

# Traffix Group

## Green Travel Plan

Alfred Quarter – Master Plan

103-117 Boundary Road & 59-101 Alfred Steet,  
North Melbourne

Prepared for  
Metrics Real Estate Partners

April 2026

G36267G-01G

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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 Metrics Real Estate Partners to prepare a Green Travel Plan for the Alfred Quarter – Master Plan at 103-117 Boundary Road & 59-101 Alfred Steet, North Melbourne.

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 by Fender Katsalidis and Cera Stribley dated April 2026.

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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. Proposed Schedule

A Master Plan has been prepared that reenvisioned the redevelopment of the site, now also including the site at 111-113 Boundary Road.

The Master Plan contemplates a three-stage development that generally delivers a subdivision and development outcome that considers the existing permit requirements as well as the new draft Structure Plan.

In terms of land uses, the revised Master Plan includes a mixture of uses, but focusses on the delivery of residential apartments with mixed commercial space across 3 stages:

- **Stage 1**, located in the eastern portion of the site, and fronting Boundary Road, includes the development of circa 303 apartments (Build to Sell), along with a supermarket and some 714m<sup>2</sup> retail tenancies. Stage 1 will also include the public open space between Stages 1 and 2, and the café proposed within the extension of the existing Heritage building fronting Alfred Street.
- **Stage 2**, the central building consists of the development of circa 336 apartments (Build to Rent) with some gymnasium, café and separate leasable and co-working office spaces.
- **Stage 3**, involves the construction of circa 300 apartments (mixed Build to Rent and Affordable/Social).

A summary of the proposed development yield is provided at Table 1.

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Table 1: Proposed Development Yield

Proposed Use		Stage 1	Stage 2	Stage 3	Overall
Residential (Dwellings)	Studio	42 no.	101 no.	48 no.	<b>191 no.</b>
	1-bed	130 no.	110 no.	150 no.	<b>390 no.</b>
	2-bed	107 no.	100 no.	91 no.	<b>298 no.</b>
	3-bed	24 no.	25 no.	11 no.	<b>60 no.</b>
	<b>Total</b>	<b>303 no.</b>	<b>336 no.</b>	<b>300 no.</b>	<b>939 no.</b>
Retail		714 m <sup>2</sup>	-	-	<b>714 m<sup>2</sup></b>
Café		-	134 m <sup>2</sup>	-	<b>134 m<sup>2</sup></b>
Gymnasium		-	451 m <sup>2</sup>	-	<b>451 m<sup>2</sup></b>
Co-working		-	335 m <sup>2</sup>	-	<b>335 m<sup>2</sup></b>
Supermarket (inc. BOH, exc. Loading dock)		1558 m <sup>2</sup>	-	-	<b>1558 m<sup>2</sup></b>
Community Space (Other)		-	-	97 m <sup>2</sup>	<b>97 m<sup>2</sup></b>

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### 3.2. Access

The intention is to subdivide the land and stages to provide 3 separately titled lots separated by Council owned/managed laneways.

The laneways all include new footpaths and cycle facilities, as well as accommodating vehicle access and circulation.

The intersection of Alfred Street and Boundary Road is to be signalised and upgrades are proposed to Alfred Street.

Vehicular access to each of the stages is described as follows:

- **Stage 1** includes:
  - A separate supermarket loading dock
  - A lower ground public access car parking area to serve the precinct as well as the supermarket use.
  - A shared residential loading and waste area.
  - A new vehicle access is proposed to Boundary Road, toward the south-eastern corner of the site, seeks to take advantage of the level differences across the site, and will provide for access to podium residential parking.
- **Stage 2**, includes:

- A two-way car park access is proposed from the southern east-west laneway, which will serve ground and podium parking levels.
- Shared residential loading and waste is proposed to be undertaken from the southern east-west laneway, immediately west of the residential car park access.
- **Stage 3** includes:
  - Two-way car park access is proposed from the western laneway, which will serve ground and podium parking levels.
  - Shared residential loading and waste is proposed to be undertaken from the western laneway, toward the southern extent of the Stage 3 building.

The access provisions and internal circulation are shown in Figure 1 to Figure 3.

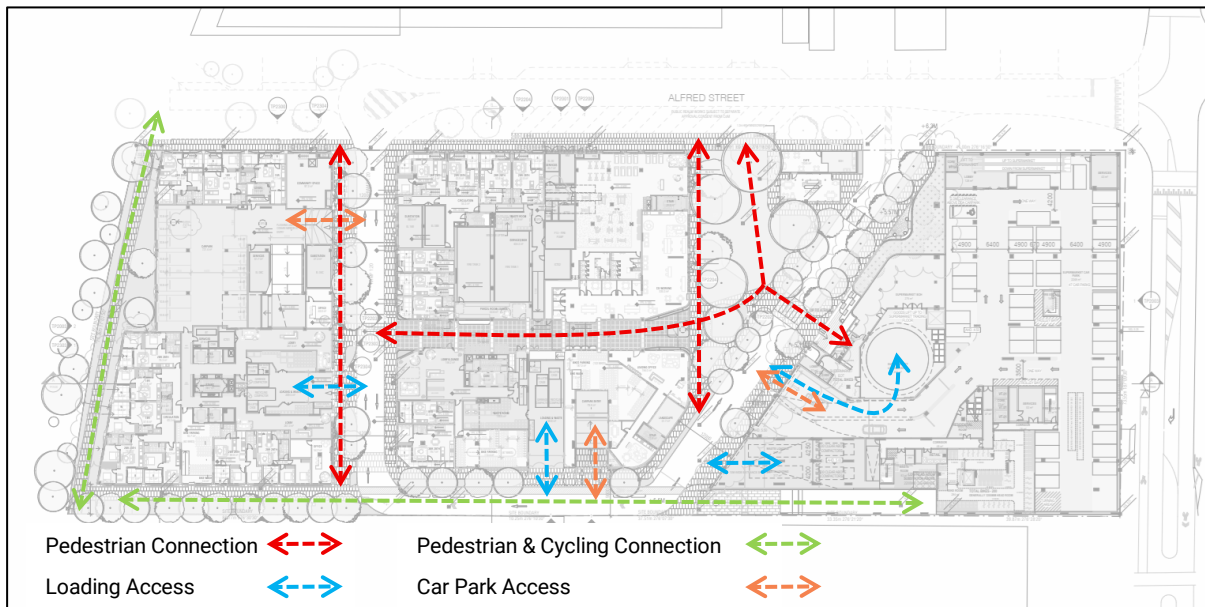


Figure 1: Proposed Site-Specific Vehicular Access Arrangements – Lower Ground

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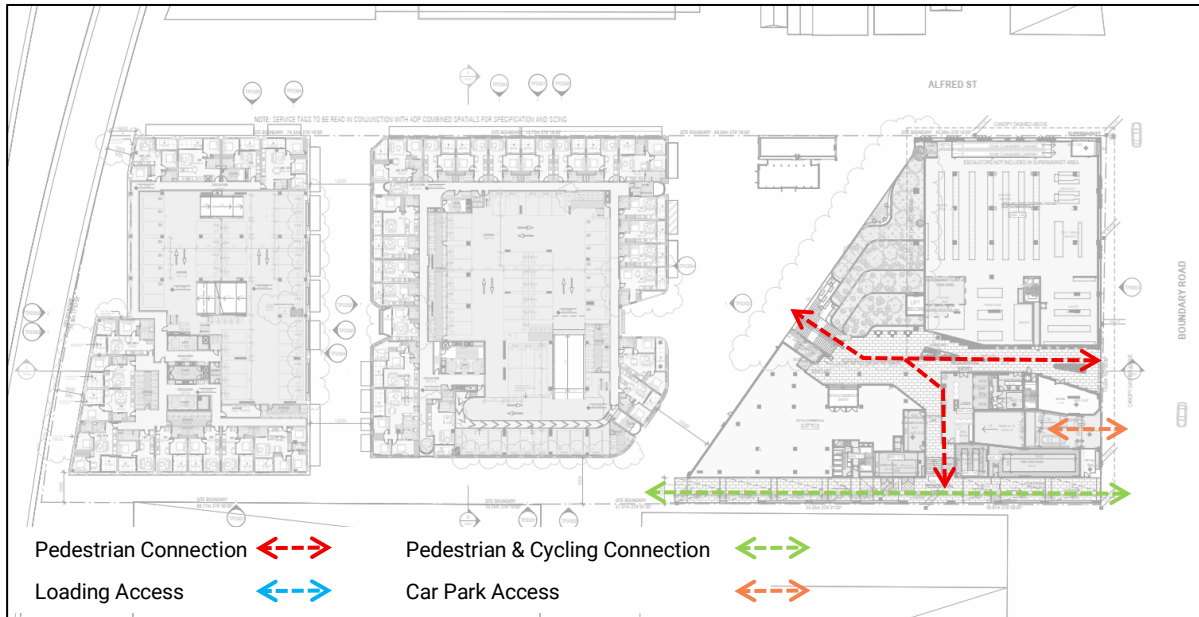


Figure 2: Proposed Site-Specific Vehicular Access Arrangements – Upper Ground

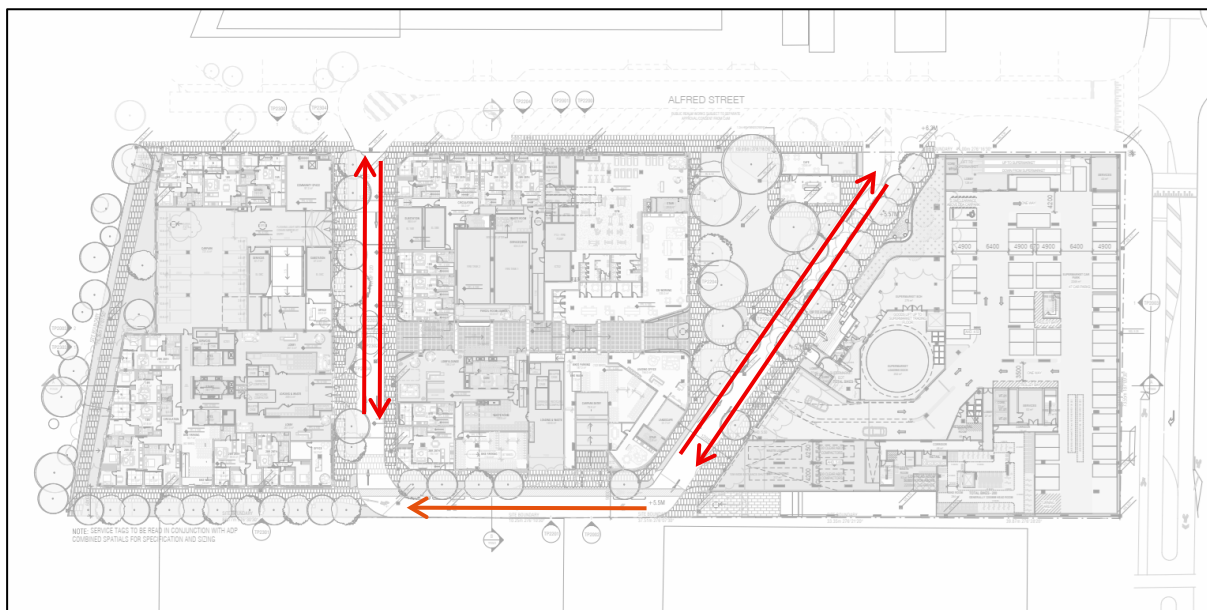


Figure 3: Proposed Internal Road - Circulation

### 3.3. Parking Provisions

#### 3.3.1. Car Parking Provisions

The Master Plan contemplates the provision of 550 car spaces across all stages, including the following stage specific allocations/provisions:

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- Stage 1 residential car parking will include approximately 235 spaces, with an average rate of less than one space per apartment, around 0.77 spaces per apartment.
- Stage 1 will include a public access supermarket car park with approximately 47 spaces. This provision equates to a rate of around 3.0 spaces per 100m<sup>2</sup> of supermarket area.
- Stage 2 will provide residential parking only, yielding 137 car spaces, equating to a rate of approximately 0.41 spaces per apartment.
- Stage 3 will also provide residential parking only, yielding in the order of 131 car spaces, targeting a rate of around 0.44 spaces per apartment.
- Overall, the car parking rate for the proposed development will equate to approximately 0.53 spaces per apartment, identifying that almost 50% of future residents will not be provided with a car space.

Electric Car Charging is proposed on-site to meet the minimum BCA requirements, being 5% of spaces charge ready on day 1, and provisioning for 100% of residential spaces to be provisioned for future charging.

Stage 2 is proposed to include 7 EV charging spaces in the residential carpark and stage 3 is proposed to include 7 EV charging spaces as well.

It is likely that there will be a level of car share parking that is provided either on-site, or within the on-street parking within the precinct.

### 3.3.2. Bicycle Parking

In relation to bike parking, overall, it is estimated that there will be in the order of 613 bikes, comprising:

- Stage 1 – 208 bike spaces
- Stage 2 – 217 bike spaces
- Stage 3 – 188 bike spaces

The proposed on-site bike parking areas are illustrated Figure 4 and Figure 5 and are to be provided at the following general rates:

- 1 space per 2 dwellings for residents
- 1 space per 8 dwellings for residential visitors
- 1 space per 200 m<sup>2</sup> of commercial/retail floor area for staff
- 1 space per 500 m<sup>2</sup> of commercial/retail floor area for visitors.

### 3.3.3. Motorcycle Parking

Motorcycle parking and electric scooter parking should be provided within each Stage at a general rate of 1 space per 50 car spaces consistent with Council standard requirements.

Although not currently shown on the plans, there is sufficient space within the car parking levels to accommodate this parking, which can be addressed as a condition of permit.

3.3.4. Summary

A summary of the proposed parking provisions is provided in Table 2.

Due to the staged development of the site, it is suggested that parking provisions could be addressed through a Parking Management Plan for each stage as the site develops and demands are better known and able to be quantified.

The Parking Management Plan can include setting out allocations for car share, electric charging, bike parking, motorcycle parking etc.

Table 2: Proposed Development Contemplated Parking Provisions

Proposed use		Stage 1	Stage 2	Stage 3	Proposed
Car Parking	Public/Supermarket	47	-	-	47
	Private Residential	235	137	131	503
	<b>On-Site</b>	<b>282</b>	<b>137</b>	<b>131</b>	<b>550</b>
Alfred Street Angled On-street		-	15	-	15
Bike Parking	Resident	154	168	150	472
	Staff	11	5	1	16
	Residential Visitors	38	42	38	118
	Commercial Visitors	5	2	0	7
Motorcycle Parking		6	3	3	12

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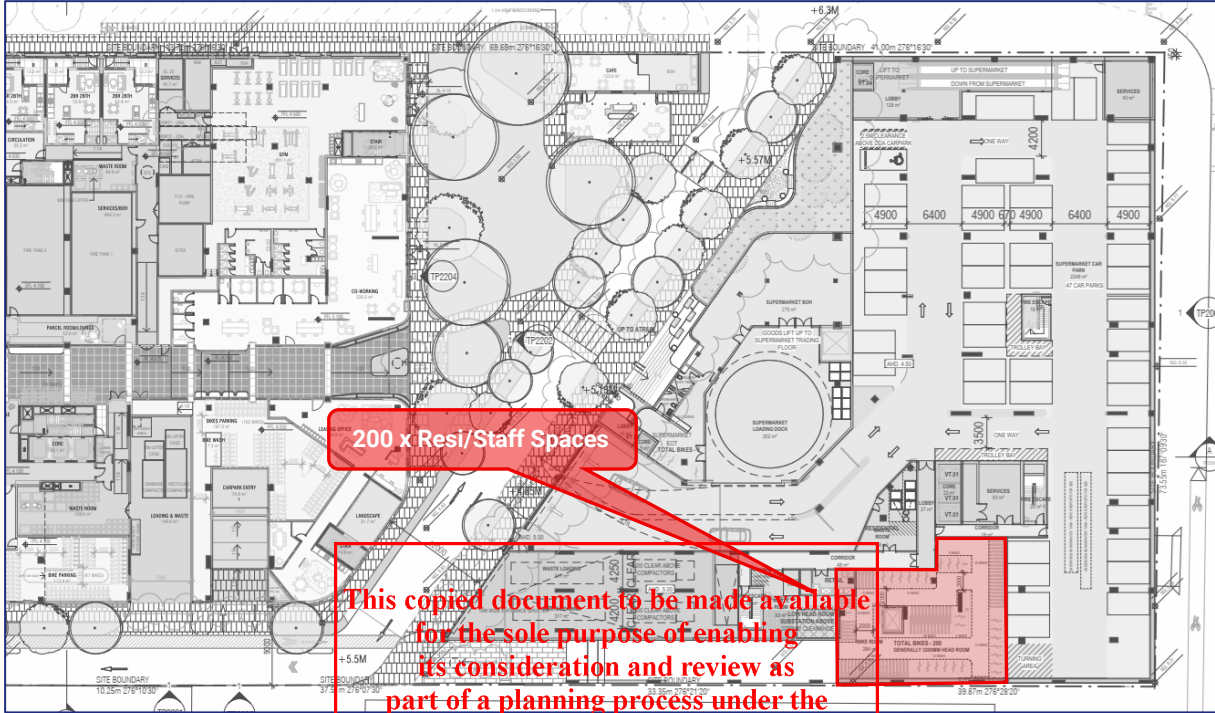


Figure 4: Bicycle Parking – Stage 1 Lower Ground Floor

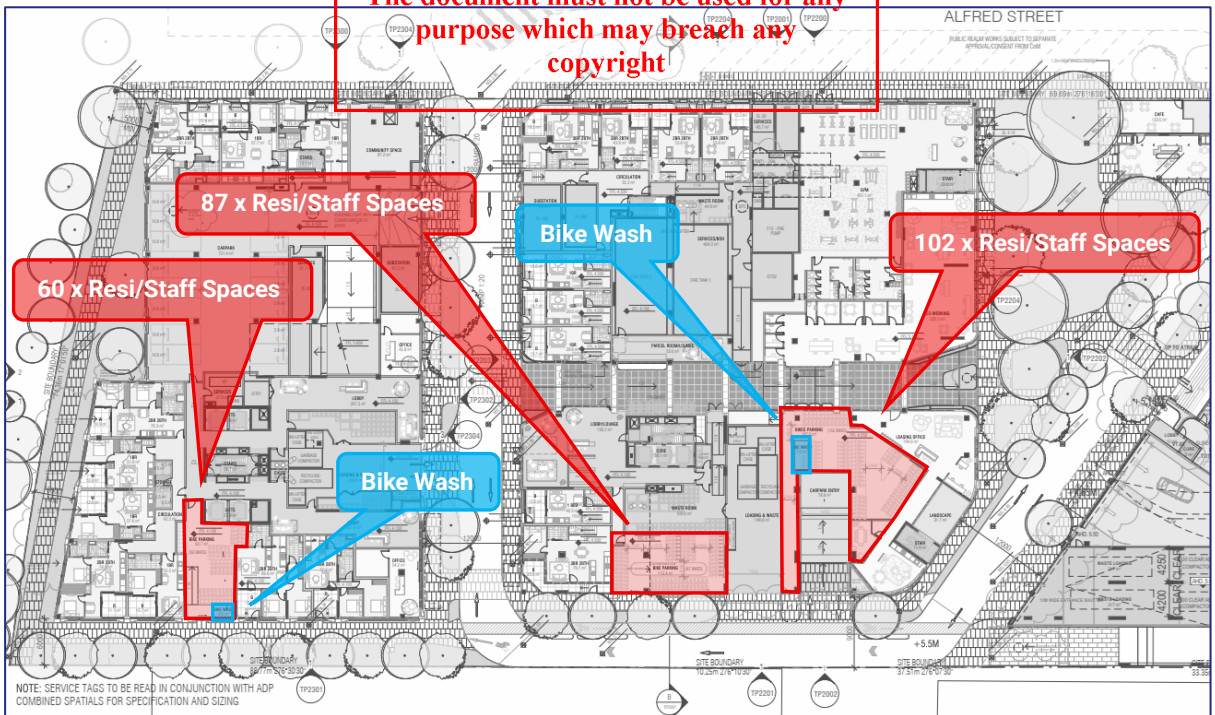


Figure 5: Bicycle Parking – Stage 2 and 3 Lower Ground Floor

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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 Melbourne is shown at Figure 6, 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.

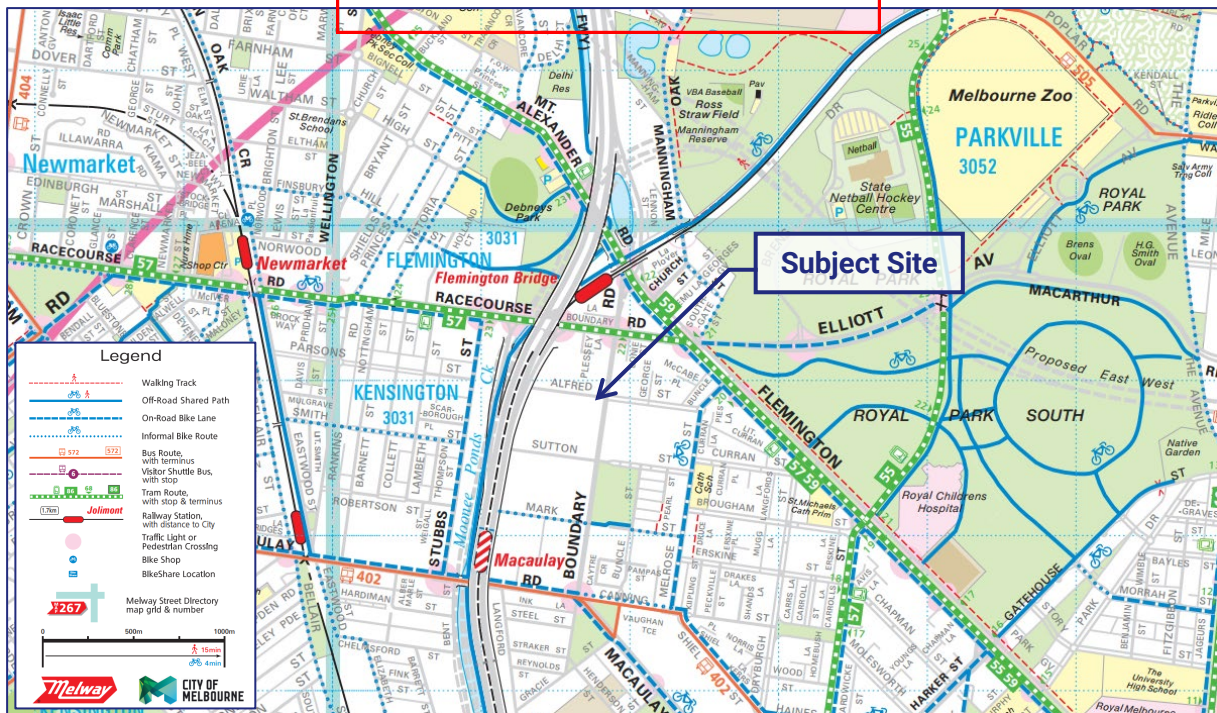


Figure 6: Excerpt of City of Melbourne TravelSMART Map

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### 4.2. Reduced Car Parking Provisions

A dispensation in car parking is proposed as part of the development.

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

Overall, the car parking rate for the proposed development will equate to approximately 0.53 spaces per apartment, identifying that almost 50% of future residents will not own a vehicle.

The provision of 47 car spaces for the supermarket use, but provided as a precinct car park, is considered to be of benefit for precinct users, and still noted to be less than the statutory requirements, allowing for some suppression of parking demands.

### 4.3. Parking Management Plan

It is proposed that a Parking Management Plan prepared for each Stage of development, that identifies the likely demands at the time of the development's commencement such that if there is an opportunity to further reduce the parking allocations for later stages, this can be easily be addressed.

The Parking Management Plan should also detail how on-site parking could be repurposed or reallocated for other uses should there be a decreased demand after the development matures.

The Parking Management Plan should include setting out allocations for car share, electric charging, bike parking, motorcycle parking etc.

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### 4.4. Walking & Accessibility

#### 4.4.1. Existing Arrangements

The site is well located to promote walking to everyday services.

The subject site scores 82 out of a possible 100 using the 'Walk Score', which is a measure of how easy it is to access everyday services by walking. This score classifies the site as 'Very Walkable' and that most errands can be accomplished on foot.

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 approximately a 700-metre walk from Arden Gardens Shopping Centre, which includes a Woolworths supermarket and various specialty shops.

#### 4.4.2. Proposed Delivered Infrastructure

The proposal includes a series of Council managed laneways that will include dedicated footpaths and shared areas to encourage pedestrians to access the site and also pass through the site as part of their larger journey on the network.

Permeability through the site will be significantly improved as a result of the development.

The works on Boundary Road include wider footpaths and new safe signalised crossing points at the Alfred Street intersection.

Alfred Street footpaths and public open space will be upgraded to encourage greater pedestrian accessible to the site.

**4.5. 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 Alfred Street would be suitable to accommodate short term pick-up and drop-off parking.

**4.6. Public Transport Accessibility**

**4.6.1. Access to Services**

The site is well serviced by public transport. A tram stop (Route 57) is located approximately 200m to the north on Racecourse Road. Flemington Bridge Station is located an approximate 550 metre walk north which provides train services between Melbourne CBD and Upfield.

Table 3 summarises the available services, whilst Figure 7 illustrates the nearby routes.

*Table 3: Public Transport Services in the Vicinity of the Subject Site*

Service	Route	Route Description	Distance to Node
<b>Train Services</b>	Flemington Bridge Station – City to Upfield		~550m north
	Macaulay Station – City to Upfield		~700m south-west
<b>Tram Services</b>	Route 57	West Maribyrnong - Flinders Street Station & City	~200m north
	Route 59	59 Airport West - Flinders Street Station & City	~450m north
<b>Bus Services</b>	Route 402	Footscray Station - East Melbourne via North Melbourne	~650m south-east

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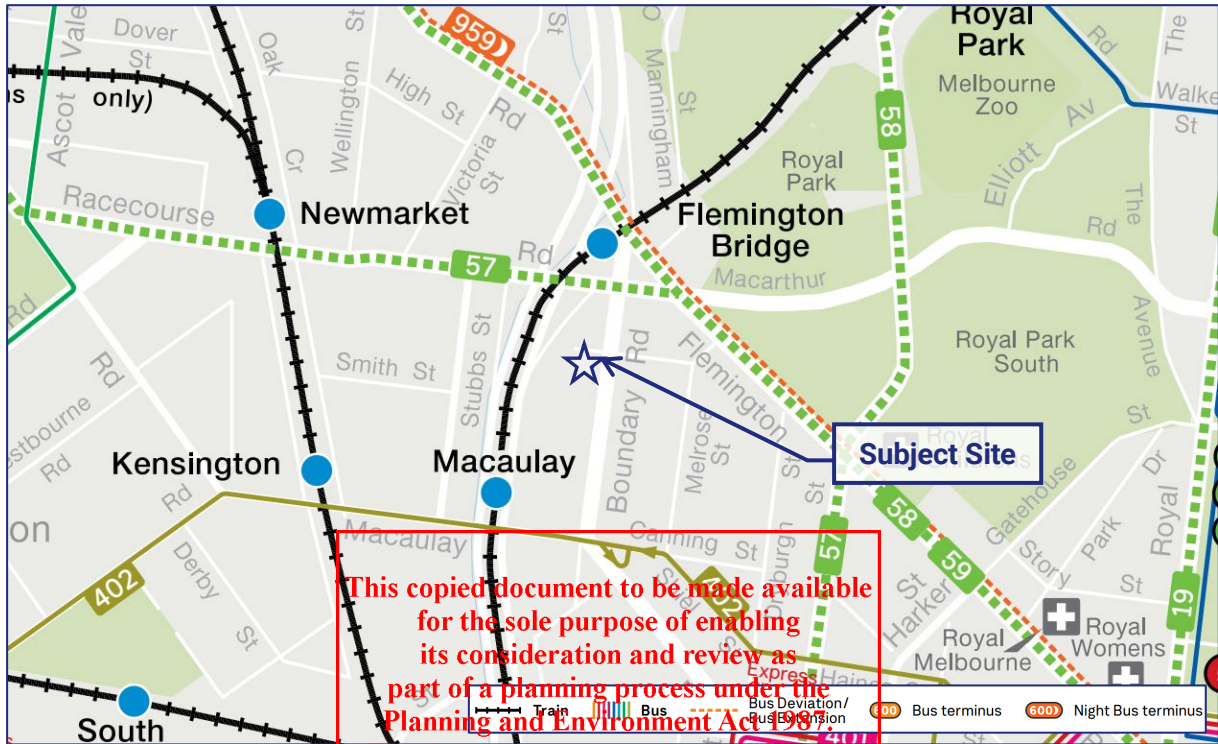


Figure 7: PTV Public Transport Map – Melbourne

Source: Public Transport Victoria

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### 4.6.2. 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)).

### 4.6.3. Introductory myki Offer

As an incentive to encourage the use of public transport for new residents from “Day 1”, the Residential Owners Corporation could consider including 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.

## 4.7. Bicycle Network Accessibility

### 4.7.1. Existing Infrastructure

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

In the vicinity of the site, bicycle lanes are provided along Racecourse Road, Melrose Street and Flemington Road, as illustrated within the excerpt of Transport Victoria Bicycle Infrastructure Network map at Figure 8.

Capital City Trail is accessible approximately a 400-metre bicycle ride to the north-west of the subject site which provides a connection to the city.

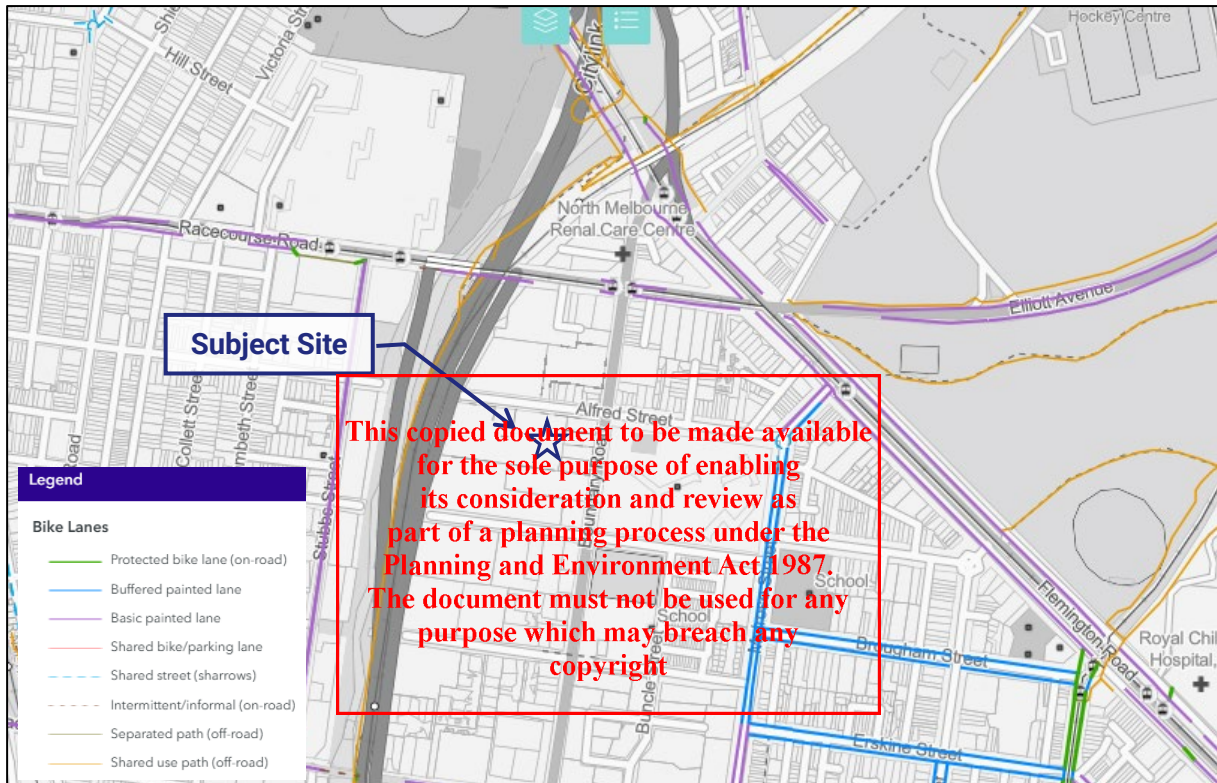


Figure 8: Transport Victoria - Bicycle Network map

#### 4.7.2. Proposed Delivered Infrastructure

The proposal includes a series of Council managed laneways that will include dedicated cycle paths, footpaths and shared areas to encourage cyclists to access the site and also pass through the site as part of their larger journey on the network.

The works on Boundary Road include raised cycle paths along Boundary Road and improved cyclist facilities and crossing opportunities.

#### 4.7.3. Proposed Bike Parking Provisions

The proposal includes generous bike parking provisions at ground level for each of the proposed buildings which will actively encourage residents and staff and visitors to access the site by bike.

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### 4.8. 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).

### 4.9. 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' cars<sup>1</sup>.

City of Melbourne 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.

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

- Alfred Street near Melrose Street (GoGet) (1 car), approximately 220 metres walking distance.
- Brougham Street near Melrose Street (GoGet) (1 car), approximately 500 metres walking distance.

The nearest existing car share pods (spaces) are shown in Figure 9.

The proposal should consider the provision of car share spaces on-site, as part of the overall allocation of parking.

There are opportunities within the proposed parking on Alfred Street to facilitate car share parking within the public parking areas, subject to Council approval.

Car share parking should be considered at a general rate of 1 space to each 30-50 apartments without a car parking space and should be allocated and managed through the Parking Management Plan.

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<sup>1</sup> The three main schemes supported by these Councils are Flexicar ([www.flexicar.com.au](http://www.flexicar.com.au)), Go Get Car Share ([www.goget.com.au](http://www.goget.com.au)) and Green Share Car ([www.greensharecar.com.au](http://www.greensharecar.com.au)).

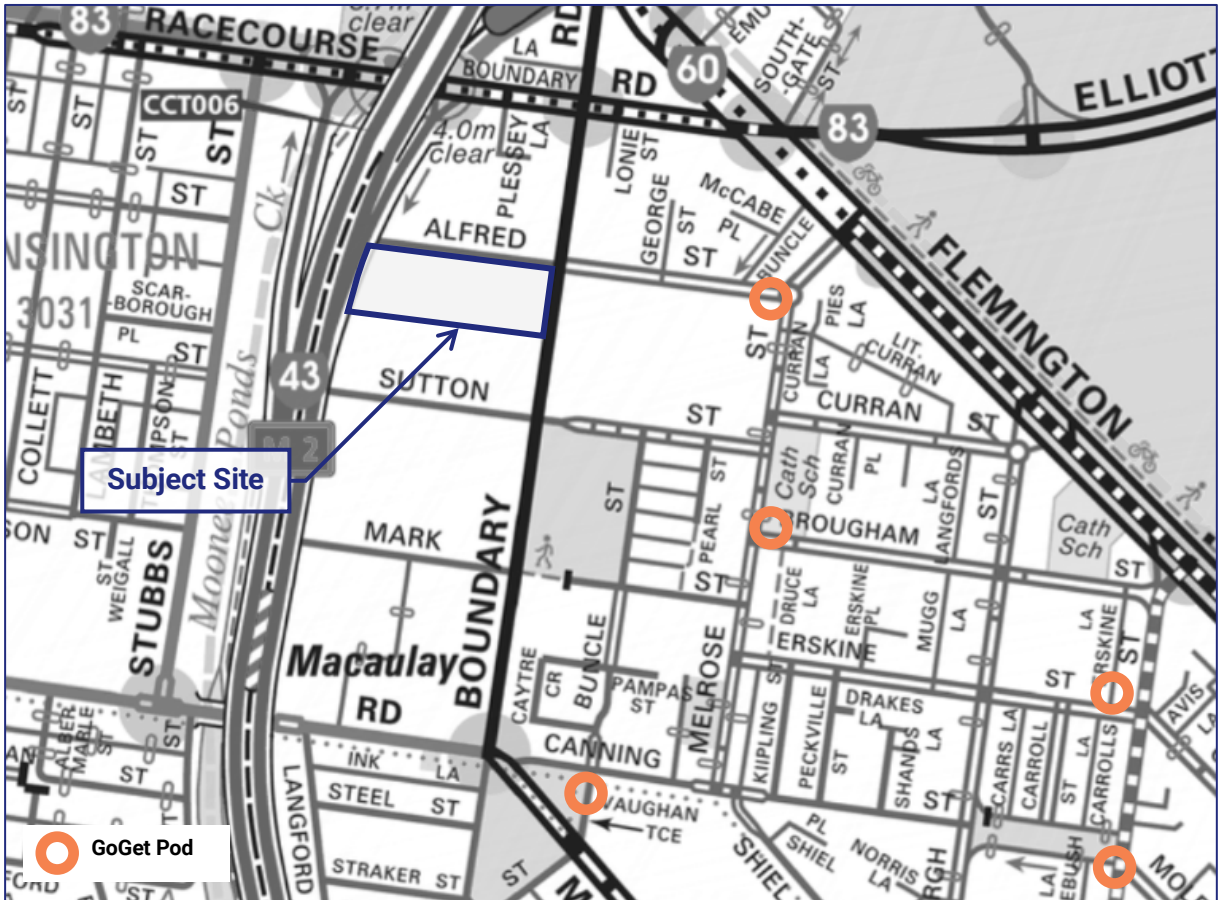


Figure 9: Proximate Car Share Pods

#### 4.10. Electric Car Charging

Electric Car Charging is proposed on-site to meet the minimum BCA requirements, being 5% of spaces charge ready on day 1, and provisioning for 100% of residential spaces to be provisioned for future charging.

The provision of electric car charging spots on site is in line with the sustainable transport goals set out by the City of Melbourne.

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 in the table below:

Action	Responsibility	Implementation
<b>Information and Promotion</b>		
<p>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:</p> <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 City of Melbourne, available from <a href="https://www.melbourne.vic.gov.au/city-maps">https://www.melbourne.vic.gov.au/city-maps</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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## Green Travel Plan

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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 Melbourne, available from <a href="https://www.melbourne.vic.gov.au/city-maps">https://www.melbourne.vic.gov.au/city-maps</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 internet). The dates for these events and for other environmental events are 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
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<b>Public Transport</b>		
A new myki card is to be provided to each new resident as part of a welcome pack.	Builder/ Developer	Prior to Occupation
Owners Corporation to provide the issue of a new myki card to each new resident as part of a welcome pack.	Owners Corporation	Ongoing
<b>Cycling</b>		
The proposal should ensure that all new bicycle infrastructure considers cyclists of all abilities, and meets Council's requirements for new public roads and laneways where relevant.	Builder/ Developer	Development Stage
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.	Builder/ Developer	Development Stage

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Action	Responsibility	Implementation
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.	Owners Corporation	On-going
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>		
A Parking Management Plan should be prepared to manage the allocations and provisions of parking onsite for each stage and ongoing into the future.	Builder/ Developer	Development Stage
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
<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.	Owners Corporation	Prior to occupation
Car share should be considered on-site or in on-street parking through agreement with Council and local providers. Car share allocations on-site should be managed through the Parking Management Plan		

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## 6. Travel Modes & Targets

### 6.1. Discussion

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

Given the proximity of the site to nearby services and generous supply of bicycle parking, the proposed development is expected to generate traffic movements at a significantly lower rate than for a similar site in a similar location.

### 6.2. Sustainable Transport Calculator Targets

#### 6.2.1. Reference Project

The Sustainable Transport Calculator requires the identification of a 'Reference Project' based on the site location, and then the setting of specific targets for the proposal based on a site-specific approach.

As the majority of the development is residential, the Calculator Reference Project has been based on a multi-unit residential development.

The Reference Project identifies an existing Modal Split of 35.20% for public transport (including 8.6% for train trips, 25.7% for tram trips and 1.9% for bus trips), 46.6% of trips in cars (as a driver), 10% of trips using a bicycle and 1.1% for walking trips.

It is suggested that optimistic targets are set for this development as shown in Table 4 and are considering justified when considering the following.

#### 6.2.2. Targets

The following targets are suggested based on the proposal, the identified initiatives and the future aspirations of the site.

##### Public Transport

Based on the proximity to multiple transport modes including Macaulay Station, a target of 38% of trips to be undertaken by public transport (including train, tram and bus trips) for residents travelling to/from the site for work has been adopted.

This is an increase of 1.8%.

##### Bicycle

The site has access to existing on and off-road bicycle facilities, and the proposal includes a generous provision of bicycle parking which will actively encourage the use of bicycles.

In this respect, a target of 25% is targeted.

This is an increase of 15%.

### **Walk**

A target of 10% of walking trips is adopted based on the fact that this site is in walking distance to a range of everyday services including Arden Gardens Shopping Centre which is located a 700-metre walk from the site.

This is an increase of 8.9%.

### **Reduced Car, as Driver**

We will assume that the number of trips to/from the site by cars to be 20%.

This is a reduction of 26.6%.

### **Reduced Average Trip Length**

The proposed development includes both a supermarket and a gym. As many residents are expected to use these facilities on-site, the average trip length has been reduced from 18.8 km to 15 km.

The Reference Project and proposed modal splits are provided in Table 4.

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Table 4: Sustainable Transport Calculator

% Mode of Travel for 'journey to work' trips	Reference Project	Change	Proposed
Train	8.6%	+1.4%	10.0%
Bus	1.9%	+0.1%	2.0%
Ferry	0.0%	-	0.0%
Tram	25.7%	+0.3%	26.0%
Car Driver	46.6%	-26.6%	20.0%
Car Passenger	4.9%	+0.1%	5.0%
Motorbike	1.2%	+0.8%	2.0%
Bicycle	10.0%	+15%	25.0%
Walk	1.1%	+8.9%	10.0%
Total Mode Share	100%	-	100%
Avoided trips	2.0%	-	2.0%
Ave Trip Length	18.8	-3.8	15.0
Work weeks	50	-	50
trips per annum	490	-	490
Emissions per trip	3098	-1503	1595
Total emissions	1.52	-0.74	0.78
Total vkt	4,283	-2,813	1470
Active modes	11%	+24%	35%

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## 7. Credit Assessment

### 7.1. Green Star Buildings – Movement and Place

This assessment identifies the credibility of a proposal, including the building's design and location, to encourage occupants and visitors to use active, low carbon, and public transport options instead of private vehicles.

It is understood that the proposal seeks to achieve a total of 3 points under the 'Movement and Place' category within the 'Green Star Buildings' assessment.

The following criteria apply to proposals under the movement and place category:

- Minimum Expectation (Points 0)
  - The building includes showers and changing facilities for building occupants.
  - The facilities are accessible, inclusive, and located in a safe and protected space.
- Credit Achievement (Points 3) – in addition to the minimum expectations
  - The building's access prioritises cycling and includes bicycle parking facilities.
  - A Sustainable Transport Plan has been prepared and implemented.
  - The building has EV charging capabilities.
  - Transport options that reduce the need for private fossil fuel powered vehicles are prioritised.
  - The building's design and location encourage walking.

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### 7.2. Credit Assessment

Based on the preceding STP and proposed Targets, the proposal has met all requirements under the 'Movement and Place' category within the 'Green Star Buildings' assessment to achieve the 3 points.

An assessment of the development under the required criteria is provided as follows.

#### 7.2.1. Reducing Private Vehicle Use

As part of the assessment the proposal must be shown to reduce emissions, encourage public transport use and reduce vehicle kilometres travelled compared to the reference project. TO achieve the credit the proposal must show:

- An emissions reduction of 40%
- An active mode encouragement of 90%, and
- A vehicle kilometres travelled reduction of 20%

The proposal includes a reduction in carbon emissions of 49%, an increase in active modes of 214% and a reduction in vehicles kilometres travelled of 66% when compared to the reference project. Based on the preceding the proposal meets the requirements to achieve the credit for a reduction in private vehicles.

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### 7.2.2. Electric Vehicle Charging

The Green Star Building assessment states that if a project includes parking it must provide electric vehicle charging spaces and an allowance for a future increase in the overall provision.

Electric Car Charging is proposed on-site to meet the minimum BCA requirements, being 5% of spaces charge ready on day 1, and provisioning for 100% of residential spaces to be provisioned for future charging.

### 7.2.3. Walkability

To achieve the green star credit for encouraging walkability, the occupants of the development should have access to a diversity of amenities across 10 different categories provided below.

- Grocery: e.g., Convenience stores, supermarkets
- Health and wellbeing e.g., dentist, doctor, psychologist
- Food and Beverage: e.g., cafes, restaurants, bars
- Retail: e.g., clothing, homeware, hardware, book, gift stores
- Bank Services: e.g., banks, credit unions
- Education and Childcare: e.g., Primary, secondary, tertiary, or childcare facilities
- Recreation: e.g., movie theatres, fitness centres, swimming pools
- Public facilities: e.g., Libraries, local or state government service centres, post office
- Outdoor facilities: e.g., Playgrounds, parks
- Banking Services: e.g., ATM, bank branch

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The proposal must have at least 10 amenities across five categories within 400 metres of the building.

Under the Movement and Place calculator, the proposal has access to 36 amenities across 8 different categories within a 400 metre radius and the credit is achieved.

## 7.3. Overall Results

Having undertaken an assessment of the proposal under the Movement and Place calculator the proposal achieves:

- A reduction in carbon emissions of 40%
- An increase in active mode use of 214%
- A reduction in vehicle kilometres travelled of 66%
- And is provided access to 36 amenities across 8 different categories within 400 metres of the site.

Allowing for this, the project meets the requirements under the Movement and Place calculator and achieves 3 credit points.

## 8. 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 5 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 5: 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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