

Traffix Group

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Green Travel Plan

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Proposed Mixed Use Development 56-61 Atherton Road, Oakleigh

Prepared for
DC Atherton Pty Ltd

June 2026

G34209R-05A (GTP)_

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1. Introduction

Traffix Group has been engaged by DC Atherton Pty Ltd to prepare a Green Travel Plan for the Proposed Mixed Use Development at 55-61 Atherton Road, Oakleigh.

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 and Operator to encourage sustainable travel choices and reduce car dependency by prospective 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 prepared by Peddle Thorp dated September 2025.

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 / Building Manager 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

Development plans, prepared by Peddle Thorp, propose the development of the subject site for the purposes of a multi-storey mixed use development, comprising residential apartments and a retail tenancy at ground level.

The proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Use		No./ Area
Residential	1 bed dwelling	15 no.
	2 bed dwelling	81 no.
	3 bed dwelling	26 no.
	Total	122 no.
Commercial	Shop/Food and Drink (3 tenancies)	541 m ²

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3.2. Access

3.2.1. Pedestrian & Cyclist Access

The retail tenancies will have direct access to the abutting streets.

Access to the residential lobby will be along the Atkinson Street frontage.

Back of House access is provided internally for the retail tenancy, including to waste, amenity and bike parking areas.

Staff, residents and visitors will be able to access bikes at ground level through the lobbies, and also via the rear access to the rear laneway.

It is noted that whilst the south-eastern corner title boundary is aligned at 90 degrees, the proposal includes a chamfer of the south-eastern corner of the ground floor to facilitate improved pedestrian access at the corner of the Atkinson Street/Atherton Road intersection.

3.2.2. Vehicular Access

Vehicular access is proposed via a single, double-width crossover at the north-east boundary of the site to Atkinson Street. Essentially this is a shifting of the existing crossover to Atkinson Street to the north. Car parking will be accessed via a ramp from this access.

The existing crossover to Atherton Road is proposed to be decommissioned and will be reinstated with kerb and channel.

Loading vehicles will use the Atkinson Street access to access the on-site loading bay.

3.3. Parking

3.3.1. Bike Parking

The application proposes the provision of 46 bicycle spaces allocated as follows:

- 38 spaces within a secure store at ground level, including:
 - 25 resident spaces, and
 - 13 visitor spaces.
- 8 spaces for commercial use at ground level, including:
 - 4 staff spaces in a secure bike room, and
 - 4 visitor space.

3.3.2. Car Parking

The proposal includes a total of 163 car spaces (including 1 DDA space) across four (4) levels of basement carparking.

Parking is to be allocated as follows:

- 158 spaces for residents, and
- 5 spaces to the retail staff (inclusive of 1 DDA space).

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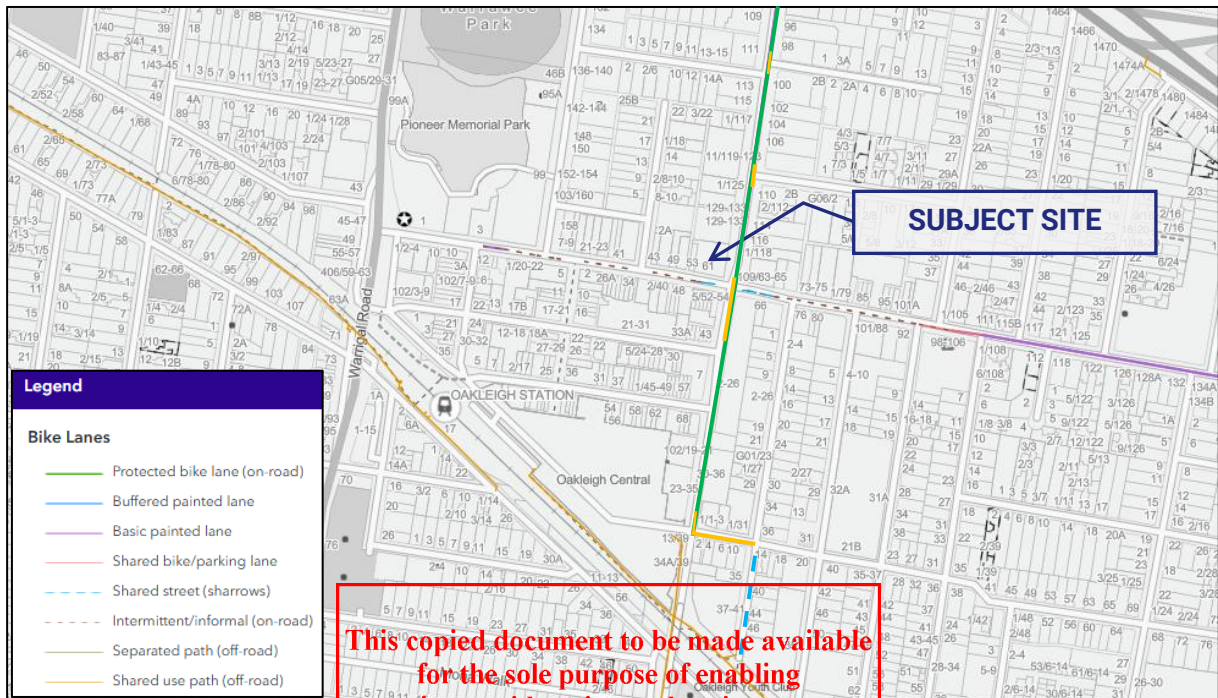


Figure 2: Cycling Infrastructure

Source: Transport Victoria

4.2. Sustainable Modes of Transport

4.2.1. Walking

The site is well located in relation to a walkable catchment, with access to shops, residential development, other employment and education uses, and everyday services.

The site has a walkscore.com score of 95, being a walker's paradise. This is a reflection of how many other services are available in the precinct.

4.2.2. Cycling

Monash is very bicycle friendly municipality and the Oakleigh suburb provides for access to multiple on-road bike lanes, paths and routes in proximity to the site.

Cycling infrastructure along Atkinson Road in the vicinity of the subject site consists of kerb separated bicycle lanes with shared use raised pedestrian crossings on the eastern side of the road at intersections. Infrastructure along Atherton Road consists of sharrows and intermittent/informal on-road painted lanes.

The shared use, off-road path Djerring Trail can be accessed 450m south of the subject site which connects Caulfield and Yarraman/Dandenong.

Atkinson Road is also nominated as a key cycling route within the Principal Bicycle Network as shown in Figure 3.

An excerpt of the Monash TravelSmart Map is provided in Figure 4 which demonstrates the nearby on/off road bicycle paths and routes.

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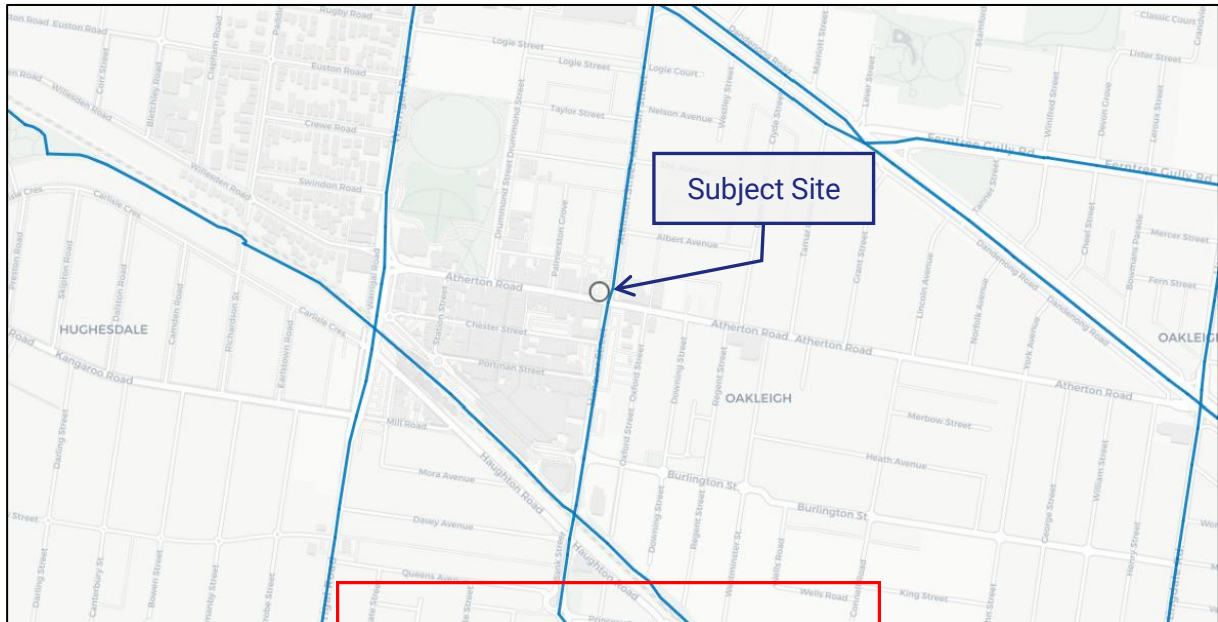


Figure 3: Principal Bicycle Network

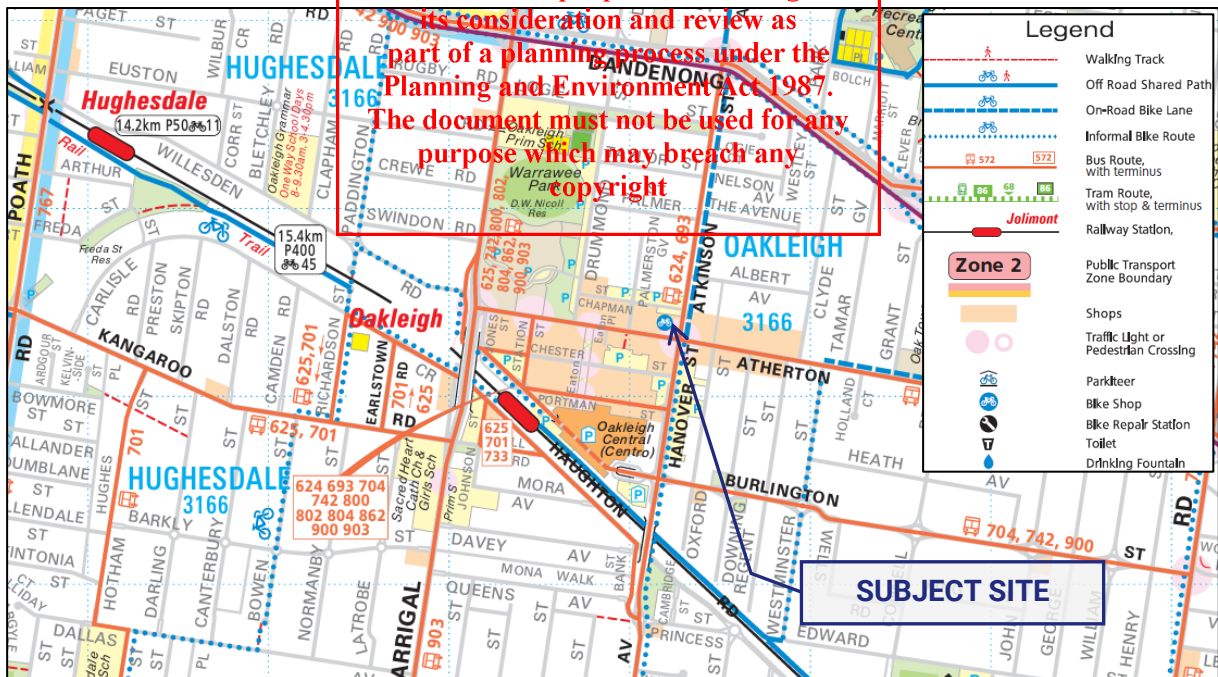


Figure 4: TravelSmart Map (Source: Monash City Council TravelSmart Map)

4.2.3. Public Transport

The site has excellent public transport accessibility with eight (8) bus services and Oakleigh Station a short walk from the site, all approximately within 360 metres of the site.

The closest bus stop is only 50 metres south from the site and services four (4) routes (Routes 624, 693, 704 and 742).

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Table 2 summarises the available services, whilst Figure 5 illustrates the nearby routes.

Table 2: Public Transport Services in the Vicinity of the Subject Site

	Service	Route	Distance to Node
Train	Oakleigh Station	City – Cranbourne City – Pakenham	~360m southwest
Bus	Route 624	Key – Oakleigh via Caulfield & Carnegie & Darling and Chadstone	~50m south
	Route 693	Belgrave – Oakleigh via Ferntree Gully & Brandon Park	Oakleigh Train Station Bus Exchange ~360m southwest
	Route 704	Oakleigh Station – Westall Station via Clayton	
	Route 742	Ringwood – Chadstone SC via Vermont South & Glen Waverley & Oakleigh	
	Route 800	Dandenong – Chadstone via Princes Highway & Oakleigh	~200m west & ~200m south
	Route 802-804-862	Dandenong – Chadstone via Mulgrave & Oakleigh	
	Route 900	Stud Park SC (Powville) – Caulfield via Monash University and Chadstone (SMARTBUS service)	Oakleigh Train Station Bus Exchange
	Route 903	Altona – Mordialloc (SMARTBUS service)	~360m southwest

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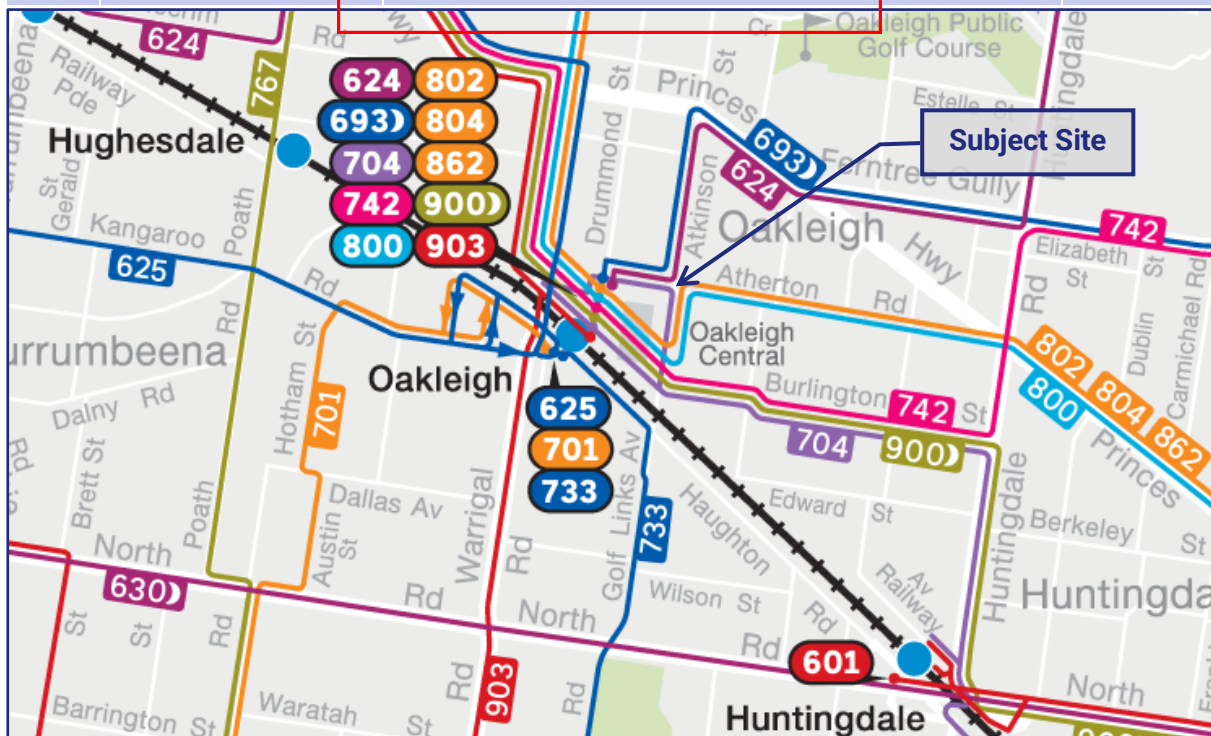


Figure 5: PTV Public Transport Map – Monash

Source: Public Transport Victoria

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Figure 6 shows the nearby stops and walking distances/routes.

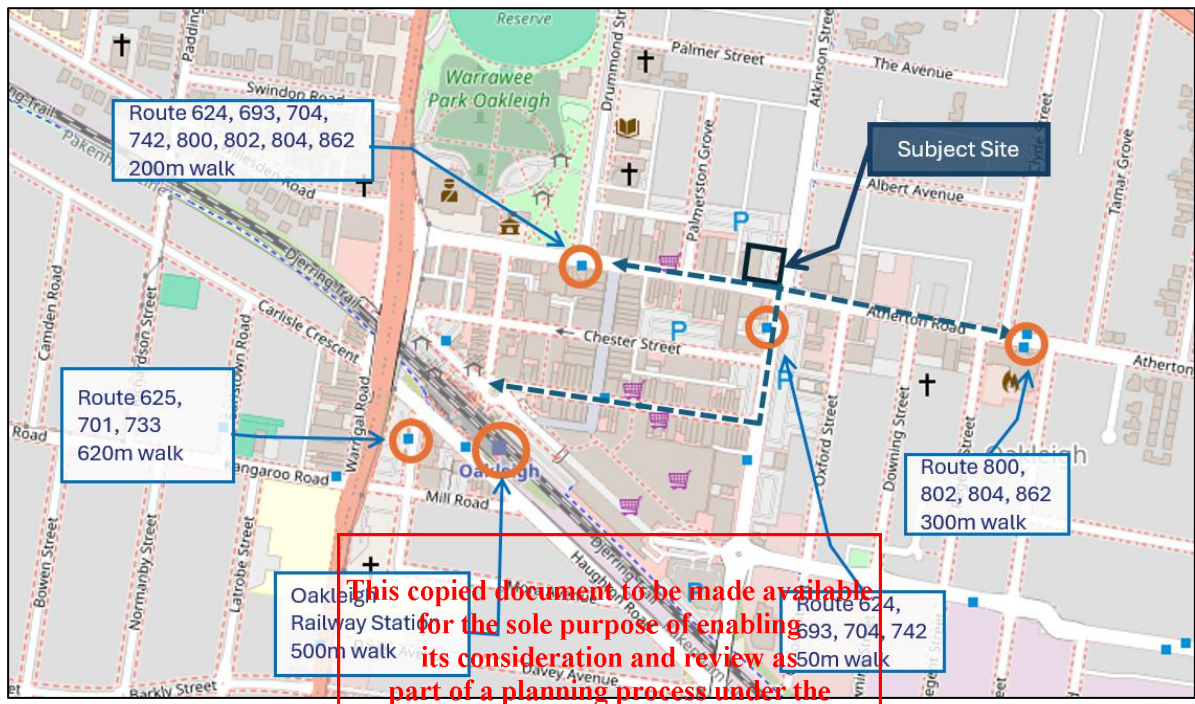


Figure 6: Existing Nearby Public Transport Stops and Walking Routes

Source: OpenStreetMap

4.2.4. Journey Planning

Day staff 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).

4.3. Bicycle Accessibility

The proposal includes provision of 46 bicycle spaces consisting of:

- 38 spaces within a secure store at ground level, including:
 - 25 resident spaces, and
 - 13 visitor spaces.
- 8 spaces for commercial use at ground level, including:
 - 4 staff spaces in a secure bike room, and
 - 4 visitor spaces.

These provisions will assist in encouraging residents and staff to use bikes as a mode of transport.

5. Actions

The Green Travel Plan aims to limit the number of single occupant vehicle trips undertaken by any staff and users, where possible.

The following actions aim to improve the overall accessibility of the site and foster sustainable travel behaviour. In general, the Owners Corporation/ Building Manager will be responsible for the ongoing implementation of the actions identified within the Green Travel Plan.

A representative from each component of the Owners Corporation 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.

This would include liaison with the retail tenants in relation to bicycle parking and other initiatives to encourage non-car based travel.

A summary of the responsible party for each action within the Green Travel Plan and the stage of implementation, has been provided at Table 3.

Table 3: Summary of the Responsible Party for Each Action within the Green Travel Plan

Action	Responsibility	Implementation
Information and Promotion		
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: - 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 Melbourne, available from https://www.melbourne.vic.gov.au/city-maps). - Information on public transport fares and nearby outlets selling public transport tickets. Information is available from Public Transport Victoria (Ph: 1800 800 007, ptv.vic.gov.au). - Provision of train, tram, and bus timetable information (or relevant links). - 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. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips.	Owners Corporation	On-going

Action	Responsibility	Implementation
- Details for taxi, UBER and ride share schemes to facilitate access to/from the site for staff, residents, visitors and customers.		
Provide each apartment with a relevant Green Travel Welcome Pack. The welcome pack should include: - 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 Melbourne, available from https://www.melbourne.vic.gov.au/city-maps). - Map(s) indicating the location of both on-site and off-site bicycle parking facilities. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips.	Owners Corporation	On-going
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 https://www.eev.vic.edu.au/environmental-days-and-weeks	Owners Corporation	On-going
Provide directional signage on the site for nearby public transport services, taxi services, bicycle paths, and bicycle parking areas.	Builder/ Developer	Owners Corporation
Cycling		
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
Provide an on-site bicycle repair toolkit available for residents within the secure bicycle parking area. Toolkit could include puncture repair equipment, bicycle pump, spanner, hex-keys etc.	Owners Corporation	On-going

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Action	Responsibility	Implementation
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: - Group activities/rides - 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).	Owners Corporation/ Tenants	Owners Corporation/ Tenants
Parking		
Parking spaces on-site should be secure and controlled. Residents need to be aware of the allocation of parking spaces.	Builder/ Developer	Development Stage
Consider providing electric charging spaces on-site in the resident parking areas as required.	Builder/ Developer	Prior to Occupation
Car Pooling		
Encourage car-pooling between residents.	Owner Corporation	On-going
Car Share Schemes		
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

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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 working within the nearby area (or indeed the subject site).

Given the proximity of the site to nearby services, the proposed development is expected to generate traffic movements at a lower rate than for a similar site in other less accessible, suburban locations.

6.2. Existing ABS Data

Reference to 2016 Journey to Work ABS Data for Oakleigh-Huntingdale SA2 Area of Monash for Residents and Employees identifies that less than 10% of employees currently catch public transport to work, and almost a quarter of residents use public transport to get to work.

The existing modal splits are provided in Table 4.

Table 4: Sustainable Transport Calculator

% Mode of Travel for 'journey to work' trips	Employees	Residents
Public Transport	8.2%	23.7%
Motor vehicle as Driver	72.1%	66.4%
Car Passenger (inc Taxi)	4.1%	4.4%
Motorbike	0.2%	0.4%
Bicycle	0.6%	1.1%
Walk	2.0%	2.7%

6.3. 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 of the site to existing train station and public transport, and the limited on-site parking for employees it is expected that public transport trips for the site will increase from the existing conditions.

As such, a target of at least 20% employees using public transport (+12%) and at least 30% residents (+6%) has been adopted.

Bicycle

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

In this respect, a target of 10.0% for residents and staff travelling to and from the site is targeted. This is an increase of around 9% to both user mode splits.

Walk

The site is located with excellent access to everyday services at Atherton Road and Hanover Street. Further, the site is located in close proximity to Oakleigh Central, which is approximately 250 metres to the north. These centres provide access to a wide range of everyday services such as supermarkets, banks, restaurants, specialty shops and medical centres.

As such, a target of 10% of trips is targeted to be completed on foot.

Car as Passenger

By establishing a car pooling register, we anticipate that some increase in car as passenger trips can be increased. A target of 5% has been adopted.

Reduced Car, as Driver

Based on the above targets, reduced staff parking, and the proximity of the site to alternative transport and everyday services, a target of 55% of staff and 45% residents travelling by car is adopted.

Whilst this is ambitious, it is considered a suitable target to strive for and seek to achieve where possible.

Summary

The targeted mode shares for employees and residents is provided in the table below.

Table 5: Sustainable Transport Targets

% Mode of Travel for 'journey to work' trips	Employees	Residents
Public Transport	20%	30%
Motor vehicle as Driver	54.8%	45.6%
Car Passenger (inc Taxi)	5%	5%
Motorbike	0.2%	0.4%
Bicycle	10%	10%
Walk	10%	10%

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7. 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 6 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 6: Monitoring and Review Program

Monitoring/Review Action	Purpose
Undertake an occupancy survey of the car 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 investigate the potential to providing more bikes
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 staff and tenants.	To determine the modal split of trips and determine progress and compliance of the plan.

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