

27 Princes Highway, Dandenong

Green Travel Plan



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CONTENTS

1	INTRODUCTION.....	4
2	DEVELOPMENT PROPOSAL.....	5
2.1	General	5
2.2	Car Parking and Access	5
2.3	Bicycle Parking	5
2.4	Pedestrian Access	5
3	GREEN TRAVEL PLAN.....	6
4	SITE LOCATION & SUSTAINABLE TRANSPORT	6
4.1	Site Location	6
4.2	Sustainable Transport	8
4.2.1	Public Transport	8
4.2.2	Bicycle Facilities	10
4.2.3	Walkability.....	10
4.2.4	Share Cars	11
5	GREEN TRAVEL INITIATIVES	12
5.1	General	12
5.2	Green Travel Plan Champion	12
5.3	Pedestrian Initiatives.....	12
5.4	Bicycle Facilities	12
5.5	Public Transport.....	13
5.6	Car Parking Facilities.....	13
5.7	Building Intranet Site	13
5.8	Resident and Staff Welcome Pack	13
5.9	Timescales and Costs.....	14
6	MAINTAINING THE GREEN TRAVEL PLAN	15
6.1	Monitoring and Assessment	15
6.2	Updates to the Green Travel Plan	15
	STAGE ONE QUESTIONNAIRE	17
	STAGE TWO QUESTIONNAIRE.....	18
	STAGE THREE QUESTIONNAIRE	19

TABLES

Table 1	Proposed Development	5
Table 2	Public Transport Provision.....	9
Table 3	Green Travel Initiatives Implementation	14

FIGURES

Figure 1	Site Location.....	6
Figure 2	Site Context 24 th April 2023).....	7
Figure 3	Public Transport Provision.....	8
Figure 4	Strategic Cycling Corridors.....	10
Figure 5	Share Car Locations	11

APPENDICES

APPENDIX A QUESTIONNAIRE SURVEY FORMS

1 INTRODUCTION

onemilegrid has been requested by Rise Architecture to prepare a Green Travel Plan for the proposed multi-level mixed use development at 27 Princes Highway, Dandenong.

This report has been prepared to respond to Clause 22.06 of the Greater Dandenong Planning Scheme (Environmentally Sustainable Development), with Table 1 of Clause 22.06 outlining the requirement that a residential development of 10 or more dwellings requires preparation of a Green Travel Plan (GTP).

Further, Clause 22.06-2, provides the following objectives with respect to transport:

- To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order.
- To minimise car dependency.
- To promote the use of low emissions vehicle technologies and supporting infrastructure.

These items are addressed as part of the following Green Travel Plan.

2 DEVELOPMENT PROPOSAL

2.1 General

It is proposed to develop the subject site for the purposes of a mixed-use development, containing a shop on the ground floor and residential apartments on the upper levels, as shown in Table 1.

Table 1 Proposed Development

<i>Component</i>	<i>No/Area</i>
1-Bedroom Apartment	66
2-Bedroom Apartment	31
3-Bedroom Apartment	-
Total Apartments	97
Retail (Shop)	213 m ²

2.2 Car Parking and Access

It is proposed to provide a total supply of 48 on-site car parking spaces over 3 basement levels. Vehicle access is proposed via a double-width crossover to Princes Highway service road which will operate as a left-in/left-out access.

2.3 Bicycle Parking

It is proposed to provide a secure bicycle parking compound on the ground floor with a proposed provision of 29 bicycle parking spaces for resident and visitor use. It is proposed to provide bicycle parking in the form of vertical and horizontal spaces.

2.4 Pedestrian Access

Pedestrian access into the subject site will be via the Princes Highway service road frontage.

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.

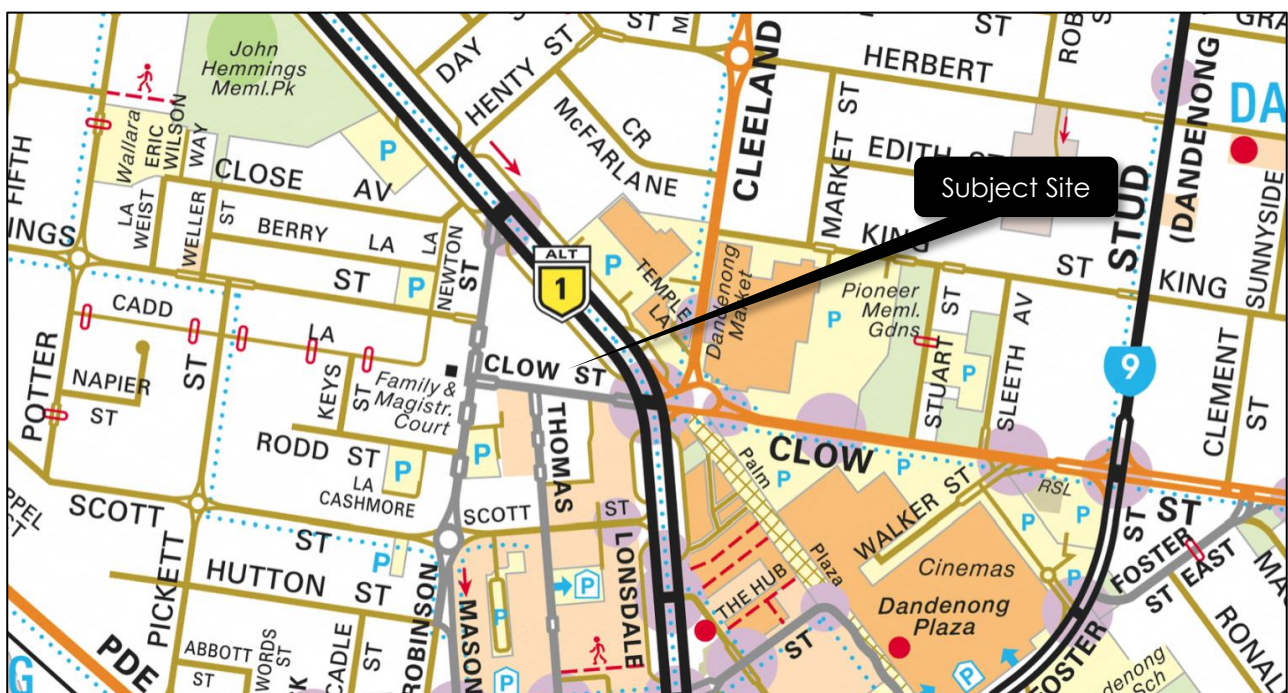
Journey to work data from the City of Greater Dandenong indicates that approximately 88% of work trips within the LGA are by car drivers. Consequently, the objective of this Green Travel Plan will be to increase the proportion of sustainable transport mode use by 10% from the municipality average.

4 SITE LOCATION & SUSTAINABLE TRANSPORT

4.1 Site Location

The [subject site](#) is located on the southern side of Princes Highway between Clow Street and Robinson Street, and is addressed at 27 Princes Highway, Dandenong, as shown in Figure 1.

Figure 1 Site Location



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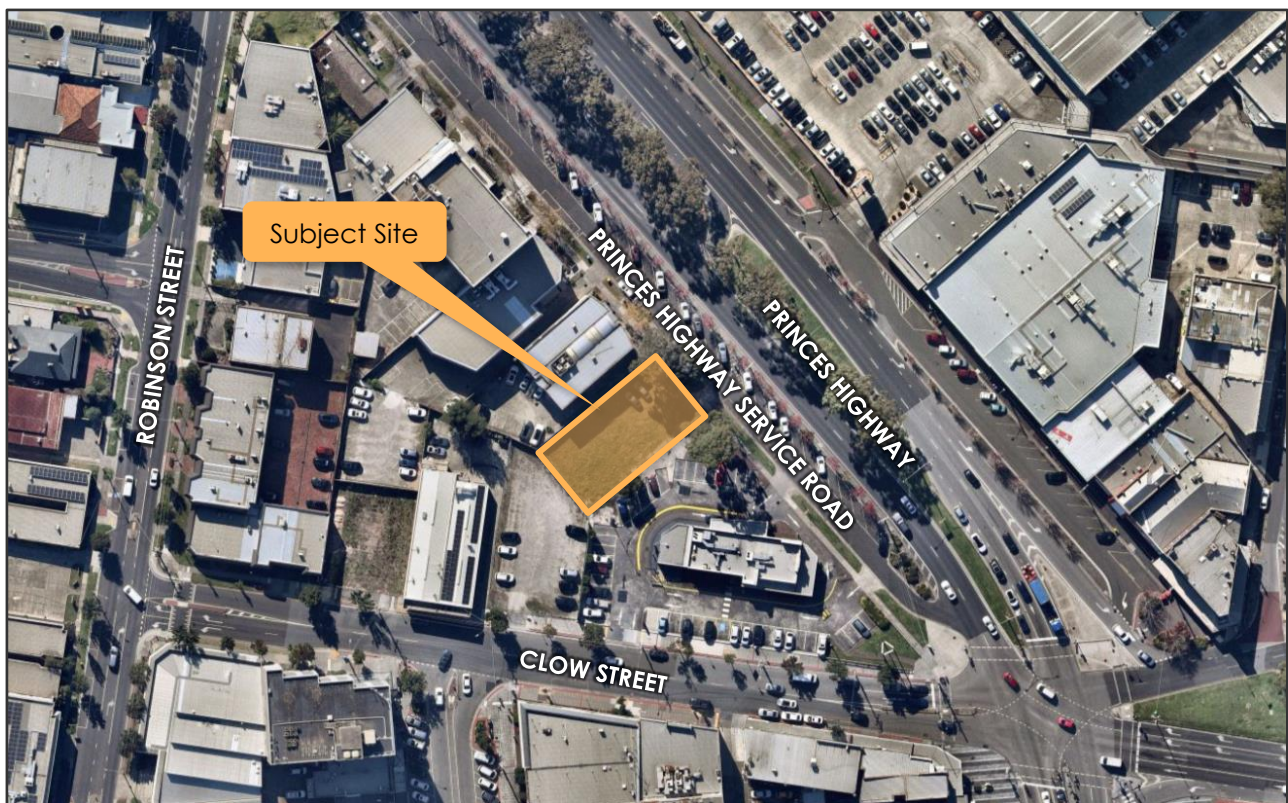
The subject site provides a frontage of approximately 21 m to Princes Highway service road and a depth of approximately 36 m.

The site is currently occupied by single storey residential dwelling with vehicle access via a single-width crossover to Princes Highway service road.

Land use in the immediate vicinity of the site is varied in nature, and includes residential developments to the north and west, industrial developments to the south and commercial developments in the surrounding directions. Notably, Dandenong Plaza and Dandenong Market is located directly south and east from the subject site.

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

Figure 2 Site Context 24th April 2023)



Copyright Nearmap

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.

The closest public transport stop to the site is the Dandenong Market / Cleeland Street bus stop which is approximately a 4-minute walk (240 m) from the subject site and provides the 695, 697, 802, 804, 811 and 861 bus routes.

Dandenong Railway Station is located approximately a 13-minute walk (900 m) south from the subject site, offering excellent access to the Cranbourne and Pakenham metro train lines connecting to Melbourne's CBD alongside the Pakenham, Traralgon and Bairnsdale V-Line train lines.

Figure 3 Public Transport Provision

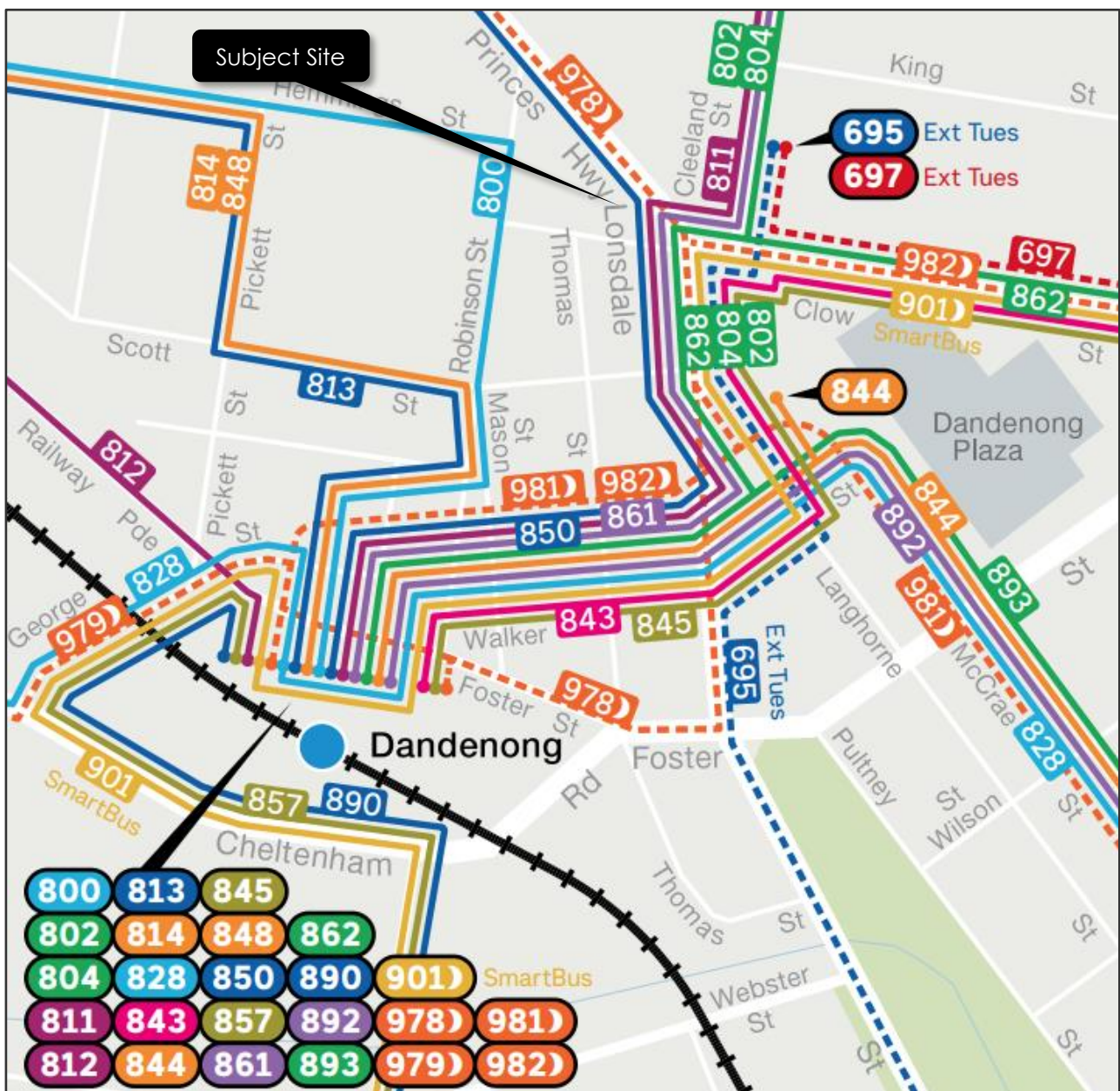


Table 2 Public Transport Provision

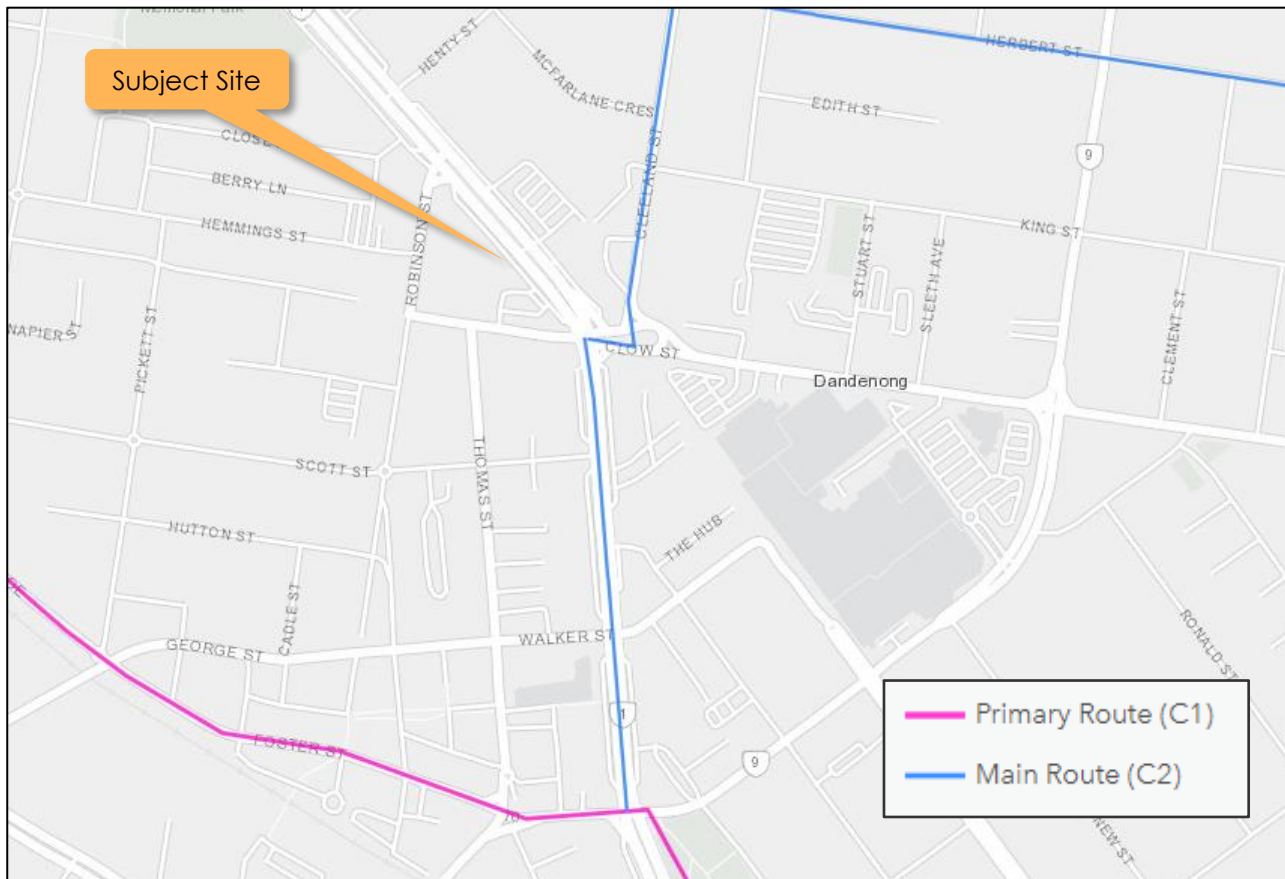
<i>Mode</i>	<i>Route No.</i>	<i>Route Description</i>	<i>Nearest Stop/Station</i>
Train		Cranbourne Line	Dandenong Railway Station
		Pakenham Line	
Bus	695	Belgrave - Gembrook	Dandenong Market / Cleeland Street
	697	Belgrave - Belgrave South via Belgrave Heights	
	802	Dandenong - Chadstone via Mulgrave & Oakleigh	
	804	Dandenong - Chadstone via Wheelers Hill & Oakleigh	
	811	Dandenong - Brighton via Heatherton Road & Springvale	
	861	Endeavour Hills - Dandenong Station via Dandenong Hospital	
	843	Endeavour Hills - Dandenong Station via Daniel Solander Dr	
	845	Endeavour Hills - Dandenong Station via Kennington Park Dr	
	862	Dandenong - Chadstone via North Dandenong & Oakleigh	
	901	Frankston - Melbourne Airport (SMARTBUS Service)	

4.2.2 Bicycle Facilities

Bicycle facilities are provided on each of Lonsdale Street and Herbert Street, and are supplemented by facilities along the railway corridor and Dandenong Creek Trail.

Strategic Cycling Corridors are important routes for cycling for transport are intended to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation). The SCCs in the vicinity of the site are shown in Figure 4.

Figure 4 Strategic Cycling Corridors



As shown above, Princes Highway and Cleeland Street in the vicinity are classified as Main Cycling Routes (C2) with Foster Street to the south classified as a Primary Cycling Route (C1).

4.2.3 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.

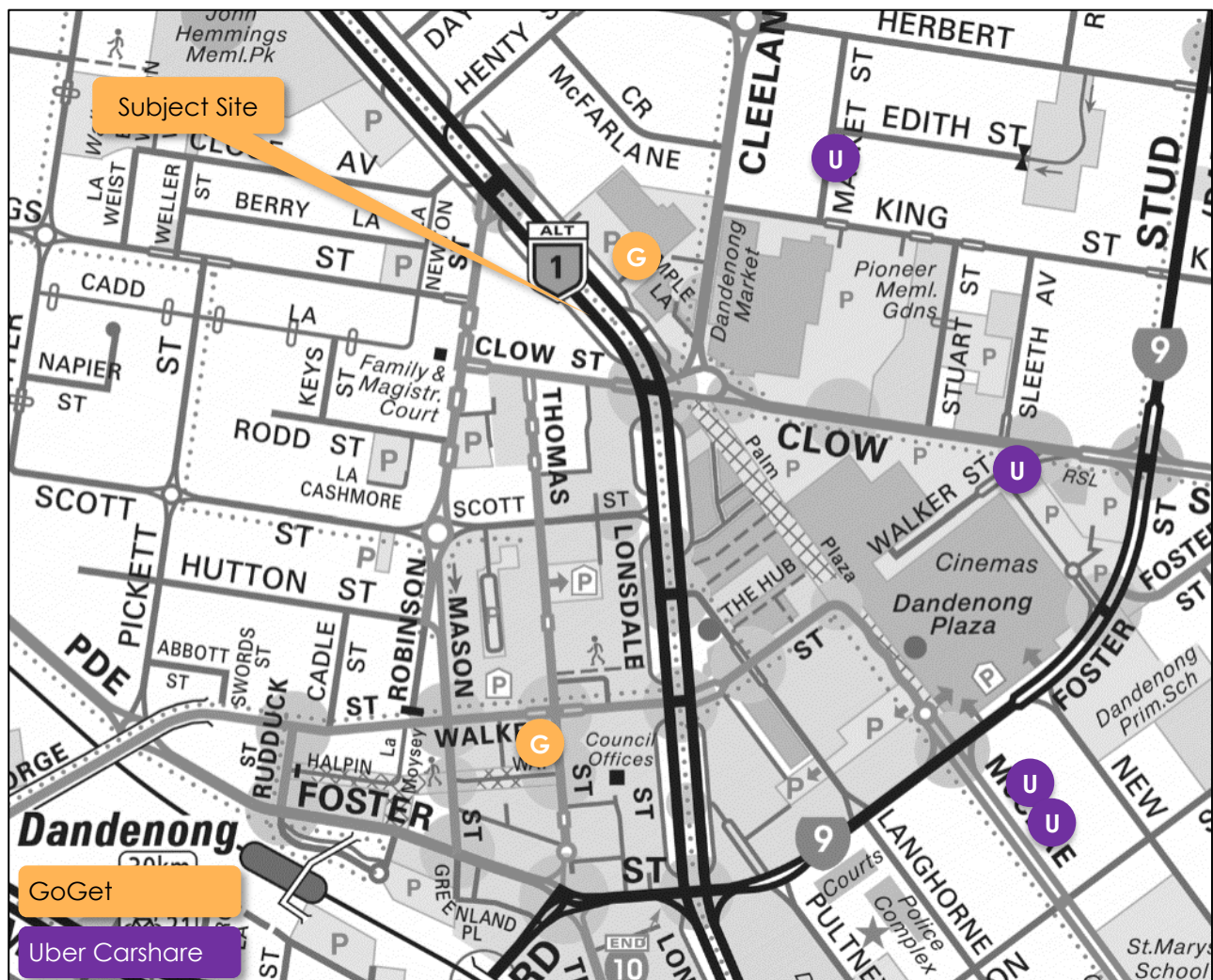
The site has a Walk Score rating of 97/100 and is considered to be a 'Walker's Paradise', with daily errands not requiring a car.

4.2.4 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 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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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 should encourage walking by:

- Ensuring footpaths within and external to the site are in good condition and connect to the broader pedestrian network;
- Providing shared umbrellas at the entrance to the development.

5.4 Bicycle Facilities

The development proposes bicycle parking that satisfies the statutory requirements, with secure facilities provided on the ground floor. Bicycle parking facilities are located in close proximity to the pedestrian and vehicle entrance from the Princes Highway Service Road and will be made available for residents and visitors.

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.

The ground level bicycle storage area will also include a maintenance area which will include typical bicycle maintenance tools and equipment, including:

- A bicycle tyre pump;
- Tyre levels; and
- Standard hex keys and adjustable wrenches.

All bicycle tools and equipment will be wired to the maintenance area, to prevent theft.

Wayfinding signage will be provided between site access points and the bicycle parking facilities to assist with navigation through the development. All signage will be installed in accordance with AS2890.3.

5.5 Public Transport

Real-time public transport information will be displayed within the residential foyer, comprising a display device connected to the PTV App, displaying departure times for public transport services in the vicinity of the site.

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.

5.6 Car Parking Facilities

The proposed development considers a significant reduction in car parking from the statutory car parking requirements. Through a reduced supply, residents, staff and visitors to the site are expected to contemplate alternative transportation means.

5.7 Building Intranet Site

An intranet site for the building will be established and maintained by the Owners Corporation, which will include the following information for residents and employees:

- Information and contact details for the Owners Corporation and the Green Travel Plan “Champion”;
- Maps of surrounding bicycle facilities and routes;
- Public transport maps and timetables;
- Information on how to use the public transport system, including how to purchase a Myki, Myki costs and top-up locations;
- Maps of 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:
 - + www.walkscore.com
 - + www.ptv.vic.gov.au
 - + www.bicyclenetwork.com.au

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;
- Maps of surrounding bicycle facilities and routes;
- Public transport maps and timetables;
- Maps of 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.

5.9 Timescales and Costs

The Green Travel Plan proposes several initiatives to reduce the reliance on private vehicle trips which are outlined in the previous sections. The mechanisms required to implement each of these initiatives is outlined in the following table.

Table 3 Green Travel Initiatives Implementation

Initiative	Action	Responsibility	Timeframe	Cost*
Green Travel Plan Champion	Elect a 'Green Travel Champion' who will be responsible for the ongoing monitoring of the GTP	Owners Corporation	At the time of occupation	\$
	Review the GTP, distribute surveys and analyse the results	Green Travel Champion	Held over a week, once annually	\$
	Facilitate a workshop following the surveys, to refine any new initiatives which are to be proposed	Green Travel Champion	A couple of hours, once annually	\$\$
	Send out information to tenants about the results of the annual survey, as well as details of the new initiatives	Green Travel Champion	Once annually	\$
Pedestrian Initiatives	Provide shared umbrellas at the building entrance	Owners Corporation	At the time of occupation	\$
Bicycle Facilities	Provide bicycle maintenance tools including a pump, tyre lever and standard hex key or adjustable wrench	Owners Corporation	Prior to occupation	\$
	Add additional bicycle parking spaces if demand increases	Owners Corporation	Post-occupation	\$\$\$
Public Transport	Provide a display with real-time PTV departure times	Developer	At the time of occupation	\$\$
	Provide PTV leaflets and maps in the building lobby	Owners Corporation	Ongoing	\$
Building Intranet	Building intranet site to be established and updated as required	Developer	At the time of occupation	\$
Tenant Welcome Pack	A 'Welcome Pack' is to be prepared which will be sent to tenants when they start work within the building	Green Travel Champion	At the time of occupation	\$

*Costings are indicative only, and range between low to high.

It is noted that the Green Travel Champion will work under the Owners Corporation to deliver initiatives as they are required, to help meet the proposed sustainable transport targets. As such, all the above initiatives may not be required.

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 four-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/residents on occupation of the proposed development. The survey will be useful to collect information on the travel characteristics of staff/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/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/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.

Following the first 12 months of assessment, the questionnaire and targets will be reviewed under the guidance of the building manager / Green Travel Plan "Champion" before redistribution. The annual review will include observational bicycle parking and car parking occupancy counts to assess the uptake of each. In the case that car parking occupancy is very low and bicycle parking occupancy is very high, the operator may propose to convert some of the car parking into additional bicycle, motorcycle, electric scooter or other form of parking, subject to town planning requirements.

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.

Appendix A

Questionnaire Survey Forms

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. 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 | ☐ 'Share car' or similar services |
| ☐ Public Transport | |

In not, why? _____

Thank you for participating in the survey.

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 | ☐ 'Share car' or similar services |
| ☐ Public Transport | |

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.

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.