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Green Travel Plan

Proposed Mixed Use Development

180–202 Swan Street, Richmond

Prepared for
188 Swan Street Holdings Pty Ltd

April 2026

G36477G-01B

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AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
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1. Introduction

Traffix Group has been engaged by 188 Swan Street Holdings Pty Ltd to prepare a Green Travel Plan for the Proposed Mixed Use Development at 180–202 Swan Street, Richmond.

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.

It is based on plans prepared by Cox Architecture dated March 2026.

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. Proposed Schedule

The application proposes to develop the site for the purposes of a mixed-use development comprising ground floor retail and commercial tenancies with residential apartments above.

In effect, the development will provide for an improved retail and commercial offering at ground floor (with less floor area than existing) and provide a ground floor residential lobby with apartments above.

The summary of the proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Use		No. / Area
Residential	Studio	6 no.
	1-bed dwelling	59 no.
	2-bed dwelling	72 no.
	3+ bed dwelling	28 no.
	Total	165 no.
Retail		901 m ²
Commercial		231 m ²

3.2. Car Parking & Allocations

The development will be constructed with 196 car spaces including 24 tandem pairs across four basement levels.

The car parking is proposed to be allocated as follows:

- 56 spaces to the 3+ bedroom dwellings (2 spaces per dwelling),
- 72 spaces to the 2-bedroom dwellings (1 space per dwelling),
- 59 spaces to the 1-bedroom dwellings (1 space per dwelling),
- 6 spaces to the studio dwellings (1 space per dwelling), and
- 3 spaces to be allocated to residents on an as demands basis.

Two short-term 5-minute parking spaces are provided at ground floor along Railway Place, which will serve a as a pick-up / drop-off area.

3.3. Access

3.3.1. Pedestrians & Cyclists Access

Primary pedestrian access to the residential component is provided via a public arcade on the eastern side of the building. This arcade, accessible from both Swan Street and Railway Place, connects directly to the residential lobby and lifts.

Cyclists can also access the lifts via the arcade or via Railway Place at the rear of the site. Ground floor tenancies will be accessed separately via their designated street frontages.

3.3.2. Vehicles

The proposed development includes vehicle access from Railway Place at the southern boundary of the site.

The application requires the removal of the existing tree on the southern side of Railway Place to facilitate legal access to the existing public car park immediately east of the site in lieu of traversing through the subject land.

A summary of the site access is shown at Figure 1.

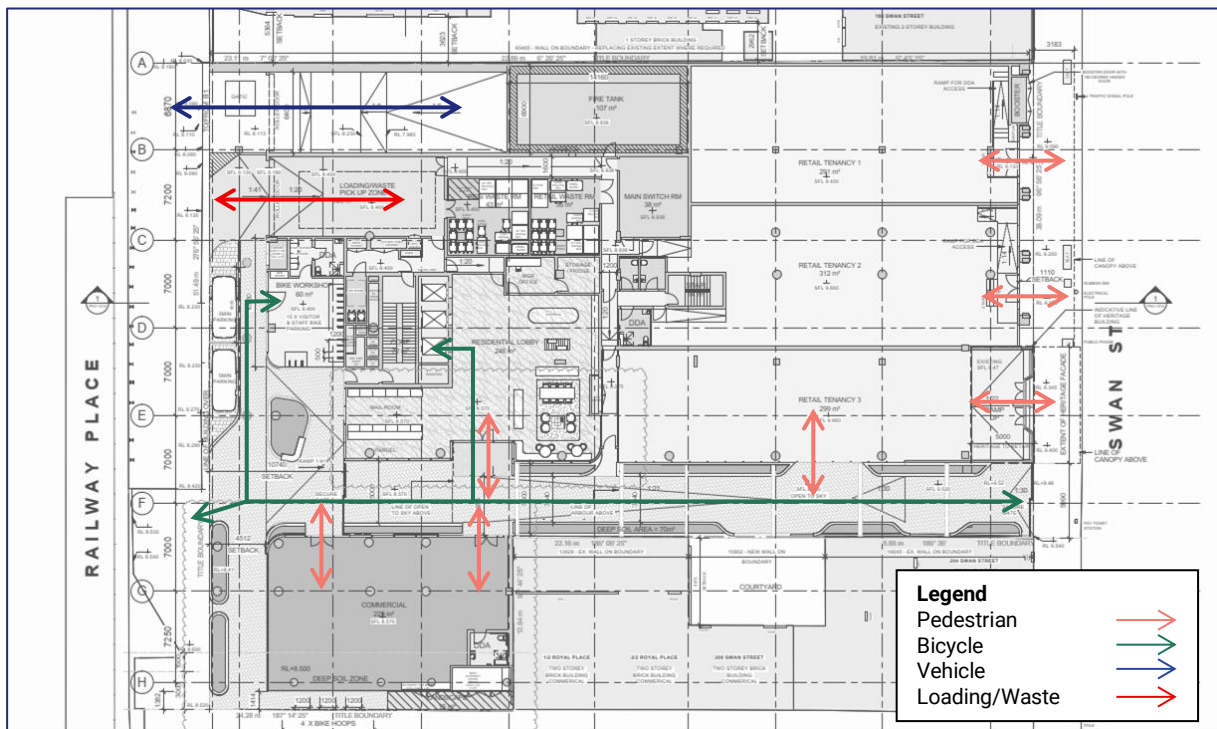


Figure 1: Proposed Access Arrangements

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3.4. Bicycle Parking

The application proposes a total of 113 bicycle spaces inclusive of:

- 90 spaces allocated to residents within the secure bike parking at basement 1,
- 4 spaces allocated to staff located within the secure facility at ground floor,
- 11 visitor spaces located within the secure facility at ground floor, and
- 8 visitor spaces located within the public realm along the southern boundary off Railway Place.

End of Trip facilities are proposed on-site for staff at ground floor inclusive of 1 shower / changeroom and 6 lockers.

3.5. Loading

An on-site loading bay has been provided at the rear of the site accessed via Railway Place. The loading bay has been designed to accommodate vehicles up to an 8.8 metre Medium Rigid Vehicle (MRV).

The loading bay will facilitate waste collection, residential move-in/move-out and retail deliveries.

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4. Sustainable Transport Opportunities

4.1. Information for Residents & Staff

The provision of information is essential to ensuring that residents, staff and visitors are aware of the opportunities that they may have to access the site in a form other than a private car.

This is important, particularly for those residents with multiple cars, in establishing non car-based travel behaviours in the early stages of occupation.

Accordingly, and following discussion with the applicant, we understand that to implement the GTP and provide residents with associated information, resident welcome packs will be distributed to all new tenants.

A notice board is to be provided within one (or more) of the public areas (i.e. entry lobby and/or lifts), which will provide basic Green Travel information (maps/timetables).

The Owners' Corporation/ may also choose to include relevant information (including a copy of this plan) electronically via the Owners' Corporation intranet or webpage.

It is recommended that this includes a copy of the TravelSMART map in the vicinity of the subject site and any other relevant bicycle and walking maps. An excerpt of the TravelSMART map for the City of Yarra is shown at Figure 2 below, and identifies the currently available bicycle and pedestrian infrastructure in the vicinity of the site. A description of these facilities and opportunities for the site to take advantage of them is provided in the following sections.

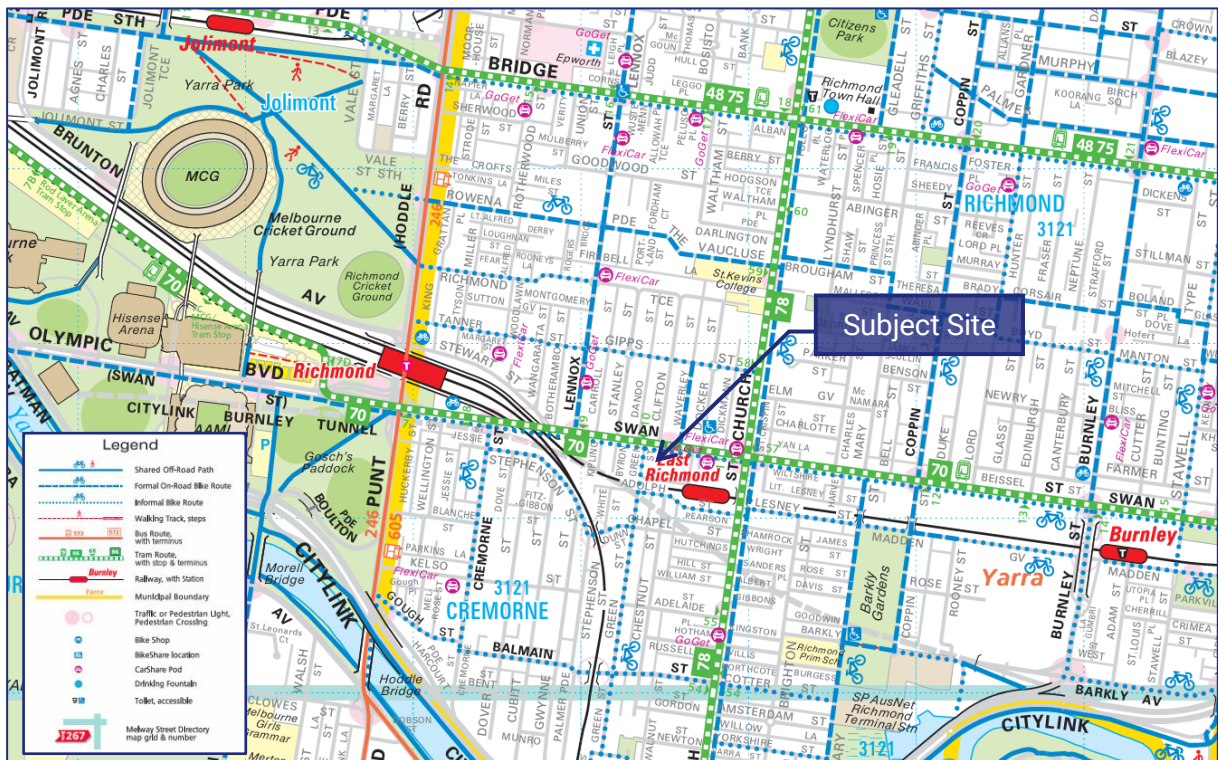


Figure 2: Excerpt of City of Yarra TravelSMART Map

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4.2. Walking & Accessibility

The site is located in the heart of Richmond with excellent access to everyday services along Swan Street such as supermarkets, banks, restaurants and specialty shops. Accordingly, the site currently scores a Walk Score of 99, 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 within 100 metres of a full line Coles supermarket.

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.

4.3. 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.

On-street parking provided along The Esplanade and Alfred Square would be suitable to accommodate short term pick-up and drop-off parking.

4.4. Public Transport Accessibility

4.4.1. Access to Services

The site is extremely well serviced by public transport. A tram stop (Route 70) is located adjacent to the site on Swan Street.

East Richmond Station is located approximately 100 metres walking distance to the east of the site which provides a range of train services to and from Melbourne CBD and other areas.

Table 2 summarises the available services, whilst Figure 3 illustrates the nearby routes.

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

Service	Route	Route Description	Distance to Node
Train Services	East Richmond Station – City to Alamein/Belgrave/Glen Waverley/ Lilydale		~100m east
	Richmond Station - City to Alamein/ Belgrave/ Cranbourne/ Frankston/ Glen Waverley/ Lilydale / Pakenham/ Sandringham		~500m west
Tram Services	Route 70	Waterfront City Docklands - Wattle Park	Site Frontage
	Route 78	North Richmond - Balaclava via Prahran	~100m east
	Route 48	North Balwyn - Victoria Harbour Docklands	~950m north
	Route 75	Vermont South - Central Pier Docklands	

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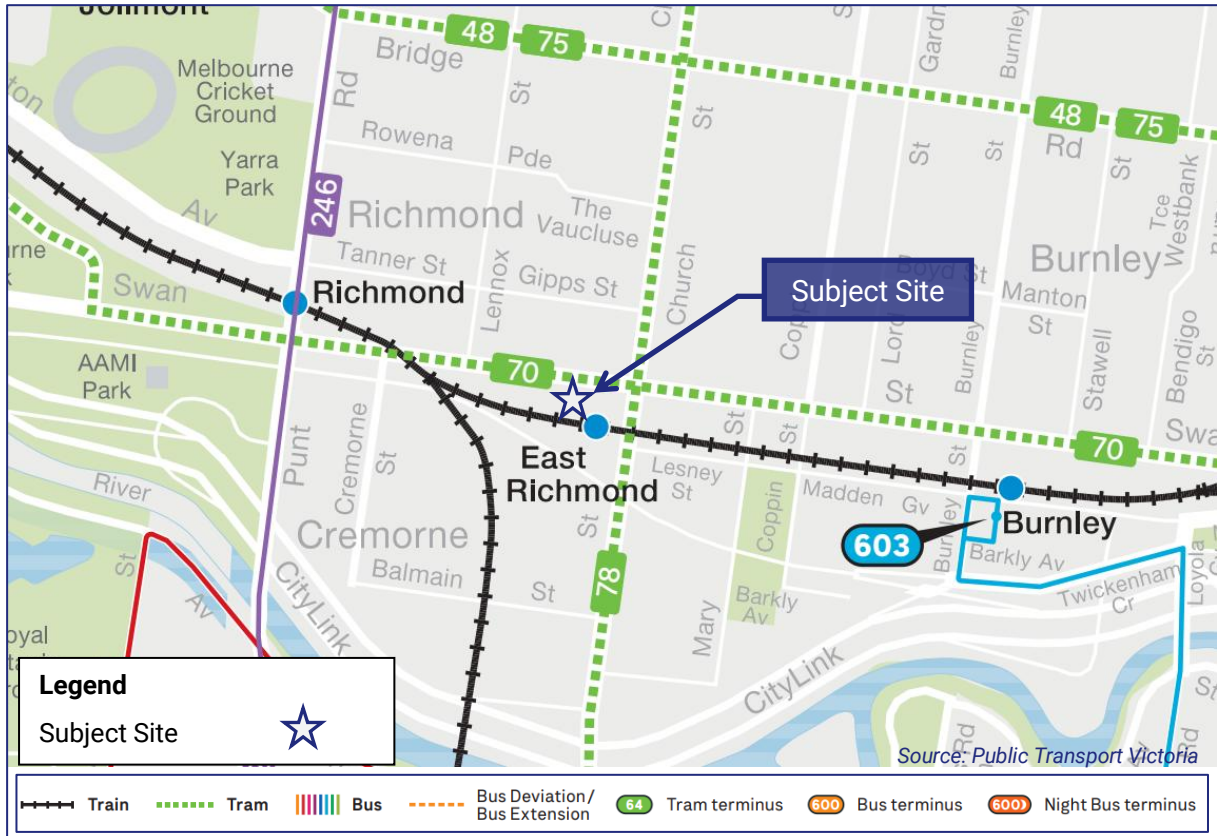


Figure 3: PTV Public Transport Map – Yarra

4.4.2. 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).

4.5. Bicycle Network Accessibility

The site has access to bicycle facilities and is located proximate to the Principal Bicycle Network (PBN) along Swan Street. The PBN connects on-road and off-road bicycle paths between municipalities.

Capital City Trail is a 1.3km bicycle ride to the south-west of the subject site which provides a connection to the city.

An excerpt of Strava ‘ride’ map is shown at Figure 4, with the green lines indicating bicycle routes.

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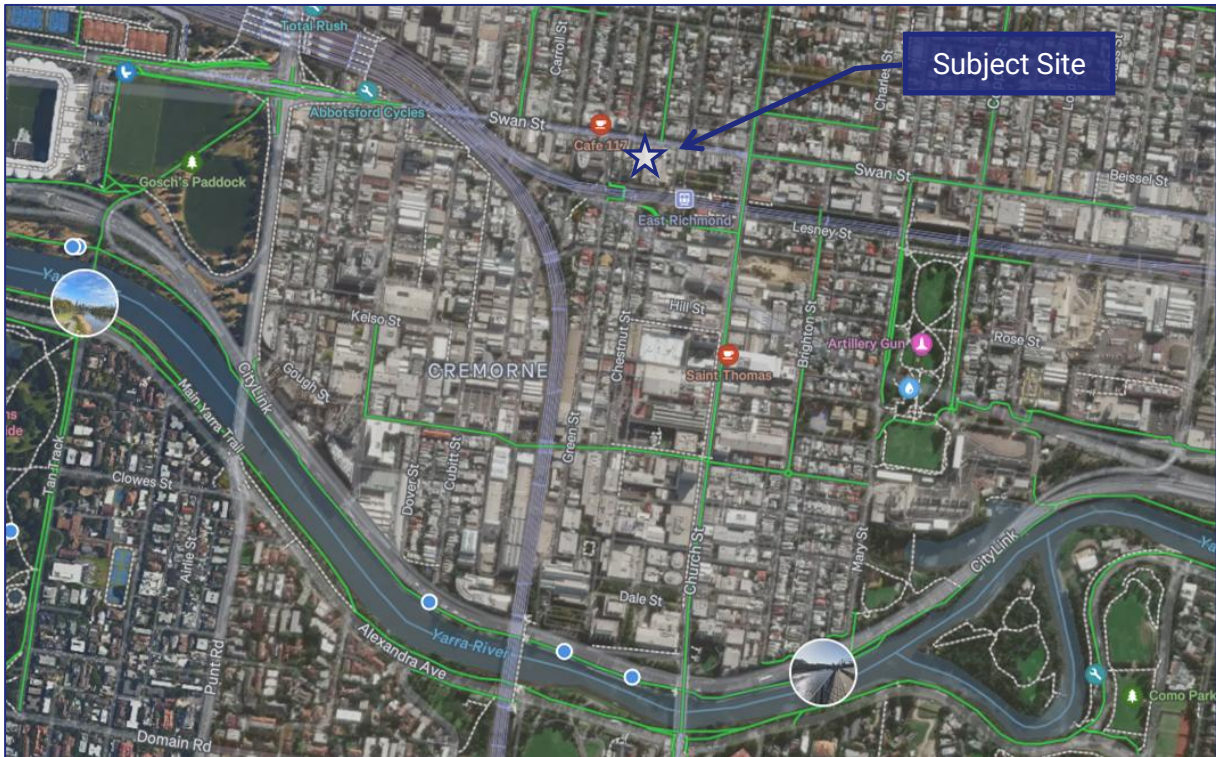


Figure 4: Strava 'Ride' Map – Yarra

4.6. 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 shareuride.com.au).

4.7. Car Share

Car sharing schemes have been operating in Melbourne since 2003 with a number of inner metropolitan Councils actively supporting their use by allocating public spaces throughout their municipalities for the purposes of accommodating 'car share' cars¹.

Yarra City Council supports 'car sharing' schemes by allocating spaces within private developments and Council operated off-street car parks for the purposes of accommodating 'car share' cars operated by Flexicar, Go Get and GreenShareCar.

The car share scheme provides an alternative to private vehicles and encourages the use of sustainable modes of transport for the majority of trips. Car share facilities offer personal and commercial or business memberships and can be more convenient for short trips as payment is generally on a per hour basis.

¹ The three main schemes supported by these Councils are Flexicar (www.flexicar.com.au), Go Get Car Share (www.goget.com.au) and PopCar (www.popcar.com.au).

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Commercially operated car share cars currently available proximate to the subject site, include:

- Church Street near Swan Street (GoGet), approximately 250m walking distance.
- Docker Street near Swan Street (2x GoGet), approximately 60m walking distance.
- Lennox Street near Swan Street (GoGet), approximately 250m walking distance.
- Church Street near Charlotte Street (FlexiCar), approximately 200m walking distance.

The nearest existing car share pods (spaces) are shown in Figure 5.

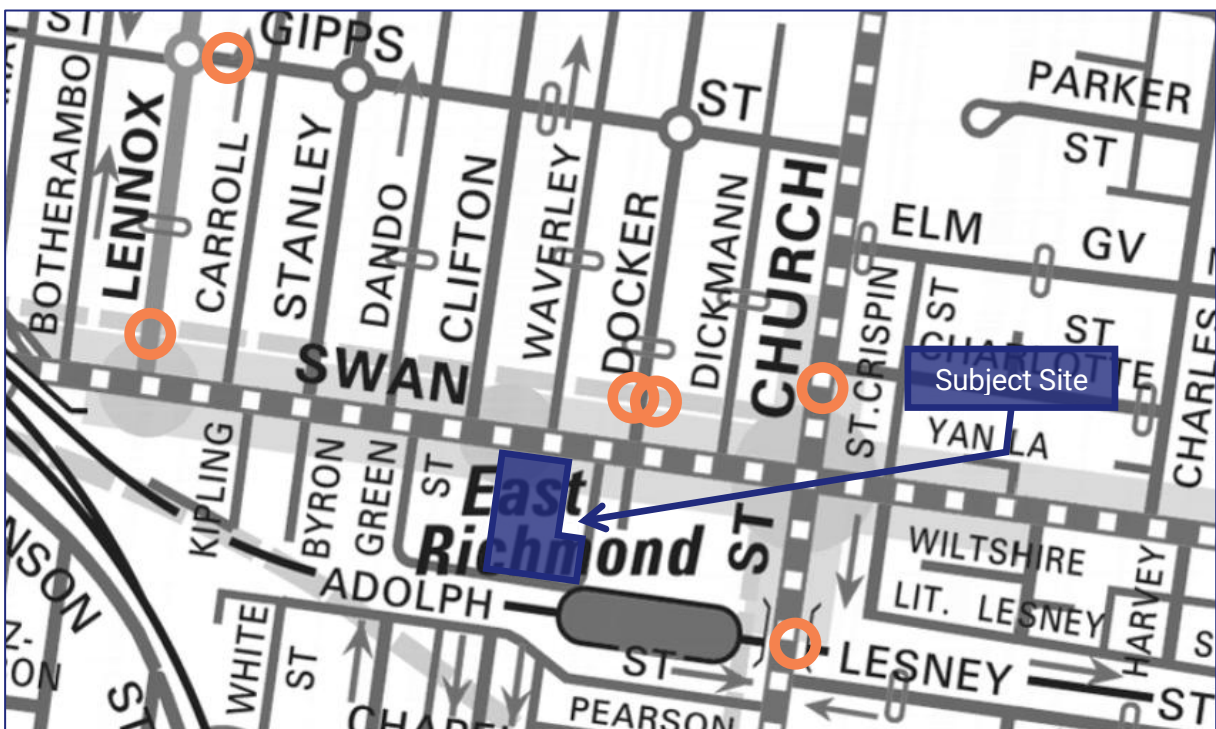


Figure 5: Proximate Car Share Pods

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/staff of the development.

4.8. Electric Car Charging

The proposal includes the provision of 1 car space with dedicated on-site electric vehicle charging provisions.

Whilst the car park only provides for a single EV space, the design of the car park has been 'future-proofed' to allow for future residents to provide for EV charging spaces should there be a desire.

It will also contribute to a reduction in Carbon Emissions by reducing the number of oil-fuel based vehicles.

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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 and 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 4.

Table 3: Green Travel Plan Actions, Responsibilities, Implementation and Estimated Scale of Cost

Action	Responsibility	Implementation
Information and Promotion		
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"> - 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 Yarra, available from https://www.yarracity.vic.gov.au/climate-and-sustainability/travel-sustainably). - Information on public transport fares and nearby outlets selling public transport tickets. Information is available from Public Transport Victoria (Ph: 1800 800 007, ptv.vic.gov.au). - Provision of train, tram, and bus timetable information (or relevant links). - 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. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips. - Details for taxi, UBER and ride share schemes to facilitate access to/from the site for staff, residents, visitors and customers. 	Owners Corporation	On-going

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"> - Train, tram and bus timetables of the key routes in the nearby area. - 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 Yarra, available from https://www.yarracity.vic.gov.au/climate-and-sustainability/travel-sustainably). - Map(s) indicating the location of both on-site and off-site bicycle parking facilities. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips. 	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 https://www.eev.vic.edu.au/environmental-days-and-weeks</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
Cycling		
<p>Bicycle facilities should be secure, easily accessible and clearly visible to residents, staff and visitors to assist in promoting this mode. The location and details of access to the bicycle parking should be detailed to residents and staff 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

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Action	Responsibility	Implementation
<p>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:</p> <ul style="list-style-type: none"> - Group activities/rides - 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). 	Owners Corporation/Tenants	Owners Corporation/Tenants
Parking		
Parking spaces on-site should be secure and controlled. Residents need to be aware of the allocation of parking spaces.	Builder/ Developer	Development Stage
Provide electric charging spaces on-site in the resident parking areas.	Builder/ Developer	Prior to Occupation
Car Pooling		
Encourage car-pooling between residents.	Owner Corporation	On-going
Car Share Schemes		
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.	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 car use and transport choice.

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.

It should be monitored a minimum of 5 yearly from that point forwards.

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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Appendix A

Bicycle Parking Locations

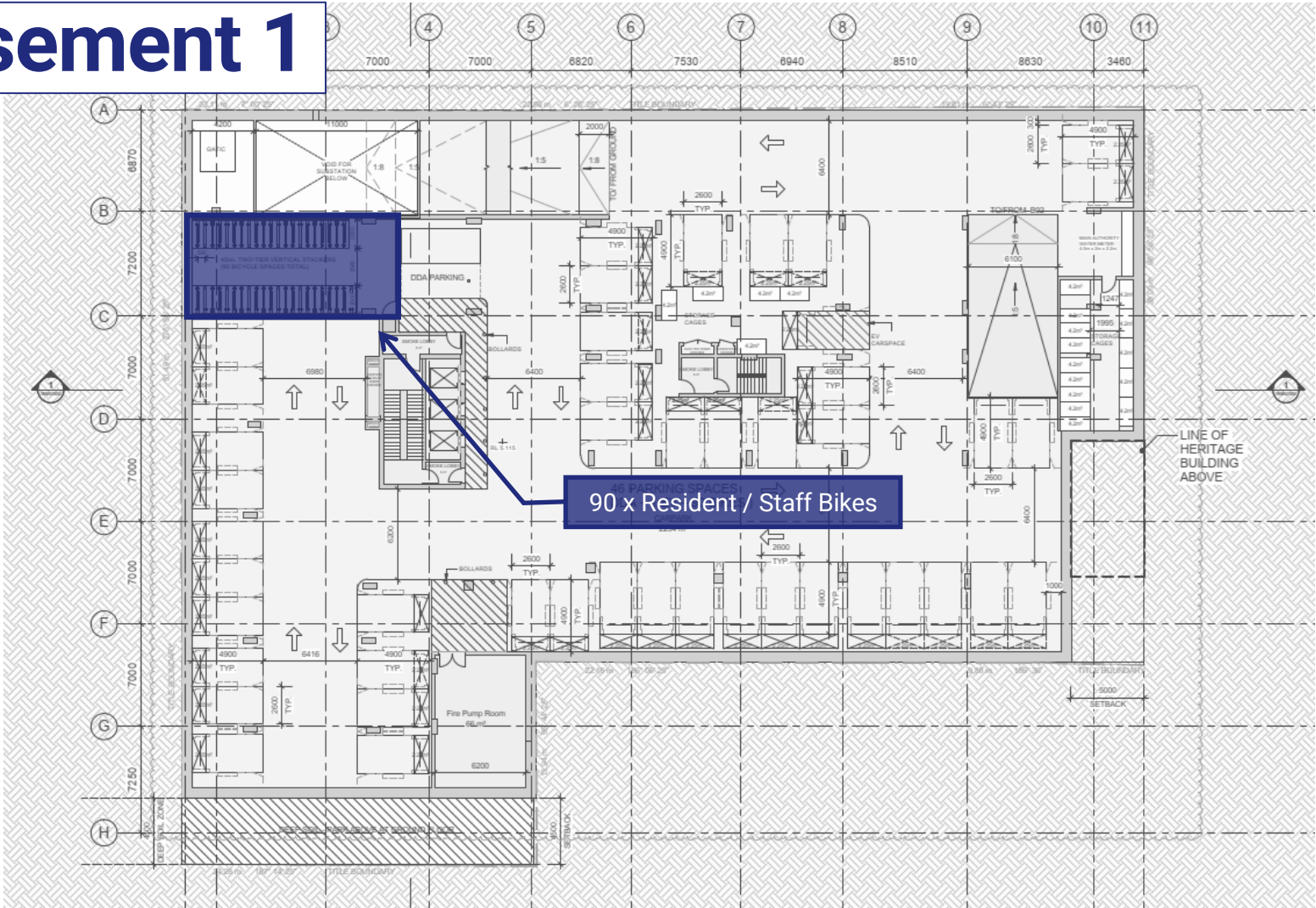
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Basement 1



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