

# Traffix Group

## Green Travel Plan

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Proposed Mixed Use Development

342-348 & 368-370 Victoria Street, Brunswick

Prepared for  
Assemble VSB Development Nominee Pty Ltd

November 2024

G32742G-02E

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# 1. Introduction

Traffix Group has been engaged by Assemble VSB Development Nominee Pty Ltd to prepare a Green Travel Plan for the Proposed Mixed Use Development at 342-348 & 368-370 Victoria Street, Brunswick.

This GTP is 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 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, Owners Corporation and Tenants to encourage sustainable travel choices and reduce car dependency by prospective residents, staff, visitors and customers and outlines an implementation program as well as the requirements for monitoring and review of the plan.

This report has been based on Architectural Plans prepared by Fieldwork (Revision Q) dated November 2024.

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## **2. Objectives and Methodology**

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 developing 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 Owners Corporation/Commercial Building Manager(s) will be responsible for the implementation of the GTP and the annual reporting of Travel Demand Patterns to the relevant stakeholders.

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## 3. The Development

### 3.1. Development Schedule

The application proposes to redevelop the site for the purpose of a mixed-use development comprising residential dwellings and commercial tenancies.

The development scheme has been prepared by Fieldwork (dated November 2024) and summary is provided in Table 1.

*Table 1: Proposed Scheme – Development Summary*

Use	Type	Proposal
<b>Residential</b>	Studios	25 dwellings
	One-bedroom	86 dwellings
	Two-bedroom	136 dwellings
	Three-bedroom	37 dwellings
	<b>Residential Subtotal</b>	<b>284 dwellings</b>
<b>Commercial</b>	Office	2,186 m <sup>2</sup> of NFA
	Retail	1,338 m <sup>2</sup> of NLA
	Assemble Community	250 m <sup>2</sup> of NLA
	<b>Commercial Subtotal</b>	<b>3,774 m<sup>2</sup></b>

### 3.2. Access

#### 3.2.1. Pedestrian and Cycle Access

The site will take its primary pedestrian and bicycle access via a public link which includes a minimum 2.5 metres wide walkway through the centre of the site and connects each of the site abutments.

Pedestrian access will be provided along the Rosser Street, Wilkinson Street and Victoria Street frontages to individual tenancies.

Cyclist access to the resident bicycle spaces in basement level will be via the central walkways and lobbies for each individual building.

Staff and visitors will have bicycle access via ground floor entry points to bicycle parking facilities.

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### 3.2.2. Vehicle Access

The proposal includes car park access via a ramp off the Victoria Street, located approximately 25 metres from the hold line to existing railway line.

The bus stop on Victoria Street to be relocated (also as required by the existing permit).

Existing crossovers to Victoria Street, Wilkinson Street and Rosser Street will be removed as part of this application.

### 3.2.3. Summary of Access

A summary of the proposed access points to and from the site for all modes of transport is available in Figure 1.

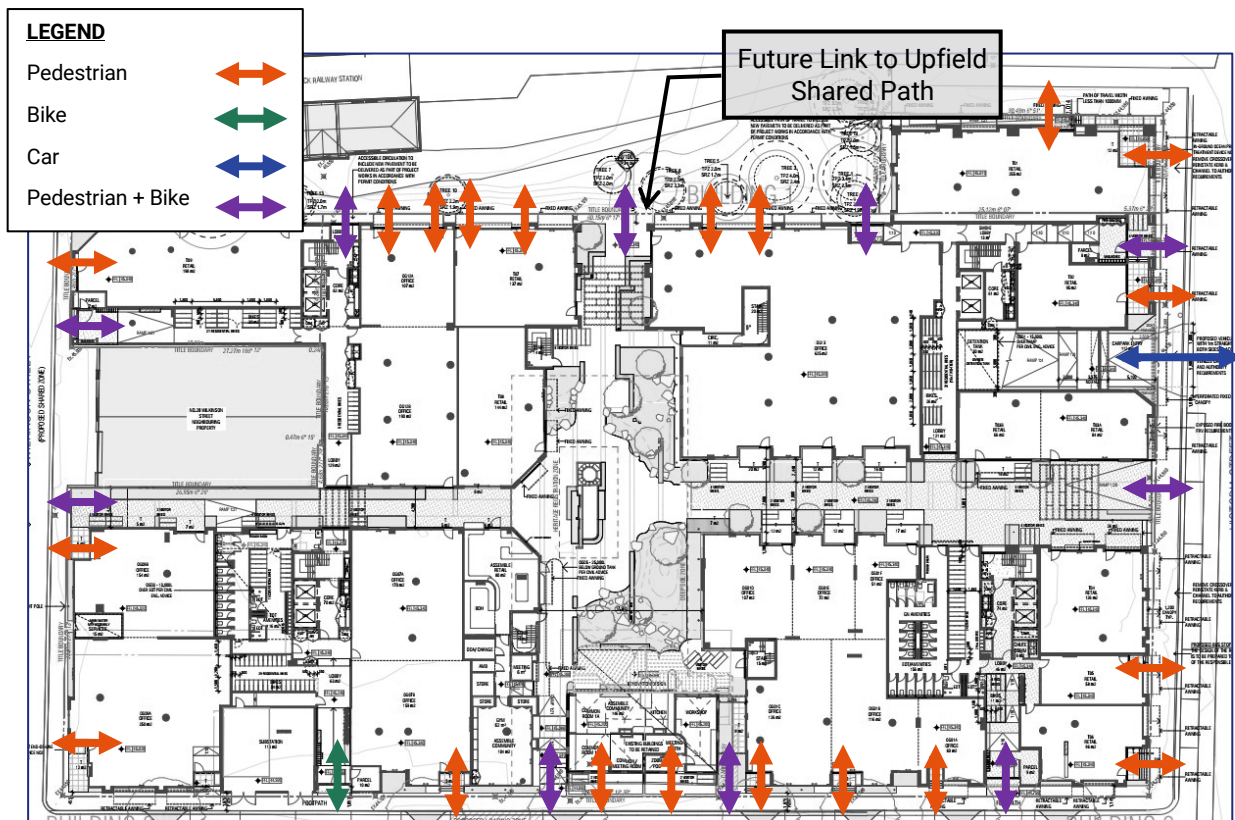


Figure 1: Proposed Site Access Arrangements – Ground Level

### 3.2.4. Loading & Waste Collection

Consistent with the existing approval, loading is proposed to occur on Victoria Street or Rosser Street.

Waste collection for each individual building is proposed to occur within the basement level carpark by a private collector utilising a Hino mini rear loader waste vehicle (nominal 6.4 metre length and 2.1 metre height).



### 3.2.5. Car Parking Provisions & Allocations

A total of 91 car parking spaces are proposed within a shared basement level, intended to be allocated as:

- 82 car spaces for residents (0.29 car parking spaces per dwelling),
- 5 car spaces for commercial uses (0.13 car spaces per 100 sqm of commercial floor area including 1 DDA space), and
- 4 car share spaces (0.02 car share spaces per dwelling without a car).

Parking for the residential component will be managed by Assemble and leased on a per demand basis. The allocated car share spaces (managed by Assemble either privately or through agreement with a commercial operator).

### 3.2.6. Bicycle Parking Provisions & Allocations

The application proposes the provision of 513 bicycle spaces, allocated as follows:

- 417 resident spaces (318 spaces within the basement and 99 spaces within the lobby areas within each of the individual buildings at ground floor),
- 56 visitor spaces (28 double sided horizontal hoops) within the public realm,
- 40 office/retail staff spaces across four dedicated End of Trip facilities located at ground floor in Building 2 and Building 3.

End of Trip facilities are proposed on-site for staff, inclusive of 4 showers and changerooms with 72 lockers provided for commercial staff located.

The basement and ground level bicycle parking spaces are shown in Figure 2 and Figure 3.

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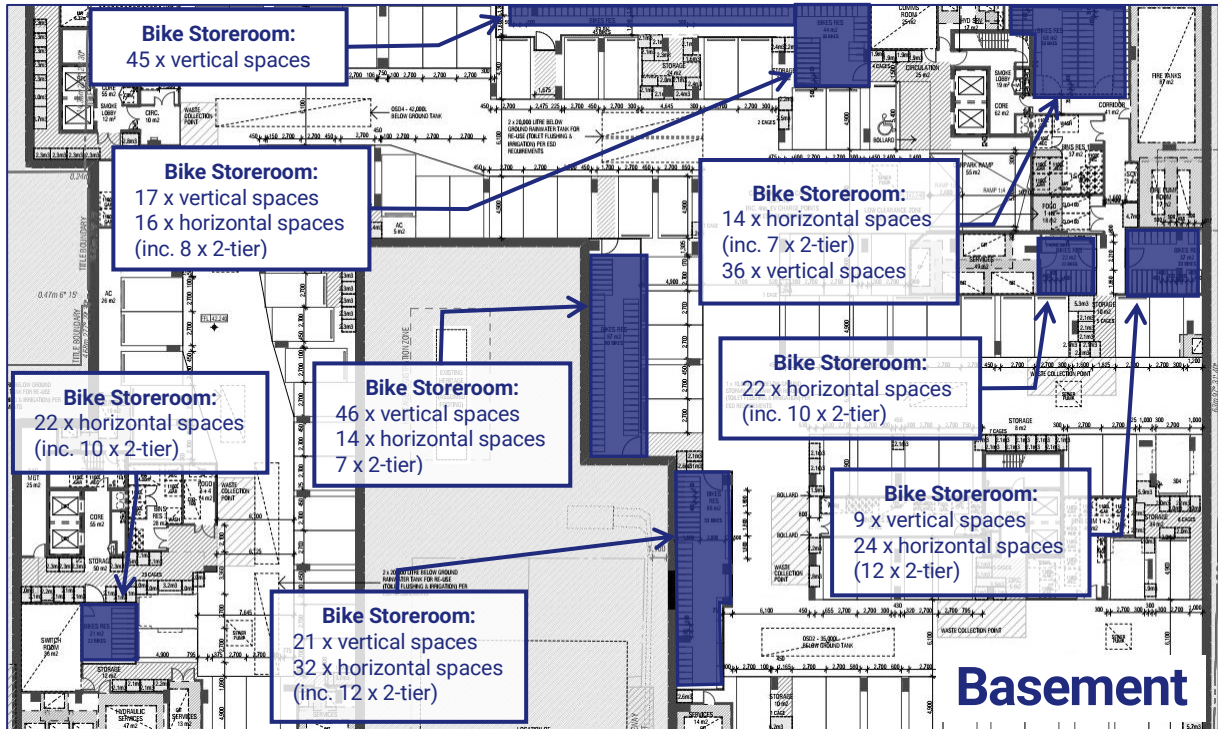


Figure 2: Basement Level Bicycle Parking Provisions

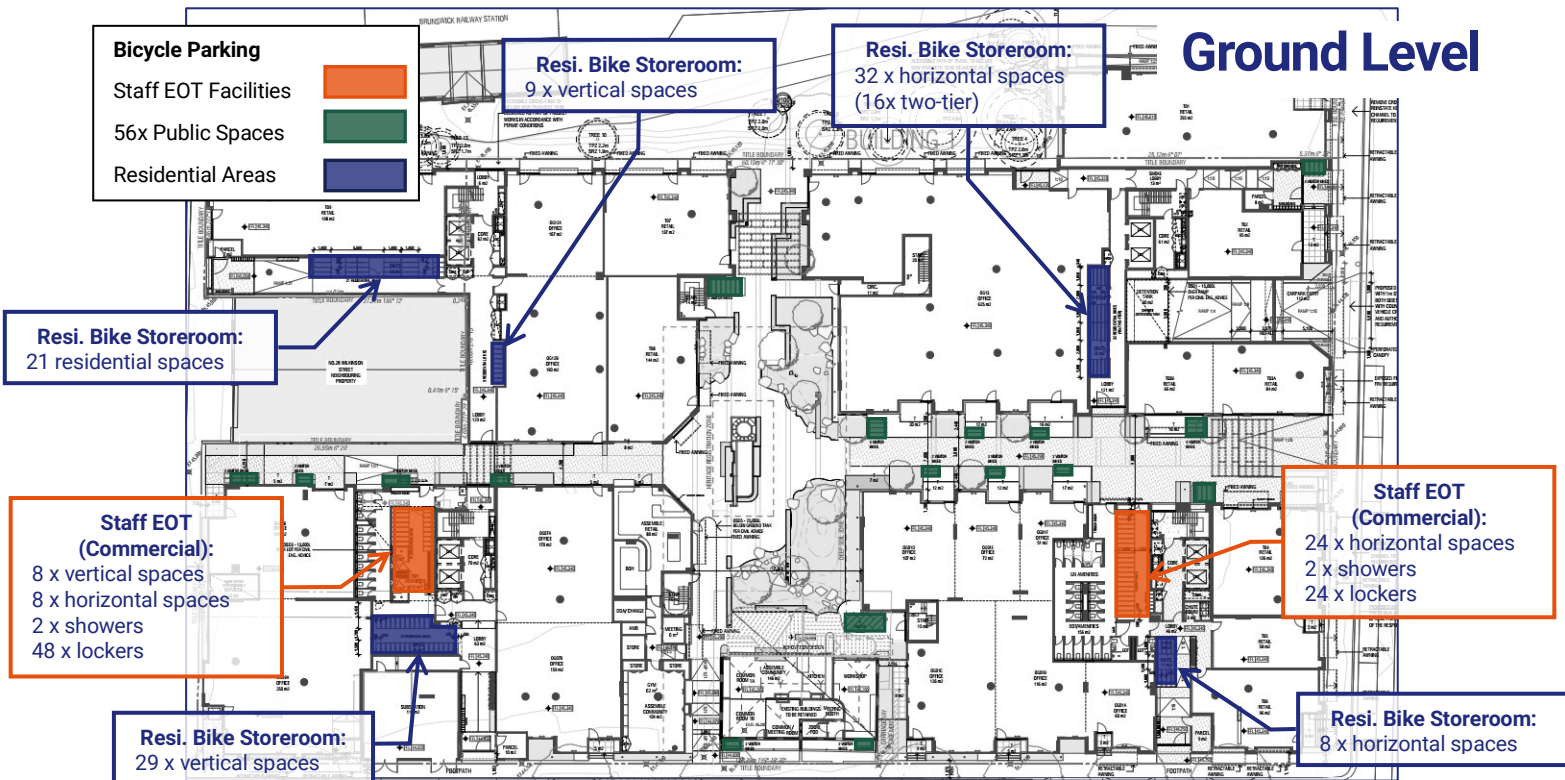


Figure 3: Ground Level Bicycle Parking Provisions





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### 4.2. Reduced Car Parking Provisions

A significant dispensation in car parking is proposed as part of the development associated with the commercial and residential parking requirements for 71 percent of residential dwellings without a car.

The reduced provision of on-site car parking will actively encourage staff to utilise alternative transport modes to access the site as they may not be allocated an on-site car parking space.

*We understand that the proposal will operate under a Build-to-Rent-to-Own model.*

*This model maintains car parking lots within a pooled title and not sold with apartments. This allows for the Building Managers to manage an ongoing rental pool for individual lease by residents on demand. This allows for efficiencies in the management and allocation of parking, supporting the potential for reduced demands and provisions.*

*Tenants must apply, and pay, for parking separate to their dwelling lease. As parking is managed through the Building Manager, and allocated purely on a demand basis, it allows tenants to only lease a car space if it is necessary.*

*Furthermore, as there is a direct and ongoing cost involved with leasing of the car space (and it is not tied to the apartment lease), some residents are likely to consider whether they actually 'need' the space, or if, by making more sustainable travel choices they wouldn't require a car, and hence can avoid this financial cost.*

*In this respect, the Built-to-Rent-to-Own model is expected to reduce overall car parking demands for residential component.*

### 4.3. Walking & Accessibility

The site is located in the heart of Brunswick with excellent access to everyday services at Sydney Road and Victoria Street such as supermarkets, parks, restaurants/cafes, schools, and entertainment options via convenient pedestrian and shared paths.

Accordingly, the site currently scores a Walk Score of 98 (out of a possible 100), which means that it is a "Walker's Paradise" and that daily errands do not require a car.

A site's walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc. Of note, the site is located approximately 250 metres to a full line Woolworths supermarket and some 1 kilometre to a Coles.

Whilst residents may require a car for larger shopping trips, the majority of their daily convenience shopping trips and recreational trips can be completed in the proximate area.

### 4.4. Taxi & Ride Share Accessibility

The site is accessible by taxi, UBER and other ride share services which can provide mobility for residents, employees, customers/guests when they require transport to/from off-site locations. Residents and staff should be provided with information regarding these services.

## 4.5. Public Transport Accessibility

### 4.5.1. Access to Services

The subject site has excellent access to public transport services being located adjacent Brunswick Railway Station which is a premium station.

Three bus routes operating along Victoria Street past the site and Tram Route 19 runs along Sydney Road approximately 150 metres walk to the east.

Table 2 summarises the available services, whilst Figure 5 illustrates the nearby routes.

We note that the State Government has approved that it is removing the existing level crossing at Victoria Street by 2030. This will create new opportunities for integration of the site with shared paths and active open space beneath the elevated railway line. It will also improve area for the site to safe public transparent and offer improved capacity and frequency of services.

Table 2: Public Transport Services in the Immediate Vicinity of the Site

Service	Route		Nearest Stop
<b>Train</b>	Upfield Line	Upfield Station – Flinders Street Station	Brunswick Station – Adjacent the site
<b>Tram</b>	Route 19	North Coburg – Flinders Street Station & City	Sydney Rd ~ 160 m east
<b>Bus</b>	Route 508	Alphington – Moonee Ponds via Northcote & Brunswick	Victoria Street Frontage
	Route 509	Brunswick West – Barkly Square SC via Hope St and Sydney Rd	Victoria Street Frontage
	Route 951	Brunswick Station – Glenroy Station via West Coburg	Victoria Street Frontage

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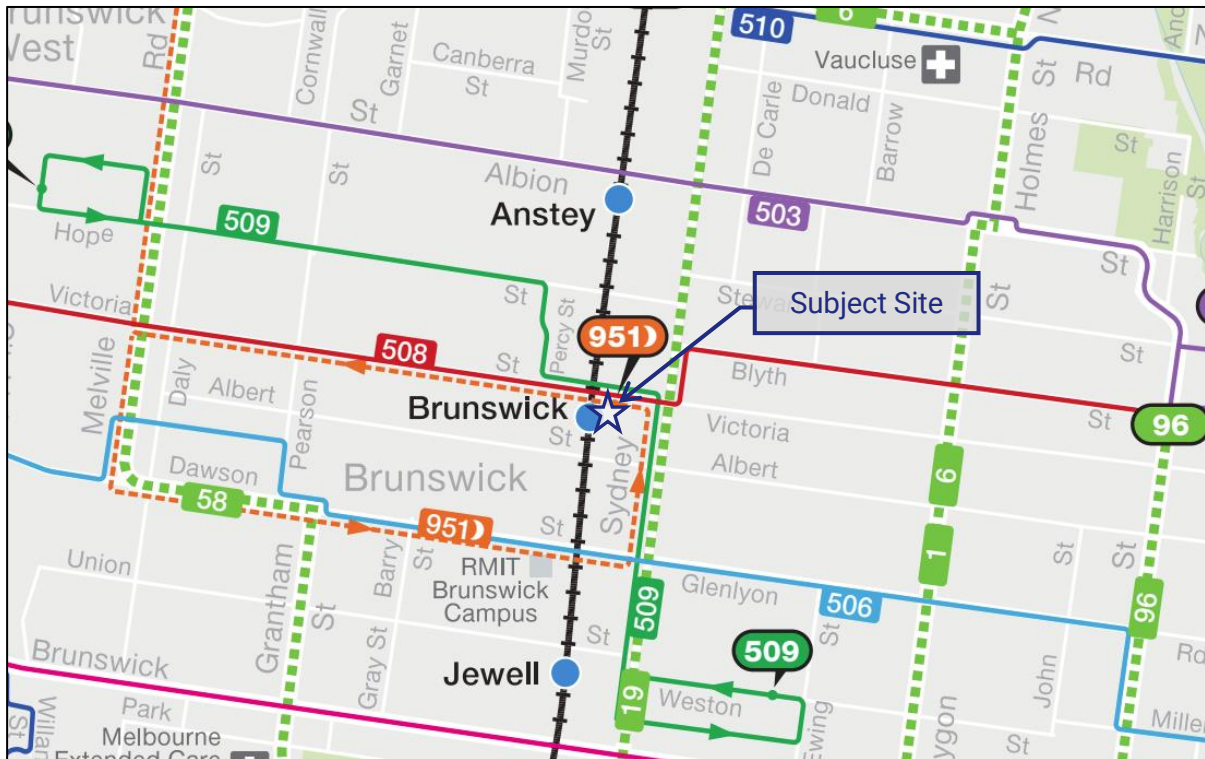


Figure 5: PTV Public Transport Map – Merri-bek

Source: Public Transport Victoria

### 4.5.2. Journey Planning

Staff and residents 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, [ptv.vic.gov.au](http://ptv.vic.gov.au)).

### 4.5.3. Introductory myki Offer

As an incentive to encourage the use of public transport for new residents from “Day 1”, the Residential Owners Corporation will include the issue of a new myki card to each new resident as part of a welcome pack.

The myki card will include a nominal amount of start-up credit. Residents would be responsible for ‘topping-up’ credit once the start-up credit was consumed.

## 4.6. Bicycle Network Accessibility

The City of Merri-bek is well served by the Principal Bicycle Network (PBN) with on-road bicycle facilities directly linking the site with the surrounding municipalities and the CBD. There is the Upfield Shared Path which runs adjacent to the train line west of the site.

The provision of on-site bicycle parking will actively encourage residents, staff visitors/customers to access the site using a bicycle, thereby reducing motor-vehicle trips.



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The site should also consider the provision of a bike repair facility with suitable repair and bike servicing tools and kits.

The future level crossing will significantly improve active network access for the site once the Upfield Shared path is upgraded.

Sydney Road and the Upfield Shared Path are both part of the PBN in the vicinity of the site. An of the PBN with the location of the site is shown at Figure 6.

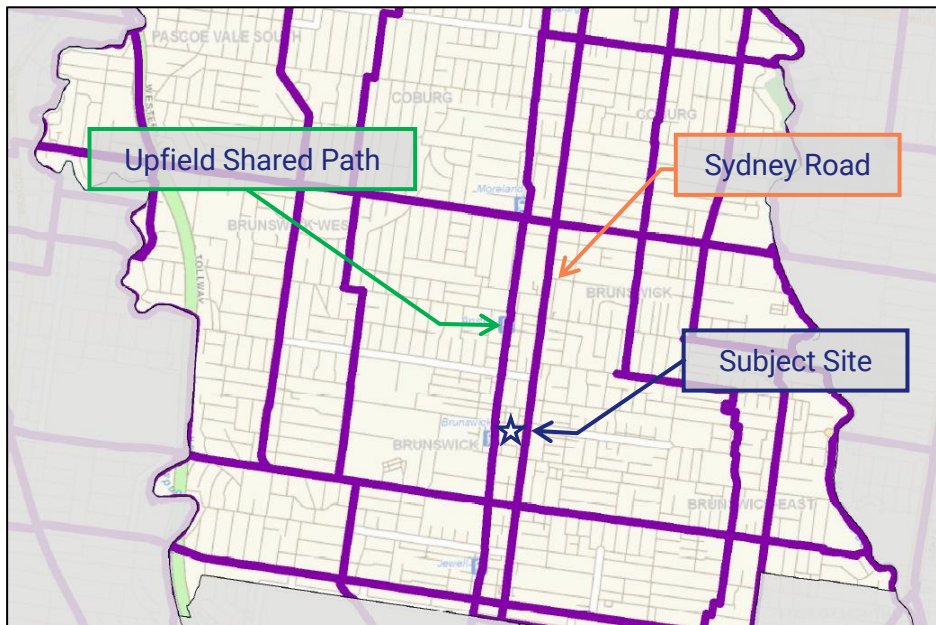


Figure 6: PBN Map – Merri-bek

### 4.7. Car Pooling

The Resident Owners Corporation should consider encouraging car-pooling for residents, to actively reduce the number of single occupant car trips. This could be managed through the Owners Corporation or via an online subscription to an existing online car-pooling website (such as coseats.com or shareurride.com.au).

### 4.8. Car Share

Car share offers an opportunity to provide access to a car for residents (and workers) where they may not need it for occasional use.

The availability of a car share scheme provides a suitable alternative to the private motor vehicle as it allows users to make smarter travel choices and actively encourages them to seek alternate transport modes for the majority of trips.

Car share schemes provide access to a motor vehicle for the limited number of trips a car may be required. This opportunity to access a car is both convenient and cost-effective as motor vehicles can be hired on an hourly or daily basis.

A number of commercially operated car share pods are available proximate to the site, with the following most closely accessible:

- Victoria Street near Boase Street (1 car) (GoGet),
- Albert Street near Sydney Road (2 cars) (GoGet),
- 420 Victoria Street (1 car) (GoGet),
- 24-26 Hope Street (Nightingale Village) (12 cars) (GoGet),
- Blyth Street near Sydney Road (1 car) (Flexicar), and
- Albert Street near Sydney Road (1 car) (Flexicar).

Figure 7 illustrates proximate car share pod locations to the subject site.

We understand from existing car share operators that each car share pod can support between 30-50 dwellings without car parking.

This means the intense to provide 4 car share pods could potentially support up to 200 apartments without cars.

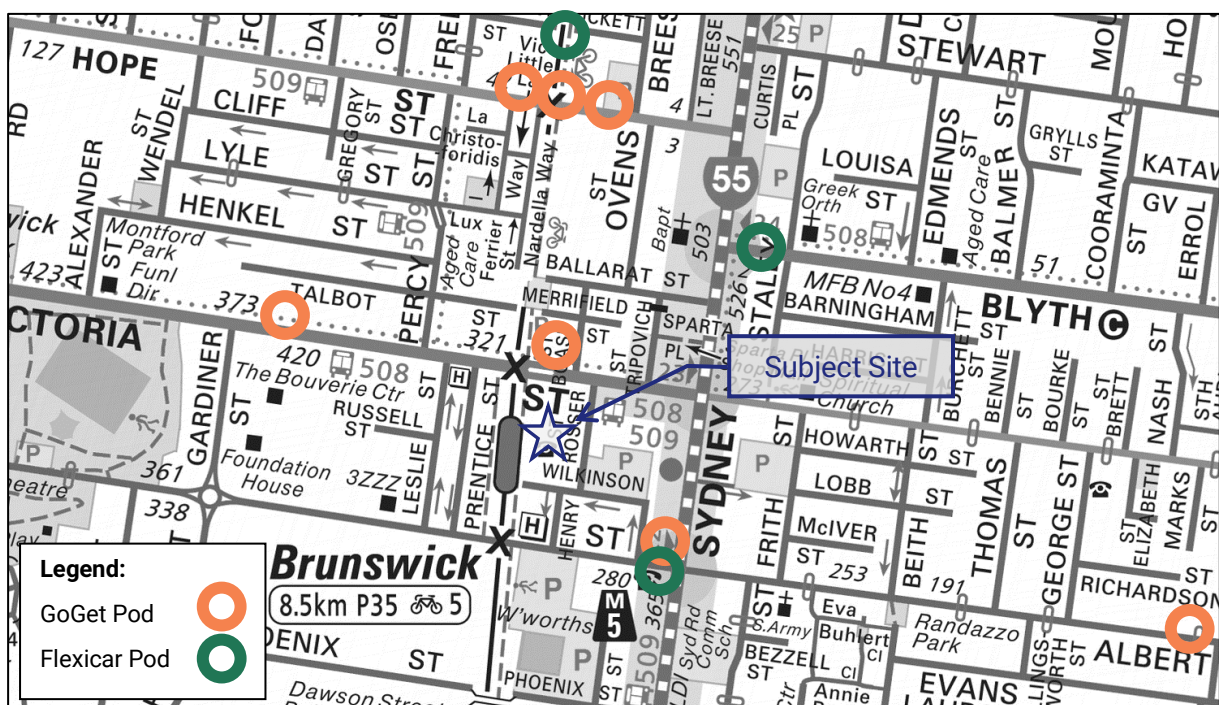


Figure 7: Proximate Car Share Pods

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## 5. Actions

The Green Travel Plan aims to reduce the number of single occupant vehicle trips undertaken by any residents, tenants or visitors of the proposed development.

The following actions aim to improve the overall accessibility of the site and foster sustainable travel behaviour. In general, the Owners Corporation will be responsible for the ongoing implementation of the actions identified within the Green Travel Plan.

An Owners Corporation representative/s should be nominated to 'Champion' and oversee the implementation of the Green Travel Plan and to discuss the opportunities available to the site with individual tenants and/or identify areas for improvement.

A summary of the responsible party for each action within the Green Travel Plan and the stage of implementation, has been provided at Table 3.

Table 3: Green Travel Plan Actions, Responsibilities and Implementation

Action	Responsibility	Implementation
<b>Information and Promotion</b>		
Display information regarding alternate sustainable travel modes within a public area, i.e. notice boards in entry lobby and/or lift, or alternately provide relevant information via an Owners Corporation webpage or intranet. Minimum information required includes: <ul style="list-style-type: none"> <li>- Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle facilities and car share facilities (e.g. TravelSMART Map of Merri-bek, available from <a href="https://archive.moreland.vic.gov.au/parking-roads/transport/travelsmart/">https://archive.moreland.vic.gov.au/parking-roads/transport/travelsmart/</a>).</li> <li>- Information on public transport fares and nearby outlets selling public transport tickets. Information is available from Public Transport Victoria (Ph: 1800 800 007, <a href="http://ptv.vic.gov.au">ptv.vic.gov.au</a>).</li> <li>- Provision of train, tram, and bus timetable information (or relevant links).</li> <li>- The board/webpage should display an overview of frequencies and service times and provide relevant phone numbers and web links to Public Transport Victoria and Yarra Trams timetabling services.</li> <li>- Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips.</li> <li>- Details for taxi, UBER and ride share schemes to facilitate access to/from the site for staff, residents, visitors and customers.</li> </ul>	Owners Corporation	On-going

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Action	Responsibility	Implementation
<p>Provide each apartment with a relevant Green Travel Welcome Pack. The welcome pack should include:</p> <ul style="list-style-type: none"> <li>- Train, tram and bus timetables of the key routes in the nearby area.</li> <li>- Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle infrastructure, car share facilities and pedestrian walking paths (e.g. Travel Smart Map of Merri-bek, available from <a href="https://archive.moreland.vic.gov.au/parking-roads/transport/travelsmart/">https://archive.moreland.vic.gov.au/parking-roads/transport/travelsmart/</a>)</li> <li>- Map(s) indicating the location of both on-site and off-site bicycle parking facilities.</li> <li>- Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips.</li> </ul>	Owners Corporation	On-going
<p>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 and for other environmental events can be found at <a href="http://www.environment.gov.au/topics/about-us/media-centre/events">http://www.environment.gov.au/topics/about-us/media-centre/events</a>.</p>	Owners Corporation	On-going
<p>Provide directional signage on the site for nearby public transport services, taxi services, bicycle paths, and bicycle parking areas.</p>	Builder/ Developer	Owners Corporation
<b>Public Transport</b>		
<p>A new myki card is to be provided to each new resident as part of a welcome pack.</p>	Builder/ Developer	Prior to Occupation
<p>Owners Corporation to provide the issue of a new myki card to each new resident as part of a welcome pack.</p>	Owners Corporation	Ongoing
<b>Cycling</b>		
<p>Bicycle facilities should be secure, easily accessible and clearly visible to residents and visitors to assist in promoting this mode. The location and details of access to the bicycle parking should be detailed to residents as part of the welcome pack.</p>	Builder/ Developer	Development Stage
<p>Provide an on-site bicycle repair toolkit available for staff and residents within the secure bicycle parking area. Toolkit could include puncture repair equipment, bicycle pump, spanner, hex-keys etc.</p>	Owners Corporation	On-going

Action	Responsibility	Implementation
Encourage meetings between Green Travel Champions to assist with the management and coordination of bicycle user needs. For example, the Champion may investigate or advocate for: <ul style="list-style-type: none"> <li>- Group activities/rides</li> <li>- Additional bicycle parking (if there is a demand) through the reallocation of space within the car parking areas, including any underutilised car parking (as available).</li> </ul>	Owners Corporation/ Tenants	Owners Corporation/ Tenants
<b>Parking</b>		
Parking spaces on-site should be secure and controlled. Residents need to be aware of the allocation of parking spaces.	Builder/ Developer	Development Stage
<b>Car Pooling</b>		
Encourage car-pooling between residents.	Owner Corporation	On-going
<b>Car Share Schemes</b>		
As an added incentive to encourage the use of car share schemes the Owners Corporation could investigate/negotiate with existing operators in the area to provide discounted introductory memberships for new residents and include some level of car share within the basement car park.	Owners Corporation	Prior to occupation

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## 6. Monitoring & 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 reducing car use and encouraging sustainable modes of transport.

The Owners Corporation and nominated Champion will be responsible for monitoring the Green Travel Plan in accordance with the monitoring program set out in Table 4 below.

The monitoring program should be undertaken annually over a three-year period, with the first review of the program being conducted 12 months after occupation of the building.

Following the three-year monitoring period, the GTP should be monitored with provisions updated, as required, not less than every five years.

Table 4: Monitoring and Review Program

Monitoring/Review Action	Purpose
Undertake an occupancy survey of the car and bicycle parking provided on the site.	Gauge the level of use of car and bicycle parking facilities. If the bicycle parking usage is high, and there is demand for additional bicycle parking identified, then the Owners Corporation should investigate the potential to reallocate car parking for bicycles.
Undertake an Audit of the actions listed in Section 5 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.
Undertake a questionnaire survey of residents and staff.	To determine the modal split of trips and determine progress and compliance of the plan.

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