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ADVERTISED PLAN

290 Park Street, Fitzroy North Green Travel Plan



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16 April 2026

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APPENDIX A QUESTIONNAIRE SURVEY FORMS

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1 INTRODUCTION

onemilegrid has been requested by Antipodean Land Developments Pty Ltd to prepare a Green Travel Plan for the proposed commercial and residential development at 290 Park Street, Fitzroy North.

2 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a mixed-use development containing both residential and a café tenancy, as shown in Table 1 below.

Table 1 Proposed Development

Use	Component	No/Area
Dwellings	1-Bedroom Unit / Studio	5
	2-Bedroom Units	11
	3-Bedroom Units	3
	4-Bedroom Units	1
	Sub-Total	20
Shop/Café	-	57 m ²

It is proposed to provide a total of 18 spaces within an undercroft car park comprising of 16 spaces within two car stacker systems (Wohr Combilift 543 MR or similar) and 2 standard car parking spaces. Access into car parking spaces is provided via Railway Lane along the eastern boundary of the site.

All car parking spaces will be allocated to residents with no car parking spaces to be provided for the commercial/café tenancy.

All car spaces are to be provided with provision for a future electric vehicle charger, and one standard space will be provided with an electric vehicle charger.

A total of 32 bicycle parking spaces are provided within the basement level comprising of 6 vertical spaces, one standard horizontal rail (2 spaces) and 24 double stacked spaces. Two spaces will be nominally allocated to the café use with the remaining 30 spaces to be allocated to residents. Three additional horizontal rails (6 spaces) are to be provided along the Park Street frontage within the site for visitors. Additionally, several double-sided bicycle hoops are available along the Nicholson Street frontage, and one on Park Street which provides up to eight additional bicycle spaces available to the public.

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3 GREEN TRAVEL PLAN

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

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

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

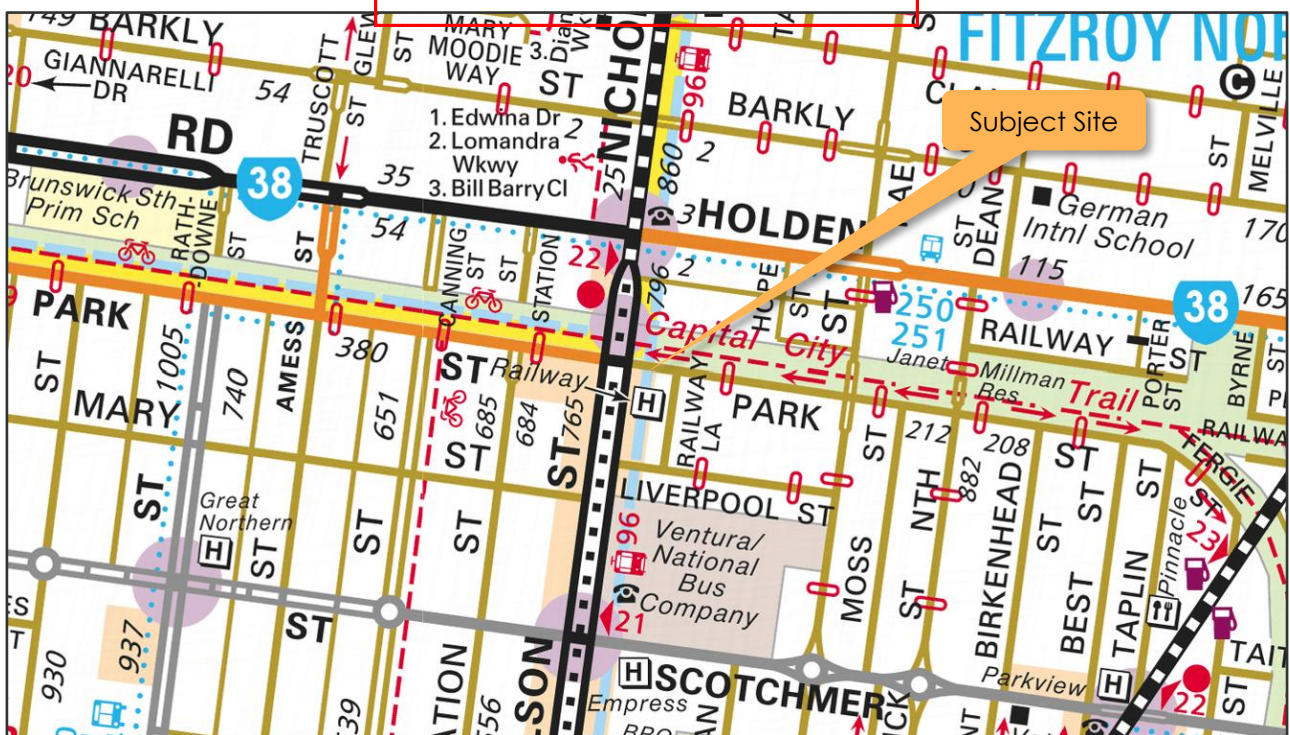
Journey to work data from the City of Yarra indicates that approximately 60% of work trips within the LGA are by car drivers. Consequently, the objective of this Green Travel Plan will be to increase the proportion of sustainable transport mode use by 10% from the municipality average.

4 SITE LOCATION & SUSTAINABLE TRANSPORT

4.1 Site Location

The subject site is located at the corner of Nicholson Street / Park Street intersection and is addressed as 290 Park Street, Fitzroy North, as shown in Figure 1.

Figure 1 Site Location



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Land use in the immediate vicinity of the site is primarily commercial along Nicholson Street and generally residential in any other direction.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (15 October 2025)



Copyright Nearmap

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4.2 Sustainable Transport

4.2.1 Public Transport

The public transport provision in the vicinity of the site is shown in Figure 3 and detailed in Table 2.

These include the Route 96 tram immediately adjacent along Nicholson Street, the Route 1, 6 and 11 trams within comfortable walking distance, and numerous bus routes.

Figure 3 Public Transport Provision

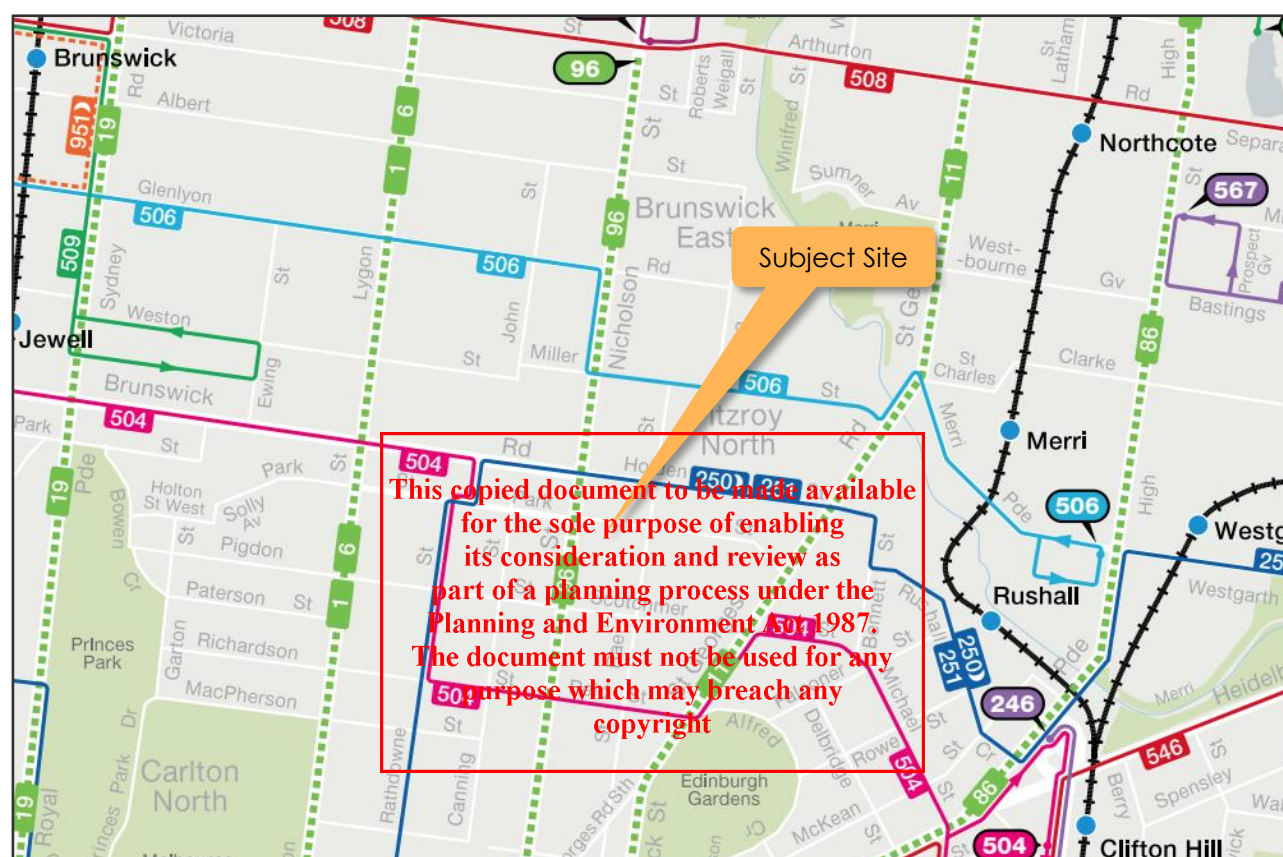


Table 2 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Tram	96	East Brunswick - St Kilda Beach	Brunswick Road / Nicholson Street
	11	West Preston - Victoria Harbour Docklands	Park Street / St Georges Road
	1	East Coburg - South Melbourne Beach	Park Street / Lygon Street
	16	Melbourne University - Kew via St Kilda Beach	Park Street / Lygon Street
Bus	504	Moonee Ponds - Clifton Hill via East Brunswick	Nicholson Street / Richardson Street
	506	Moonee Ponds - Westgarth Station via Brunswick	Rae Street / Miller Street
	250	City (Queen St) - La Trobe University	Nicholson Street / Holden Street
	251	City (Queen St) - Northland SC	Nicholson Street / Holden Street

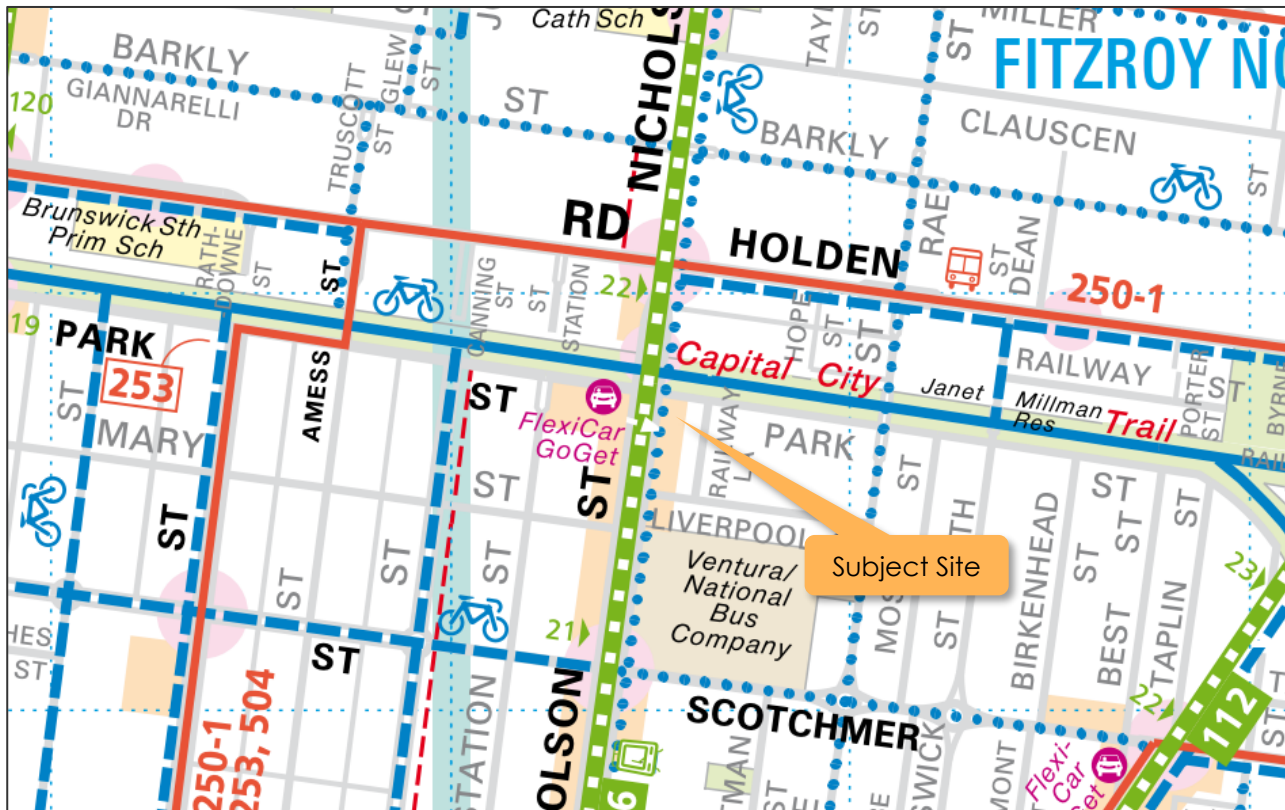
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4.2.2 Bicycle Facilities

The site has excellent access to bicycle facilities, including the Capital City Trail immediately adjacent, on-road cycle facilities on Holden Street, Canning Street and Rathdowne Street, in addition to numerous informal routes.

Bike routes are identified on the City of Yarra TravelSmart map (in blue) in Figure 4 below.

Figure 4 City of Yarra TravelSmart Map



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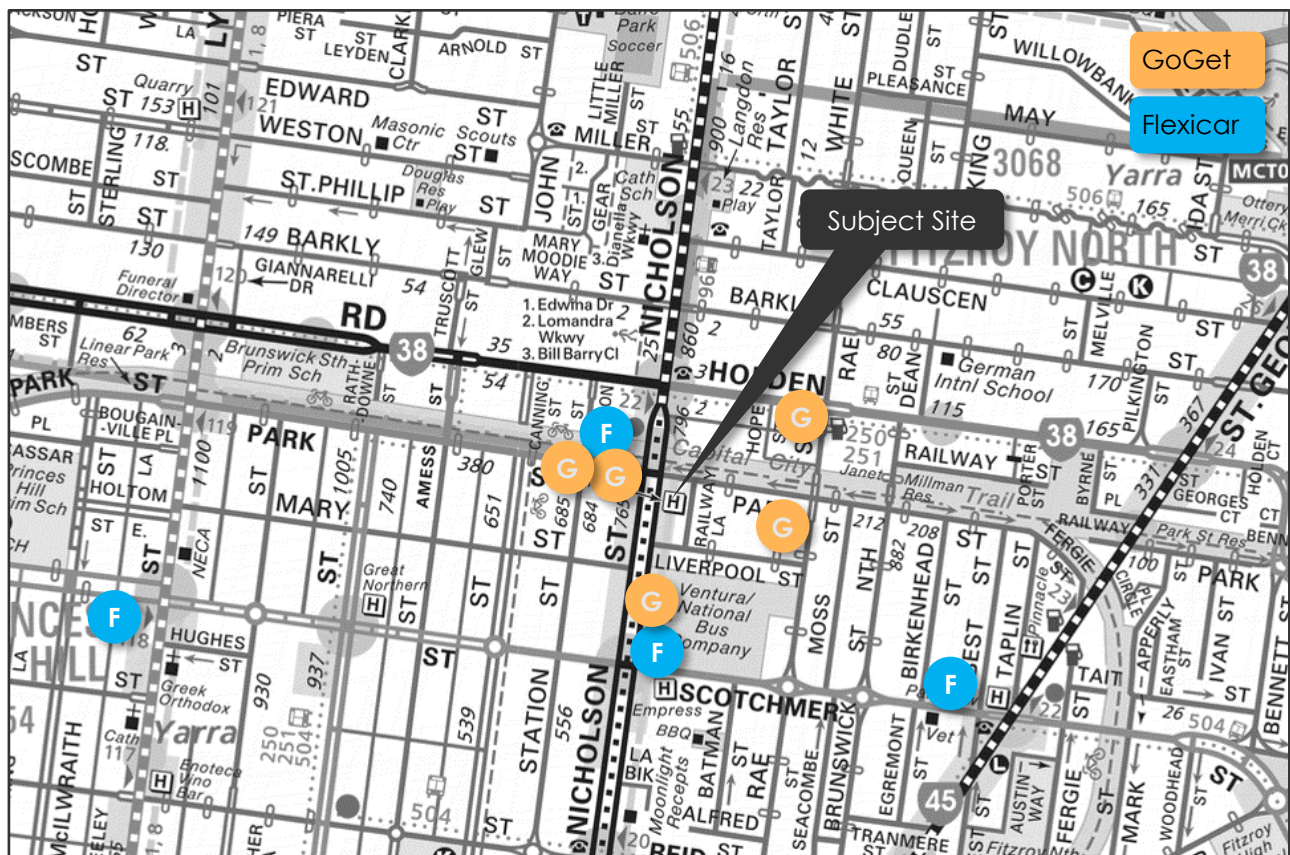
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4.2.3 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 5.

Figure 5 Share Car Locations



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4.2.4 Walkability

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

The site has a Walk Score rating of 95/100 and is considered a 'Walker's Paradise', meaning that daily errands do not require a car.

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5 GREEN TRAVEL INITIATIVES

5.1 General

The applicant has committed to implement a number of Green Travel Initiatives to encourage the use of pedestrian, bicycle and public transport travel to and from the site. The initiatives included in the package are outlined as follows.

5.2 Green Travel Plan Champion

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

5.3 Pedestrian Initiatives

To encourage residents and staff to increase the distance they travel by foot compared to private vehicle, the Owners Corporation and operator should encourage walking by:

- Ensuring footpaths external to the site are in good condition and connect to the broader pedestrian network; and
- Umbrella holders are provided for café occupants.

5.4 Bicycle Facilities

The development proposes bicycle parking well in excess of the minimum statutory requirements with 32 bicycle parking spaces provided within the basement and 6 bicycle parking spaces on the ground floor for visitors. Several bicycle hoops are also available along Nicholson Street fronting the café which are available for both staff and customer use.

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

5.5 Share Cars

For instances where staff or residents require the use of a private vehicle, information will be provided on share car locations and services operating in the area.

The information detailed will include:

- Car sharing services in the area;
- Locations of the nearest 'pods'; and
- Information on how to become a member for each service and associated pricing.

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5.6 Electric Vehicle Parking

To encourage more sustainable private vehicle methods, all car spaces are to be provided with provision for a future electric vehicle charger, and one standard space will be provided with an electric vehicle charger.

5.7 Public Transport

To encourage public transport use, information sourced from Public Transport Victoria (PTV) will be provided through posters and leaflets. The information detailed will address local services in regard to frequency, location and linkages to other networks. These will be displayed in common areas of the building to ensure they can be accessed by all tenants.

Information on how to utilise the public transport system, and in particular how to purchase a Myki, the costs of a Myki, and the nearest Myki purchase and top-up locations will also be provided.

5.8 Resident and Staff Welcome Pack

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

- General information about the development;
- Digital information on the surrounding bicycle facilities and routes;
- Digital information on public transport maps and timetables;
- Digital information on the surrounding services, including shopping locations, schools and services, with suitable non-car-based transport options (i.e., bike and walking routes, and public transport options);
- Links to relevant Green Travel, public transport and local services websites including:
 - + The PTV "[Journey Planner](#)" website and mobile app; and
 - + The [GoGet](#), [Flexicar](#), [Kinto](#) and Uber [Carshare](#) websites.

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6 MAINTAINING THE GREEN TRAVEL PLAN

6.1 Monitoring and Assessment

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

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

- Stage One – will involve a questionnaire survey of staff and residents on occupation of the proposed development. The survey will be useful to collect information on the travel characteristics of staff and residents, to gauge interest in the various initiatives and to seek ideas for other initiatives and set baseline travel mode percentages such that they can attempt to meet the proposed targets;
- Stage Two – will involve a questionnaire and feedback form to be filled out by staff and residents 12 months after occupation, in order to determine which initiatives are working and which are not;
- Stage Three – will be the monitoring component of the plan, which will be undertaken 2 years after occupation. This questionnaire will test the success rate of the various initiatives and help rework programs to suit the needs of the new staff and residents. At this stage, the targets identified in the previous stages will be reviewed; and

A questionnaire has been prepared for each of the three stages and have been provided within Appendix A.

6.2 Updates to the Green Travel Plan

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

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

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Appendix A Questionnaire Survey Forms

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STAGE ONE QUESTIONNAIRE

Dwelling/Tenancy:

1. How do you travel to and from work?

- | | |
|--|--|
| ☐ Train | ☐ Walk |
| ☐ Tram | ☐ Motorbike |
| ☐ Bus | ☐ Electric scooter/skateboard |
| ☐ Car, as driver | ☐ Bicycle |
| ☐ Car, as passenger | ☐ Other: _____ |

2. Approximately how far do you travel to work?

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

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

- | | |
|---|--|
| ☐ Cycling | ☐ Electric scooter/skateboard |
| ☐ Walking | ☐ Car pooling |
| ☐ Public Transport | ☐ 'Share car' or similar services |

In not, why? _____

Thank you for participating in the survey.

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STAGE TWO QUESTIONNAIRE

Dwelling/Tenancy:

1. How do you travel to and from work?

- | | |
|--|--|
| ☐ Train | ☐ Walk |
| ☐ Tram | ☐ Motorbike |
| ☐ Bus | ☐ Electric scooter/skateboard |
| ☐ Car, as driver | ☐ Bicycle |
| ☐ Car, as passenger | ☐ Other: _____ |

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

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

- | | |
|---|--|
| ☐ Cycling | ☐ Electric scooter/skateboard |
| ☐ Walking | ☐ Car pooling |
| ☐ Public Transport | ☐ 'Share car' or similar services |

In not, why? _____

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

Thank you for participating in the survey.

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STAGE THREE QUESTIONNAIRE

Dwelling/Tenancy:

1. How do you travel to and from work?

- | | |
|--|--|
| ☐ Train | ☐ Walk |
| ☐ Tram | ☐ Motorbike |
| ☐ Bus | ☐ Electric scooter/skateboard |
| ☐ Car, as driver | ☐ Bicycle |
| ☐ Car, as passenger | ☐ Other: _____ |

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

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

Thank you for participating in the survey.

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