



Green Travel Plan

Proposed Lot 10 – Kemps Creek Warehouse, Logistics and Industrial Facilities Hub
(SSD-25725029)

22/02/2022

Ref: 1732r02v03 GTP_Proposed Lot 10_Kemps Creek

Document Control

Project No	1732
Project	Proposed Lot 10 - Kemps Creek Warehouse, Logistics and Industrial Facilities Hub – Green Travel Plan (SSD-25725029)
Client	Altis Frasers JV Pty Ltd
File Reference	1732r02v03 GTP_Proposed Lot 10_Kemps Creek.docx

Revision History

Revision No.	Date	Details	Author	Approved by
-	17/09/2021	Draft	A. Ji O. Hashmi	A. Rasouli
1	28/09/2021	Final	A. Ji O. Hashmi	A. Rasouli
2	06/10/2021	Final	A. Ji O. Hashmi	A. Rasouli
3	22/02/2022	Final	O. Hashmi	

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	9
2.4	On Demand Services	18
2.5	Existing Travel Patterns	19
3	Development, Scope & Implementation of the Plan	20
3.1	Introduction	20
3.2	Responsibility	20
3.3	Future GTP Scope	20
3.4	Implementation	20
3.5	Consultation	21
3.6	Travel Mode Targets	21
4	Measures and Action Strategies	23
4.1	Measures	23
4.2	Strategies	23
4.3	Communications Strategy	31
5	Monitoring Strategy	32
5.1	Plan Maintenance	32
5.2	Monitoring	32
6	Summary and Conclusion	33
6.1	Key Findings	33
6.2	Conclusion	33

Contents Continued

Figures

Figure 1: 2056 Badgerys Creek Mode Share Targets	2
Figure 2: Site Context Plan	5
Figure 3: MSP Estate Subdivision Plan	6
Figure 4: Proposed SSD Site Plan	7
Figure 5: Provision of Bicycle Parking Spaces	8
Figure 6: Public Transport Services & Cycling Routes	10
Figure 7: BWSEA Public Transport Structure	12
Figure 8: Metro Western Sydney Airport Alignment	14
Figure 9: BWSEA Cycle Routes	16
Figure 10: Modified 1A Signal Layout (Mamre Road / Bakers Lane)	17
Figure 11: Approved SSD-9522 Master Plan	18

Tables

Table 1 Proposal Yield	8
Table 2 Existing Travel Mode Summary (Journey to Work)	19
Table 3 Preliminary 2026 Mode Share Targets	22
Table 4: Proposed GTP Action Strategies	24

APPENDICES

Appendix A. Travel Access Guide

Appendix B. Sample Questionnaire

1 Introduction

1.1 Context

Ason Group has been engaged by Altis & Frasers JV Pty Ltd (the JV) to prepare a Green Travel Plan (GTP) to support the State Significant Development (SSD-25725029) Application for the development at Proposed Lot 10 of Kemps Creek Warehouse, Logistics and Industrial Facilities Hub (the Site). The Site is located at 657 – 769 Mamre Road, within the Penrith Local Government Area (LGA).

Furthermore, it is important to note that this GTP has also been prepared to address the following requirement by Transport for New South Wales (TfNSW) within the *Request for SEARs - Ardex Warehouse and Manufacturing Facility – 657-769 Namre Road - Kemps Creek* letter dated 23 August 2021 (TfNSW Reference: SYD21/00981/01):

- “n. Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including:
 - i. travel demand management programs to increase sustainable transport (such as Green Travel Plan);”

Kemps Creek Warehouse, Logistics and Industrial Facilities Hub (also known as the Mamre South Precinct – MSP) comprises 118 hectares (ha) and is located within 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.

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 Mamre Road DCP 2021 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.

1.2 Background

1.2.1 Project history

With regards to the SSD Transport Assessment prepared by Ason Group for this development, the original SSD Approval for MSP (SSD-9522) was granted on 21 December 2020. However, Modification 1 (MOD 1) of the SSD-9522 has been lodged and approved which replaced Sequence 1A with Modified Sequence 1A (providing upgrades to the intersection capacity) and has currently been approved by the Department of Planning, Industry & Environment (DPIE). It is understood that the JV is now in the process of submitting a new modification to the SSD-9522 Concept Plan approval (MOD 2).

1.2.2 Policy Direction

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 Western Sydney Employment Area (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 Draft Aerotropolis Precinct Plan (November 2020), which is currently on exhibition. 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.

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; and
- A monitoring and review strategy.

Of particular relevance to this GTP are the mode share targets set by the AECOM Report for each of the Aerotropolis precincts with 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% Active and Public Transport including 18% for Public Transport (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. These targets are long-term, with an intent 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 GTP.

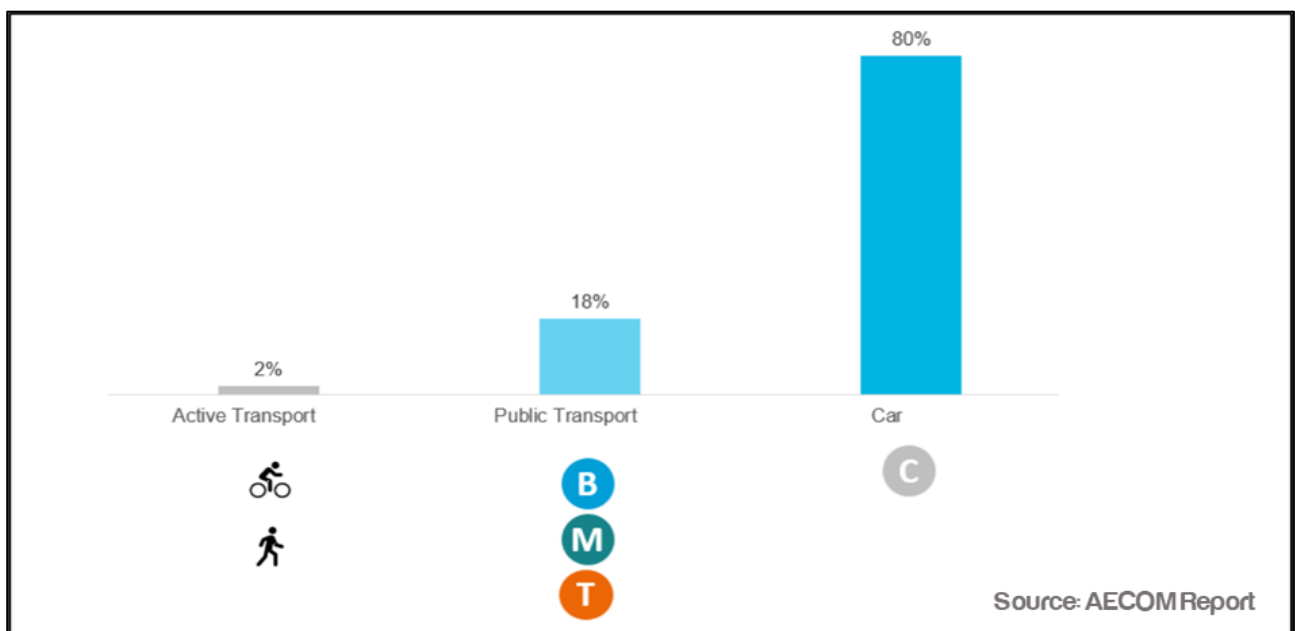


Figure 1: 2056 Badgerys Creek Mode Share Targets

1.3 Goals

This GTP 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 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; and
4. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future Green Travel Plan (GTP), including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

Underpinning this GTP 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 GTP 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;
- Promote 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; and
- Encourage a healthier, happier and more active & public transport use culture.

2 Site Audit

2.1 Introduction

Future 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 develops. 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. A Site context plan is presented in **Figure 2** which provides an appreciation of the Site and the existing road network condition, which includes:

- **Mamre Road** – an arterial road servicing traffic between the Great Western Highway and M4 to the north and Elizabeth Drive to the south. In the vicinity of the MSP, Mamre Road generally provides 2 lanes for two-way traffic, with additional through movement and turning infrastructure at key intersections, specifically at Erskine Park Road and James Erskine Drive. Mamre Road has a posted speed limit of 80 km/h.
- **Erskine Park Road** – a sub-arterial road servicing traffic between the Great Western Highway and M4 to the north, Mamre Road to the south-west, as well as linking Lenore Drive (Erskine Park Link Road) to the M7 to the east. Erskine Park Road provides 4 lanes for two-way traffic north-east from the intersection of Mamre Road. Erskine Park Road has a posted speed limit of 70 km/h.
- **James Erskine Drive** – a local industrial access road, providing local access for the Erskine Park Industrial Precinct, which lies to the east of Mamre Road, northeast of the Precinct. James Erskine Drive provides 4 lanes for two-way traffic and provides additional turning infrastructure on the approach to Mamre Road. On-street parking is permitted; however, demand for this parking is low and therefore rarely used.
- **Bakers Lane** – a two lane undivided Local Road which operates under a 60 km/hr sign posted speed limit. Bakers Lane (East) provides primary access to a number of local schools and colleges in the area, with School Zone speed limit restrictions (40 km/h) in operation during school peak periods. At present, Bakers Lane (East) forms a Signalised T-intersection with Mamre Road.

The Proposal generally seeks to construct and operate as a Warehouse / Industrial facility at the Site. It should be noted that the entire Lot 10 within MSP has an area of 15.8 ha and the proposed development under this SSD application only occupies 4.3 ha of the land, as indicated in **Figure 3**.

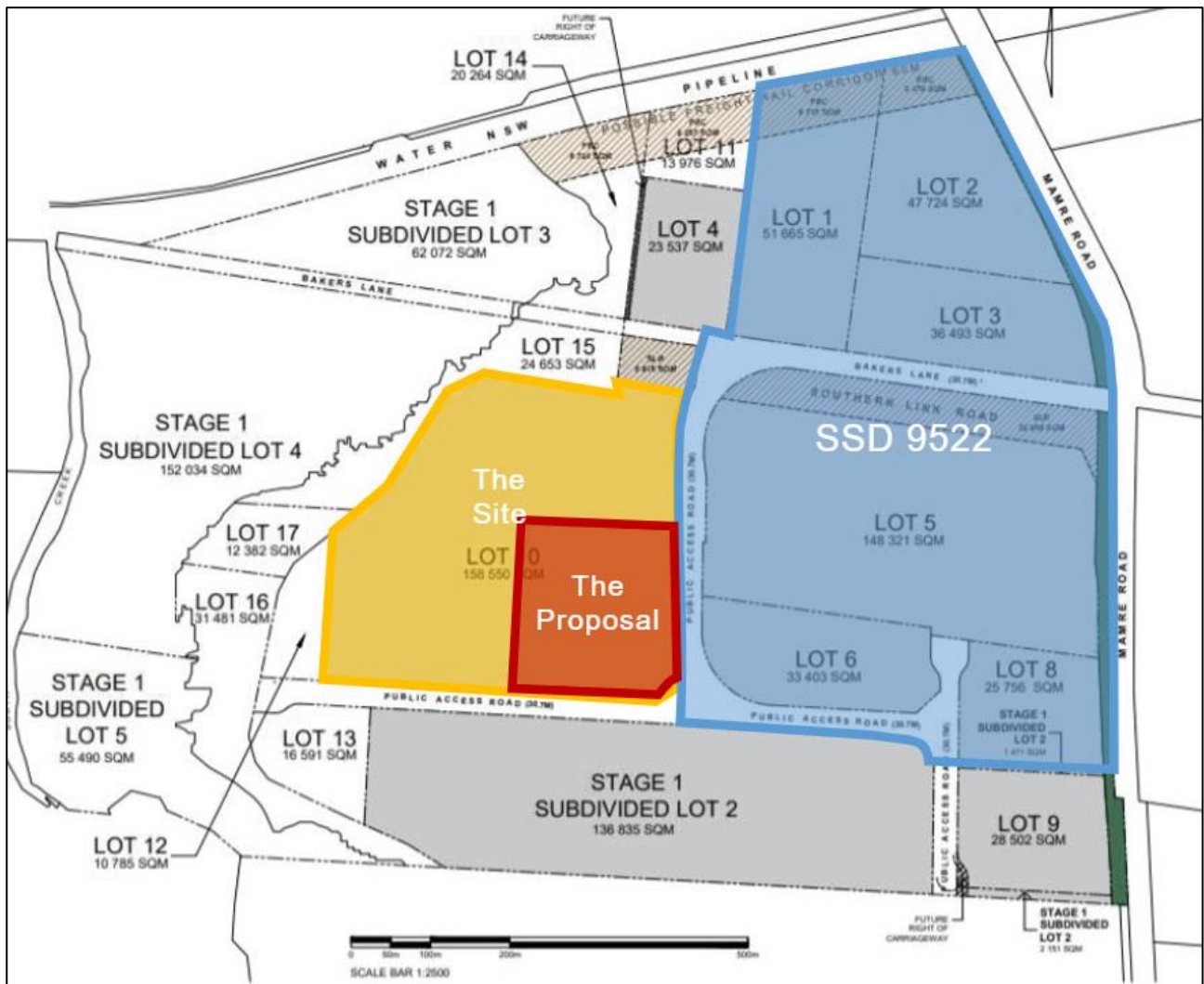


Figure 3: MSP Estate Subdivision Plan

A reduced scale of the SSD plan is provided in **Figure 4** for context.



The Proposal includes the following components (shown overleaf within **Table 1**).

TABLE 1 PROPOSAL YIELD

Component	Proposed Lot 10
Warehouse GFA (m ²)	15,390
Manufacturing GFA (m ²)	9,500
Office GFA (m ²)	2,580
Total GFA (m ²)	27,470
Loading Dock Provision	15 ¹
Car Parking Provision (Spaces)	163 ²
Bicycle Parking Provision	12
Electrical Vehicle Charging Stations	2
End of Trip Facilities	4 lockers, 4 showers (2 male and female) and 2 change rooms (1 male and female) will be provided within the office / amenities area.

Note: 1) This provision includes 4 recessed docks and 11 Roller Shutter Doors (RSDs).

2) This provision includes 2 accessible spaces.

Figure 5 shown below indicates the location of the proposed bicycle spaces.

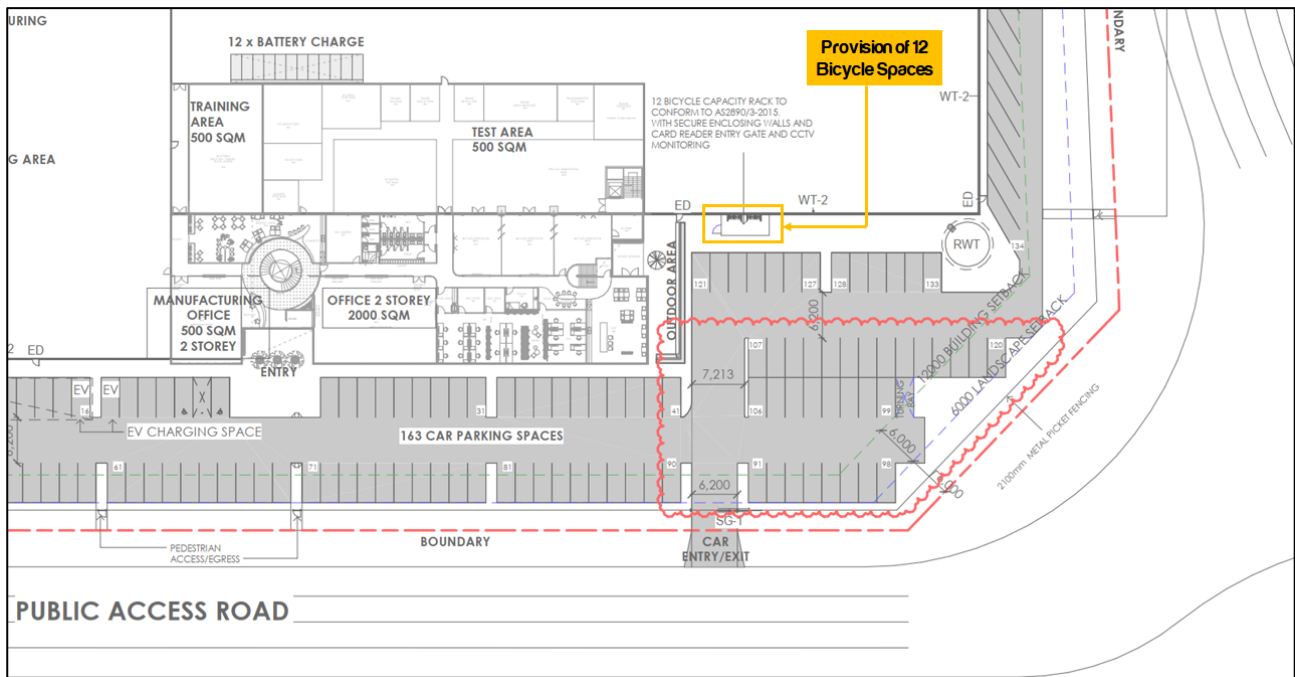


Figure 5: Provision of Bicycle Parking Spaces

2.3 Public & Active Transport Opportunities

2.3.1 Existing Bus Services

The Site is limited with the current public transport service, as shown in **Figure 6**. Notwithstanding, the public and 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 Broader Western Sydney Employment Area (BWSEA).

One of these projects is the Mamre Road Upgrade, 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 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 Green Travel Plans (GTPs) and as part of the review process, when the wider area develops.

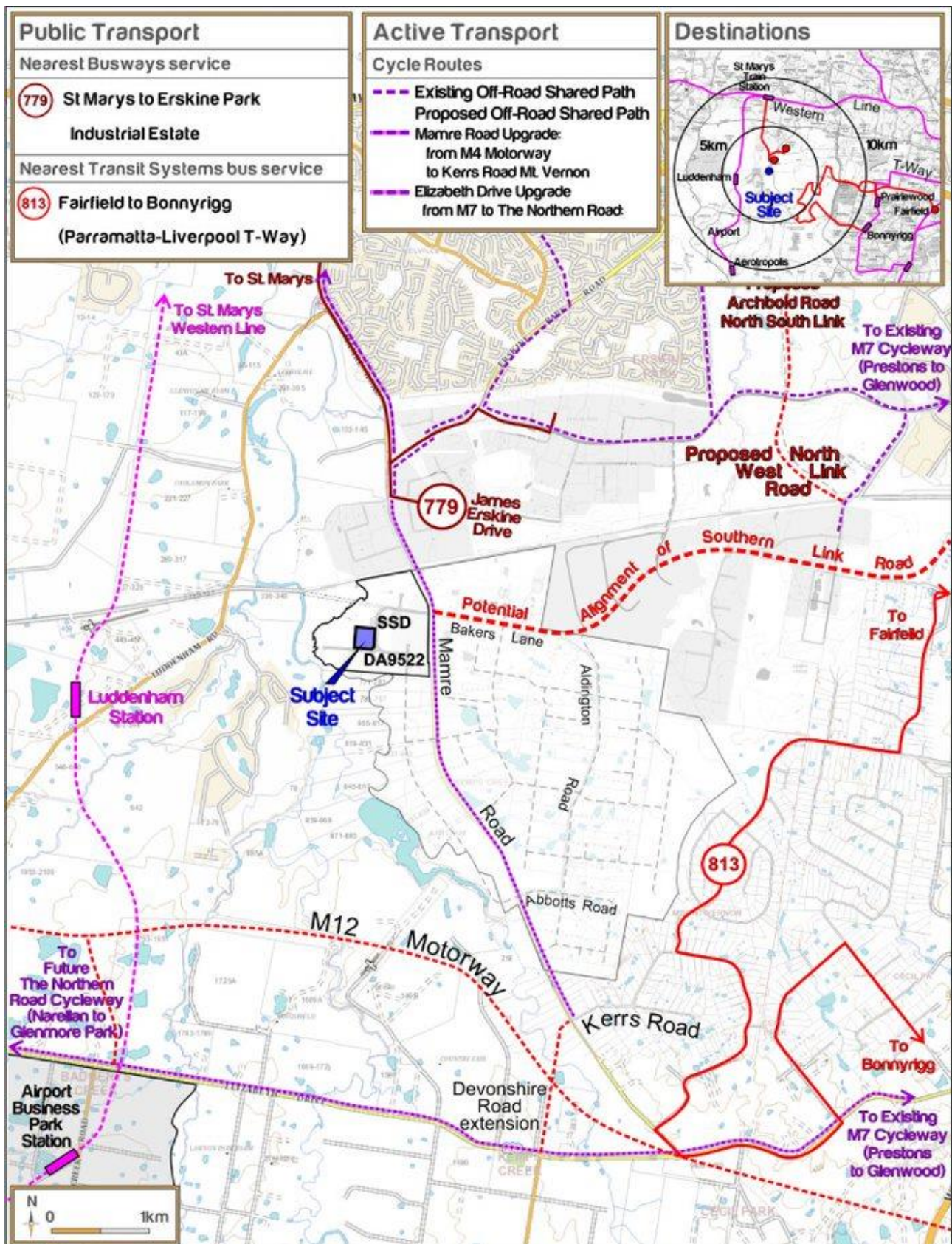


Figure 6: Public Transport Services & Cycling Routes

2.3.2 Future Bus Services Opportunities

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 noted that the establishment of public transport services as early as possible in the development stages of the MRP 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.

While the internal MRP road network has yet to be finalised, it is clear from the intent of the objectives contained within the Mamre Road DCP that a connected bus network will be provided. As per the DCP, as all internal roads will accommodate heavy vehicles, they should 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, 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 7**. It is acknowledged that these routes will require updates following finalisation of the MRP and network planning for the Aerotropolis Precincts.

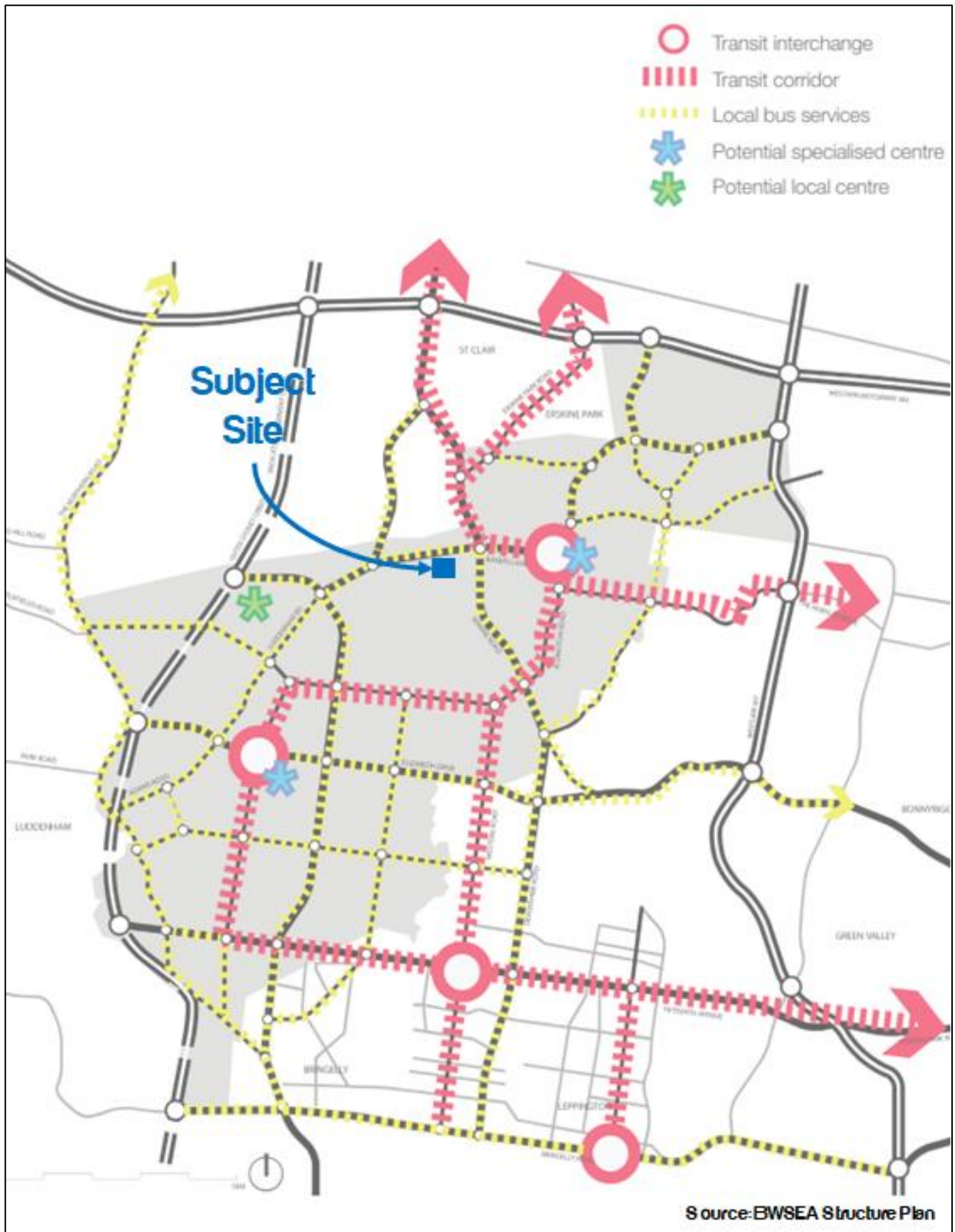


Figure 7: BWSEA Public Transport Structure

2.3.3 Train Services – Metro Western Sydney Airport

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

The alignment of the Metro is shown overleaf in **Figure 8**. While the closest station to the Site will likely be Luddenham Station, located approximately to the west of the Site, it will undoubtedly improve public transport accessibility to the wider area along with the future bus services. This provides an opportunity for bus services to combine with the Metro to improve connectivity to/from the residential areas to the Site.

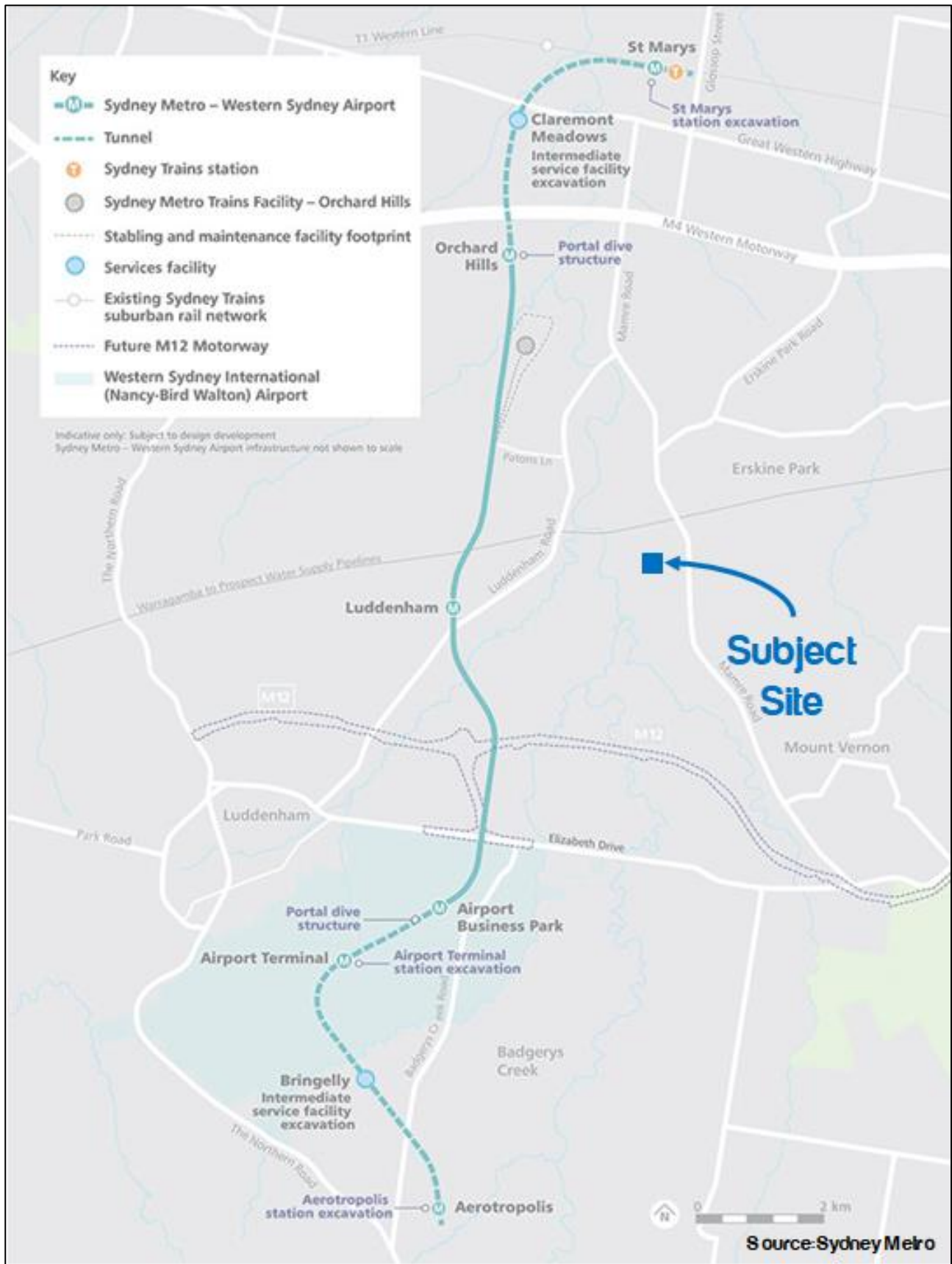


Figure 8: Metro Western Sydney Airport Alignment

2.3.4 Bicycle Network

At present, shared pedestrian and bicycle paths are generally provided along Erskine Park Road and sections of Mamre Road to the north/east of the Site, but there is little cycling (or pedestrian) infrastructure (at present) 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 overleaf in **Figure 9**, noting again that the Mamre Road Upgrade project would provide shared paths along at least one side of the road for its entire length, once complete.

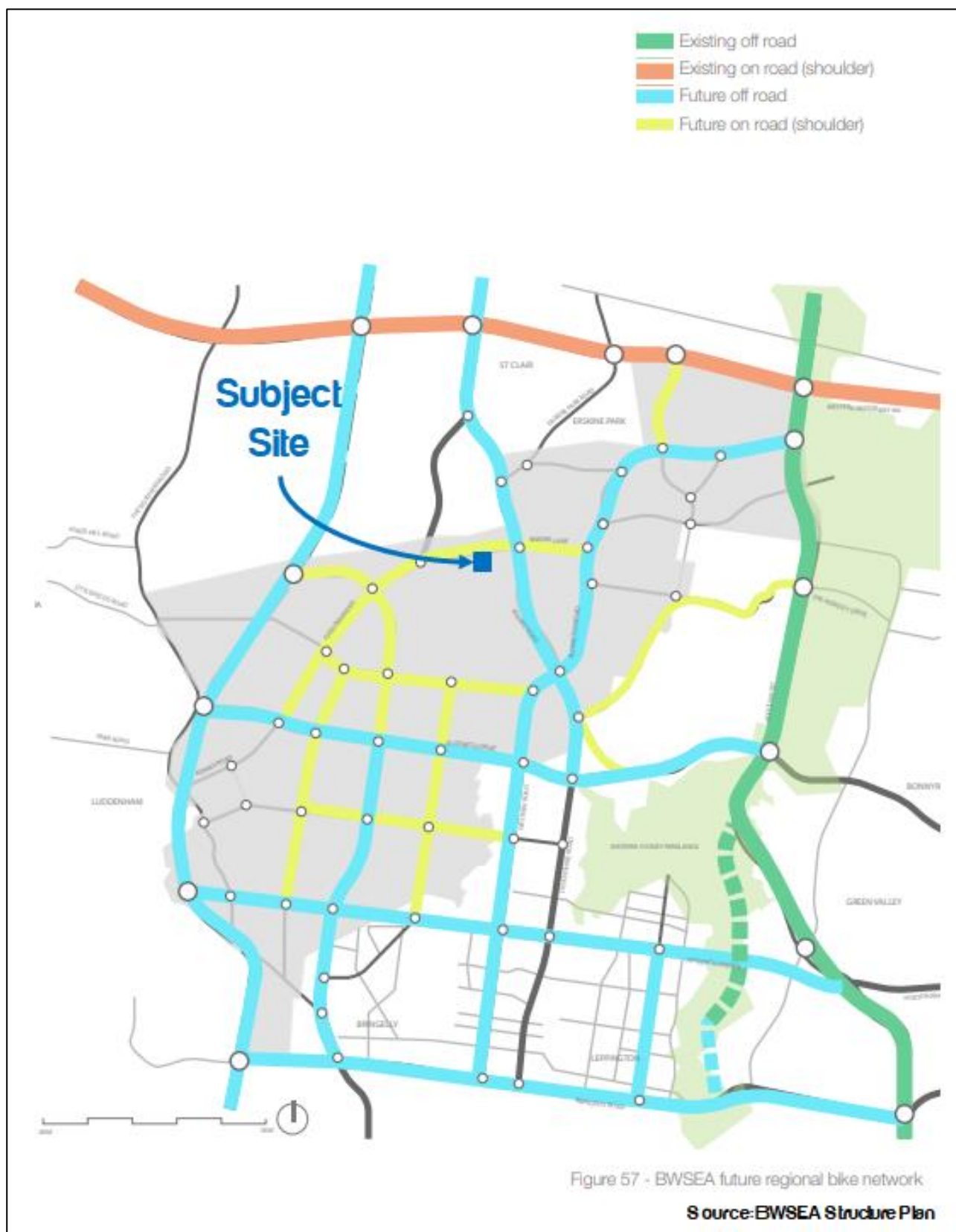


Figure 9: BWSEA Cycle Routes

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 is largely industrial and therefore does not have 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. Furthermore, the Mamre Road DCP requires internal roads to provide a minimum footpath of 1.5m on one side and a minimum shared path of 2.5m on the opposing side of the road. It also requires roads to be provided with shared cycle and footpaths.

In this regard, the latest approval for the Modified Sequence 1A concept plan prepared by MU Group shows cycle lane and pedestrian connectivity at the Mamre Road / Bakers Lane signalised intersection (indicated in **Figure 10** below). Noting that this plan has recently been approved, by itself, confirm that the proposed MSP including the Site will have a much better active transport connectivity to Mamre Road. Furthermore, this approved layout considers significant improvement to the pedestrian connectivity at this signalised intersection when compared to the existing situation.

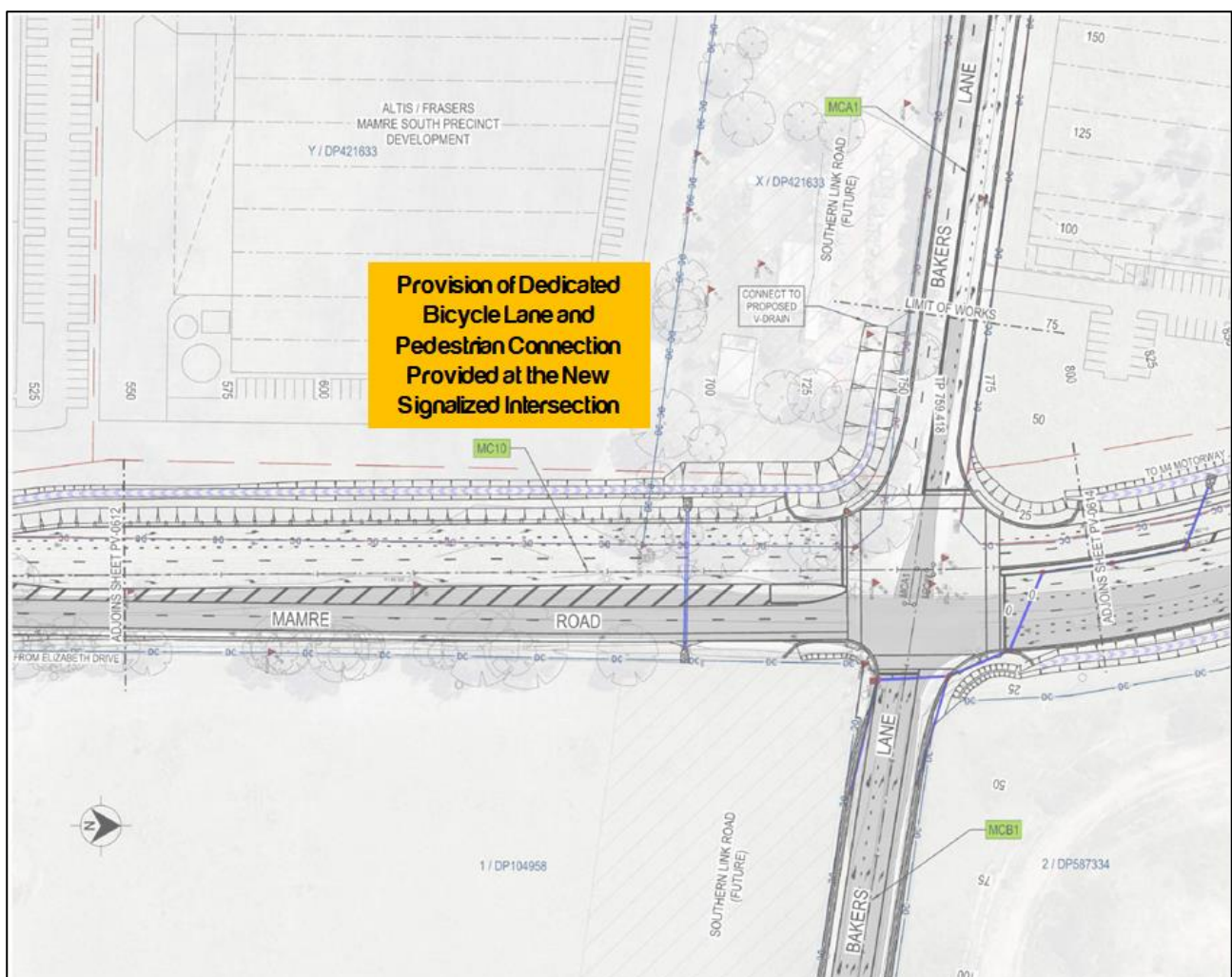


Figure 10: Modified 1A Signal Layout (Mamre Road / Bakers Lane)

2.3.6 Approved Master Plan

The latest approved Master Plan (as part of the MOD 1 approval) is shown in **Figure 11**. As noted below in the proposed Estate Road Network, pedestrian connectivity will be provided to Mamre Road.

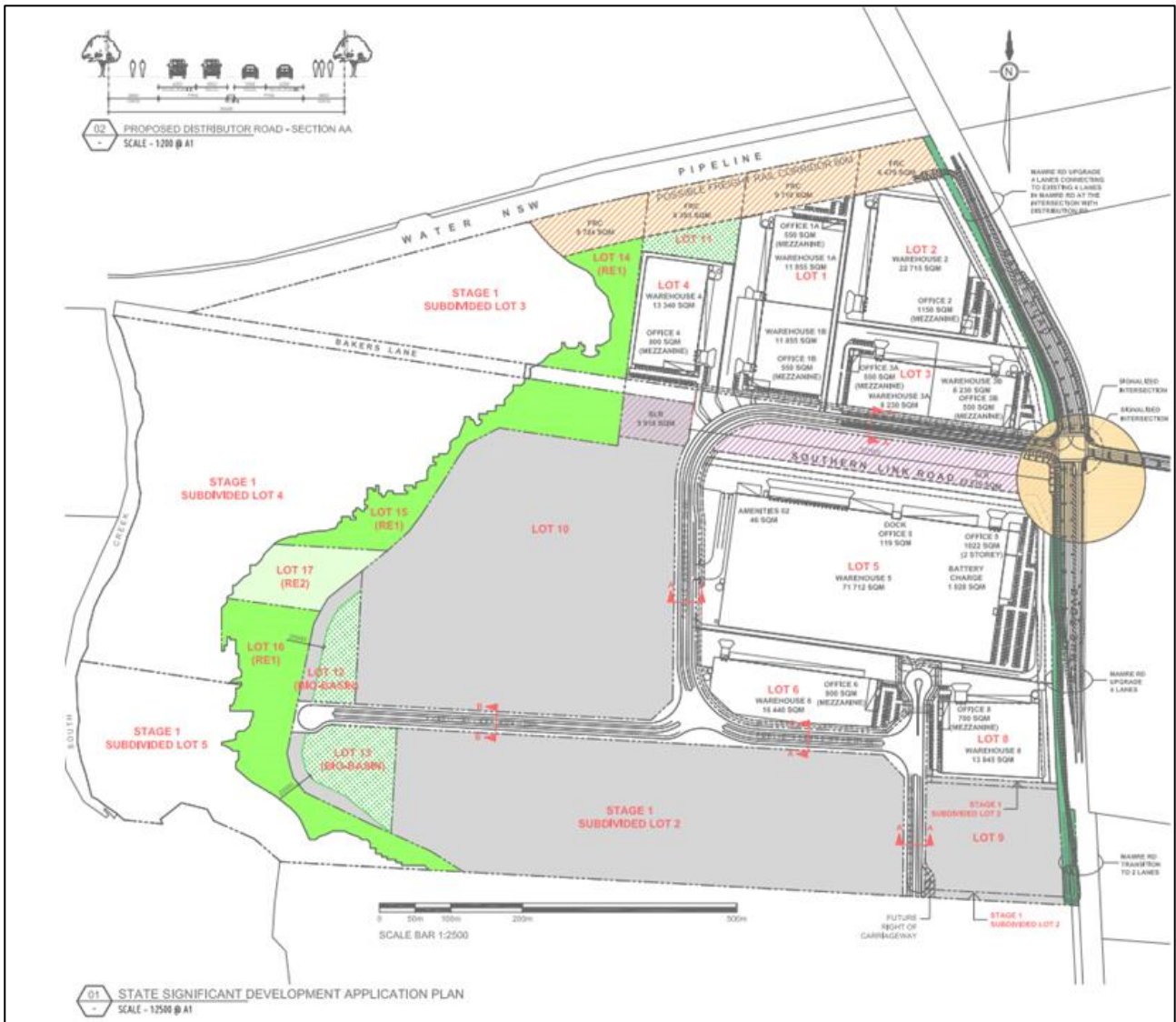


Figure 11: Approved SSD-9522 Master Plan

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 suggested 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 115184206, 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	89%
Train	0%
Bus	0%
Walked only	2%
Car as passenger	6%
Truck	3%
Motorbike/Scooter	0%
Bicycle	0%
Taxi	0%
Other Modes	0%

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 89% as the driver and 6% 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 GTP will be developed and the scope of the GTP.

3.2 Responsibility

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

3.3 Future GTP Scope

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

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

The future GTPs 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 Kemps Creek Estate so as to achieve a coordinated approach across the Site. However, as the individual sites will be responsible for implementing their own GTPs, this will be at the discretion of site management. The TPC will manage all aspects of the GTP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future GTP 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 GTP;
- Internal liaison to promote awareness of the GTP 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 GTP;
- Providing updated travel information to staff and visitors, as necessary; and
- Monitoring, reviewing and (if necessary) updating the GTP.

3.5 Consultation

It is essential that any parties that may play a part in the future of GTPs have the opportunity to discuss further actions and solutions with one another. This would enable equitable input and feedback as well maximising their overall efficacy. For this reason, a coordinated approach to GTPs 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; and
- TfNSW.

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.

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 GTP; the targets are to be reviewed to align with the most up-to-date information.

The implemented GTPs 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 ideally reflect a similar target.

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. The preliminary targets are nominated in **Table 3**, which represents a 5-year target to coincide with the minimum 5 years of monitoring and review.

TABLE 3 PRELIMINARY 2026 MODE SHARE TARGETS

Travel Mode	Existing Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	89%	82%	-7%
Train	0%	0%	-
Bus	0%	2%	+2%
Walked only	2%	4%	+2%
Car as passenger	6%	6%	-
Truck	3%	3%	-
Motorbike/Scooter	0%	1%	+1%
Bicycle	0%	1%	+1%
Taxi	0%	1%	+1%
Other Modes	0%	0%	-

4 Measures and Action Strategies

4.1 Measures

The below is a range of measures that need to be implemented if the objectives of this GTP are not met. 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 4**. The table details specific actions that could be implemented as part of a future site-specific GTP (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 live 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.

TABLE 4: PROPOSED GTP ACTION STRATEGIES

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management					
1.1 Green Travel Plans	<ul style="list-style-type: none"> Develop a GTP to provide information for Travel Access Guide (TAG). Refer to Appendix A. Management of GTPs. Promotion of GTPs. 	<p>Provide information resources and implement a range of additional initiatives to reward and encourage those who travel actively to help develop a healthy, active culture and meet travel targets.</p> <p>Continued support of the person/organisation in charge of managing the GTP. This would happen with the appointment of a TPC.</p> <ul style="list-style-type: none"> Undertake a GTP event annually. Promote the following initiatives via bulletins, web pages, social media: <ul style="list-style-type: none"> Travel Survey Results; and Progress and update of GTP. <p>Retain a current copy of the TAG to be relevant, useable, and accessible. TAG should be displayed in communal areas.</p>	<p>Building Manager to be responsible for overall implementation of final GTP and providing annual reporting on GTP outcomes to Council.</p> <p>Tenant to develop Company specific travel plan based on final GTP prior to the commencement of a new lease/sale of property.</p> <p>Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council</p>	Upon completion of the development and ongoing annual GTP events	Tenant / Business Owner
1.2 Travel Information Points	<ul style="list-style-type: none"> Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. Promotion of GTPs Provision of travel and transport information options 	<p>Establish locations such as travel information points where staff, visitors and others can access travel information via interactive platforms. These can be similar to wayfinding kiosks provided at public transport stations, shopping centres etc. Information could include walking and cycling routes, bicycle parking, public transport availability,</p>	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		routes, real-time timetables and shared vehicles.			
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Manage staff rosters where possible.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors as part of an Employer specific GTP 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.	Manage staff rosters and develop work-from-home policies and procedures, where possible.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner
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.	Subject to owner / User negotiations and incentives.	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 GTP 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, the majority of which would likely be workers associated with the development.	Propose or recommend improvements to the proposed / implemented bus stops along Aldington Road / Mamre Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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.	Subject to owner / User negotiations and incentives.	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.	<p>Provision of bus shuttle service running between the development and either nearby homes or proposed Luddenham Station. Tenant / Business Owner on the Site would arrange for a bus shuttle service that would travel between the development / Site and the homes / Station at a dedicated time / interval.</p> <p>Persons signing onto the program or service would be accountable for turning up at the appropriate times so as to not delay the service. This should be promoted as part of the GTP and on communal locations such as main website or notice boards.</p>	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.	This can usually be accomplished by having notice boards in business premises which are a good place for employees to find colleagues looking to share journeys. Utilise car share spaces provided and actively promote on site to staff and visitors.	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	The company / department sets up an in-house car-matching scheme and gets staff to participate. A points system can be setup to encourage friendly competition between staff and overall reduce carbon footprint from single car usage. Utilise car	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		share spaces provided and actively promote on Site to staff and visitors. Reward regular car sharers by providing gifts such as free car washes.			
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.	They allow users to search for and post details online of journeys; by car, bike, taxi or walking, for which they wish to find someone else with which to share the journey with. Users can search for people who have entered similar journeys and contact them, wait to be contacted by someone searching for a journey of their own.	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.	One week of the year where a carpool theme is emphasised around the workplace including promotion such as a launch event. Intention is to show that carpooling is a real alternative to travel to work. Provide prize incentive as part of competition to promote raise awareness.	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 as social and healthy aspect of travelling to work. As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.	The BUGs can set up amongst employees and arranged with the help of TPC. An online group such as an email thread, Teams Chat group would be the main channel where participants can communicate and organise rides, suggest areas for improvement. A designated leader would be appointed and ideally affiliated with Bicycle NSW who would manage queries and support in enabling a comfortable riding experience for all wishing to partake.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		BUG would be made aware of the recent upgrades to cycling infrastructure in the area.			
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 GTP monitoring process to meet any increase in demand.	<p>Bicycle parking spaces will be provided for residents and staff. Access to other facilities such as showers will also be made.</p> <p>Developer to provide bicycle parking spaces in the parking area together with male and female lockers, male and female showers and an accessible shower as per Building Plans.</p> <p>Accordingly, the following bicycle rates should be considered for each individual lot under the Mamre Road DCP requirement:</p> <ul style="list-style-type: none"> Office: 1 space per 600m² GFA (over 1,200m² GFA); and Industrial: 1 space per 1,000m² GFA (over 2,000m² GFA). 	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.	Promote and encourage cycling in the precinct and should actively participate in recognised NSW government bicycle initiatives such as bicycle week and cycle to workday.	TPC	To be promoted annually	Developer / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	Prepare Site specific maps with guidance on the most optimal way of travelling to/from the Site by bicycle	TPC	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
5 Promoting Walking					
5.1 Providing End of Journey Facilities	Provision of sufficient end of trip facilities such as showers, change rooms, lockers etc to maximise pedestrian activity throughout the Site and the wider precinct.	Provide pedestrian facilities and amenities in close proximity in the Site and at the bus stops Developer to provide male and female lockers, male and female showers and an accessible shower as per Building Plans.	Developer	To be provided at completion of development	Tenant / Business Owner
5.2 Walking routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Prepare Site specific maps highlighting pedestrian desire lines and optimal routes to provide guidance to pedestrians to key public transport and car sharing locations.	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 the Site and to / from public transport points.	<p>Promote and encourage walking in the complex and should actively participate in recognised NSW government initiatives such as walk to workday and pedometer / step challenges.</p> <p>Friendly challenge competitions can be organised to incentivise and encourage increased walking activity amongst users and visitors to the facilities.</p>	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
6 Restraining Parking					
6.1 Limited parking allocation on site	Parking availability will inherently generate vehicle trips. By restricting parking supply, you can discourage non-essential car use.	Limiting the number of car parking spaces either in actual terms or managing access via permit parking, paid parking or needs based parking policies, is one of the most direct and effective ways of reducing car use.	Lot by Lot Management	To be provided at completion of development	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
7 Influencing Travel Behaviour					
7.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the GTP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This would include a TAG.	To be distributed to staff, visitors, and neighbouring properties. Contact details as to who is responsible for the GTP will also be provided. 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 GTP Pamphlet and other information in relation to sustainable transport choices. This pack shall include a copy of the GTP and a Travel Access guide (TAG) as provided in **Appendix A**. Furthermore, general information regarding the health and social benefits of active transport and advice on where to seek further information shall also be provided. 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 (as shown in **Appendix A**) shall be clearly displayed in communal areas of the Site including (but not limited to):

- The staff lunch room;
- Lift lobby area and entrances to buildings; and
- 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 GTP would occur every 1-2 years.

The key considerations when reviewing or monitoring the GTP 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. Furthermore, it is also important to:

- Track progress against target travel mode targets;
- Identify any shortfalls and develop an updated action plan to address issues; and
- Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

5.2 Monitoring

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

The GTP will be monitored around every 1-2 years, with the first survey being carried out shortly after the 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 GTP will be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

6 Summary and Conclusion

Ason Group has been engaged by Altis Property Partners (Altis) and Frasers Property Australia (FPA) Joint Venture (JV) to prepare a GTP to support the SSD-25725029 for the development at the proposed Lot 10 within the Kemps Creek Warehouse, Logistics and Industrial Facilities Hub.

6.1 Key Findings

The key findings of this GTP are as follows:

- Requirements set out in the AECOM Report includes an active and public transport mode share of 20% by 2056.
- It is noted that from the intent of the Mamre Road DCP, a connected bus network will be provided. Furthermore, there are significant opportunities to provide sub-regional services along Mamre Road as well as within the internal MRP road network to maximise the number of sites that lie within the 400m viable bus service areas.
 - In the long term, the connected bus routes will provide access to areas such as Leppington in the South West Growth Centre, Prairiewood and the Liverpool to Parramatta T-Way.
- Currently, the closest train station to the Site is approximately 10km away. With the provision of the Metro Western Sydney Airport in the future, there will be a new railway link that connects residential areas with job hubs and the rest of Sydney's public transport network.
 - Furthermore, the closest station to the Site would then be the Luddenham Station, which would be located approximately 2km from the Site.
- At present, there are pedestrian and bicycle paths along Erskine Park Road and parts of Mamre Road to the north / east of the Site but little cycling or pedestrian infrastructure around the Site itself. However, the BWSEA Structure Plan outlines future transport objectives and strategies which highlight and encourage the use of active transport. Furthermore, the Mamre Road Upgrade project would also provide shared paths along at least one side of the road for its entire length, once complete.
- The latest approval for the Modified Sequence 1A concept plan shows a cycle lane and pedestrian connectivity at the Mamre Road / Bakers Lane signalised intersection. This plan provides significant improvement when compared to the existing situation.
- As mentioned before, it is important to achieve the mode share targets set out in the AECOM report. However, it is recognised that during the earlier stages whilst developing the MRP, the change in travel behaviour will be slower than in other areas, as the public and active transport networks are still being integrated.
 - With regards to the above, it is expected that the car (as driver) mode share be reduced by 7% while other mode shares (bus, walking, motorcycling, cycling and taxi) be increased by 2026.
- The preliminary mode share represents a 5-year target to coincide with the minimum 5 years of monitoring and review.
- **Table 4** outlined above showcases the action strategies that would be in place to achieve the preliminary 5-year target and further reduce the reliance of the private vehicle mode share.

6.2 Conclusion

In summary, there would be upgrades to the public and active transport infrastructure near the Site in the upcoming future. Furthermore, in order to achieve the preliminary targets described in the above section, it is recommended to adhere to the action strategy requirements outlined in **Table 4**. This, in turn, will help reduce reliance on the private vehicle mode share.

Appendix A. Travel Access Guide

Existing Public Transport Routes

Busways

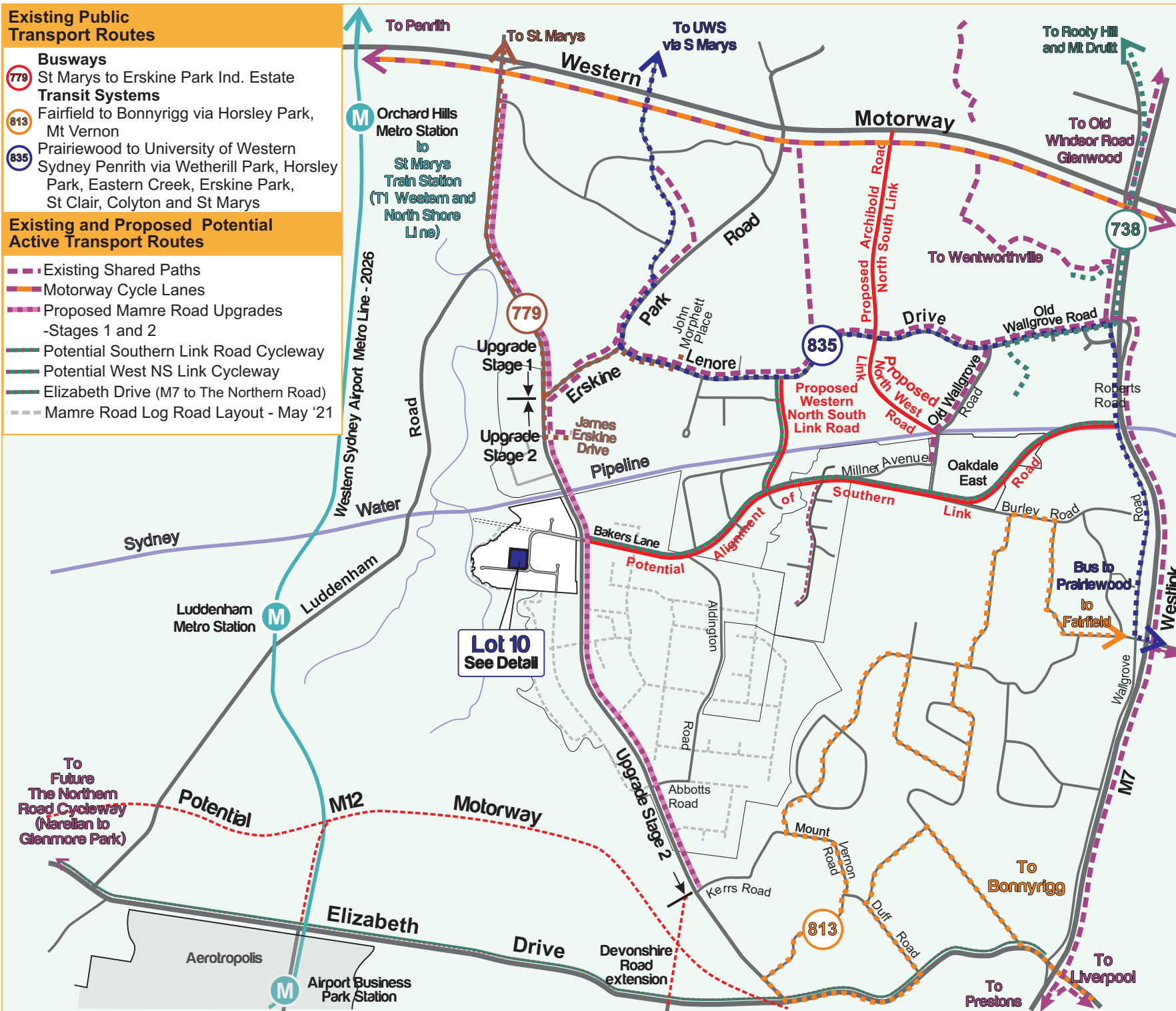
- 779** St Marys to Erskine Park Ind. Estate
- 813** Fairfield to Bonnyrigg via Horsley Park, Mt Vernon
- 835** Prairiewood to University of Western Sydney Penrith via Wetherill Park, Horsley Park, Eastern Creek, Erskine Park, St Clair, Colyton and St Marys

Transit Systems

- 813** Fairfield to Bonnyrigg via Horsley Park, Mt Vernon
- 835** Prairiewood to University of Western Sydney Penrith via Wetherill Park, Horsley Park, Eastern Creek, Erskine Park, St Clair, Colyton and St Marys

Existing and Proposed Potential Active Transport Routes

- Existing Shared Paths
- Motorway Cycle Lanes
- Proposed Mamre Road Upgrades - Stages 1 and 2
- Potential Southern Link Road Cycleway
- Potential West NS Link Cycleway
- Elizabeth Drive (M7 to The Northern Road)
- Mamre Road Log Road Layout - May '21

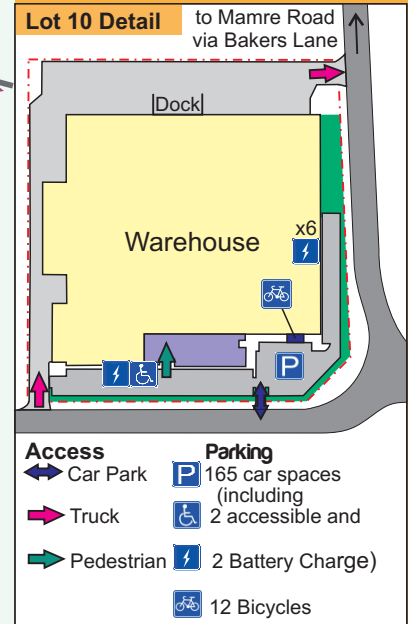


Travel Access Guide

Lot 10
Kemps Creek Warehouse Logistics and Industrial Facilities Hub

657 - 769 Mamre Road,
Kemps Creek
2178

September 2021



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?

- | | |
|--|--|
| <input type="checkbox"/> Warehouse staff | <input type="checkbox"/> Casual contractor |
| <input type="checkbox"/> Office staff | <input type="checkbox"/> Company driver / sub-contractor |
| <input type="checkbox"/> Courier / office delivery | <input type="checkbox"/> Other (Please specify)..... |

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

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Walked only. | <input type="checkbox"/> Car share vehicle |
| <input type="checkbox"/> Bicycle only | <input type="checkbox"/> Motorcycle / scooter |
| <input type="checkbox"/> Train | <input type="checkbox"/> Car (as passenger) |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Car (as driver) |
| <input type="checkbox"/> Taxi | <input type="checkbox"/> 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]