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Green Travel Plan

Proposed Mixed-Use Development

79-81 Victoria Parade, Collingwood

Prepared for
Stockland

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1. Introduction

Traffix Group has been engaged by Stockland to undertake a Green Travel Plan for the Proposed Mixed-Use Development at 79-81 Victoria Parade, Collingwood.

This Green Travel Plan (GTP) provides a management tool that could be used to reduce the reliance on motor vehicles, minimise the negative impacts of transport on the environment and maximise the benefits associated with 'green travel', i.e. health and financial benefits.

This plan also sets out a range of actions that could be used by the Owners Corporation (or similar) to encourage sustainable travel choices.

2. Objectives and Methodology

The objectives of this GTP are to:

- promote travel alternatives such as public transport, cycling, walking and electric car;
- reduce conventional 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.

3. The Development

3.1. Proposed Schedule

The proposal is for a mixed-use development on the site, comprising residential dwellings and retail uses as summarised in Table 1.

Table 1: Proposed Development Schedule

Use		No./Area
Residential	Studio	27 dwellings
	One-bedroom	126 dwellings
	Two-bedroom	247 dwellings
	Three-bedroom	69 dwellings
	Four-bedroom	9 dwellings
	Sub-Total	478 dwellings
Retail	Shop	1,089sq.m (Four Tenancies)

3.2. Parking

3.2.1. Car Parking

A total of 300 on-site car parking spaces are proposed. This includes 297 spaces across two basement levels, including 292 resident spaces (including 14 tandem) and five retail spaces. A further three short-term pick-up/drop-off spaces are proposed within level 1.

Vehicle access to the car park is to be provided via a crossover to Wellington Street, located near the northwest corner of the site.

There is no long-term visitor or customer car parking on-site.

The proposed car parking allocations are detailed in Table 2.

Table 2: Car Parking Allocation Schedule

Use		Measure	Adopted Rate	Parking Provision
Residential	Apartments	478 Dwellings	0.61/dwelling	292 spaces
Commercial	Shop	1,089sq.m	0.46/100sq.m	5 spaces
No Defined Use/Allocation (Level 1 Pick-Up/Drop-Off Area)				3 spaces
			Total	300 spaces

3.2.2. Bicycle Parking

The proposed development includes the provision of 199 bicycle parking spaces consisting of 189 resident/staff/visitor spaces and 10 visitor/customer spaces on-site across basement level 1, basement level 2, level 1, and level mezzanine.

4. Sustainable Transport Opportunities

4.1. Information for Residents and Staff

The provision of information is essential to ensuring that residents and staff are aware of the opportunities that they have to access to and from the site by alternative modes of transport to a single occupant car.

Welcome packs will be distributed to all new residential and commercial tenants with green travel information and initiatives.

A notice board will be provided within each of the residential lobbies 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 suggested that this includes a copy of the TravelSmart map for the City of Yarra. An excerpt of the TravelSmart map is shown in Figure 1, and identifies the currently available alternate transport services and bicycle infrastructure in the vicinity of the site.

A description of these facilities and opportunities for the development to take advantage of them is provided within the following sections.

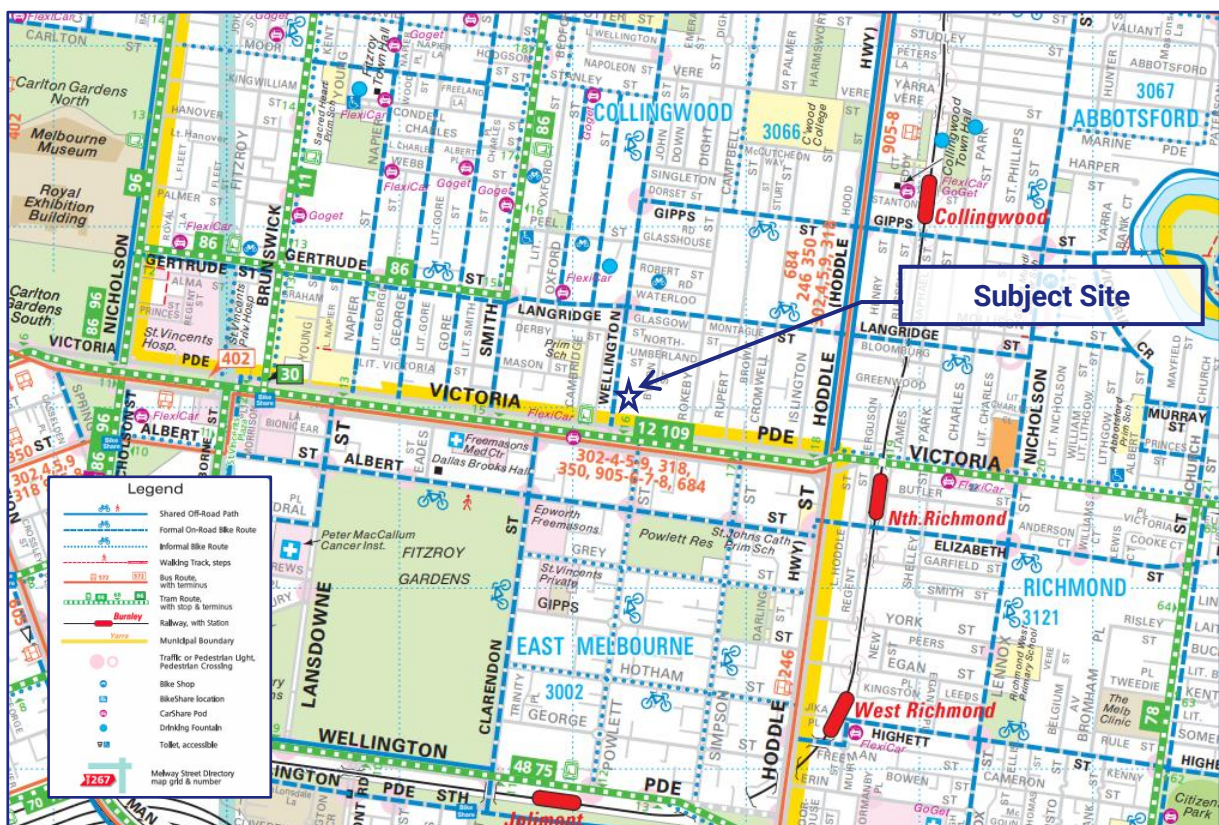


Figure 1: Excerpt of Yarra TravelSmart Map

4.2. Reduced Car Parking Provisions

The proposed provision of on-site car parking, which is substantially less than the statutory maximum car parking requirement of 966 spaces, will actively encourage residents and staff to utilise alternative transport modes to access the site as they may not be allocated an on-site car parking space.

Similarly, the provision of no visitor and customer parking in the proposed development will inherently require visitors and customers of the site to take advantage of alternative transport modes, thereby reducing the number of motor vehicle trips to the site.

4.3. Pedestrian Network Accessibility

The site is located approximately 300m walking distance from the Smith Street Activity Centre, approximately 500m walking distance to the Victoria Street Activity Centre, 1.2km from the east end of the Central Activities District (CAD) and 1.4km from Collins Street via Treasury Gardens.

The site achieves a 'Walk Score' of 98 points (out of a possible 100) and is described as a 'Walkers Paradise' on WalkScore.com and daily errands can be done without the use of a motor vehicle. A site's walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc.

Walkscore.com utilises data sources such as Google and road network data to calculate a 'Walk Score' to determine the walkability of the specific area. Of note, the site is located approximately 80 metres to an IGA and some 600-700 metres to both Coles / Woolworths supermarkets.

4.4. Public Transport Accessibility

4.4.1. Access to Services

The development site is well served by public transport, with train, tram and bus services accessible within convenient walking distance of the site, noting that the site achieves a 'transit score' of 100 (out of a possible 100) on WalkScore.com. A summary of the nearby services is presented in Table 3, whilst Figure 2 illustrates the surrounding network.

Figure 3 shows the public transport stops in the vicinity of the subject site.

The proximity of the site to convenient public transport services, which link the site to nearby shopping centres, Melbourne City, and other regular destinations, reduces the sites dependence on motor vehicles as a mode of transport when compared to a similar development in a less connected area.

Table 3: Public Transport Services

Public Transport Service	Locations of Service	Walking Distance to the Site
Trams		
12	Between Victoria Gardens and St Kilda (Fitzroy Street)	30m south
86	Between Bundoora RMIT and Waterfront City Docklands	500m northwest
109	Between Box Hill Central and Port Melbourne	30m south
Buses		
302	Between City and Box Hill Railway Station via Belmore Road and Eastern Freeway	190m west
303	Between City and Ringwood North via Park Road	190m west
304	Between City and Doncaster Shopping Centre via Belmore Road and Eastern Freeway	190m west
305	Between City and The Pines Shopping Centre via Eastern Freeway and George Street	190m west
309	Between City and The Pines Shopping Centre via Eastern Freeway and Reynolds Road	190m west
318	Between Deep Creek Reserve and Heidelberg-Warrandyte Road	190m west
350	Between City and La Trobe University via Eastern Freeway	190m west
905	Between City and The Pines Shopping Centre via Eastern Freeway and Thompsons Road	190m west
906	Between City and Warrandyte via Eastern Freeway and The Pines Shopping Centre	190m west

Public Transport Service	Locations of Service	Walking Distance to the Site
907	Between City and Mitcham Railway Station via Eastern Freeway and Doncaster Road	190m west
908	Between City and The Pines Shopping Centre via Eastern Freeway and High Street	190m west
Train		
North Richmond Railway Station	Hurstbridge and Mernda Line	650m east
Jolimont Railway Station	Hurstbridge and Mernda Line	900m south
Parliament Railway Station	Multiple metropolitan train lines	1.1km west

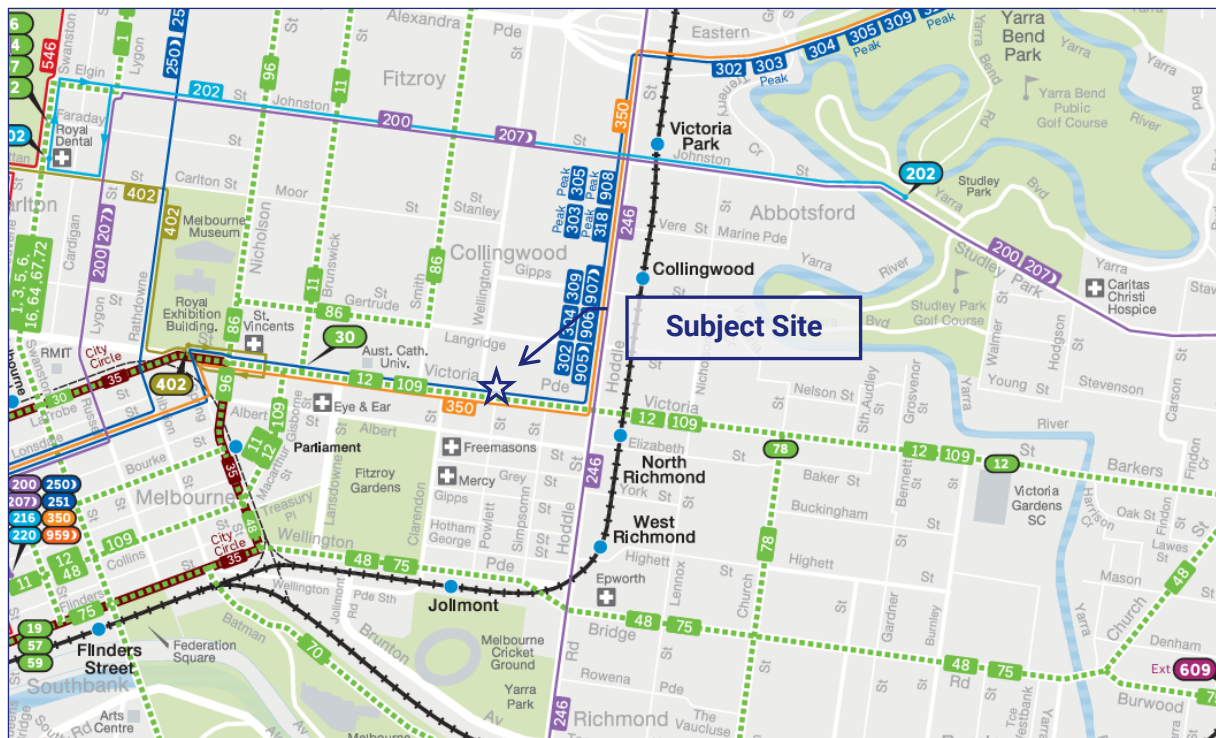


Figure 2: PTV Map

Source: PTV

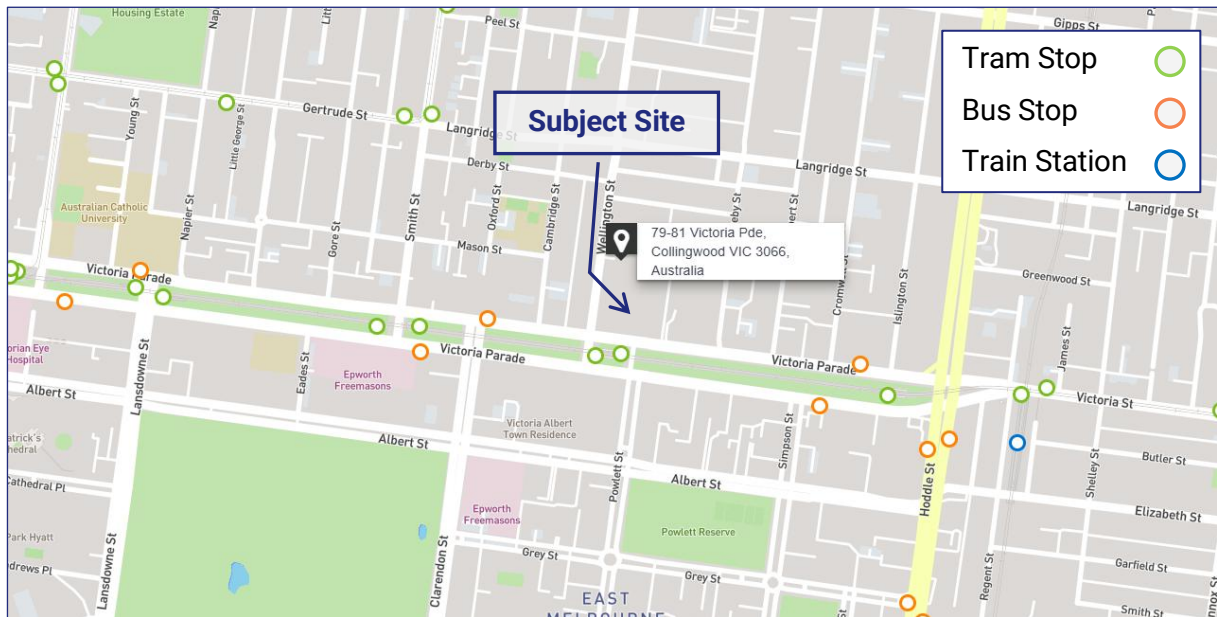


Figure 3: Public Transport Stops in Vicinity of the Subject Site

4.4.2. Journey Planning

Residents and staff should be encouraged to utilise the “PTV Journey Planner” and Yarra Trams Tram Tracker available online at the PTV and Yarra Trams websites and via Smartphone Applications.

Additional information on public transport facilities and service times can be obtained from Public Transport Victoria (ph: 1800 800 007, <http://ptv.vic.gov.au>) and Yarra Trams (www.yarratrams.com.au).

4.4.3. Introductory Myki Offer

As an added incentive to encourage the use of public transport for new residents, the Residential Owners Corporation could include the issue of a new myki card to each new resident as part of a welcome pack.

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

It is recognised that the cost of such a program, ongoing, can be extensive, and as such, if rolled out, may only be applicable to the initial purchaser/occupier of each dwelling.

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. The level 1 on-site pick-up/drop-off area, or nearby on-street car parking, is suitable to accommodate short term pick-up and drop-off parking.

4.6. Bicycle Network Accessibility

The City of Yarra is well served by the Principal Bicycle Network (PBN) with on-road bicycle facilities directly linking the site with the surrounding municipalities and the CBD. More Yarra residents per capita ride bicycles to and from work than in any other metropolitan Melbourne municipality.

A well-established network services the area, with on-road and off-road bicycle facilities along Wellington Street, Langridge Street and Victoria Parade in the vicinity of the site. Further, the Yarra Trail is a shared off-road pedestrian and bicycle path located approximately 2km to the south of the site.

The provision of on-site bicycle parking, which is recommended to accord with statutory requirements (at a minimum), will actively encourage staff who can conveniently access the site using a bicycle or by foot, thereby reducing motor-vehicle trips and car parking demands.

4.7. Car Share Facilities

4.7.1. Existing Operations

Car sharing facilities provide an alternative to owning a car 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.

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

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

For staff, commercial or business car share memberships offer the benefit of being used as a fleet or pool car vehicle. This enables staff who can easily travel to/from work via alternative transport modes to have access to a vehicle for use during business hours when needed.

FlexiCar, GoGet and GreenShareCar operate within the vicinity of the subject site with car share pods located as shown in Figure 4.

The nearest car share pods to the site are located as follows:

- FlexiCar – Langridge Street / Oxford Street, Collingwood (approximately 220m walking distance northwest of the site)
- GoGet – Langridge Street / Silver Street, Collingwood (approximately 250m walking distance northeast of the site)
- Greensharecar – 1-21 Robert Street, Collingwood (approximately 280m walking distance north of the site)

Additional information on car share schemes can be obtained from Flexicar (<http://www.flexicar.com.au>), GoGet (<http://www.goget.com.au>) and GreenShareCar (<http://www.greensharecar.com.au>).

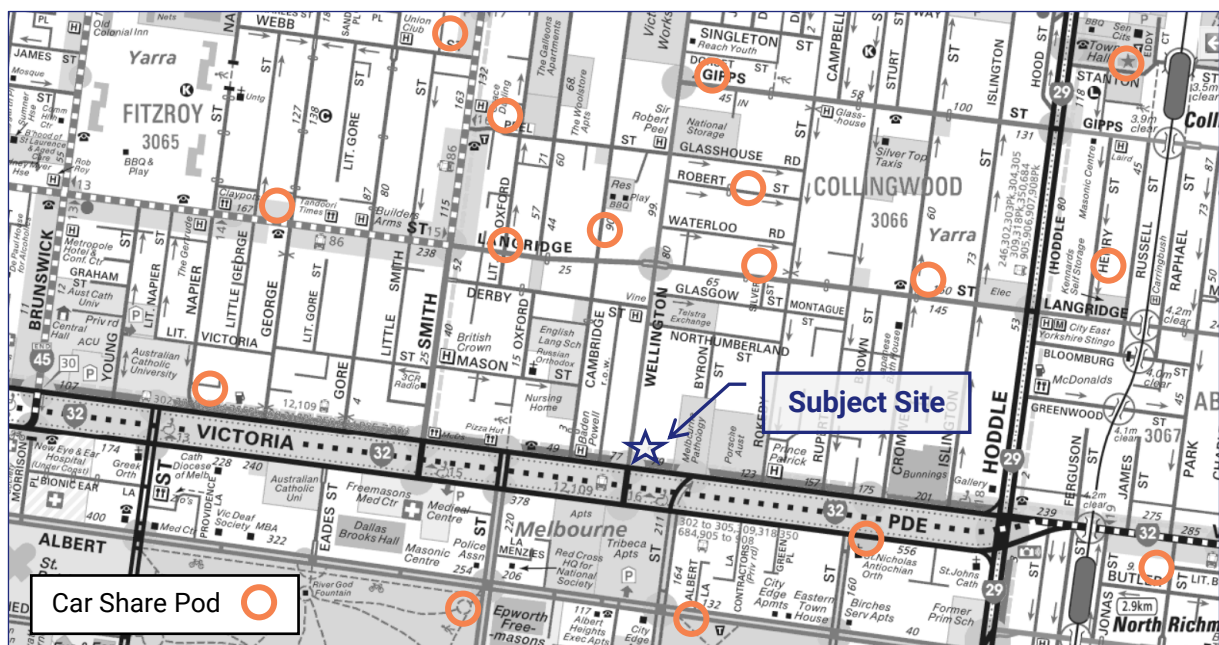


Figure 4: Car Share Pods in the Vicinity of the Site

4.7.2. Introductory Membership Offer

As an added incentive to encourage the use of car share schemes the Owners Corporation could investigate/negotiate with existing operators in the area and any car share providers to provide discounted introductory memberships for new residents.

4.8. Electric Car Charging

The proposal includes the provision of 16 car spaces with dedicated on-site electric vehicle charging provisions, and we understand has the opportunity to retrofit more if the demand is there, and it is understood that there is an opportunity to retrofit additional chargers should demand arise.

The provision of electric car charging spots on site is in line with the sustainable transport goals set out by the City of Yarra. It will also contribute to a reduction in Carbon Emissions by reducing the number of oil-fuel based vehicles.

5. Actions

The Green Travel Plan aims to reduce the number of single occupant vehicle trips undertaken by any residents, staff 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 GTP.

A representative from each commercial tenant and the residential building should be nominated to ‘Champion’ and oversee the implementation of the Green Travel Plan in conjunction with the Owners Corporation, 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 4: Green Travel Plan Actions, Responsibilities and Implementation

Action	Responsibility	Implementation
Information and Promotion		
1. 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. Travel Smart Map of Yarra, available from https://www.yarracity.vic.gov.au/the-area/getting-around). ▪ Information on public transport fares and nearby outlets selling public transport tickets. (Information is available from Public Transport Victoria (ph: 1800 800 007, http://ptv.vic.gov.au/)). ▪ Provision of train, tram, and bus timetable information (or relevant links). ▪ Real time displays must be provided in the residential lobbies, showing the next available services and what routes they serve. ▪ A message board/webpage should also 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. ▪ Promotional information regarding car share schemes in the nearby area, including joining costs, car locations and how the scheme works. (Information relating to car share schemes can be found at Flexi Car (www.flexicar.com.au), GoGet (www.goget.com.au) and GreenShareCar (www.greensharecar.com.au)). 	Developer/ Owners Corporation	On-going

Action	Responsibility	Implementation
<p>2. Provide each residential apartment and retail tenancy 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 www.travelsmart.vic.gov.au). ▪ Map(s) indicating the location of both on-site and off-site bicycle parking facilities. ▪ Contact details for car share schemes and online carpooling services to encourage reduced single occupant car trips. ▪ Resident packs (for purchasers) could potentially include a single Myki card with a nominal preloaded amount 	<p>Developer/Owners Corporation</p>	<p>On-going</p>
<p>3. 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 http://www.environment.gov.au/topics/about-us/media-centre/events</p>	<p>Owners Corporation</p>	<p>On-going</p>
Public Transport		
<p>4. Consider providing real time passenger information displays, of key services, at all residential lobbies, to provide residents with up-to-date servicing timing for all nearby services.</p>	<p>Owners' Corporation/Individual Tenancies</p>	<p>On-going</p>
Cycling		
<p>5. Bicycle facilities should be secure, easily accessible and clearly visible to residents, employees, customers, and visitors to assist in promoting this mode. The location and details of access to the bicycle parking should be detailed to staff and residents as part of the welcome pack.</p>	<p>Developer</p>	<p>Development Stage</p>
<p>6. 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>	<p>Developer/Owners Corporation</p>	<p>On-going</p>

Action	Responsibility	Implementation
Parking		
7. Parking spaces on-site should be secure and controlled. Staff need to be aware of the allocation of parking spaces and restricted to ensure that they do not utilise resident car spaces.	Developer	Development Stage
8. To encourage staff to utilise alternate transport modes, tenancies should be encouraged to allocate the available parking to those staff for whom that use of alternate transport is more difficult due to distance travel (i.e. staff who live within 5km of the site are not allocated on-site parking).	Owners Corporation / Tenants	On-going
9. Provide electric charging spaces on-site in the resident parking areas.	Builder/ Developer	Prior to Occupation
10. The building design should incorporate the ability to connect a proportion of car parking spaces with electric charging facility (at a cost to the resident/tenant on demand).	Developer/Tenants	On-going
Car Pooling		
11. Encourage car-pooling between staff, either using private vehicle (self-driven) or alternative services (i.e. Uber Pool).	Individual Tenancies	On-going
Car Share Facilities		
12. Consideration should be given by tenants to investigating whether a private fleet vehicle or commercial/business car share scheme membership would provide benefit to staff of the site. This will be dependent on the types of trips taken by the tenant during business hours.	Individual Tenancies	On-going
13. The Owners Corporation should investigate whether or not an introductory membership offer could be provided by existing commercial operators in the area.	Individual Tenancies	On-going

6. Monitoring and Review

This Green Travel Plan should be monitored and reviewed on a regular basis to ensure that it meets its objectives and has the intended impacts on reducing car use and encouraging sustainable modes of transport.

The Owners Corporation and nominated Champions 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.

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

Table 5: Monitoring and Review Program

Monitoring/Review Action	Purpose
Undertake an occupancy survey of the bicycle parking provided on the site.	Gauge the level of use of bicycle parking facilities and assess if additional facilities are required.
Undertake an occupancy survey ¹ of the car parking provided on the site.	Gauge the level of use of car parking and assess if re-allocation of spaces is possible to reduce latent car parking usage.
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.

¹ It is possible that some occupiers of dwellings with an allocated on-site car space may not own a motor vehicle.

