

29 September 2022

asongroup

Altis Property Partners
Level 19, 60 Castlereagh Street
Sydney NSW 2000

Attn: Philip Grech; Development Manager

info@asongroup.com.au
+61 2 9083 6601
Suite 17.02, Level 17,
1 Castlereagh Street,
Sydney, NSW 2000
ABN: 81 168 423 872

**RE: Access Logistics Park, 884-928 Mamre Road, Kemps Creek – SSD 17647189
Response to Submissions**

Dear Philip,

We refer to the relevant submissions received in relation to the State Significant Development known as the Access Logistics Park (SSD-17647189¹). Specifically, reference is made to the submission by Transport for NSW (TfNSW, dated 18 November 2021) which raise comments with regard to the submitted design and transport assessments.

Accordingly, we now advise as provided in the following tables included in **Attachment 1**.

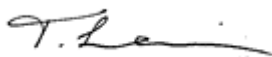
With regard to the relevant controls outlined within final Mamre Road Precinct DCP (MRP DCP), we note:

- A Travel Access Guide was included as part of the submitted Framework Sustainable Travel Plan (FSTP) in response to Control 1 of Clause 3.4.1.
- Control 2 of Section 3.4.1 requires development to be coordinated and consent to be granted only where suitable road network capacity is available. In this regard, the development makes provision for access to/from adjoining land, including the Aspect Industrial Estate to the north. Notwithstanding, the development does not rely upon adjoining sites with suitable road access proposed directly to Mamre Road.
- Future traffic volumes within the E-W "Collector Industrial Road" under the ultimate scenario are relatively low; hence the adoption of a reduced hierarchy in the final DCP (as opposed to the previous distributor road function previously envisaged in the Draft DCP).

No direct access is proposed from Mamre Road or other high traffic volume roads. As such, the proposed access points on Road 01 are deemed acceptable

We trust this information is of assistance and please contact the undersigned should you have any further queries.

Yours sincerely,



Tim Lewis

Principal Lead | Development Assessment & Advisory

E tim.lewis@asongroup.com.au

M +61 412 299 692

¹ <https://www.planningportal.nsw.gov.au/major-projects/project/41731>

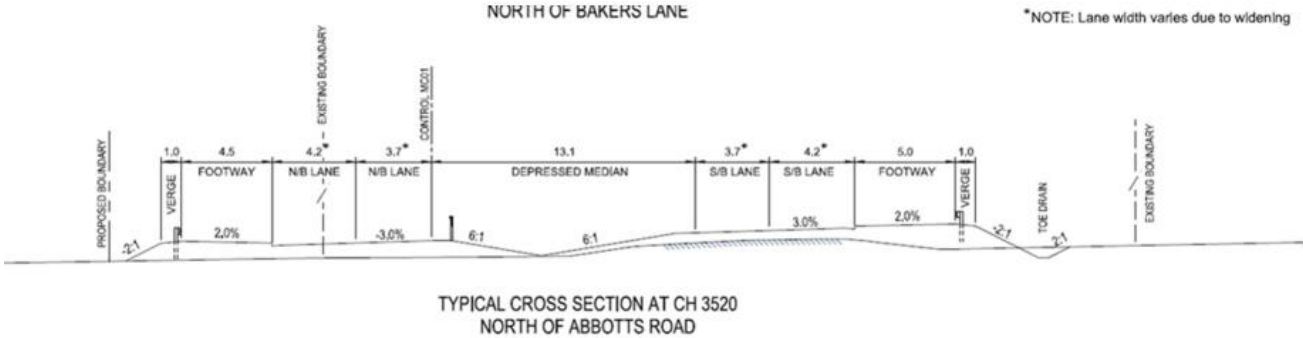
- Attachments
- 1) Response to Agency Submissions
 - 2) SIDRA outputs
 - 3) Swept Paths
 - 4) Framework Sustainable Travel Plan

Attachment 1 – Agency Response Tables

TABLE 1: TfNSW SUBMISSION RESPONSE

AG Ref	Agency Comment	Ason Group Response
	Attachment A	
3.1	<u>General Comments</u> It appears that the proposed roundabout south-east corner of the site would allow for a connection to a future dedicated freight network. How this would function in relation to the proposed estate road providing connection to adjacent land to be developed to the east will need to be investigated in further detail.	The design of the proposed roundabout in the south-eastern corner of the site has been coordinated with the developer to the east (Fraser's) with both the vertical and horizontal geometry matching to facilitate the future connection. Altis will be building the Site's entire internal road infrastructure as part of Stage 1 works, rather than in sections, to facilitate the timely delivery of road infrastructure within the Precinct.
	Transport & Accessibility Management Plan (TMAP)	
3.2	<u>Comment</u> In November 2020 the Department of Planning Industry and Environment (DPIE) released the Mamre Road Precinct Draft Development Control Plan. Objective 3.4.3(7), applications for lots with an identified access point (refer to Figure 16) shall demonstrate how access to and from the dedicated freight corridor will be achieved within the development site. <u>Recommendation</u> It is noted the proposed development is adjacent to the proposed dedicated freight network (DFN) and access is identified at Lot 16. It is requested that before the development applicant is approved, the applicant demonstrate to the satisfaction of TfNSW, how the proposed development would provide access across the development site.	The masterplan allows for a 10m wide easement to protect the proposed Dedicated Freight Road (DFR), which is our understanding that will be delivered by others in the future. Access into the Estate can be facilitated from this easement once the DFR is designed and built. Altis has not been provided with any design to date, including levels, geometry, etc.
3.3	<u>Comment</u> The report provides modelling which includes the anticipated connecting link with the adjacent site (Aspect Industrial Estate (AIE) development). However there is no current timeline provided as to when this link will be constructed. This results in all traffic accessing Access Logistics Park (ALP) from the proposed Left in/Left out (LILO) intersection. With no clear timeframes the following concerns are raised and additional information is required: - How will right turn movements be facilitated for (prior to the connection being constructed)? - Modelling does not cater for the scenario where only LILO access is provided to Mamre Road (as the connection to Mirvac site does not appear to have any definitive construction date); - It is noted that Section 6.5.2 assumes that the Southern Link Road (SLR) will be built by 2026. As there is no funding in place for construction the SLR should not be included in modelling prior to 2036; - It is noted that Section 6.5.3 assumes that Mamre Road will be upgraded to 3 lanes by 2036. The current strategic design allows for 2 travel lanes in both directions with land available for future lanes. Clarification is sought as to why 2036 includes the ultimate 3 lanes; <u>Recommendation</u> TfNSW requests that as there is no definitive timeframe of the link to the AIE site, further modelling is undertaken for 2026, 2031, 2036 with the access only from the LILO at Mamre Road. A detailed description is to be provided indicating how the vehicle movements will be dispersed without right turn movements.	Coordination and management of staged infrastructure more broadly is a matter for DPIE, TfNSW and Council. However, in response to the specific queries: - Access routes will vary depending on what infrastructure is available at the time. However, broadly speaking, most users (staff and commercial vehicle drivers/contractors) will be familiar or made aware of the access limitation in advance and, as such, choose an appropriate route to access the site from the north only. This requirement can form a specific measure to be outlined in a future Drivers Code of Conduct and/or Operational Traffic Management Plan, subject to a suitable condition of consent. - It should be acknowledged that the Mirvac SSDA has been approved. Mirvac has been conditioned to construct the road to the Altis boundary prior to Occupation Certificate, which is currently expected in early 2024. The 2nd building which is understood is early 2024. Notwithstanding, further SIDRA modelling of a scenario which contemplates access only via the LILO has been undertaken and demonstrates a worst case LoS B for the left-turn egress onto Mamre Road; being the critical movement - This is shown within Section 6.5.1 of the TMAP - Further modelling has been included in the TMAP (see section 6) to assess the 2031 and 2036 scenarios. The 2031 and 2036 scenario illustrates an acceptable Level of Service of C or better for the surrounding key intersections. In addition, major state infrastructure projects and/or the upgrade of existing infrastructure/road networks (including SLR and Mamre Road) are a matter for TfNSW. The Mamre Road Precinct traffic modelling completed on behalf of TfNSW has included these assumptions, and as such has been adopted in the SSDA modelling for consistency.

	The additional abovementioned information is also to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.	
3.4	<u>Comment</u> Appendix A – SIDRA Results - LOS F for right turn movement on Mamre Road is not considered acceptable - SIDRA model shows in Stage-1, the right lanes from Mamre Road South approach and has “LoS F” in both AM and PM. In addition, right lanes from New Road East approach and has “LoS E” in PM. Each travel lane needs to be “LoS C” or better. - SIDRA model shows in Master Plan, right lanes from New Road East approach and has “LoS F” in both AM and PM. Each travel lane needs to be “LoS C” or better. <u>Recommendation</u> As mentioned in comment 3 there are some assumption for 2026 and 2036 considered too optimistic. This will need to be adjusted and will likely result in a worse outcome. TfNSW will not support intersections that are failing or at capacity on day of opening. This would result in an unsafe intersection. Further refinement of the intersection with Mamre Road and the AIE site is to be undertaken to ensure that the intersection can accommodated the expected growth in the area. TfNSW requests the abovementioned information to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.	TfNSW and Austroads guidelines look at an average LOS when assessing signalised intersection performance, and the worst movement for sign-controlled intersections. The Aspect intersection performance is LOS C or better, while the LILO intersection performance is LOS B or better and deemed satisfactory. Notwithstanding, the modelling referred actually relates to the intersection being delivered at Aspect Industrial Estate and is therefore outside the control of this Applicant. Any updated modelling and design of that intersection is considered a separate matter to the subject Proposal; particularly in light of the additional scenario modelled in section 6.5.2 of the TMAP, confirming an acceptable LoS A for the proposed LILO intersection.
3.5	<u>Comments</u> Appendix B. Design Advice & Swept Paths - Swept Paths analysis is missing the test vehicle of 36m long B triple (PBS Level 3 Type A) as per the Mamre Rd Precinct Draft DCP. - Figure 5 shows swept path diagrams for the proposed roundabout south-east corner of the site. No swept path appears to be provided for a vehicle travelling from west to east through the roundabout which would appear to be the tightest manoeuvre for a longer vehicle. <u>Recommendation</u> It is requested swept path diagrams be provided demonstrating the design vehicle is able to adequately manoeuvre through these intersections.	MU Group and Costin Roe have completed a swept path analysis of the proposed estate roads including the LILO, which are provided below; <u>MU Group comments:</u> - Swept path analysis of a 26.0m B-Double and 35.4m B-Triple (PBS3A) at the LILO at Mamre Road is attached, see Attachment 3, and confirms a safe and efficient path of travel. Refer to the MU Group response within the RTS - Swept path analysis of a 35.4m B-Triple (PBS3A) at the other intersections within the development is attached, see Attachment 3, and confirms a safe and efficient path of travel. Refer to the MU Group response within the RTS - Additional swept path analysis for the roundabout has been provided by Costin Roe and contained within the Civil Report.
	Temporary Left-in / Left-out (LILO) Access at Mamre Road	
3.6	<u>Comment</u> TfNSW provides the following design comments to be addressed prior to any consent being provided: Acceleration Lane – Whilst TfNSW do allow for acceleration lanes in some instances, the current location raises issues with weaving between vehicles accelerating in the acceleration lane and having to pick a gap to merge in to the through traffic stream and local residents diverging in to the acceleration lane to then diverge in to the shoulder to access their properties. In addition the acceleration lane extends over the adjoining properties. Should the ultimate arrangement be constructed this would require land acquisition from the adjoin properties. Has Altis consulted with the properties regarding this outcome? - Mamre Road upgrade - The future upgrade of Mamre Road would be designed for Flood Immunity. It is expected the future surface level would be above the current Mamre Road surface level. The increase in surface level will be determined after investigation during Concept Design Phase. The future design does not take into account. There appears to be insufficient land to dedicate to the TfNSW for the future upgrade of Mamre Road. The ultimate Mamre Road strategic plan has been design for: - Ultimate 6 through lanes,	Comments have been assessed by MU Group and Costin Roe, and responses/comments have been provided below: <u>MU Group comments:</u> The Revised Plan labelled 2021_19_SD_0001_SK_0005, which was issued to TfNSW attached in the letter dated 15/11/2021, has amended the line marking and signposting at the intersection that provides a Give Way control to local residents wishing to access the driveways south of the intersection. It is noted that local access vehicle volumes are anticipated to be low, hence the storage length is deemed sufficient. It is anticipated that the local driveways on Mamre Road will be removed in the future when Mamre Road is ultimately upgraded, then the local thru access at the intersection can simply be removed by infilling as a concrete median island. The Revised Design was overlaid onto the Ultimate TfNSW Mamre Road design aligning the LILO to the ultimate arrangement. This Revised Design shows that the future road boundary, as shown in the Ultimate TfNSW Mamre Road, is not impacted. It is acknowledged that the Revised Design is very close to the existing

	▪ Raise in surface level for Flood Immunity ▪ Shared Path/Footway ▪ Verge ▪ Embankment ▪ Toe Drain ▪ Space for utilities. A sample cross section, north of Abbotts Road for reference is:  The Ultimate Strategic Mamre Design does not consider an additional Left in / Left out at this location and this surface level. Any additional lanes to the design will require addition dedicated land to facilitate the additional lanes. To ensure the left in / left out arrangement is maintained after Mamre Road is upgraded to the ultimate design, additional land to the east of the TfNSW Proposed boundary will need to be dedicated for future upgrade. The developers ultimate design for the intersection is to be provided to determine the required boundary adjustments and building setbacks to accommodate the LI/LO in the future arrangement.	cadastral boundary. This will be further refined in the detailed design phase to avoid any impact to adjacent properties. a. The Revised Design has been overlaid onto the Ultimate TfNSW Mamre Road design, which appears to show sufficient land within the future road reserve for the ultimate Mamre Road upgrade. Note that the Revised Design is in 2D only and does not contain levels or survey information. The 3D design model will be developed in the detailed in the MU Group response, and consultation with TfNSW on the appropriate level will be undertaken. Refer to Attachment 3 for the revised design showing TfNSW ultimate road boundary and the LILO.
	Construction Traffic Management Plan (CTMP)	
3.7	<u>Comment</u> Section 2.3.2. - has swept paths been undertaken for figure 6 to demonstrate that anticipated largest truck can turnaround at the proposed locations?	Swept paths have NOT been undertaken as part of the preliminary CTMP. However, it is noted that the approved CTMP for construction of the Kemps Creek Warehouse, Logistics, and Industrial Facilities Hub (SSD 9522) adopted similar routes. Given that construction of that estate is already underway, and we are unaware of any implementation issues, we trust retention of this construction access route is also suitable for the purposes of this Application.
	Green Travel Plan	
3.8	<u>Comment</u> TfNSW has reviewed the EIS document which includes the Framework Sustainable Travel Plan and provides the below advice for the EIS Access Logistics Park development application. <u>Recommendations</u> – Objectives: The updated STP must be updated to implement both short and long term measures that will ensure non-private vehicular modes of transport are the preferred mode of travel to/from the project site. Your current GTP should include objectives to reduce the proportion of single-occupant car travel by staff to and from the site (including car pooling and shuttle bus services), and increase the mode share of public transport and active transport for the life of the development (once public and active transport improvements are made). – Mode Share Targets: TfNSW recommends that the Framework Sustainable Travel Plan (FSTP) adopt both short and long term mode shares that should be determined by a qualified traffic consultant in the FSTP given the lack of public transport and active transport infrastructure facilities in this area. Short term initiatives such as car-pooling and shuttle bus services to and from train stations or bus stops have	Reference should be made to the updated FSTP accompanying this RtS. As noted in the FSTP, the entire plan is a “live” document and subject to ongoing review. As such, the focus should be on short-term measures, with those measures evolving over time to “... <i>ensure they are realistic and remain ambitious</i>.”. Finally, it is noted that TfNSW has requested that the “...<i>the applicant submit a copy of the updated FSTP for TfNSW endorsement, prior to the issue of the Construction Certificate.</i>” As such, much of the commentary is considered detail that can be progressed and included in the future, in consultation with TfNSW, following SSD approval.

	been also been proposed here. Please note TfNSW proposed mode share for both long term in 2026 and short term just after occupation. – In Table 4 – Proposed STP Action Strategies TfNSW recommends that short term goals be implemented in the FSTP; one of these could be an internal shuttle service going to and from nearby train stations, and the second would be implementing carpooling schemes. Both of these can be put in the Proposed STP Action Strategies section with specific dates and times and who is responsible for this just after occupation takes place. The other longer term goals in this section would all be implemented in the FSTP just prior to and during public and active transport infrastructure being made available. Due to this advice TfNSW recommends that a detailed implementation strategy for the FSTP be developed noting all the tasks for completion, how they will be completed and completion date, including an implementation checklist to achieve the proposed initiatives. TfNSW notes there is a separate communications strategy to guide this, and TfNSW recommends that the implementation strategy be updated with the communication tasks to promote initiatives. – Future travel plans: For the purpose of this review - TfNSW will need to see any future travel plans that are proposed for this site, and review them in accordance with the planning requirements, it will not be at the discretion of the applicant to develop and implement these plans without TfNSW reviewing them first. – Proposed STP Action Strategy: TfNSW advises you that often the Travel Plan Coordinator will need a team or committee to ensure all of the actions of the STP are done. The STP cannot be at the discretion of site management to get the responsibilities of the STP implemented. The applicant will need to determine a strategy for the tenant(s) to take over the ongoing responsibilities for the GTP, making it clear to the tenants that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle. – Travel Access Guide: TfNSW recommends that the Travel Access Guide or TAG includes the short term initiatives discussed earlier (shuttle and carpooling), and removes the network map (as bus and train travel in the site area is not recommended). The longer term TAG can be updated once public and active transport infrastructure are upgraded. For further helpful information – please check this link How to Create a Travel Access Guide doc here. – Parking management strategy – TfNSW asks that a parking management strategy be implemented short and long term. TfNSW also asks that this STP implements a car parking management strategy in the STP that prioritises use by staff and patrons on a needs basis, and actively encourages staff and patrons using sustainable transport options that are available to and from the site. This will include how car parking onsite will be limited and managed at the site. – Funding the STP: The STP will need to be appropriately funded and otherwise resourced, by the proponent, for a period of at least 5 years, or via an appropriate appointed entity, such as a body corporate. This will include ongoing travel demand initiatives that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective. This should be covered in the updated STP Strategy and Action Plan. – Data – The STP must be updated to include available data that identifies the travel behaviours of site users to measure and monitor the effectiveness of the objectives and mode share targets of the STP. ▪ Data short term includes: ○ Weekly rates of car pooling ○ Weekly car park usage rates ○ Shuttle trips to and from the site ▪ Data longer term includes: ○ An additional weekly report of patronage be included in the STP using Opal data to and from the site. ▪ Traffic volumes can also be assessed on the road network within the site area, before and after work. These could be monitored to assess whether: ○ Staff and patrons are re-moding private vehicles to public transport; ○ Parking and pedestrian counts. – Proposed STP Action Strategy: TfNSW recommends that you re-name your Proposed STP Action Strategy to an Implementation Strategy, which has an implementation plan of tasks and actions, including all of your initiatives and incentives, timing and completion dates, your communications tasks,	
--	--	--

	and who will do the tasks; this will ensure the overall effectiveness of the STP. The Implementation Strategy should: ▪ Identify the party or parties responsible for delivery and implementation of each element of the updated STP throughout various stages of the development lifecycle, including for its ongoing implementation, monitoring and review, for a period of at least 5 years post-OC; ▪ Be updated both on an annual basis, and when future transport services and pathways eventuate. Your stakeholder engagement strategy will be included in this (including all of your stakeholders, key messages and the channels you will use to engage your stakeholders) – please find our link for Potential engagement techniques that may be useful to you. – Strategies and initiatives: The updated STP will need to identify and implement planned strategies and initiatives that reduce the proportion of single occupant car travel to/from the site (including public and active transport) and increasing the use of public and active transport travel to the site. Some additional incentives (both long and short term) are provided here: ▪ Pre-loaded opal cards when staff and patrons first occupy the site. ○ Staff that are committed to active travel receive subsidised panniers or backpacks. ○ Wayfinding at the site for End of Trip facilities. ○ Incorporating a role for a GTP sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport. ○ Implementing a car-pooling scheme with guaranteed ride home. Online car sharing systems for staff, operating across an entire precinct to maximise access to possible rides and build community spirit. This could include discounted membership of car share clubs. – Travel Survey – TfNSW notes there is no attachment of a travel survey tailored to this site in this document and would ask for this to be provided. TfNSW recommends that the Travel Survey to staff promotes these options of the shuttle and the carpooling scheme short term, and that the survey is updated longer term to reflect changes to public and active transport. Once updated the TAG will also need to be reviewed by TfNSW. Staff travel surveys are conducted to obtain workforce data analysis (including staff and patron residential postcodes) to identify the actual staff/residents travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and students to get to and from the site; please find our online travel survey here. TfNSW recommends that the applicant submit a copy of the updated FSTP for TfNSW endorsement, prior to the issue of the Construction Certificate.	
--	--	--

Attachment 2 – SIDRA Outputs

SITE LAYOUT

▼ Site: 101 [Mamre LILO - 2026 AM (Site Folder: Scenario 3
-2026 Project Case - All Access via LILO)]

Access Logistics LILO

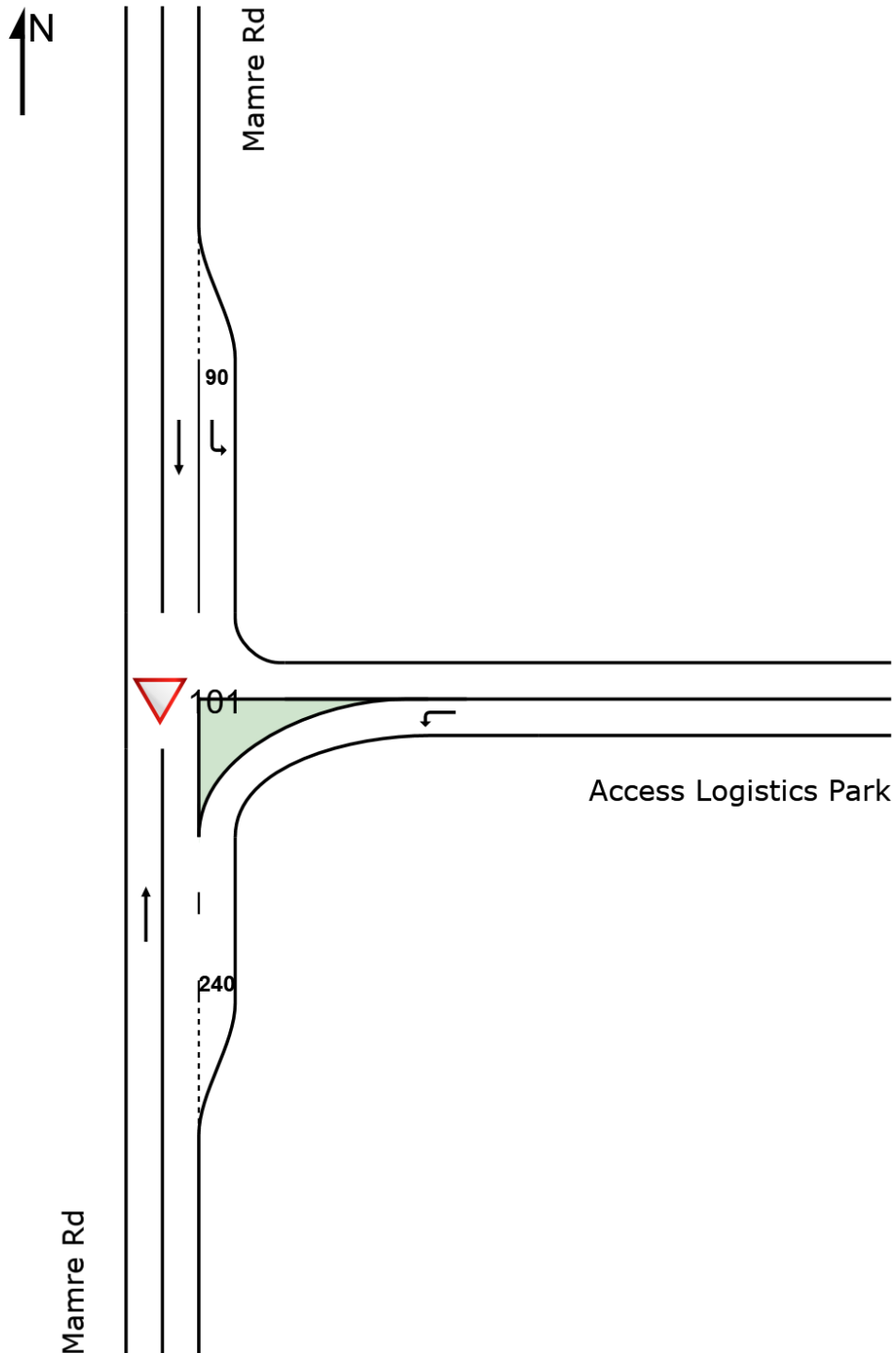
Period: AM Peak | 2026 Full Master Plan

Layout: Interim (Storage length, less merge)

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 101 [Mamre LILO - 2026 AM (Site Folder: Scenario 3
-2026 Project Case - All Access via LILO)]

Access Logistics LILO
Period: AM Peak | 2026 Full Master Plan
Layout: Interim (Storage length, less merge)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	1057	130	1113	12.3	0.616	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	79.2
Approach		1057	130	1113	12.3	0.616	0.4	NA	0.0	0.0	0.00	0.00	0.00	79.2
East: Access Logistics Park														
4	L2	67	25	71	37.3	0.048	7.0	LOS A	0.0	0.0	0.00	0.44	0.00	47.3
Approach		67	25	71	37.3	0.048	7.0	NA	0.0	0.0	0.00	0.44	0.00	47.3
North: Mamre Rd														
7	L2	136	26	143	19.1	0.088	7.3	LOS A	0.0	0.0	0.00	0.63	0.00	62.2
8	T1	755	133	795	17.6	0.454	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		891	159	938	17.8	0.454	1.3	NA	0.0	0.0	0.00	0.10	0.00	77.6
All Vehicles		2015	314	2121	15.6	0.616	1.0	NA	0.0	0.0	0.00	0.06	0.00	77.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Mamre LILO - 2026 PM (Site Folder: Scenario 3
-2026 Project Case - All Access via LILO)]

Access Logistics LILO
Period: PM Peak | 2026 Full Master Plan
Layout: Interim (Storage length, less merge)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	944	123	994	13.0	0.553	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	79.4
Approach		944	123	994	13.0	0.553	0.3	NA	0.0	0.0	0.00	0.00	0.00	79.4
East: Access Logistics Park														
4	L2	147	25	155	17.0	0.093	10.3	LOS A	0.0	0.0	0.00	0.46	0.00	47.5
Approach		147	25	155	17.0	0.093	10.3	NA	0.0	0.0	0.00	0.46	0.00	47.5
North: Mamre Rd														
7	L2	63	24	66	38.1	0.045	7.7	LOS A	0.0	0.0	0.00	0.63	0.00	61.3
8	T1	1070	134	1126	12.5	0.625	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	79.1
Approach		1133	158	1193	13.9	0.625	0.8	NA	0.0	0.0	0.00	0.03	0.00	78.4
All Vehicles		2224	306	2341	13.8	0.625	1.2	NA	0.0	0.0	0.00	0.05	0.00	76.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Mamre LILO - 2031 AM (Site Folder: Scenario 3 -2031 Project Case - All Access via LILO)]

Access Logistics LILO
Period: AM Peak | 2031 Full Master Plan
Layout: Interim (Storage length, less merge)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	1174	143	1236	12.2	0.684	0.5	LOS A	0.0	0.0	0.00	0.00	0.00	78.9
Approach		1174	143	1236	12.2	0.684	0.5	NA	0.0	0.0	0.00	0.00	0.00	78.9
East: Access Logistics Park														
4	L2	67	25	71	37.3	0.048	7.6	LOS A	0.0	0.0	0.00	0.44	0.00	47.3
Approach		67	25	71	37.3	0.048	7.6	NA	0.0	0.0	0.00	0.44	0.00	47.3
North: Mamre Rd														
7	L2	136	26	143	19.1	0.088	7.3	LOS A	0.0	0.0	0.00	0.63	0.00	62.2
8	T1	847	149	892	17.6	0.510	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	79.4
Approach		983	175	1035	17.8	0.510	1.2	NA	0.0	0.0	0.00	0.09	0.00	77.7
All Vehicles		2224	343	2341	15.4	0.684	1.1	NA	0.0	0.0	0.00	0.05	0.00	77.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Mamre LILO - 2031 PM (Site Folder: Scenario 3 -2031 Project Case - All Access via LILO)]

Access Logistics LILO
Period: PM Peak | 2031 Full Master Plan
Layout: Interim (Storage length, less merge)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	1046	136	1101	13.0	0.612	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	79.2
Approach		1046	136	1101	13.0	0.612	0.4	NA	0.0	0.0	0.00	0.00	0.00	79.2
East: Access Logistics Park														
4	L2	147	25	155	17.0	0.093	13.5	LOS A	0.0	0.0	0.00	0.46	0.00	47.5
Approach		147	25	155	17.0	0.093	13.5	NA	0.0	0.0	0.00	0.46	0.00	47.5
North: Mamre Rd														
7	L2	63	24	66	38.1	0.045	7.7	LOS A	0.0	0.0	0.00	0.63	0.00	61.3
8	T1	1199	150	1262	12.5	0.700	0.6	LOS A	0.0	0.0	0.00	0.00	0.00	78.8
Approach		1262	174	1328	13.8	0.700	0.9	NA	0.0	0.0	0.00	0.03	0.00	78.2
All Vehicles		2455	335	2584	13.6	0.700	1.4	NA	0.0	0.0	0.00	0.04	0.00	76.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Mamre LILO - 2036 AM (Site Folder: Scenario 3 -2036 Project Case - All Access via LILO)]

Access Logistics LILO
Period: AM Peak | 2036 Full Master Plan
Layout: Interim (Storage length, less merge)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	1290	155	1358	12.0	0.751	0.7	LOS A	0.0	0.0	0.00	0.00	0.00	78.5
Approach		1290	155	1358	12.0	0.751	0.7	NA	0.0	0.0	0.00	0.00	0.00	78.5
East: Access Logistics Park														
4	L2	67	25	71	37.3	0.048	8.4	LOS A	0.0	0.0	0.00	0.44	0.00	47.3
Approach		67	25	71	37.3	0.048	8.4	NA	0.0	0.0	0.00	0.44	0.00	47.3
North: Mamre Rd														
7	L2	136	26	143	19.1	0.088	7.3	LOS A	0.0	0.0	0.00	0.63	0.00	62.2
8	T1	938	165	987	17.6	0.564	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	79.3
Approach		1074	191	1131	17.8	0.564	1.2	NA	0.0	0.0	0.00	0.08	0.00	77.7
All Vehicles		2431	371	2559	15.3	0.751	1.2	NA	0.0	0.0	0.00	0.05	0.00	77.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Mamre LILO - 2036 PM (Site Folder: Scenario 3 -2036 Project Case - All Access via LILO)]

Access Logistics LILO
Period: PM Peak | 2036 Full Master Plan
Layout: Interim (Storage length, less merge)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	1148	148	1208	12.9	0.672	0.5	LOS A	0.0	0.0	0.00	0.00	0.00	78.9
Approach		1148	148	1208	12.9	0.672	0.5	NA	0.0	0.0	0.00	0.00	0.00	78.9
East: Access Logistics Park														
4	L2	147	25	155	17.0	0.093	20.6	LOS B	0.0	0.0	0.00	0.46	0.00	47.5
Approach		147	25	155	17.0	0.093	20.6	NA	0.0	0.0	0.00	0.46	0.00	47.5
North: Mamre Rd														
7	L2	63	24	66	38.1	0.045	7.7	LOS A	0.0	0.0	0.00	0.63	0.00	61.3
8	T1	1329	166	1399	12.5	0.776	0.8	LOS A	0.0	0.0	0.00	0.00	0.00	78.2
Approach		1392	190	1465	13.6	0.776	1.1	NA	0.0	0.0	0.00	0.03	0.00	77.7
All Vehicles		2687	363	2828	13.5	0.776	1.9	NA	0.0	0.0	0.00	0.04	0.00	76.6

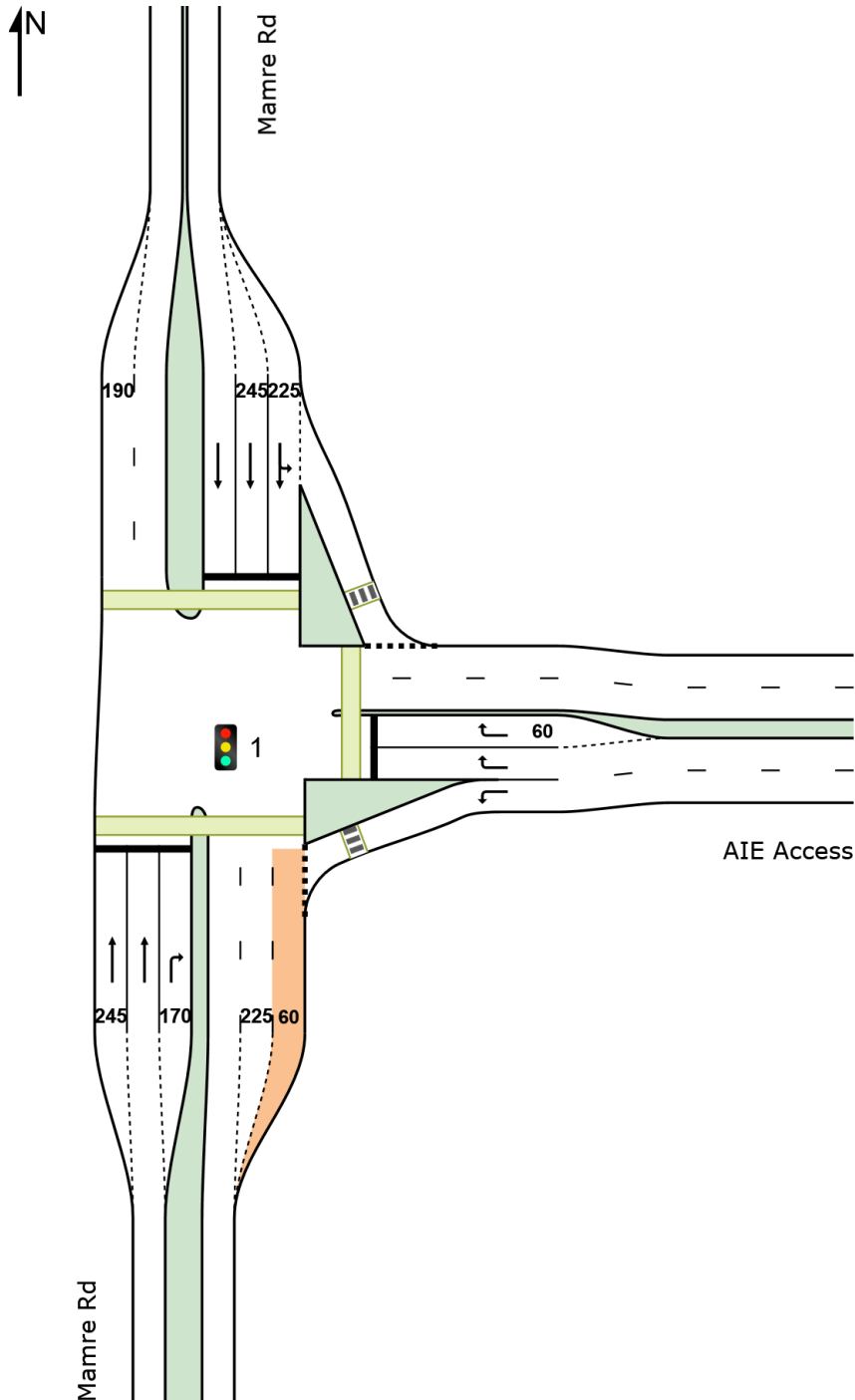
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 **Site: 1 [Mamre x AIE - 2026 AM (Access MP) (Site Folder: Scenario 2 - 2026 Project Case - All Access via Mirvac)]**

Mamre Road x Access Industrial Estate Access
Period: AM Peak | 2026 Interim Plan (Access MP)
Layout: Interim
Site Category: Proposed Interim
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 1 [Mamre x AIE - 2026 AM (Access MP) (Site Folder: Scenario 2 - 2026 Project Case - All Access via Mirvac)]**

Mamre Road x Access Industrial Estate Access

Period: AM Peak | 2026 Interim Plan (Access MP)

Layout: Interim

Site Category: Proposed Interim

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	967	106	1018	11.0	0.373	7.3	LOS A	10.4	79.7	0.39	0.35	0.39	63.0
3	R2	176	34	185	19.3	* 0.481	50.1	LOS D	9.5	77.4	0.91	0.81	0.91	26.4
Approach		1143	140	1203	12.2	0.481	13.9	LOS A	10.4	79.7	0.47	0.42	0.47	55.3
East: AIE Access														
4	L2	79	30	83	38.0	0.102	10.1	LOS A	1.1	9.8	0.29	0.58	0.29	40.6
6	R2	175	65	184	37.1	* 0.466	60.0	LOS E	5.2	47.8	0.97	0.78	0.97	21.0
Approach		254	95	267	37.4	0.466	44.5	LOS D	5.2	47.8	0.76	0.72	0.76	24.8
North: Mamre Rd														
7	L2	343	65	361	19.0	0.284	8.9	LOS A	4.1	33.8	0.26	0.65	0.26	51.7
8	T1	757	135	797	17.8	* 0.490	24.8	LOS B	16.1	129.8	0.75	0.66	0.75	47.9
Approach		1100	200	1158	18.2	0.490	19.8	LOS B	16.1	129.8	0.60	0.66	0.60	48.7
All Vehicles		2497	435	2628	17.4	0.490	19.6	LOS B	16.1	129.8	0.55	0.55	0.55	48.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m					
South: Mamre Rd												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	227.2	224.8	0.99
East: AIE Access												
P2	Full	50	53	24.1	LOS C	0.1	0.1	0.63	0.63	190.7	216.5	1.14
North: Mamre Rd												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	226.2	223.5	0.99
All Pedestrians		150	158	44.2	LOS E	0.2	0.2	0.85	0.85	214.7	221.6	1.03

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 **Site: 1 [Mamre x AIE - 2026 PM (Access MP) (Site Folder: Scenario 2 - 2026 Project Case - All Access via Mirvac)]**

Mamre Road x Access Industrial Estate Access
Period: PM Peak | 2026 Interim Plan (Access MP)
Layout: Interim
Site Category: Proposed Interim
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mamre Rd														
2	T1	841	102	885	12.1	0.346	9.0	LOS A	10.0	77.6	0.43	0.38	0.43	61.2
3	R2	94	36	99	38.3	* 0.575	63.7	LOS E	5.8	53.5	0.99	0.79	1.00	22.6
Approach		935	138	984	14.8	0.575	14.5	LOS A	10.0	77.6	0.48	0.42	0.48	55.2
East: AIE Access														
4	L2	253	43	266	17.0	0.358	16.7	LOS B	5.9	47.1	0.46	0.67	0.46	42.7
6	R2	310	54	326	17.4	* 0.559	56.0	LOS D	8.9	71.9	0.96	0.81	0.96	23.2
Approach		563	97	593	17.2	0.559	38.4	LOS C	8.9	71.9	0.74	0.74	0.74	29.2
North: Mamre Rd														
7	L2	148	56	156	37.8	0.127	8.2	LOS A	1.1	10.7	0.18	0.61	0.18	51.8
8	T1	1072	136	1128	12.7	* 0.580	22.0	LOS B	22.0	170.4	0.73	0.65	0.73	50.6
Approach		1220	192	1284	15.7	0.580	20.3	LOS B	22.0	170.4	0.66	0.65	0.66	50.7
All Vehicles		2718	427	2861	15.7	0.580	22.1	LOS B	22.0	170.4	0.62	0.59	0.62	47.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Mamre Rd												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	227.2	224.8	0.99
East: AIE Access												
P2	Full	50	53	18.7	LOS B	0.1	0.1	0.56	0.56	185.3	216.5	1.17
North: Mamre Rd												
P3	Full	50	53	53.3	LOS E	0.2	0.2	0.94	0.94	225.2	223.5	0.99
All Pedestrians		150	158	42.1	LOS E	0.2	0.2	0.82	0.82	212.6	221.6	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Attachment 3 – Ultimate Design Alignment and Swept Paths

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED



ALTIS
PROPERTY PARTNERS

PENRITH CITY COUNCIL AREA
884-928 MAIRE ROAD
KEMPS CREEK, NSW 2759

**LEFT-IN LEFT-OUT ULTIMATE TNSW DESIGN
B TRIPLE SWEEP PATH ENTRY AND EXIT**

M/J GROUP REGISTRATION No.
2021-19_SD_0001_SK_0007

ISSUE STATUS
STRATEGIC

SHEET
01

ISSUE
A



PENRITH CITY COUNCIL AREA 884-928 MAMIRE ROAD KEMPS CREEK, NSW 2759		
LEFT-IN LEFT-OUT ULTIMATE TINSW DESIGN B DOUBLE SWEEP PATH ENTRY AND EXIT		
MJ GROUP REGISTRATION No. 2021_19_SD_0001_SK 0008	SHEET 01	05/01/2021 A
ISSUE STATUS STRATEGIC		

Attachment 4 – Framework Sustainable Travel Plan



Framework Sustainable Travel Plan

884-928 Mamre Road, Kemps Creek

30/03/2022

P1509r05v5

Document Control

Project No	1509
Project	884-928 Mamre Road, Kemps Creek – Framework Sustainable Travel Plan
Client	Altis Property Partners
File Reference	P1509r05v5 FSTP_884-928 Mamre Rd, Kemps Creek

Revision History

Revision No.	Date	Details	Author	Approved by
-	28/06/2021	Draft	T. Lewis	J Laidler
Issue I	19/07/2021	Issue I	J. Laidler	J. Laidler
Issue II	13/08/2021	Issue II	M. Tangonan	
Issue III	08/02/2022	Issue III	S. Bandaranayake J. Laidler	J. Laidler
Issue IV	25/03/2021	Issue IV	J. Laidler	J. Laidler
Issue V	30/03/2022	Issue V	J. Laidler	J. Laidler

This document has been prepared for the sole use of the Client and for a specific purpose, as expressly stated in the document. Ason Group does not accept any responsibility for any use of or reliance on the contents on this report by any third party. This document has been prepared based on the Client's description of its requirements, information provided by the Client and other third parties.

Contents

1	Introduction	1
1.1	Context	1
1.2	Background	1
1.3	Goals	3
1.4	Objectives	3
2	Site Audit	4
2.1	Introduction	4
2.2	Development Site	4
2.3	Public & Active Transport Opportunities	6
2.4	On Demand Services	12
2.5	Existing Travel Patterns	13
3	Development, Scope & Implementation of the Plan	14
3.1	Introduction	14
3.2	Responsibility	14
3.3	FSTP Scope	14
3.4	Implementation	14
3.5	Consultation	15
3.6	Travel Mode Targets	15
4	Measures and Action Strategies	17
4.1	Measures	17
4.2	Strategies	17
4.3	Communications Strategy	22
5	Monitoring Strategy	23
5.1	Plan Maintenance	23
5.2	Monitoring	23

Contents Continued

Figures

Figure 1: 2056 Badgerys Creek Mode Share Targets	2
Figure 2: Site Context Plan	5
Figure 3: Master plan	6
Figure 4: Public Transport Network	7
Figure 5: BWSEA Public Transport Structure	9
Figure 6: Metro Western Sydney Airport Alignment	10
Figure 7: BWSEA Cycle Routes	12

Tables

Table 1: Master plan Yield	5
Table 2: Existing Travel Mode Summary (Journey to Work)	13
Table 3: Preliminary 2026 Mode Share Targets	16
Table 4: Proposed STP Action Strategies	18

APPENDICES

Appendix A. Travel Access Guide

Appendix B. Sample Questionnaire

1 Introduction

1.1 Context

This Framework Sustainable Travel Plan (FSTP) has been developed to support the application in relation to State Significant Development (SSD-17647189¹) for the Access Logistics Park. The SSD relates to a proposed industrial development at the 884-928 Mamre Road, Kemps Creek (the Site), which is located to the east of Mamre Road, within the Penrith Local Government Area (LGA).

The Site sits within (what has been termed) the Mamre Road Precinct (MRP), which has recently been rezoned by the Department of Planning, Industry and Environment (DPIE) for industrial land uses. The MRP provides about 850 hectares of industrial land which could accommodate up to 17,000 ongoing jobs when fully developed. The MRP Structure Plan was finalised in June 2020, followed by the release of the MRP Development Control Plan (DCP), the exhibition period for which has recently been completed.

The land which forms the MRP is largely made up of rural residential properties, as well as small scale agricultural industry businesses, at present. Consequently, the Site itself is therefore not well connected by travel modes other than the private vehicle. However, the DCP outlines a number of objectives to ensure that, as the MRP develops, an integrated public and active transport network also develops to service future development such as the subject site.

While not specifically required by the DCP, the purpose of this FSTP is therefore to complement the intent of the future DCP, by outlining the overarching requirements for a future Sustainable / Green Travel Plan package for the Estate. This FSTP will inform the future site-specific Plans, expected to be implemented as part of a Condition of Consent relating to any detailed development approval.

1.2 Background

MRP forms one of the initial precincts of the broader Western Sydney Aerotropolis. However, as the land has already been rezoned and incorporated into the controls of the WSEA SEPP, it is not covered by the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 or the background policy which establishes the strategic direction for the Aerotropolis.

Nevertheless, the background studies provide some context with regards to travel demand management, specifically the following report:

- AECOM *Western Sydney Aerotropolis Transport Planning and Modelling Stage 2 Report*, October 2020 (AECOM Report).

The AECOM Report is one of the technical reports supporting the delivery of the Aerotropolis Precinct Plan (March 2022). One of the key “enablers” detailed in the AECOM Report includes *the implementation of transport policies and strategies which foster a mode shift to sustainable transport*: and recommends the inclusion of Travel Plans for new development applications within the future Aerotropolis Development Control Plan.

¹ <https://www.planningportal.nsw.gov.au/major-projects/project/41731>

As detailed in the AECOM report Travel Plans should include the following:

- Baseline travel data on the existing modal share.
- Targets.
- Action plan to achieve targets.
- Commitment to on-going review of the Travel Plan.
- Monitoring and review strategy.

Of particular relevance to this FSTP, are the mode share targets set by the AECOM Report for each of the Aerotropolis precincts, the most comparable precinct to the MRP being the Badgerys Creek and Agribusiness Precincts. Of the 5 Aerotropolis Precincts covered, Badgerys Creek and Agribusiness have the lowest sustainable mode share targets (by 2056) of 20% and 18% respectively (the Badgerys Creek Precinct is shown by **Figure 1**).

This reflects the planned land uses, which are anticipated to support warehousing and logistic uses, as noted by the AECOM Report. Notably, the Agribusiness precinct will not be served by rail, but a number of bus services are planned. These targets are long-term target, with an internet to be ambitious but achievable based on the policy framework, actions, initiatives, infrastructure, and services defined through the precinct planning process. On this basis, the targets of the Badgerys Creek Precinct have informed the targets for this FSTP.

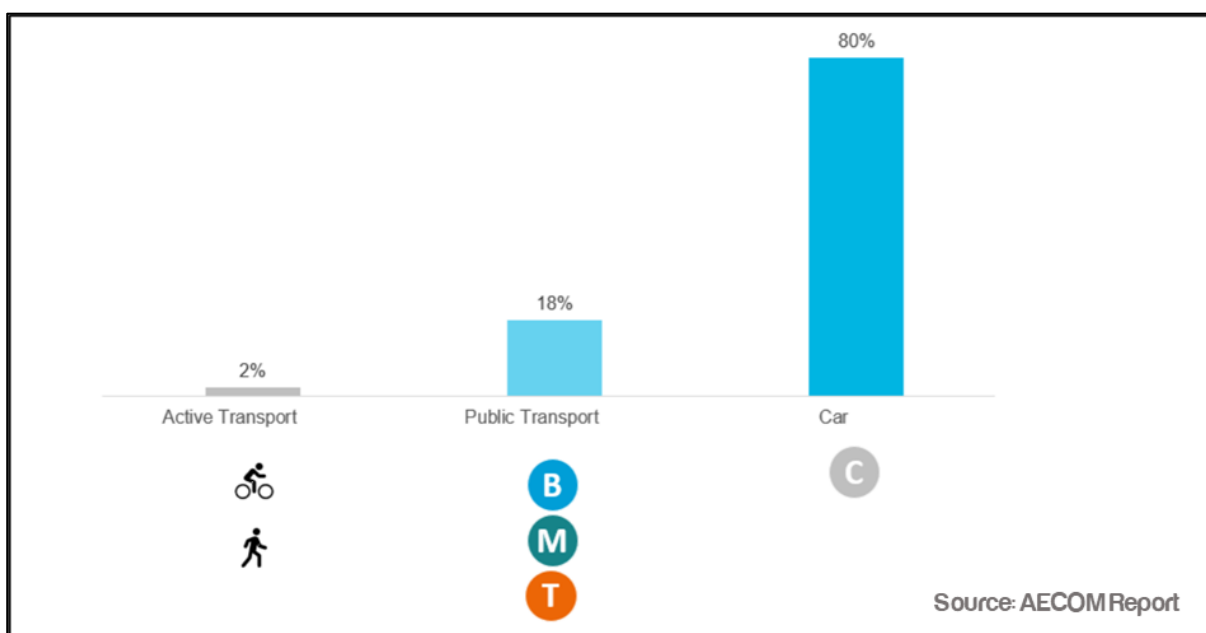


Figure 1: 2056 Badgerys Creek Mode Share Targets

1.3 Goals

This FSTP is to be considered a “live” document and subject to ongoing review. As such, the focus should be on short-term measures, with those measures evolving over time to ensure they are realistic and remain ambitious.

Therefore, this FSTP has specifically been prepared to achieve the following key goals:

1. Identify objectives and modes share targets (i.e., site and land use specific, measurable, and achievable and timeframes for implementation) to define the direction and purpose of the future site-specific Plans;
2. Suggest specific tools and actions to help achieve the objectives and mode share targets;
3. Suggest measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future site-specific Plans;
4. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future STP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

Underpinning this FSTP comprises a package of measures which could be adopted and designed to address the specific travel needs of the Site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the Site.

The primary objectives of the FSTP will be to:

- Reduce the environmental footprint of the Estate.
- Set future staff travel mode share targets.
- Improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site (including the reduction of the proportion of single-occupant car travel by staff to and from the site).
- Increase the mode share of public transport and active transport by promoting the use of ‘active transport’ modes, such as walking and cycling, particularly for short-medium distance journeys.
- Reduce reliance on the use of private vehicles for all journeys.
- Encourage a healthier, happier, and more active & public transport use culture.

2 Site Audit

2.1 Introduction

An audit of the Site is required to determine the existing facilities in the area and review existing transport choices. This section will need to be updated prior to implementation of any site-specific Plan, and at appropriate times as the MRP developed, during period of review. The audit should consider the following:

- Site conditions, once the Estate is complete;
- Public transport services in the area, including proximity to the Site, frequency of services and accessibility;
- Bicycle and pedestrian facilities, including accessibility, connectivity, and safety; and
- Mode-split data for the Site and local area.

2.2 Development Site

2.2.1 Location & Description

The Site is located within Kemps Creek, forming part of the Penrith City Council LGA. It is neighboured by several significant industrial developments as part of the Greater Western Sydney Employment Area. The broader precinct will include the following Lot numbers:

- 884-902 Mamre Road, Kemps Creek (Lot 53 DP 259135 – this Lot includes the Site)
- 904-928 Mamre Road, Kemps Creek (Lot 52 DP 259135).

A Site context plan is presented in **Figure 2** which provides an appreciation of the Site and the existing road network condition. The Site is bounded by Mamre Road to the west and predominantly rural properties to the east, north and west.

In line with the WSEA SEPP, the Site is classified within an IN1 General Industrial zone. Currently, the Site is used for rural purposes, with few structures and low traffic generation.

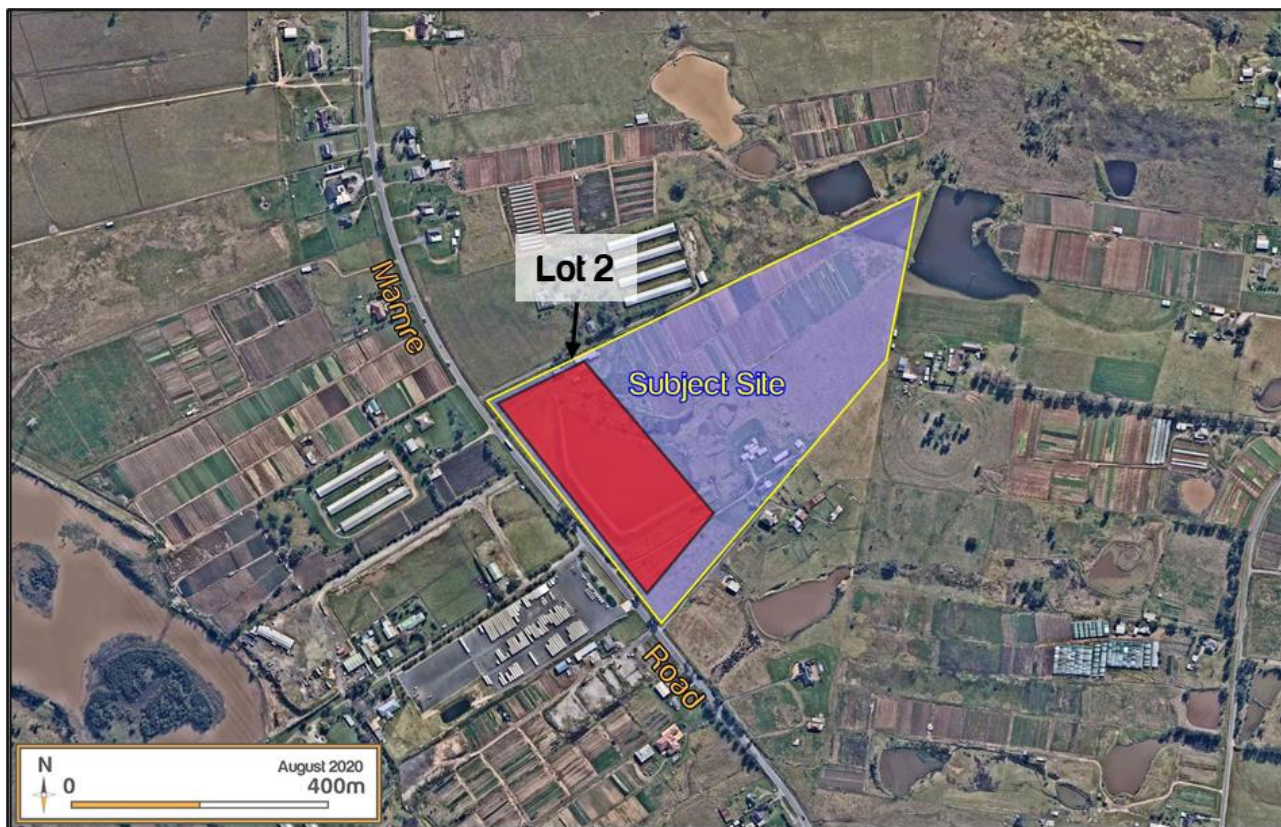


Figure 2: Site Context Plan

2.2.2 Proposed Development

This SSDA Master Plan relates to development of a proposed industrial estate located in the Mamre Road Precinct. The below table summarises the key aspects of the master plan.

TABLE 1: MASTER PLAN YIELD	
Element	Yield
Site Area	202,470 m ²
Total Developable Area	161,410 m ²
Indicative Total Building Area (GFA)	87,790m ²
Lots	16 lots ¹

Notes) 1. Nominally 13 discrete Lots; however, Lot 1 and Lot 3 refers to the western portion of the master plan reserved water and biological retention basins and ancillary supporting infrastructure. Lot 4 is not part of the plan. As such, there are 13 lots earmarked for future development.

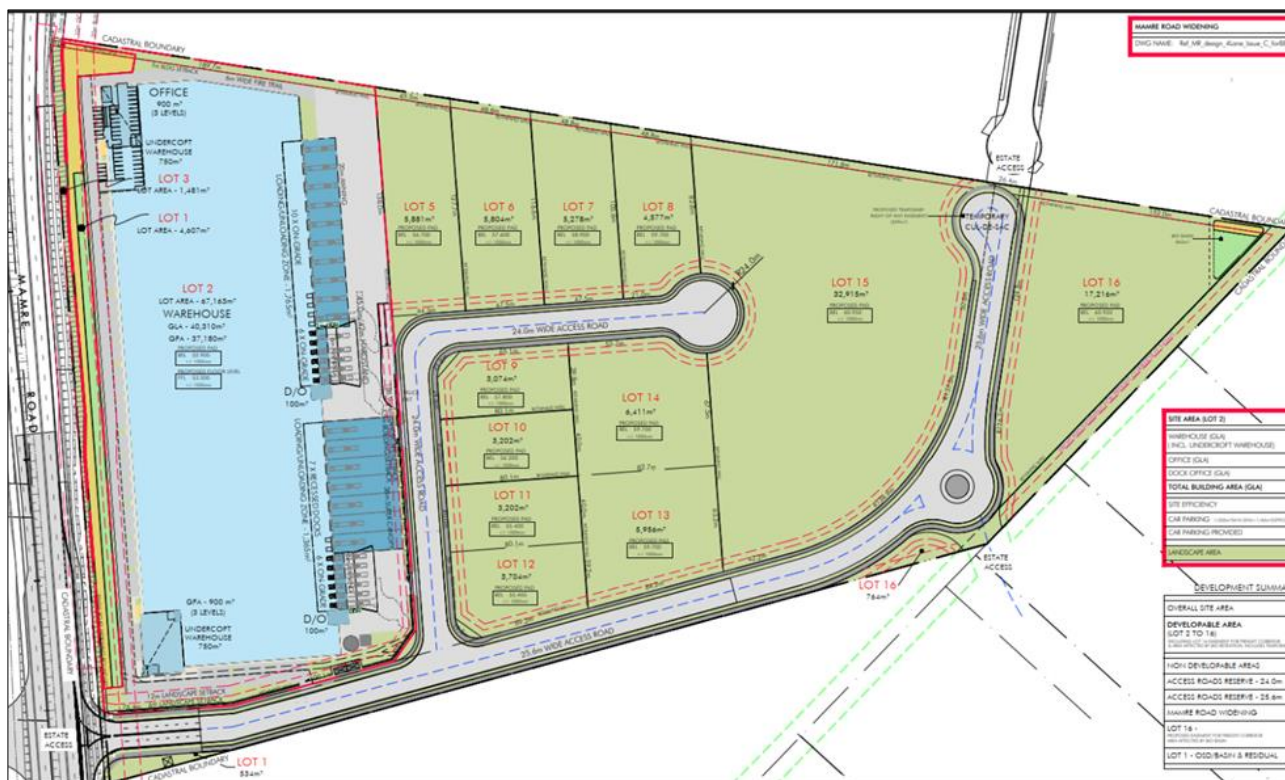


Figure 3: Master plan

It is proposed that a detailed parking management strategy shall be prepared during each lot's DA phase. This strategy aims to prioritise parking for staff and patrons on an as-needs basis, while actively encouraging staff and patrons to utilise sustainable transport options that is expected to be available to and from the site. This will include how car parking onsite will be limited and managed at the site.

2.3 Public & Active Transport Opportunities

2.3.1 Introduction

The Site is limited with the current public transport service offering, as shown in **Figure 4**. Therefore, for this Site Audit, the public & active transport opportunities have been identified, noting that there are a number of projects and plans which relate to the strategic development of the MRP and more broadly the Western Sydney Employment Area (WSEA) and Broader Western Sydney Employment Area (BWSEA).

One such project is the Mamre Road Upgrade Project, which will see Mamre Road upgraded between the M4 Motorway and Kerrs Road (south of the Site, and north of Elizabeth Drive). The upgrade specifically provides for new bus stops along its entire route, with bus jump lanes at intersections also included in the strategic design.

This section will need to be updated prior to the finalisation of any future STP, and accordingly as part of the review process, as the wider area develops.

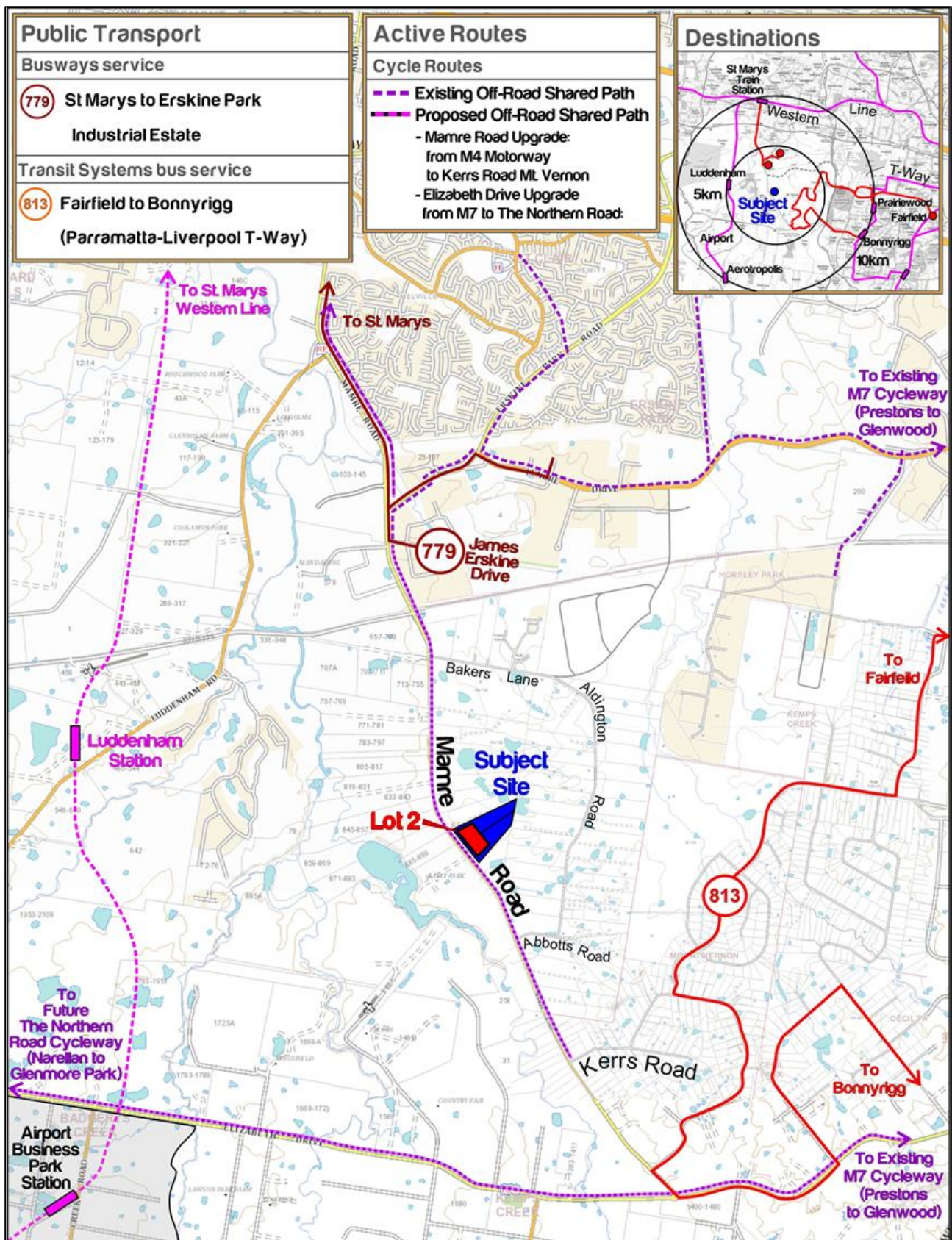


Figure 4: Public Transport Network

2.3.2 Bus Services

The planning of bus services in Sydney is governed by the NSW Service Planning Guidelines, which aim to establish Strategic Transport Corridors and a hierarchy of bus route types that:

- Link to regional centres (such as Penrith and Mt Druitt);
- Pass through patronage generators such as district centres, TAFE colleges, hospitals, and universities;
- Connect with other transport modes (trains, ferries, and other buses);
- Are multifunctional (serving journeys to work, education, shopping, and recreation);
- Are direct and frequent; and
- Meet the network planning principles.

It is also the case that the establishment of public transport services as early as possible in the development stages of the MR Precinct is important to achieve a culture of public transport use from the outset. To make public transport a viable choice in the study area, the services will ideally:

- Integrate with existing bus services in the area;
- Connect to regional centres of Penrith, Mt Druitt, and Blacktown; and
- In the long term, connect to areas such as Leppington in the South West Growth Centre, Prairiewood and the Liverpool to Parramatta T-Way.

The internal MRP road network is finalised as part of the DCP. It is clear from the intent of the objectives contained within the DCP that a connected bus network will be provided. As per the DCP, as all internal roads will accommodate heavy vehicles, they would also be capable of accommodating bus services (although no allowance has been provided at this time). Therefore, there are significant opportunities to provide sub-regional services along Mamre Road and Aldington Road, as well as services within the internal MRP road network to maximise the number of sites that lie within 400m of a viable bus service.

Noting that TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400m (approximately 5 minutes' walk) of a bus stop, access to bus services will be a key factor in influencing travel behaviour.

Key bus routes identified in the BWSEA Structure Plan are shown in **Figure 5**. It is acknowledged that these routes will require updates following finalisation of the MRP and network planning for the Aerotropolis Precincts more broadly.

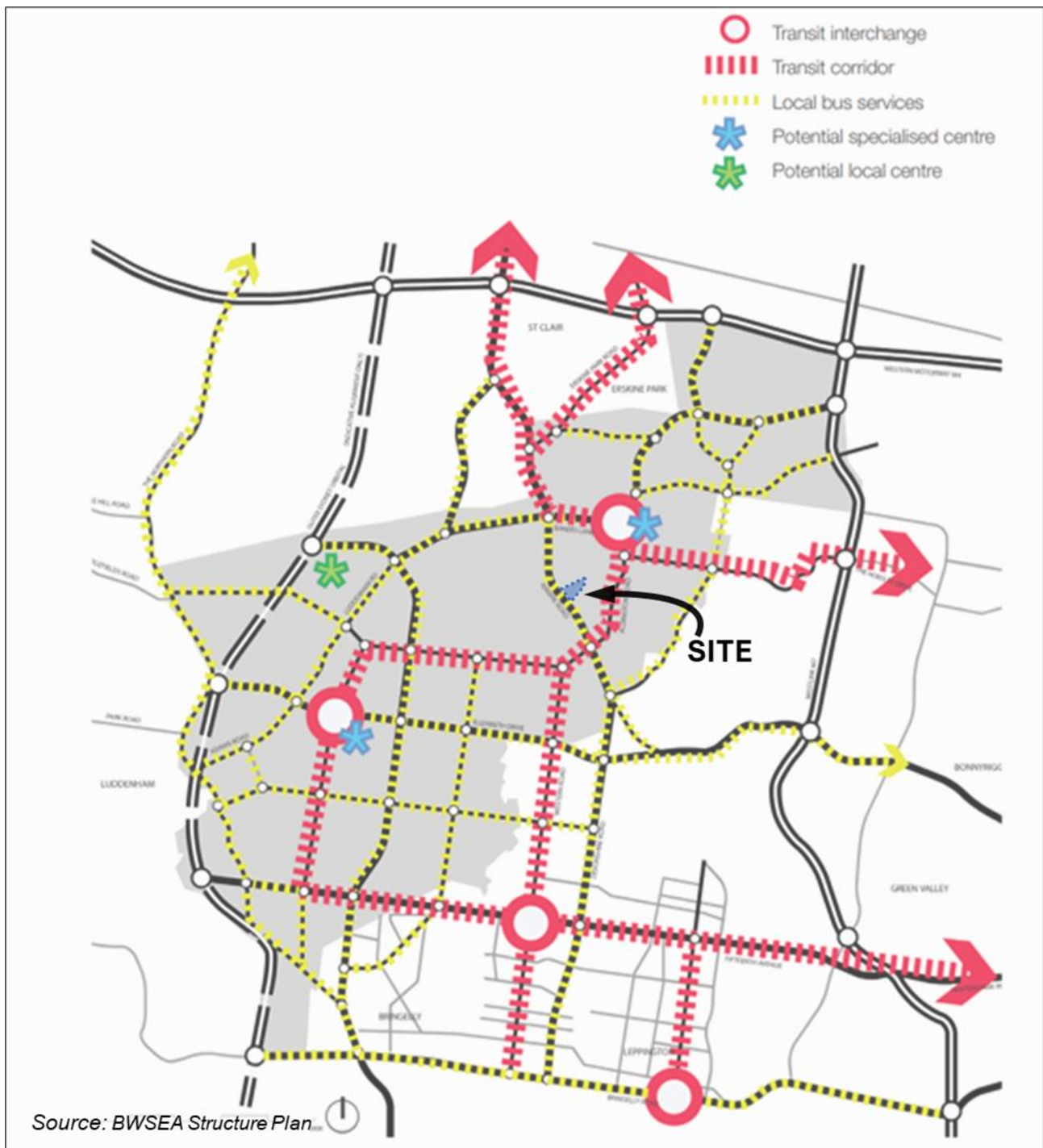


Figure 5: BWSEA Public Transport Structure

2.3.3 Train Services – Metro Western Sydney Airport

The closest train station to the Site is currently some 10 kilometres away. However, the Metro Western Sydney Airport will provide 23 kilometres of new railway to link residential areas with jobs hubs and the rest of Sydney's public transport network.

The alignment of the Metro is shown by **Figure 6**. While the closest station to the Site will likely be Luddenham Station, located approximately 4km west of the Site, it will undoubtedly improve public transport

accessibility to the wider area. This provides an opportunity for bus services to combine with the Metro to improve connectivity to/from the residential areas to the north of the Site.

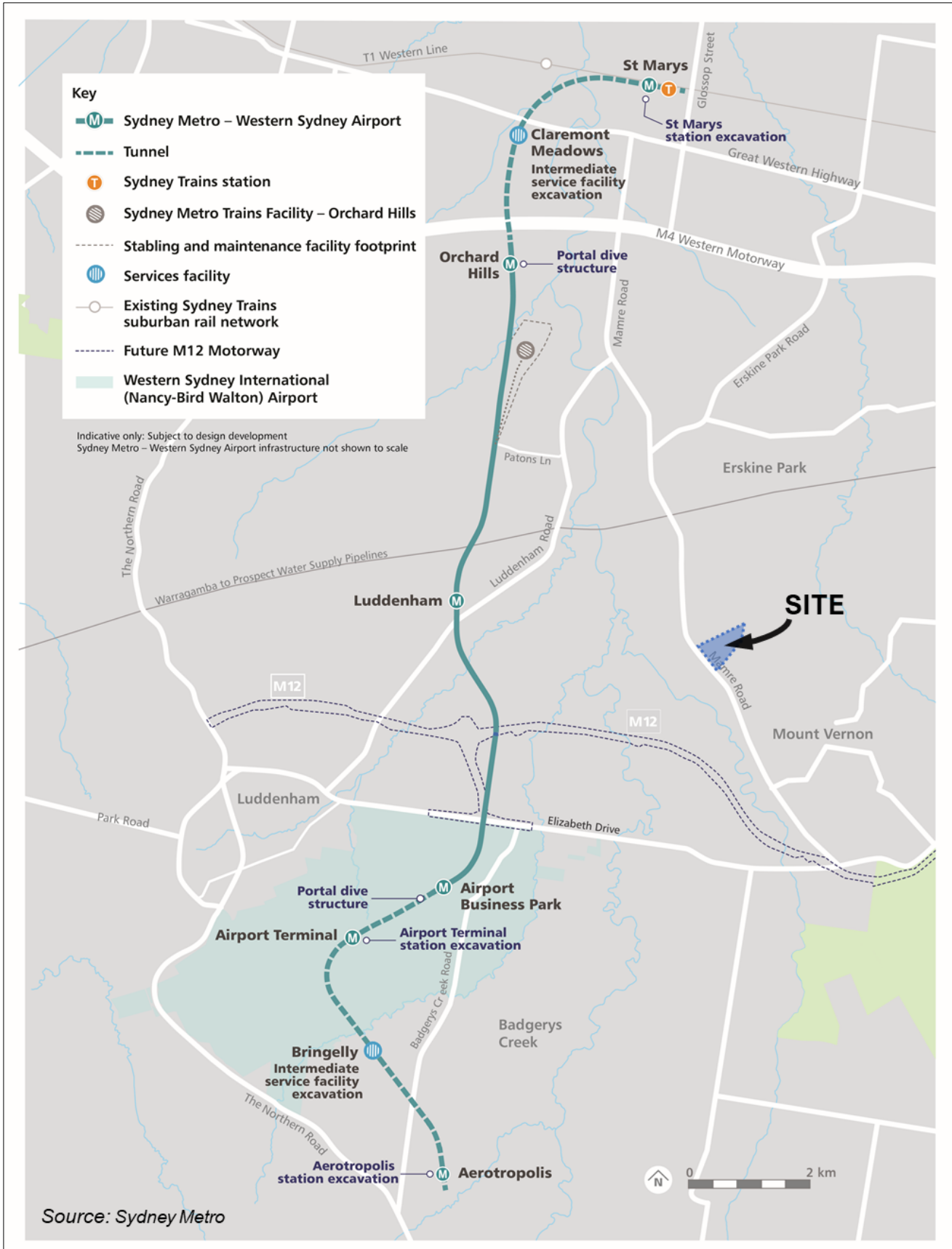


Figure 6: Metro Western Sydney Airport Alignment

2.3.4 Bicycle Network

At present, shared paths (pedestrian and cycle) are provided along Erskine Park Road and sections of Mamre Road to the north of the Site, but there is little cycling (or pedestrian) infrastructure around the Site itself.

The BWSEA Structure Plan provides a detailed outline of future active transport objectives and strategies, acknowledging that the provision of such will be essential to encourage the use of active transport from the outset. In this regard, the BWSEA provides the following key objectives:

-
- ⇒ *Provide quality pedestrian and cycling environments around transit corridors and facilities.*
 - ⇒ *Understand the key walking and cycling needs in the region and the need for the separation of pedestrians and cyclists from motor vehicle traffic.*
 - ⇒ *Recognise that all trips involve walking at either the beginning or end of the journey, resulting in the need for connections between parking and public transport areas and destinations.*
 - ⇒ *Recognise that walking and cycling paths can form key routes between destinations.*
 - ⇒ *Understand that walking and cycling trips perform a variety of functions, not only travel from an origin to a destination, but such trips are also undertaken for recreation and/or health benefits, which can be influenced by the amenity of the route.*
-

Key active transport routes identified in the BWSEA Structure Plan are shown in **Figure 7**, noting again that the Mamre Road Upgrade project will provide shared paths along at least one side of the road for its entire length, once complete.

2.3.5 Pedestrian Connectivity

Due to the current largely undeveloped nature of the land immediately surrounding the Site, pedestrian infrastructure is currently non-existent. Key pedestrian desire lines in the vicinity of the Site would be triggered by connections to future public transport infrastructure, noting the nature of the area being largely industrial and therefore not representing key destinations and attractions for people to walk to.

In this regard, it is noted that the upgraded Mamre Road will include shared cycle and pedestrian pathways along its length. Further, the DCP requires internal roads to provide a footpath of 1.5m on one side (minimum) and shared path of 2.5m (minimum) on the opposing side of the road. It also requires roads to be provided with shared cycle and footpaths.

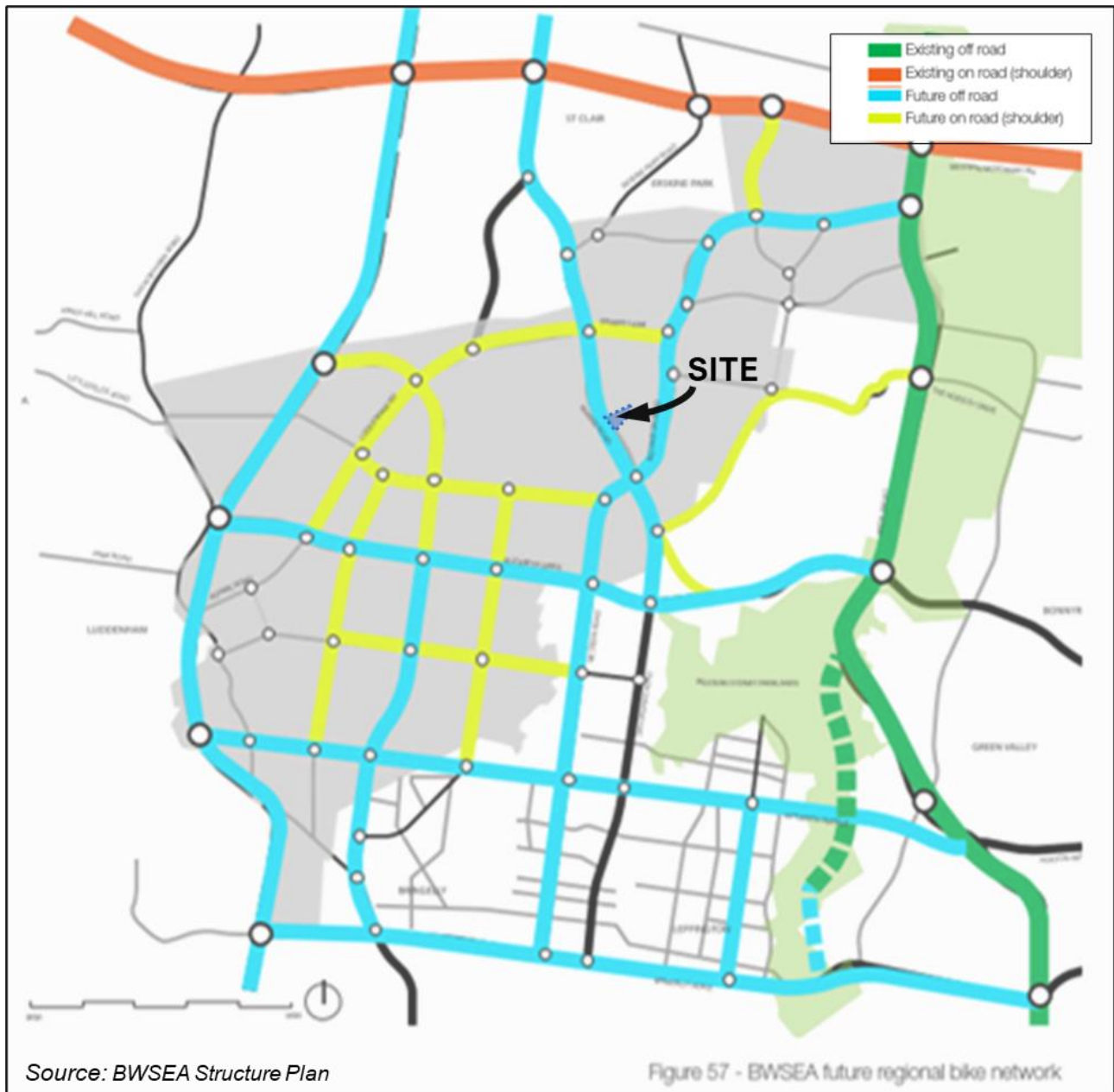


Figure 7: BWSEA Cycle Routes

2.4 On Demand Services

2.4.1 Car Share

Car sharing has emerged as a cost effective, flexible alternative to private vehicle ownership. Provision of car share in the area could facilitate intermittent work trips that may need to be made by car such that staff can commute by other modes.

As a future industrial area, it is not anticipated that car shares such as GoGet would be particularly successful, particularly in the early stages of development. Nonetheless, given the benefits to reducing the need for a private vehicle, it will be worth considering its appropriateness as the area develops.

Prior to the commencement of car share providers such as GoGet, it is proposed to consider schemes such as provision of car share priority parking spaces, to actively encourage car sharing amongst staff.

2.5 Existing Travel Patterns

2.5.1 Journey to Work Data Analysis

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2016 Census and specifically aggregated Destination Zones (DZ) has been referenced to understand the baseline travel characteristics of the Site. This data informs the initial targets and should be refined and updated as part of the monitoring process.

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding Destination Zone 115184210, within the Horsley Park – Kemps Creek statistical area.

The travel modes are presented in **Table 2**.

TABLE 2: EXISTING TRAVEL MODE SUMMARY (JOURNEY TO WORK)

Travel Mode	Mode Share of Employees
Car as driver	92%
Train	0%
Bus	2%
Walked only	1%
Car as passenger	3%
Motorbike/Scooter	0%
Bicycle	0%
Taxi	1%
Other Modes	1%

With reference to Table 2, it is evident that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in the area. The data indicates that 95% travel to work by car with 92% as the driver and 3% as passenger i.e., car-pooling.

3 Development, Scope & Implementation of the Plan

3.1 Introduction

This section sets out in broad terms how the FSTP will be developed into site-specific STPs and the scope of the FSTP.

3.2 Responsibility

The responsibility for the future Travel Plans will lie with site management and should form part of organisational policies. Future STPs should include a statement on company policy in relation to travel and should be endorsed by senior management.

The FSTP will need to be appropriately funded and otherwise resourced, by the proponent or body corporate, for a period of at least 5 years. This will include ongoing travel demand initiatives that will require resourcing. And recognise that any travel demand management interventions will need to be significant in scale to be effective. This will be covered in the site specific GTP's within the DA phase.

3.3 FSTP Scope

The future STP address the following types of travel generated by the development:

- Commuter journeys by staff;
- Visitor journeys;
- Business travel; and
- Site related deliveries from contractors etc.

The future STPs are expected to have most effect on commuter journeys by staff. While the operator will aim to encourage sustainable travel by visitors, ultimately staff travel is easier to influence.

The aim is to develop practical measures that are effective in reducing car use for all journeys to the Site.

3.4 Implementation

A Travel Plan Coordinator (TPC) should be appointed to act as the primary point of contact for enquiries relating to the progress of the future Plans. It is recommended that a consistent TPC be appointed for the Estate so as to achieve a coordinated approach across the Site. However, as the individual sites will be responsible for implementing their own STPs, this will be at the discretion of site management. The TPC will manage all aspects of the STP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future STP from site tenants and will work in partnership with all stakeholders to deliver the strategies and actions.

The TPC should be appointed before the Site becomes occupied, or within 1 month of the site becoming occupied. Contact details for the TPC should be provided in the implemented Plan. The main duties of the TPC are envisaged to be:

- Overseeing final development and implementation of the STP.
- Internal liaison to promote awareness of the STP amongst businesses and staff within the Estate.
- Liaison with outside bodies, such as Penrith City Council (Council) and local bus operators, as required regarding the operation of the STP.
- Providing updated travel information to staff and visitors, as necessary.
- Monitoring, review and (if necessary) updates to the STP.

3.5 Consultation

It is essential that any parties that may play a part in the future of STP's and their actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising their overall efficacy. For this reason, a coordinated approach to STPs across the Estate should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department and Traffic Committee
- Local Bus Operators
- Transport for New South Wales

Other organisations may be added to this list as the Plans evolve.

3.6 Travel Mode Targets

3.6.1 Introduction

Based on the existing travel mode splits identified in Section 2.5, the Site and the surrounding areas are considered to have a low dependency on public and active transport. This is reflective of the current nature of the area, which accommodates rural residential properties and agricultural businesses.

However, noting the future land use of the Site as industrial in nature, it is expected that the JTW data accurately reflects the current trends for travel to places of work at industrial sites. The RMS Guide to Traffic Generating Developments – Updated Traffic Surveys itself provides details in relation to the principal mode of travel used by staff at the Erskine Park and Eastern Creek warehouses surveyed by TfNSW. These surveys indicate that 90% of all workers would travel via private vehicles with 8% travelling as passengers.

This section therefore sets out the targets for the reduction in car journeys associated with the Site, with consideration to the future land use in the area. Targets are the means of measuring the achievement of the objectives. They need to be clear, directly linked to the objectives, monitored and reviewed.

Questionnaire surveys will be conducted in the future that will form the updated travel mode baseline to further develop site-specific targets. The first surveys will be undertaken shortly after occupation. These

surveys will be repeated at a suitable time to assess the effectiveness of the implemented Travel Plan; the targets are to be reviewed to align with the most up-to-date information.

The implemented STPs are to be in place for the lifetime of the development. The initial timeframe in which targets need to be monitored and reviewed will be reviewed every 1-2 years, for a minimum of 5 years.

3.6.2 Mode Share Targets

It is essential that Mode Share targets be achievable with consideration for the public transport, walking and cycling opportunities available within proximity to the Site. Targets should also be factoring in what future transport options could reasonably be used to access the Site, and also the nature of the development itself.

As per Section 1.2, the AECOM Report provides a mode share target for public & active transport of 20% and by car of 80% by 2056 for the nearby Badgerys Creek Precinct. Sites within the MRP should reflect a similar target. While at least maintaining the existing carpooling mode share of 3% (Table 2), this represents a decrease in travel by car (as a driver) by 15% by 2056.

Further, it should be recognised that during the earlier stages in development of the MRP, it would be anticipated that change in travel behaviour will be slower than in other areas, while the public and active transport networks are still being integrated.

The targets should therefore be revisited and updated after the opening of the relevant development as part of the monitoring process. Preliminary consultation with TfNSW resulted in the recommendation of the proposed mode share for both long term and short term just after occupation. These targets are outlined in **Table 3** and **Table 4**

TABLE 3: SHORT TERM MODE SHARE TARGETS

Travel Mode	TfNSW Proposed Targets
Car one person	75%
Car pooling	10%
Shuttle bus	20%

TABLE 4: PRELIMINARY 2026 MODE SHARE TARGETS

Travel Mode	Mode Share of Employees	TfNSW Proposed Targets	Relative Change
Car as driver	92%	75%	-17%
Train	0%	0%	-
Bus	2%	5%	+3%
Walked only	1%	0%	-1%
Car as passenger	3%	10%	+7%
Motorbike/Scooter	0%	0%	-
Bicycle	0%	5%	+5%
Taxi	1%	5%	+4%-
Other Modes	1%	0%	-1%

4 Measures and Action Strategies

4.1 Measures

The below is a range of measures which could achieve the objectives of this FSTP. It is critical to note that these are suggested measures and are not necessarily likely to be applicable in the early stages of development in the MRP.

This section needs to be reviewed and confirmed prior to implementation of any future Plan.

- An introduction to the GTP for all staff, setting out its purpose and objectives.
- Provision of public transport travel information for staff, customers, and visitors.
- Encouragement of car sharing, both amongst staff on site and in the wider context.
- Provision of car share spaces (future potential measure) and / or provision of a business “pool car” while public car share operators are limited in the area.
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the Site.

4.2 Strategies

Six main strategies are identified, and the actions required for each are detailed in Table 3. The table details specific actions that could be implemented as part of a future site-specific STP (subject to tenant requirements) and the party responsible for implementing each action.

These actions must be reviewed at regular intervals to ensure that the mode split targets are being met. By that principle, this document is classed as a living document and subject to regular review. It is important to note, that the actions should not be taken as mandatory but rather potential options that should be investigated and implemented by future inhabitants of the development.

TfNSW recommends that any detailed implementation strategies should be developed and note;

- all the tasks for completion,
- how they will be completed and completion date, and
- include an implementation checklist to achieve the proposed initiatives.

TABLE 5: PROPOSED STP ACTION STRATEGIES

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management				
1.1 Green / Sustainable Travel Plans	- Develop a STP to provide information for Travel Access Guide (TAG) (See Appendix A) - Management of STPs. - Promotion of STPs.	Building Manager to be responsible for overall implementation of final STP and providing annual reporting on STP outcomes to Council. Tenant to develop Company specific travel plan based on Final STP prior to the commencement of a new lease/sale of property. Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council	Upon completion of the development and ongoing annual STP events	Tenant / Business Owner
1.2 Travel Information Points	- Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. - Promotion of STPs - Provision of travel and transport information options	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / Visitors as part of an Employer specific STP to be developed and forwarded to Council prior to building occupation.	Tenant / Business Owner
1.4 Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage teleconferencing rather than travelling to meetings.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
2 Promoting Public Transport				
2.1 Opal Card Loan Schemes / Subsidising schemes for public transport travel through pre-paid credit cards	Company may consider subsidising staff public transport travel. Alternatively, staff can pay for their own Opal Cards / pre-paid travel card through their salary, spreading the cost over the year to make it more affordable.	Tenant / Business Owner / TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
2.2 Maximise Bus Service Frequency	- Meet or exceed Transport NSW bus planning guidelines. - Decrease headway where possible, especially during peak periods. - Report back to Transport for NSW on perception of bus service adequacy	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of STP and report on relevant findings	TfNSW
2.3 Provide bus stops with shelter facilities	Ensuring provision of bus stops suitable for waiting areas for commuters – Developer to recommend improvements to the proposed / implemented bus stops along Aldington Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW
2.4 Public Transport for work travel	The company and the TPC can promote public transport as one of the main preferences for work travel. This should be supported by all users and visitors to development having access to Opal Cards.	TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
2.5 Lobby for Precinct wide shuttle service	Shuttle service initiative that would transport staff to / from the MRP to the Railway Station.	TPC to lobby Estate Manager / Owner	Ongoing in the workplace. Updates can be made to organisation as appropriate	Estate Owner / Manager
3 Promoting Carpooling				
3.1 Open Car Sharing	Where anyone in a defined geographical area can join a ride sharing scheme. This involves no input from the employer and should be on the onus of staff to schedule.	Staff	Ongoing in the workplace	Fuel costs can be arranged and split equitably by those involved
3.2 Closed Car Sharing	The company / department sets up an in-house car-matching scheme	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
3.3 Third-party Car Sharing Program	Companies such as Liftshare are an online service that facilitates journey sharing between individual users, as well as providing separate services for businesses, organisations, and events.	Staff – encouraged by TPC	Ongoing in the workplace	Staff
3.4 Carpool week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner
4 Promoting Cycling				
4.1 Create a Bicycle Users Group (BUG)	BUGs are local groups of like-minded bike riders who get together generally for social riding in their area. For the purposes of the workplace, this can be adapted as a way of creating a social and healthy aspect of travelling to work. As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner
4.2 Providing & Maintaining End of Trip Facilities	Providing facilities such as showers, change rooms, lockers. For the initial stages of development, it is recommended to provide facilities compliant with the relevant controls, and as the Site develops further, they should be reviewed as part of the STP monitoring process to meet any increase in demand.	Developer / Estate &/or warehouse Owner / Manager	To be provided at sports complex completion	Developer / Estate &/or warehouse Owner / Manager
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	TPC	To be promoted annually	Developer / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	TPC	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5 Promoting Walking				
5.1 Providing End of Journey Facilities	Provision of sufficient end of trip facilities such as showers, change rooms, lockers etc	Developer	To be provided at completion of development	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
	to maximise pedestrian activity throughout the site and the wider precinct.			
5.2 Walking routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Tenant / Business Owner	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5.3 Promote walking initiatives	Promotion of walking initiatives: walk to game / training day, pedometers / step challenge / gamification of walking / reward programs based on steps to elevate pedestrian activity throughout site and to / from public transport points.	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
7 Influencing Travel Behaviour				
7.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the STP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner

4.3 Communications Strategy

4.3.1 Welcome Packs

New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes a STP Pamphlet and other information in relation to sustainable transport choices. This pack shall include copy of the STP, and a Travel Access guide (TAG) as provided in **Appendix A**, as well as general information regarding the health and social benefits of active transport and advice on where to seek further information. It is recommended that an electric copy of the welcome pack be created and made available to staff.

4.3.2 Accurate Transport Information

In addition to these 'welcome packs', a copy of the TAG (Appendix A) shall be clearly displayed in communal areas of the site including (but not limited to):

- Staff lunchroom
- Lift lobby area and entrances to buildings
- Any marketing material associated with the Site, such as websites and newsletters.

5 Monitoring Strategy

5.1 Plan Maintenance

This Plan shall be subject to ongoing reviews and will be updated accordingly. Regular reviews will be undertaken by the TPC. As a minimum, a review of the STP would occur every 1-2 years.

The key considerations when reviewing or monitoring the STP are as follows:

- Update baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes etc.
 - Track progress against target travel mode targets.
 - Identify any shortfalls and develop an updated action plan to address issues.
 - Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

5.2 Monitoring

So as to record the overall success, as well as the effectiveness of the individual measures, monitoring and review of the STP is to be conducted at regular intervals. The TPC will act as the primary point of contact for all enquiries relating to the STP's progress.

The STP will be monitored around every 1-2 years, with the first survey being carried out shortly after first occupation of the Development. Travel mode surveys would determine the proportion of persons travelling to/from the Site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable. A sample of a typical travel mode questionnaire form is included in Appendix B.

If targets are not met at the end of the initial period of monitoring, the STP will be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

Appendix A. Travel Access Guide

Appendix B. Sample Questionnaire

Instructions for Surveyor(s)

1. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.
2. This survey should be completed SEPARATELY for EACH TRIP undertaken

Travel Mode Questionnaire Survey Form

Date:

Approximate Time:

Q1. Are you one of the following?

- | | |
|--|--|
| ☐ Warehouse staff | ☐ Casual contractor |
| ☐ Office staff | ☐ Company driver / sub-contractor |
| ☐ Courier / office delivery | ☐ Other (Please specify) |

Q2. How did you travel to / from the site today?

- | | |
|---------------------------------------|---|
| ☐ Walked only. | ☐ Car share vehicle |
| ☐ Bicycle only | ☐ Motorcycle / scooter |
| ☐ Train | ☐ Car (as passenger) |
| ☐ Bus | ☐ Car (as driver) |
| ☐ Taxi | ☐ Other (Please specify) |

Q3. If you drove to the site, where did you park?

- ☐ Not applicable – did not drive.
- ☐ On-site car park
- ☐ On-site within truck hardstand
- ☐ Other (Please specify)

[Blank Page]