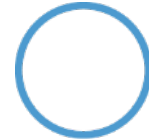


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Warehouse Development: 7 Princes Hwy, Dandenong South



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Green Travel Plan

17 June 2024
Prepared for Aliro

IMP2203006GTP03F03

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APPENDIX B Questionnaire Surveys

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1 Introduction

1.1 Engagement

IMPACT[®] have been engaged by Aliro to prepare a Green Travel Plan in support of the proposed warehouse development at 7 Princes Highway, Dandenong South.

1.2 Scope of Engagement

This Green Travel Plan has been prepared to supplement a Traffic & Transport Impact Assessment of the proposed warehouse development at 7 Princes Highway, Dandenong South.

In preparing this Green Travel Plan we have referenced the following:

- Development plans prepared by Concept Y;
- Australian Bureau of Statistics Census Data (2021); and
- Other web-based sources as referenced in the body of this report.

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2 Development Proposition

2.1 Use and Yield

It is planned to redevelop the subject site as a warehouse development.

It is proposed to provide eight (8) separate warehouse tenancies with a total gross floor area (GFA) of 67,120sq.m. A development summary is presented below in Table 1.

Table 1 Development Summary

Warehouse Tenancy	Warehouse Floor Area (sqm)	Ancillary Office Floor Area (sqm)	Total Gross Floor Area (sqm)
Warehouse 1A	1,330	770	2,100
Warehouse 1B	3,270	260	3,530
Warehouse 2	1,320	230	1,550
Warehouse 3A	16,890	890	17,780
Warehouse 3B	6,390	490	6,880
Warehouse 3C	5,140	490	5,630
Warehouse 4	14,860	860	15,720
Warehouse 5	13,040	890	13,930
Total	62,240	4,880	67,120

2.2 Parking

A total of **516 car parking spaces** are proposed, including eight (8) DDA spaces, at an average rate of 0.79 spaces per 100 sqm. The car parking allocation per tenancy is summarised below in Table 2.

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Table 2 Car Parking Allocation

Warehouse Tenancy	Proposed Number of Car Spaces	Total NFA (sqm)	Spaces / 100sqm NFA
Warehouse 1A	26	2,040	1.27
Warehouse 1B	33	3,440	0.96
Warehouse 2	21	1,430	1.47
Warehouse 3A	123	17,484	0.70
Warehouse 3B	64	6,617	0.97
Warehouse 3C	50	5,427	0.92
Warehouse 4	90	15,494	0.58
Warehouse 5	109	13,697	0.80
Overall	516	65,629	0.79

2.3 Bicycle Parking

A total of 80 bicycle parking spaces are proposed within the development, with 10 spaces proposed for each tenancy.

Bicycle parking spaces shall be provided in the form of horizontal spaces, designed to manufacturer standards.

In addition, each office tenancy is to be fitted with at least one (1) shower and change room area.

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3 Sustainable Transport Planning

3.1 Overview

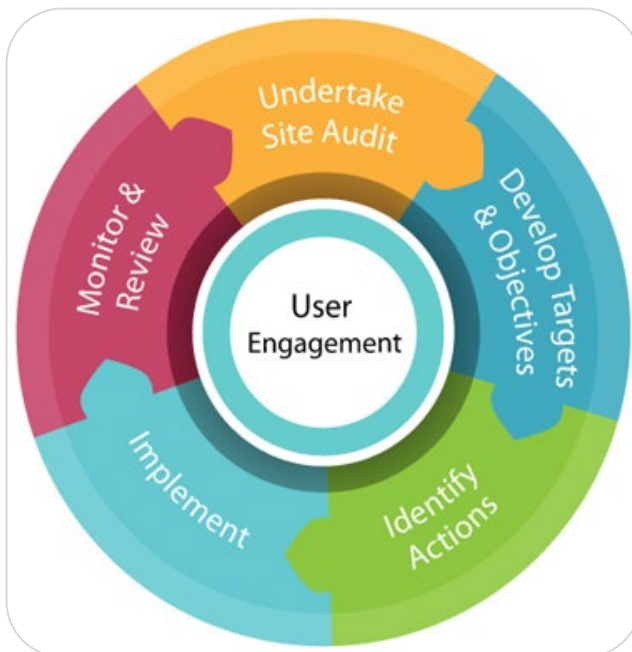
A Green Travel Plan is one of a suite of tools available to assist with Sustainable Transport Planning.

A Green Travel Plan can be defined as a package of site-specific measures implemented to promote and maximise the use of more sustainable modes of travel.

Typically, green travel plans support walking, cycling, public transport and car sharing, which are encouraged via a range of actions, promotional campaigns and incentives, and can deliver a range of benefits to employers, employees, visitors of a development by:

- Reducing the need to provide parking (reducing costs associated with providing parking and helping to create more affordable development outcomes);
- Contribute to corporate social responsibility relating to the triple bottom line, and improve corporate image as an innovative and environmentally-aware organisation;
- Help to appeal to a new generation of professionals who prioritise location and lifestyle over car ownership;
- Help to attract and retain staff (reducing costs associated with staff turnover);
- Contribute to a healthier, happier and more active workplace (reducing costs associated with sick days and an unhealthy, unproductive workforce);
- Create opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities;
- Provide staff and residents with potential travel cost savings;

In preparing a Green Travel Plan, the plan should have regard to the following essential elements¹:



Site Audit and Data Collection To understand Base Conditions;

Objectives and targets To define the direction and purpose of the travel plan. Targets should be specific, measurable, achievable and time-bound;

Actions To help achieve the objectives. Should provide incentives for using sustainable transport modes;

Promoting and Marketing Communication strategy to get the message to the target audience;

Commitment of resources This could including financial support and human resources to allow for implementation, monitoring, review and continual improvement of the travel plan;

Monitoring and Review process Aimed at setting out a systematic approach to measuring the impact of the travel plan;

Governance support Includes appointment of a Travel Plan Coordinator or Committee.

¹ City of Sydney & UK Department for Transport

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4 Site Specific Transport Assessment

4.1 Location

The subject site is located on the southern side of Princes Highway as illustrated in Figure 1.

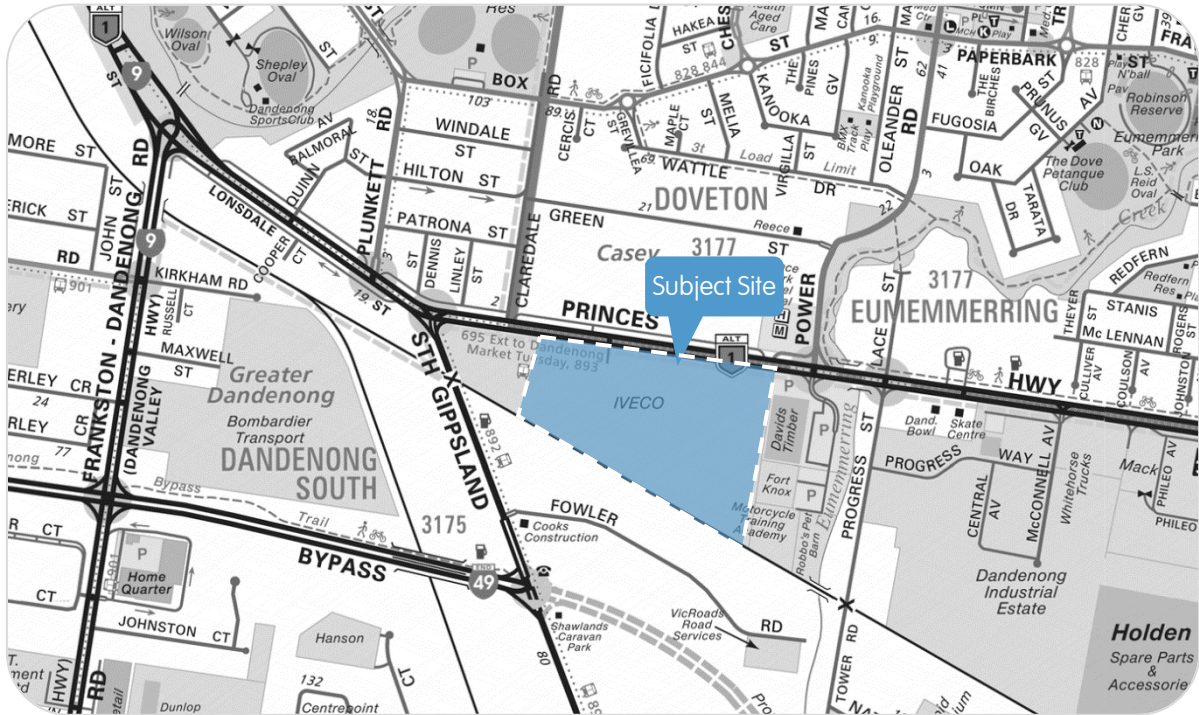


Figure 1 Location of Subject Site

4.2 Sustainable Transport

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4.2.1 Public Transport

The site has convenient access to public transport, with bus route 893 operating along Princes Highway. A bus stop is located directly adjacent the subject site along Princes Highway.

The 893 bus route provides access to the Dandenong Transport Interchange where a broader selection of transport modes is available including heavy rail.

This interchange is located approximately 2km northwest of the subject site as shown in Figure 2.

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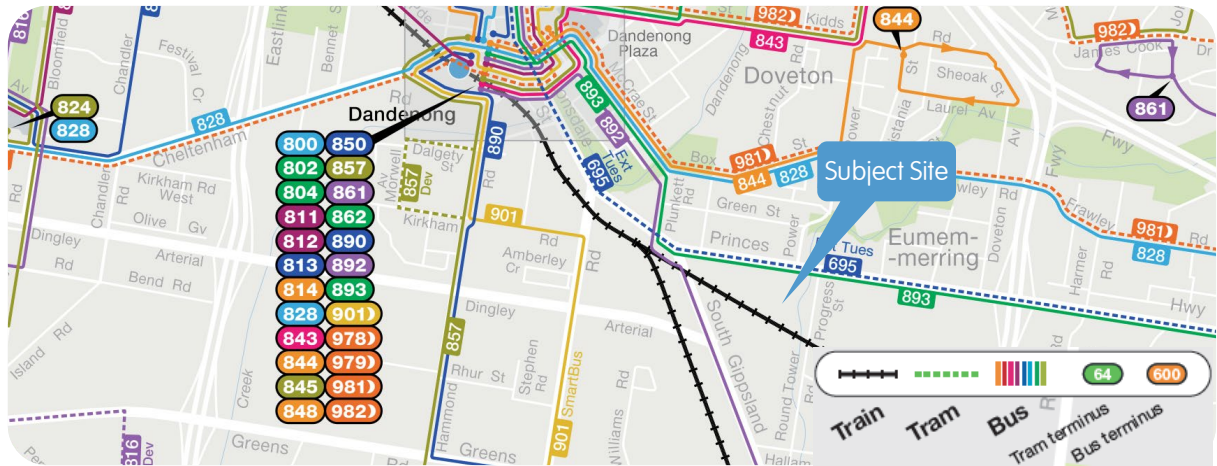


Figure 2 Public Transport Services

This public transport network can be leveraged to gain access to the following locations within 30 minutes.

- North Endeavour Hills
- North-west Springvale
- East Narre Warren
- South Lynbrook

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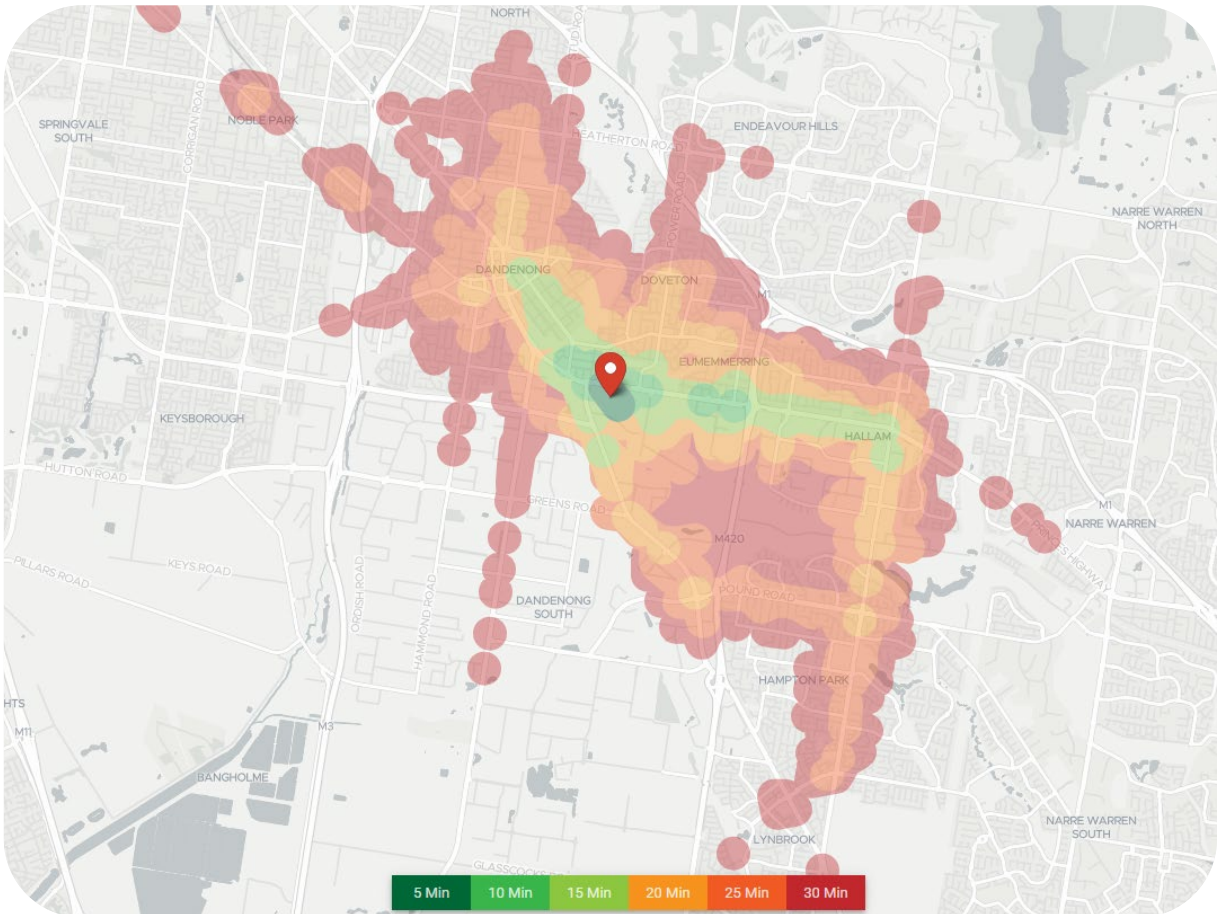


Figure 3 30 Minute Public Transport Catchment

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4.2.2 Bicycle Network

The site is easily accessible via Victoria's Strategic Cycling Corridors (SCC).

These corridors are important transport routes for cycling and are a subset of the Principal Bicycle Network (PBN). They are intended to support the needs of commuter trips (to work or education) and other important trips, such as to stations, shops or schools.

As demonstrated in Figure 4 a primary route is planned along the rail corridor to the west of the site.



Figure 4 Strategic Cycling Corridors

Primary Cycling Routes provide the core network of Strategic Cycling Corridors that connect places of state significance - the central city, Metropolitan Activity Centres (MACs) and National Employment and Innovation Centres (NEICs) within metropolitan Melbourne.

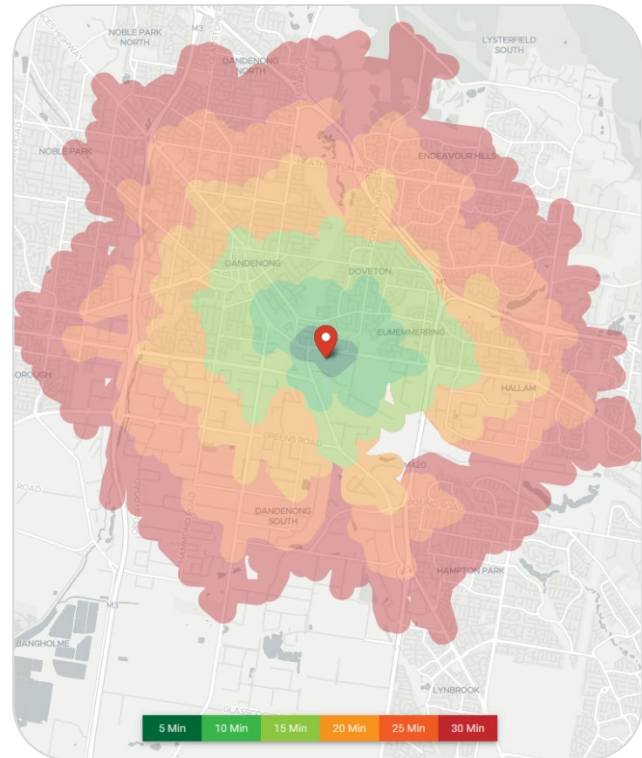
This route will be accessible and in part supplemented by formal on-road bike lanes along Princes Highway provide direct access to the subject site.

The catchment plan shown in Figure 5 indicates that within 30 minutes, a cyclist can travel to/from the site to locations such as

- North Lysterfield South / Endeavour Hills
- East Narre Warren
- South Hampton Park
- West Keysborough / Noble Park

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Figure 5 30-Minute Cycling Catchment



4.3 Existing Transport Mode Splits

Reference has been made to statistical data for the Destination Zone (215640031) of the subject site, sourced from the Australian Bureau of Statistics (ABS) 2021 Census.

The data reveals that the main modes of transport to work for those people working in Dandenong South are:

1. Car - as driver or passenger
2. Public transport
3. Active transport
4. Working from home

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The relative proportions are summarised in Error! Reference source not found..

Table 3 Journey to Work Data (Based on place of work) - 2021 Census Data

% Mode of Travel for 'journey to work' trips	Work within the Destination Zone (Dandenong South)
Car (as driver)	90%
Car (as passenger)	4%
Public Transport	4%
Cycling	0%
Walking	0%
Other Transport	2%

We observe the emerging nature of the residential catchment in the outer western metropolitan area, and anticipate that at the point of occupation and operation of this use, a proportion of staff will be drawn from catchments in these emerging suburbs.

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5 Green Travel Plan

5.1 Objectives

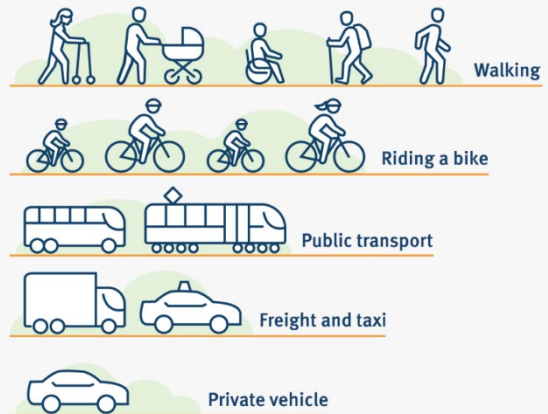
A Green Travel Plan (GTP) sets out measures that aim to manage car dependency and encourage the use of sustainable transport modes, with the objective of permanently changing travel mode behaviour.

Specifically, a GTP seeks to encourage people to adopt a sustainable transport mindset with a preference for:

- Walking;
- Cycling;
- Public transport;
- Carpooling / ride share services

In lieu of single occupant car trips.

Sustainable transport hierarchy



5.2 Mode Split Targets

The goal of this Green Travel Plan is to achieve a shift towards sustainable transport modes (from private motor vehicle).

To inform considerations relating to targets, reference has been made to the existing travel patterns for people working within the Destination Zone of the subject site as summarised in Section 4.3.

This data indicates that of the sustainable transport options available to the site, public transport and active transport have a comparable mode share.

The public transport catchment includes:

- North Endeavour Hills
- North-west Springvale
- East Narre Warren
- South Lynbrook

Whilst the cycling catchment includes:

- North Lysterfield South / Endeavour Hills
- East Narre Warren
- South Hampton Park
- West Keysborough / Noble Park

These options are a viable alternative for employees that reside within these catchments.

For staff that reside outside these catchments, the focus should be to encourage alternative solutions such as car-pooling, noting that car - as driver or passenger is the dominate mode of transport. In this context, an opportunity exists to increase the proportion of car-pooling.

The Green Travel Plan should therefore aim to encourage employees to use public transport to and from work, as well as active transport and car-pooling.

To this end, the following targets are set for this development:

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Staff

- 10% of staff travel to / from the site be undertaken via car-pooling.
- 10% of staff travel to/from the site be undertaken by public transport.
- 5 % of staff travel to / from the site be undertaken by bicycle.

Note: The above targets should be seen as aspiration aims as opposed to strict 'targets', with the various initiatives promoted within this GTP designed to assist in achieving the aims.

To assist with meeting these targets the following operational features / opportunities will be leveraged by the building manager, responsible for coordination and implementation.

5.3 Design Features

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5.3.1 Bicycle Parking and End-of-Trip Facilities

The development does not generate a statutory requirement to provide on-site bicycle parking spaces under Clause 52.34 of the Planning Scheme (for 'warehouse' uses).

Nonetheless, to encourage cycling as a mode of transport, a total of 80 bicycle spaces are proposed across the development. These exceed the statutory requirements. Further, it is planned for each tenancy's office to be provided with at least one (1) shower and associated changeroom.

The provision of conveniently accessible cycling facilities in excess of the statutory requirements will contribute positively to encouraging cycling as a mode of transport.

5.3.2 Car Parking

Car parking is provided at a rate below the statutory requirement. This outcome will contribute positively to discouraging car travel as a mode of transport.

5.4 Operational Opportunities

As detailed in the outline action plans provided within Appendix A and in subsequent sections of this report, various operational strategies could be implemented to encourage the use of non-private motor vehicles.

The outline action plan included in this report provides actions and incentives that could be undertaken / provided and is subject to agreement by the tenants and Council.

The operational strategies could include:

5.4.1 Welcome Pack to Staff

To inform staff of alternative travel options and encourage their use, the tenants could provide a GTP Welcome Pack to staff (1 package per staff member) that will include:

- Public transport maps and timetables;
 - To be updated as necessary once future options are available.
- Maps detailing bicycle and pedestrian accessibility in the vicinity of the site;
- Information on how and where to purchase/top-up Myki, including Mobile Myki;
- Links to relevant Green Travel, public transport and local services websites.

Electronic copies of all sustainable transport information and map/timetables included within the Green Travel Welcome Information pack will be made available in the staff rooms.

Staff will also be encouraged to download PTV applications to get real time information on public transport services.

These measures could be supplemented by introducing a staff memo board in the lunch areas, which could have additional detail in relation to:

- Public Transport Information (timetable and route information)
- Cycling Network & End of Trip facilities on site.

5.4.2 Creating and Sustaining an Active Transport (Walking / Cycling) Culture

The tenants could form a committee whose purpose is to create and sustain an active transport culture (cycling and walking).

Given that the site is well connected to the principal bicycle networks, the committee could seek to create and sustain membership to initiatives such as, Bicycle User Groups (BUG's), which could include a Buddy Group where experienced cyclists buddy a novice to ride the best / safest route to the site.

5.4.3 Discouraging Single Occupant Motor Vehicle Travel

Initiatives aimed at discouraging the reliance of motor vehicles could be implemented and could include the following targeted measures:

5.4.3.1 Staff Measures

1. Provide sustainable transport allowances for staff. This could take the form of:
 - **Public Transport**: The tenants signing up to the myki Commuter Club. This could allow them to purchase yearly myki passes at a 10% discount and then offer these passes to their staff for purchase at the discounted rate, either directly or via a salary package scheme.
2. Set up a car-pooling database. This could take the form of:
 - The tenants maintaining a database that actively fosters a culture that allows staff that live in the same locality to connect and carpool, or subscribe to services such as:
 - a. kapuddle (<https://www.kapuddle.com.au/>),
 - b. lift and go (<https://www.liftango.com/>)

To encourage this outcome, on-site parking spaces could be allocated to the benefit of carpooling staff.

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5.4.4 Strategic Marketing

5.4.4.1 New and Existing Staff

New staff could be introduced to sustainable transport options through induction programs.

These induction sessions could provide an opportunity where staff who have not yet established travel habits receive information on efficient and cost-effective transport options.

5.4.4.2 Promotional Functions / Events

The tenants could maintain an ongoing focus on promotional functions aimed at raising awareness, motivating people to try alternatives to the car and rewarding people who travel by methods other than the car, and to reach people that may not be receptive to marketing or who are not active information seekers.

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These promotions could include events specific to the needs of the sustainable transport committee, for example nominating a day such as World Environment Day when all staff are encouraged to take public transport to work.

It is worth noting however that travel behaviour change programs are an ongoing process and cannot strictly be broken into short-term and long-term initiatives.

Note:

The coordination, implementation and funding for the Green Travel Plan will be the responsibility of tenants with the intent to achieve:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport and cycling;
- Increase awareness of sustainable transport options to new and ongoing staff and visitors; and
- Implement travel / behaviour change strategies and use surveys to monitor changes in attitudes and reported behaviour.

To determine if targets are being met (and establish a modal split for the development), a monitoring process will need to be implemented.

This process will establish travel patterns, mode splits and distances travelled by occupants of the site.

Where targets are not being met, strategies could be tailored as required to focus on these discrete areas.

6 Monitoring Program

In order to monitor the success of the aforementioned Green Travel Initiatives, a 3-stage monitoring system could be implemented.

Elected representatives of staff could be assigned as Travel Co-ordinators ('managers') of the Travel Plan. The co-ordinators could be responsible for:

- Organising the monitoring of the performance of the Travel Plan against the targets that have been agreed;
- Reviewing the occupancy / use (and abuse) of the facilities that are provided on site, for example cycle racks, lockers, travel information etc; and
- Reviewing the operational success or failure of the plan and produce a review report highlighting successful initiatives and also areas that require improvement. This new report could be issued to Council on an annual basis and could form the platform of an updated Travel Plan, with sign off/input from Council sought on a regular basis, the duration of which could be determined by the relevant stake holders.

The suggested 3 stage monitoring program is outlined below:

6.1 Stage 1

Stage 1 could involve a questionnaire survey of staff. The survey will be useful to collect information on the travel characteristics of the occupants of the site and assist in gauging interest in the various Green Travel initiatives and to seek ideas for other Green Travel initiatives.

A pro forma for the Stage 1 questionnaire is shown attached as Appendix B.

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6.2 Stage 2

Stage 2 could involve a questionnaire and feedback form to be filled out by Staff 4 months after occupation, in order to determine what Green Travel initiatives are working and which are not.

A pro forma for the Stage 2 questionnaire is shown attached as Appendix B.

6.3 Stage 3

Stage 3 could be the monitoring component of the plan which could be undertaken 6-12 months after occupation. This questionnaire could test the success rate of the various initiatives and help rework programs to suit the needs of staff and visitors.

A pro forma for the Stage 3 questionnaire is shown attached as Appendix B.

It is expected that the above stages could form the basis of a continuous monitoring program to gauge the effectiveness of the travel plan.

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APPENDIX A

Outline Action Plan

- Provided as Guide to Inform Discussions between Operator & Transport Committee
- Nominated Budgets are Indicative Only & Subject to Operator & Transport Committee Input.

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GENERAL ACTIONS

Operational Initiatives

Promotions including:

- An events calendar: 3-4 events per year. Best coordinated in conjunction with state wide events such as Ride to Work Day, World Environment Day, National Walk to Work Day.
- Plan for lunch, morning teas or breakfasts, guest speakers, demonstrations etc;

Timeline	Estimated Budget	Responsibility
Ongoing	Included in below estimates	Operator & Transport Committee

Cycling

Operational Initiatives

Direct staff to access to up to date route maps of bicycle networks (on road and off road) to assist with journey planning. These could include:

1. Cycling guides provided by Council;
2. Google Maps; or

Propriety applications such as Strava

Direct staff to access to up to date regulations, requirements and cycling etiquette of use to the bicycle network infrastructure. These could include:

1. Rules on riding on shared paths;
2. Rules on riding on the road.

A valuable resource for this information could be www.bicyclenetwork.com.au

For new cyclists, provide the opportunity for staff to participate in a salary package scheme, where the operator leverages scales of economy to negotiate and purchase commuter bicycles on their behalf at a reduced cost.

Form a committee whose purpose is to create and sustain an active transport culture. This could take the form of creating and sustaining initiatives such as:

1. Bicycle User Groups (BUG's). These groups could include a Buddy Group where experienced cyclists buddy a novice to ride the best / safest route to the site.
2. Participation in events such as Ride to Workday, World Environment Day etc, including ancillary activities such as morning teas or breakfasts, guest speakers, demonstrations etc;
3. Negotiate a servicing discount for staff at a local bike shop or sports gear store

Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides

Timeline	Estimated Budget	Responsibility
Ongoing	\$500 / Year	Operator & Transport Committee

Walking

Operational Initiatives

Encourage walking through participation in events such as Walktober

Set up walking groups that encourage lunchtime walks or walking to or from work or train station

Run a workplace challenge to encourage active travel e.g. staff walking challenge using pedometers so people can keep count of steps walked, graphs or charts of staff progress for healthy competition

Access to up to date route maps of walking networks to assist with journey planning. These could include:

1. Cycling guides provided by Council;
2. Google Maps; or Propriety applications such as Strava

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Provide umbrellas and wet weather gear for staff that walk to work or in reception for use during day time hours.

Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides

	Timeline	Estimated Budget	Responsibility
	Ongoing	\$500 / Year	Operator & Transport Committee

Public Transport

Operational Initiatives

Direct Staff to access up to date public transport route & timetable data in the locality via:

1. Application such as PTV's Journey planner.
2. Google Maps;

Provide access to Tram, train and bus timetables in prominent locations within the building and break rooms. This could include leveraging digital platforms via tablet devices that are located in break out rooms that are pre-loaded with applications such as PTV's Journey planner.

For new public transport users, provide the opportunity for staff to secure discounted fares.

This could be done by the Operator signing up to the **myki Commuter Club**. This could allow the operator access to yearly myki passes for their staff at a 10% discount. These discounts could be passed on to their staff for purchase, including via a salary package scheme

Create a committee whose purpose is to create and sustain a public transport culture. This could take the form of creating and sustaining initiatives such as:

- Lunchtime talks on public transport education to promote what is available and service changes where available

Provide information on how to purchase Myki's, associated costs, and latest technology such as Myki Pass - digital myki on Android phones

Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides

	Timeline	Estimated Budget	Responsibility
	Ongoing	\$500 / Year	Operator & Transport Committee

Cars

Operational Features

Form a committee whose purpose is to create and sustain behaviour change in motorists. This could take the form of creating and sustaining initiatives such as:

1. Organise a car pool postcode morning tea to match up potential car share partners
2. Set up a ride-matching system on a board in the staff room so staff interested in carpooling can link up
3. Provide a car pool guide to staff with hints on how to successfully car pool with colleagues, as well as some basic guidelines to follow.
4. Educate staff of the cost savings & environment benefits of active transport in comparison with car ownership & travel;

Provide recognition for those that use active and sustainable travel at an event or in a newsletter

Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides

	Timeline	Estimated Budget	Responsibility
	Ongoing	\$500 / Year	Operator & Transport Committee

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APPENDIX B

Questionnaire Surveys

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Questionnaire

Green Travel Survey

Stage 2

Date.....

1 Staff Details - Name & Post Code

Name

Visitor

2 How do you travel to and from the site?

Bicycle

Walk

Tram

Train

Bus

Motorcycle

Car as Driver

Car as Passenger

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3 If you travel by car, either as driver or passenger, have you considered any of the sustainable travel information provided to you regarding alternative travel modes?

4 Has this information been useful and what additional information could you require to allow you to consider alternative transport options?

Thank you for your feedback.

ADVERTISED PLAN



Questionnaire

Green Travel Survey

Stage 3

Date.....

1 Staff Details: Name & Post Code

Name

Visitor

2 How do you travel to and from the site?

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Bicycle

Walk

Tram

Train

Bus

Motorcycle

Car as Driver

Car as Passenger

3 Has this mode of travel changed since you first came to the site, and if so what influenced the change?

4 What reasonable improvements can be made to enhance the appeal of alternative transport options to the site?

Thank you for your feedback.

ADVERTISED PLAN



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Simplexity



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