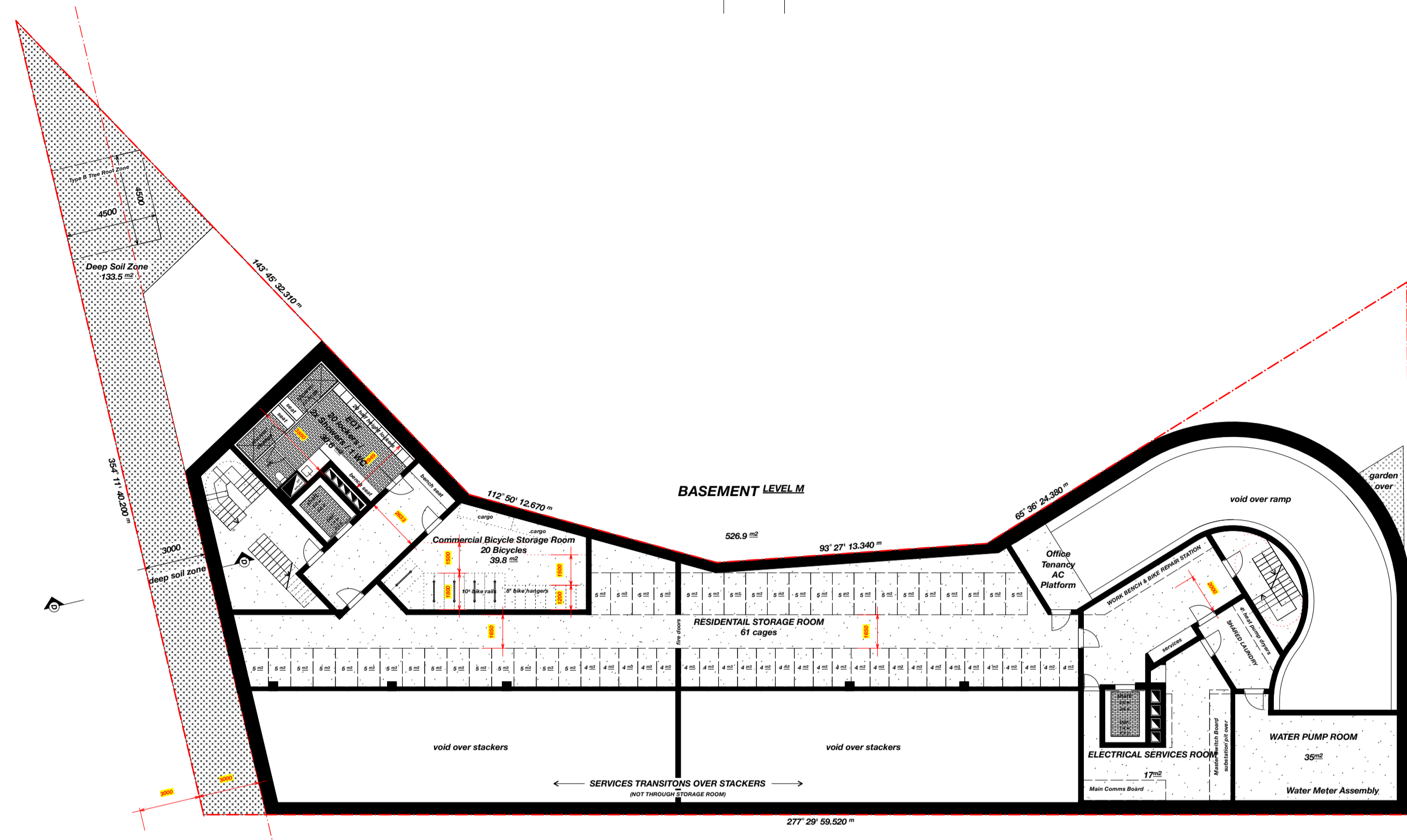
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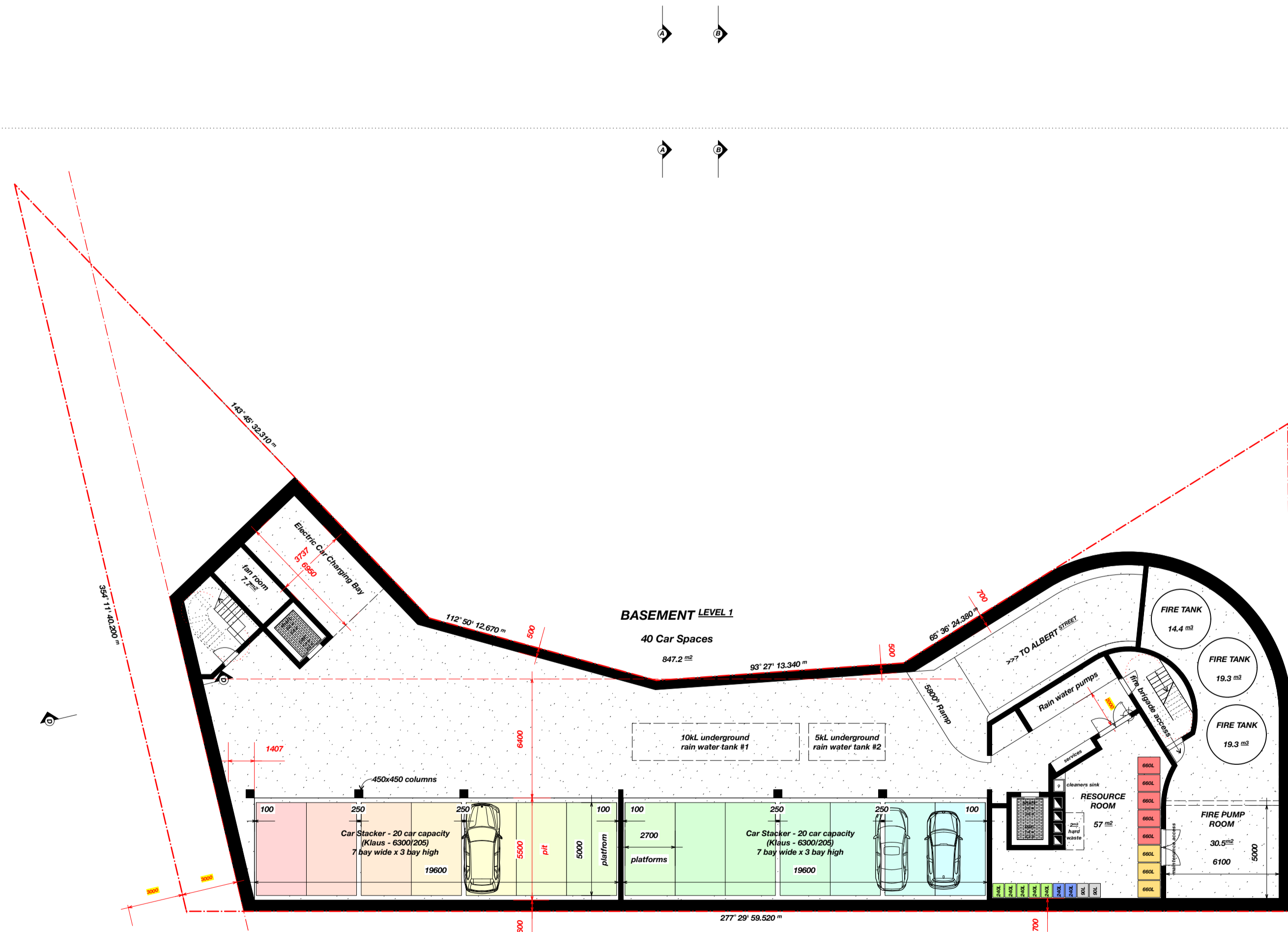
General Notes:

- These drawings are to be read in conjunction with the Urban Context Report prepared by Austin Maynard Architects, and the following consultant team reports:
 - Tract Planning Report
 - HIP V. HYPE Sustainability Management Plan Waste Management Plan
 - Gardens of the Sun Landscape Architect Design
 - Traffic Group Traffic Engineering Assessment Green Travel Plan
 - Vpac Engineers & Scientists Wind Impact Assessment Acoustic Report
 - Access Solutions Accessibility Report
 - Webster Survey Group Title Reestablishment & Feature Survey
 - Tree Department Archaist Report
- All PDS areas are provided with a garden tap, stormwater drainage & a weatherproof electricity outlet
- All Landscaping areas are to be irrigated. Irrigation system to be supplied with water collected onsite.

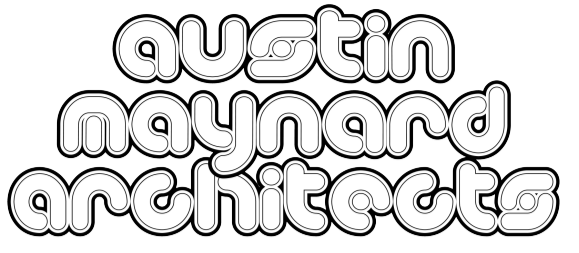
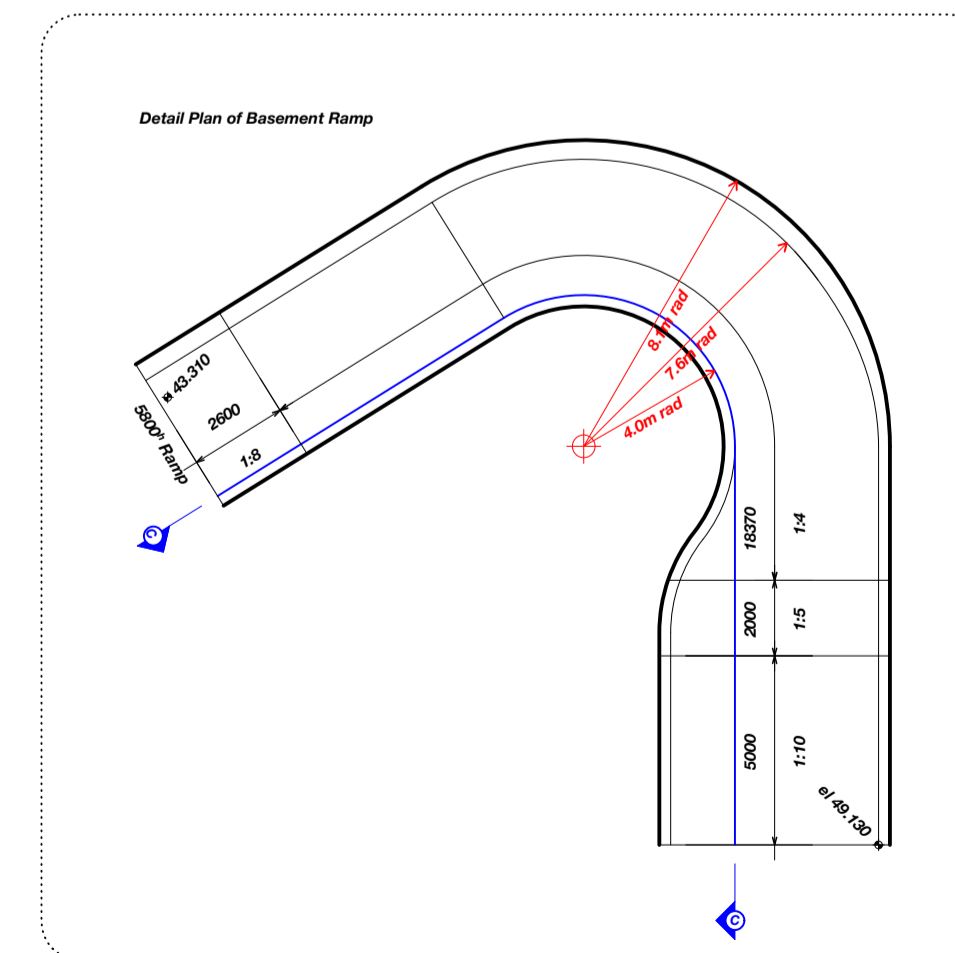
Plan Key:
 F = Fridge
 R = Pantry
 S = Stone
 L = Laundry



Plan: Basement Level B1



Plan: Basement Level B2



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REVISION	DATE	REVISION NOTE	BY
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Better Apartment Living

427 Albert Street, Brunswick 3056

HIP V. HYPE

Plan: Basement Levels; Mezz & B

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Appendix B

Example Questionnaire Surveys

Questionnaire Surveys - Staff

The following table provides an example questionnaire survey which could be completed by staff of the various tenancies to collate mode of travel data.

Business Name & Type:								
Staff Initials:								
Mode of Travel Details:								
	Mode of travel in a typical working week						What influence employee's travel choice? i.e. travel time, convenience, cost, health/fitness, dropping-off/picking-up others.	Feedback/suggestions to reduce reliance on motor vehicles
	Car as driver	Car as passenger	Public Transport	Walking	Bicycle	Other (Specify)		
Typical no. of trips in a working week								
Distance travelled								



Questionnaire Surveys – Residents

The following table provides an example questionnaire survey which could be completed by residents to collate mode of travel data.

Apartment Number & Residents Initials:										
Number of Residents living at address:										
Mode of Travel Details:										
	Mode of travel in a typical working week						Does resident have a car licence?	Does resident have a privately owned vehicle?	What influence employee’s travel choice? i.e. travel time, convenience, cost, health/fitness, dropping-off/picking-up others.	Feedback/sug gestions to reduce reliance on motor vehicles
	Car as driver	Car as passenger	Public Transport	Walking	Bicycle	Other (Specify)				
Typical no. of trips in a working week										
Distance travelled										





Appendix C

Welcome Pack

Welcome Pack

The following table includes a summary of the items which should be included in a welcome Green Travel Pack issued to all employees of the proposed development (one pack provided per commercial tenancy).

Welcome Pack Items
Public Transport timetables for the following key public transport routes: <ul style="list-style-type: none">• Bus Route 506• Bus Route 508• Bus Route 951• Bus Route 509• Tram Route 58• Brunswick Railway Station Copies of these timetables are available from Public Transport Victoria. Timetables for the other extensive bus routes available in the nearby area are available from Public Transport Victoria.
A single Myki Pass with a weekly Zone 1 & 2 value for each tenancy in the development as an introduction for using public transport services in the nearby area. Tickets are available from Myki, www.myki.com.au
Information regarding smartphone apps such as the PTV app, Tramtracker and similar applications.
A TravelSmart Map for the Merri-Bek LGA, which includes all public transport, cycling and walking paths within the local area. Copies of this map are available from: http://www.transport.vic.gov.au/projects/travelsmart/maps
Details regarding the on-site bicycle parking arrangements. Nearby cycling paths shown in TravelSmart Map provided as part of welcome pack. To be provided by applicant.
Introductory information to car share services