

asongroup



Sustainable Travel Plan

Proposed Lot 12 – 813 Wallgrove Road, Horsley Park

4/02/2022

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1 Introduction

1.1 Context

Ason Group has been commissioned by DHL NSW to prepare a Sustainable Travel Plan (STP) to support the proposed warehouse facility located at 813 Wallgrove Road, Horsley Park (the Site). The Site is situated within Fairfield City Council's (the Council) Local Government Area (LGA) and, as such, is subject to the Council's controls.

Furthermore, the Proposal will be located at Lot 12 situated within Gazcorp Industrial Estate (GIE) for which a State Significant Development Application (SSD-5248) of Concept Proposal was previously submitted and approved with accompanying Conditions of Consent. Therefore, this STP has also been prepared to address the following requirement of SSD-5248 Conditions of Consent:

"B7. To ensure that sustainable transport modes are supported, all future development applications proposing the construction of new industrial/warehouse buildings must include a Sustainable Travel Plan (STP). All STP's must identify the pedestrian and cyclist facilities proposed to service the proposed industrial/warehouse buildings."

1.2 Background

1.2.1 Project history

The Concept Proposal of the Masterplan was approved on 11 November 2019 (SSD 5248¹) and subsequent Modification (MOD 1) was approved on 23 December 2021². Accordingly, this STP refers to the accompanying traffic reports for the original SSD approval and MOD 1.

1.2.2 Policy Direction

Fairfield City 2040 A Land Use Vision Local Strategic Planning Statement

The *Fairfield Local Strategic Planning Statement* (LSPS) provides the strategy for the Fairfield community's economic, social and environmental land use needs, over the next 20 years as it seeks to build upon the existing strengths of the City.

The Fairfield LSPS highlights that infrastructure provision is essential to supporting the community's forecast growth over the next 20 years as well as achieving a cornerstone of the Greater Sydney Region Plan of a 30-minute city.

Objectives and strategies therein which are relevant to this development and indeed STP include the following:

- Investigation of innovative and adaptive technologies
- Building towards a 30-minute City including by addressing deficiency of east-west public transport corridors
- Collaboration between Council and Western Sydney Parklands Trust to provide bicycle and pedestrian links

¹ Gazcorp Industrial Estate, NSW Planning Portal - <https://www.planningportal.nsw.gov.au/major-projects/project/26011>

² Gazcorp Industrial Estate Modification 1 Revised Layout and Earthworks, NSW Planning Portal - <https://www.planningportal.nsw.gov.au/major-projects/project/41081>

- The facilitation of pedestrian and cycle movements such as footpaths and cycleways, pedestrian crossings and connections
- Major transformative infrastructure including the Southern Link Road

Many of these strategies are regional initiatives outside the scope of this Proposal in isolation. However, leveraging off this infrastructure is a key opportunity.

Future Transport Strategy 2056

The *Future Transport Strategy* is an update of the *2012 Long Term Transport Master Plan for NSW*. It is a 40-year strategy, supported by plans for regional NSW and for Greater Sydney and the first transport plan in Australia to harness technology to improve customer and network outcomes starting with a long-term vision for our communities.

Key to the strategy is the supporting of a productive economy and liveable communities through the provision of agile transport planning and sustainable transport solutions.

1.3 Goals

This STP has specifically been prepared to achieve the following key goals:

1. Identify objectives and mode 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 Sustainable Travel Plan (STP), including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

Underpinning this STP comprises a package of measures designed to address the specific travel needs of the Site. In this regard, the overall intention of this STP 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 STP will be:

- Reduce the environmental footprint of the Site;
- Set future staff travel mode share targets, specifically a reduction in car driver mode share;
- 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;
- Provide incentives for using sustainable modes of travel; and
- Encourage a healthier, happier and more active & public transport use culture.

Having regard for the above, this STP seeks to adopt the movement hierarchy shown in **Figure 1**, with priority given to 'active transport' such as walking and cycling.

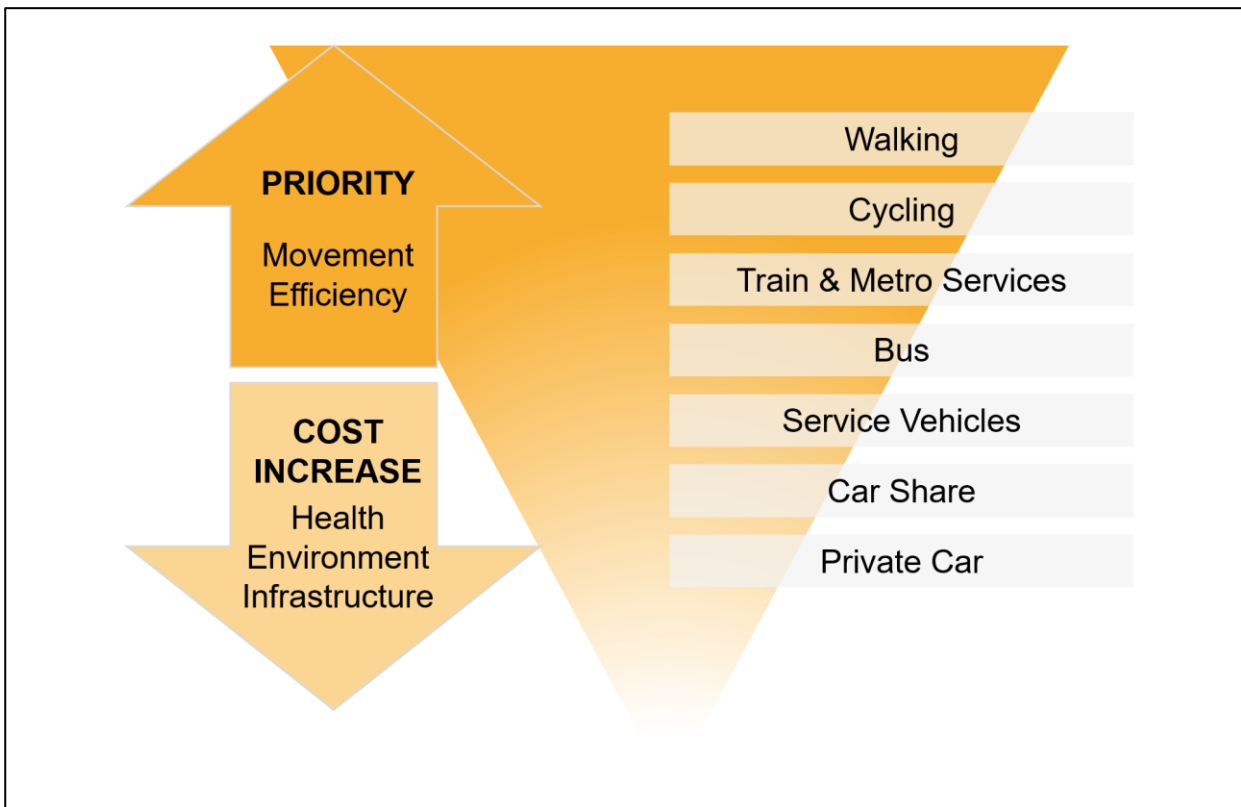


Figure 1: Movement Hierarchy

2 Site Audit

2.1 Introduction

Future audit of the Site is required to determine the implemented facilities in the area and review available transport choices. This section will need to be updated prior to implementation of any site-specific Plan, and at appropriate times, as the Site develops. The audit should consider the following:

- Site conditions, once the Site 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 Precinct Location & Description

The subject Site is located at 813 Wallgrove Road, Horsley Park on the south-western corner of the Wallgrove Road and future Southern Link Road intersection. The Site is currently vacant and therefore generates minimal vehicular traffic during road network periods.

The road hierarchy surrounding the Site is presented in **Figure 2**. It should be considered that the figure also demonstrates indicative alignments for the proposed future road networks, which are currently subject to change and approval.

TABLE 1 ROAD HIERARCHY

Road Name	Road Classification	AADT (vpd)	Speed Limit
M4 Western Motorway	Motorway	~150,000 vpd	110 km/h
Westlink M7 Motorway	Motorway	~150,000 vpd	100 km/h
Wallgrove Road	Arterial	~30,000 vpd	70 km/h

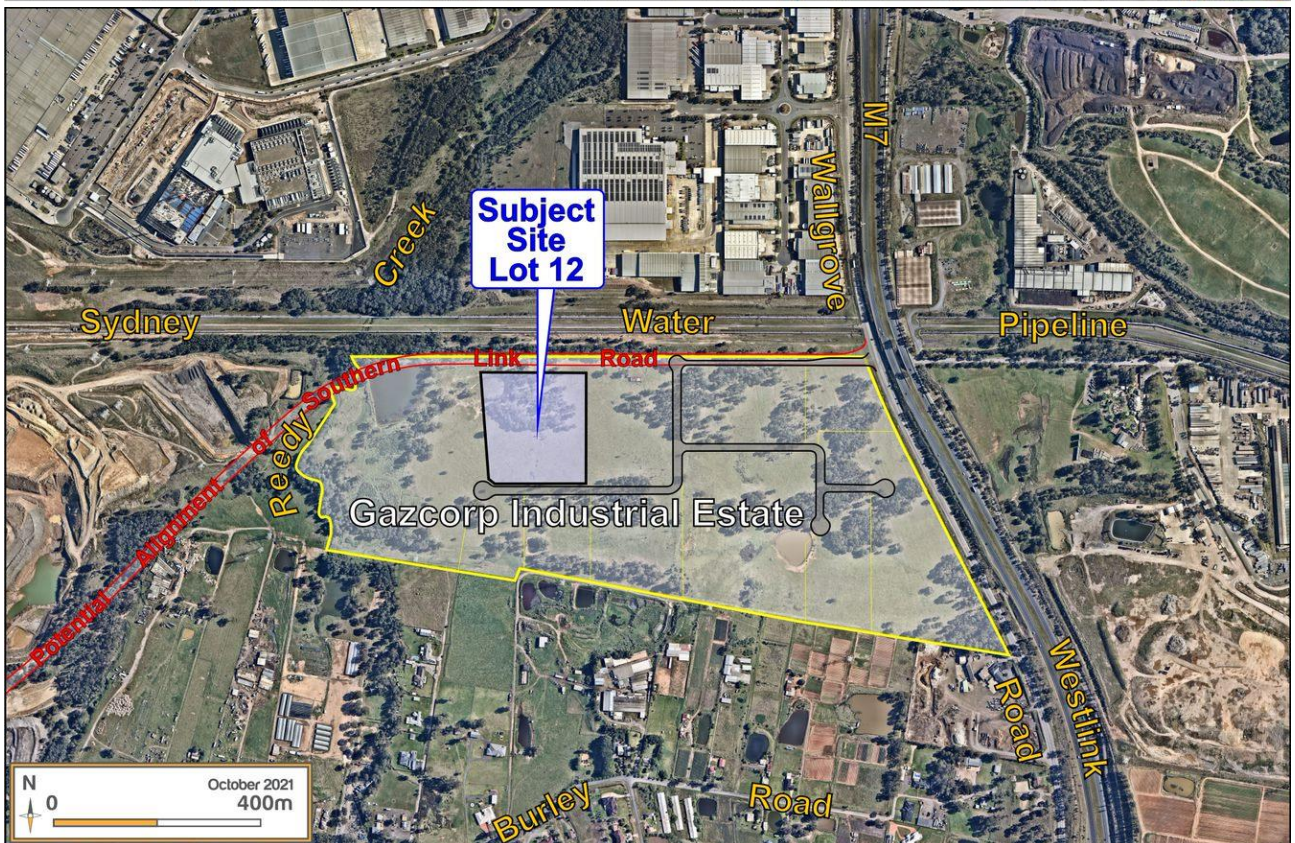
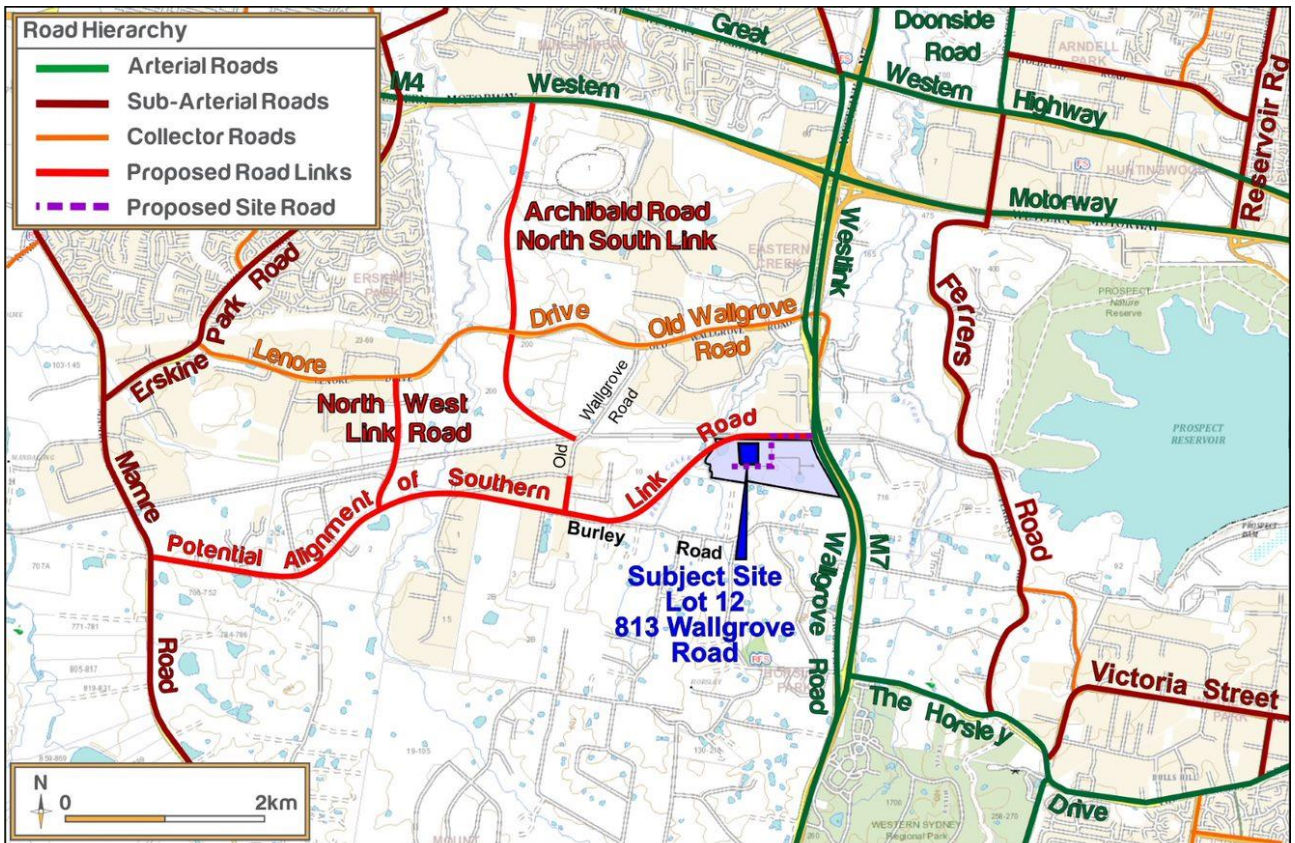


Figure 2: Site Context Plan

2.2.2 Proposed Development

A reduced scale of the Site plan is provided in **Figure 3** for context.

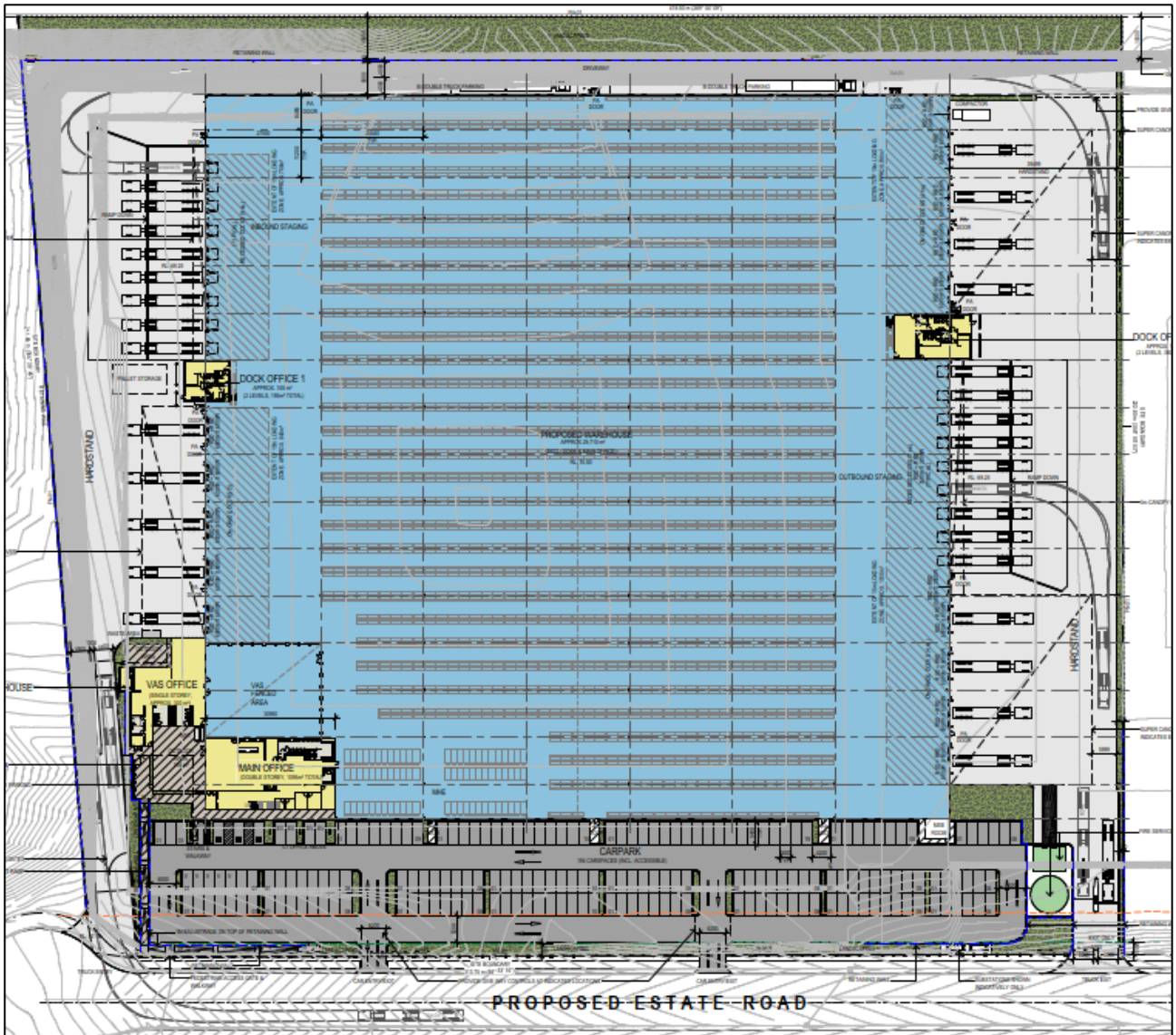


Figure 3: Proposed SSD Site Plan

The proposed warehouse facility includes the following components:

- 29,710m² of warehouse area
- 1,095m² of office area
- 320m² of VAS amenities area
- 575m² of dock office area
- 20m² of gate house area
- 194 car parking spaces (inclusive of 3 accessible spaces)
- 31 service bays, including:
 - 25 bicycle parking spaces
 - End of Trip Facilities including:

- 170 lockers
- 4 showers
- 3 changerooms

2.3 Public & Active Transport Opportunities

The Site is limited with the current public transport service offering, as shown in **Figure 4**. A summary of existing public transport services is provided below.

2.3.1 Existing Bus Services

TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop. Accordingly, the Site is serviced by 2 bus stops within 800m walking distance of the Site as shown in **Figure 4**. These stops are generally within walkable accessibility by bus services operating along Wallgrove Road.

Details of each service that stops within 400 meters of the Site are presented in **Table 2**. The table provides details around each route number, route description and service frequencies during the morning, evening and off-peak periods.

TABLE 2 EXISTING BUS SERVICES

Route No.	Route	Route Description	Average Service Frequency
835	University of Western Sydney, Penrith to Prairewood T-Way	Western Sydney University Penrith Campus, St Marys Interchange, St Clair, Estern Creek, Horsley Park, Bossley Park	AM Peak: 30 minutes PM Peak:30 minutes Off-Peak: 60 minutes
738	Mount Druitt to Eastern Creek via Rooty Hill (Loop Service)	Mount Druitt, Rooty Hill, Eastern Creek, Horsley Park, Eastern Creek, Rooty Hill, Mount Druitt	AM Peak: 15 minutes PM Peak: 20 minutes Off-Peak: 40-60 minutes

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 Site 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.

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.

With reference to Broader Western Sydney Employment Area – Structure Plan³, multiple transit corridors along the existing roadways, including Horsley Drive, are proposed to promote transit and local bus services connection to nearby railway services including St Mary's and Mount Druitt stations. As the Site is located within 800m radius of proposed transit corridor along Horsley Drive (**Figure 5**), there are significant opportunities for possible connection between existing bus routes and future services along the transit corridor.

Key bus routes along transit corridors identified in the BWSEA Structure Plan are shown in **Figure 6**. It is acknowledged that these routes will require updates following finalisation of the Site and network planning for the Aerotropolis Precincts.

³ BWSEA – Structure Plan - <https://www.planning.nsw.gov.au/-/media/Files/DPE/Reports/broader-western-sydney-employment-area-structure-plan-transport-planning-preliminary-analysis-report-exhib-draft-2013-06.pdf?la=en>

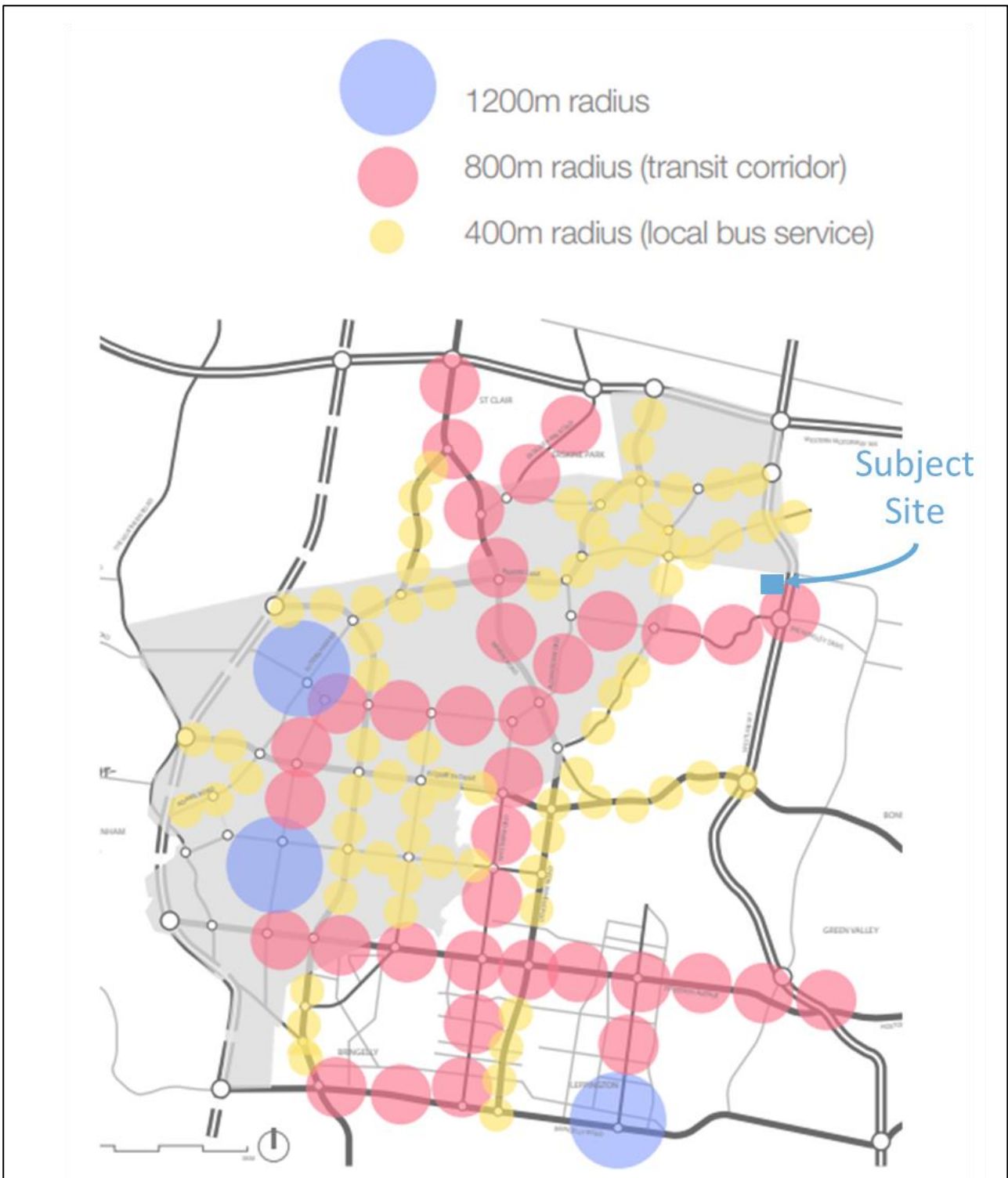


Figure 5: BWSEA Passenger Catchment Area

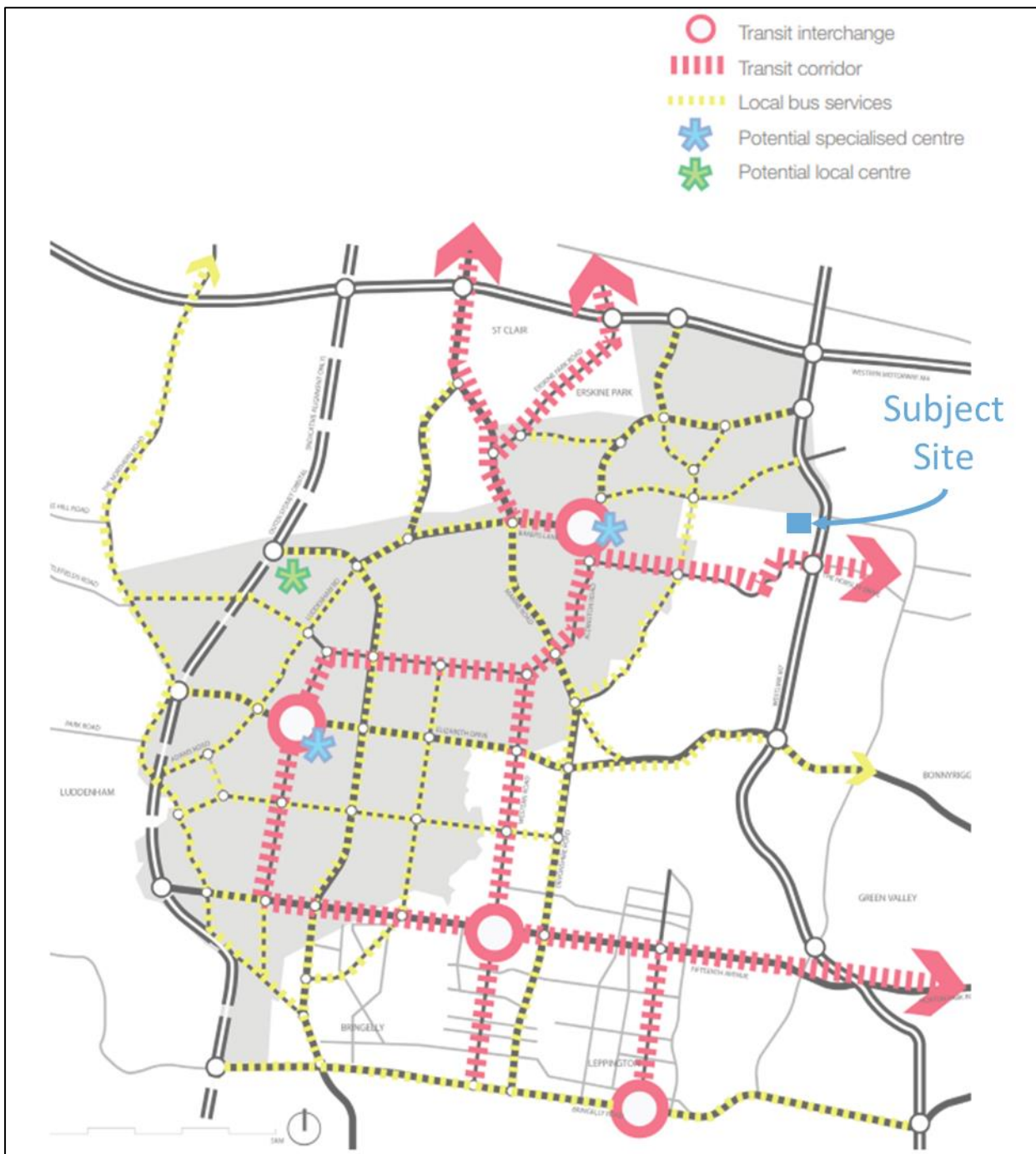


Figure 6: BWSEA Public Transport Structure

2.3.3 Train Services

TfNSW Guidelines state that train services influence the travel mode choices of areas within 800 metres distance (approximately 10 minutes' walk) of a train station. In this regard, it is evident that the Site lacks walking accessibility to train services with the closest railway station being the Rooty Hill Station at approximately 5.5 km to the north.

However, bus route 738 which has stops conveniently located directly to the north of the site along Wallgrove Road (see Section 2.3.1) providing a public transport connection to the Rooty Hill Railway Station. A bus journey to / from these stops to the station takes approximately 15 minutes.

There is one train route which services Rooty Hill Railway Station being the T1 – City to Emu Plains or Richmond line. T1 train services from the Rooty Hill Railway Station have a frequency of 10-15 minutes during the peak hours and 15-20 minutes during the off-peak hours.

2.3.4 Pedestrian Connectivity

Due to the current undeveloped nature immediately surrounding the Site, pedestrian infrastructure is currently non-existent.

In this regard, it is important to note that a separate Work Authorisation Deed (WAD) has been finalised between GIE and Transport for NSW (TfNSW) for the proposed works of a signalised intersection of the Estate with Wallgrove Road to facilitate access during both construction and future operation of the Site. The Traffic Control Signal (TCS) Plan (TCS 5058) indicates the provision of formal footpaths and crossings to facilitate pedestrian activity and access along Wallgrove Road as shown in **Figure 7**.

It is expected that the proposed signalised intersection and Estate Roads will be delivered prior to the operation of the proposed Site.

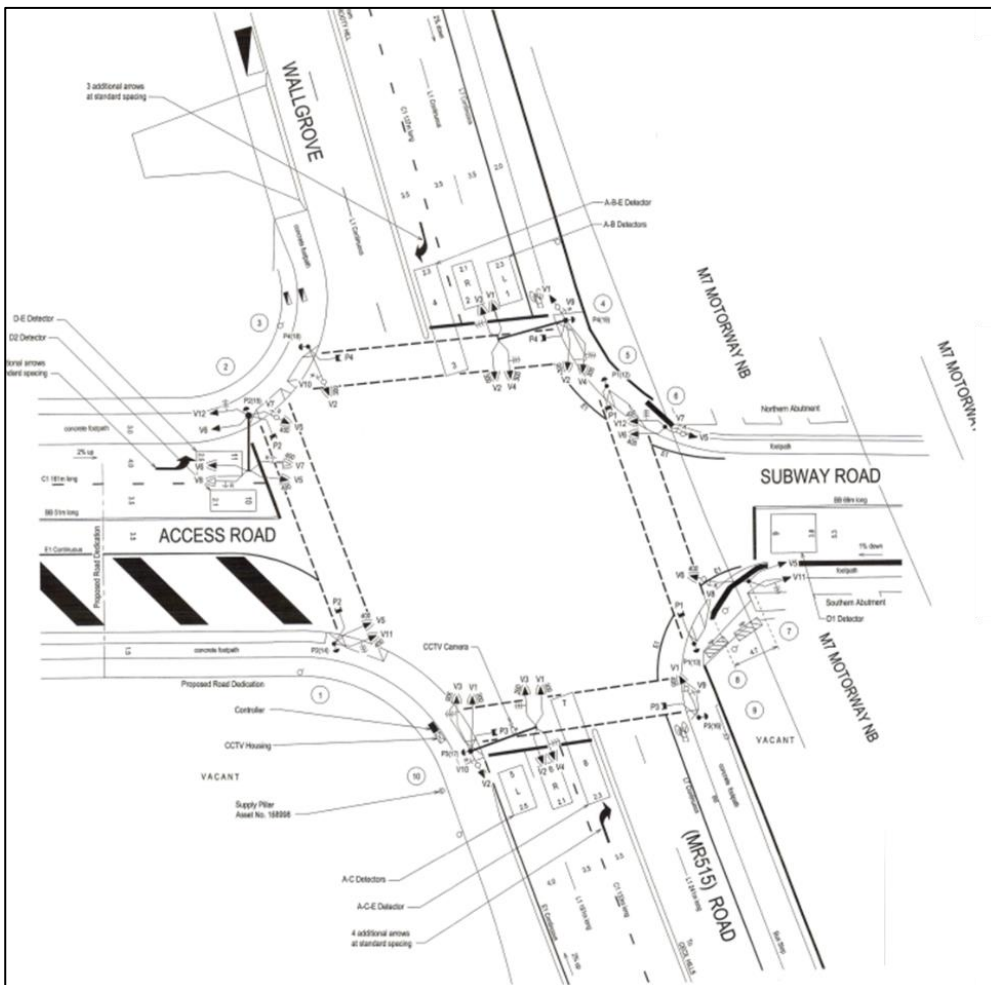


Figure 7: Wallgrove Road / Estate Road Signal Layout

Furthermore, it is anticipated that the development of the future Southern Link Road (SLR) – when finalised and funded – would also provide pedestrian infrastructure allowing for safe and efficient movement to / from the Site to the bus stops along Wallgrove Road. The WAD plans indicate 1.2 metres wide footpaths further into the Estate on at least one side of the road. Final pedestrian infrastructure arrangements are yet to be confirmed.

Other recent improvements to Wallgrove Road and Old Wallgrove Road further north of the Site have included the provision of pedestrian infrastructure with shared paths and footpaths. Similar active transport infrastructure is expected to be included as part of localised upgrades proposed to facilitate access to the site.

Surrounding sites in the area are generally industrial in nature, and as such would not be considered key destinations and attractions for people to walk to. Finally, the proposed GIE is expected to provide pedestrian connection in the form of concrete footpath for the Estate including the Site which facilitates the pedestrian walkability for the Proposal.

Additionally, it is anticipated that future mode share for active travel modes such as walking and cycling can increase with the improved connectivity provided by the SLR, subject to its finalisation and funding (refer to Section 3.7.2).

2.3.5 Bicycle Network

The existing cycle network in the vicinity of the Site is also shown in **Figure 4**. The area within the locality of the Site is well serviced with cycle routes – both on-road and off-road. Notable cycle routes include the route along the M7 Westlink to the east of the Site.

Other notable off-road cycle routes are those to the north of the Site including along Lenore Drive and Old Wallgrove Road. Furthermore, upgrades to Old Wallgrove Road, completed in 2017, have included off-road shared cycle/pedestrian pathways and pedestrian only footpaths.

As previously mentioned, the WAD has been finalised between GIE and TfNSW for the proposed works of a signalised intersection of the Estate with Wallgrove Road. The TCS Plan indicates that a separated on-road bicycle lane will be provided southbound Wallgrove Road as shown in **Figure 7**, providing access to the proposed Site.

Fairfield City – Bicycle Strategy

Fairfield City Council has approximately 80-90 km of bicycle paths⁴. Council has recently developed a bicycle plan to improve the cycling infrastructure and meet the future demands of cyclists in the community in June 2021.

Fairfield City Bike Plan 2021⁵ has been developed to address over 50 submissions from the wider community through an interactive online map, Social Pinpoint. The plan analyses existing cycling issues and outlines provision of relevant bicycle infrastructure and improvements for missing links in the existing bicycle network.

The key objectives of the Bike Plan include the following:

- Identify feasibility of future cycle routes using key trip generators and recreational opportunities to improve bicycle access within Fairfield
- Identify existing locations of cycling infrastructure and determine where future amenity and bicycle-friendly facilities are required to create safe and convenient cycling environments

⁴ Source: <https://www.fairfieldcity.nsw.gov.au/Services/Sports-Parks-Recreation/Cycling>

⁵ Source: https://www.fairfieldcity.nsw.gov.au/files/assets/public/documents/plan_build/att-a-latest-ffc-bike-plan-final-29.06.2021.pdf

- Provision of educational programs and awareness to support a significant switch from cars to bicycles as an equal first choice mode of transport and thereby reducing car-induced traffic congestion.

In the context of the Site the Bike Plan outlines as one of its top 10 priorities, a shared path from the M7 to the Horsley Park Shops. Council have noted this for consideration as part of a Future Delivery Program.

Discover Fairfield and Liverpool by Bike

Discover Fairfield and Liverpool by Bike (attached in **Appendix A**) is a detailed bicycle route map prepared by Fairfield City Council. The map highlights routes throughout the Fairfield LGA distinguishing between on-road (low to moderate traffic) and off-road routes, with the route along the M7 Westlink identified as off-road.

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.

The existing travel patterns adopted for people traveling to the Horsley Park study area has been obtained from the 2016 Census and presented in **Figure 8**.

Horsley Park - Kemps Creek, New South Wales

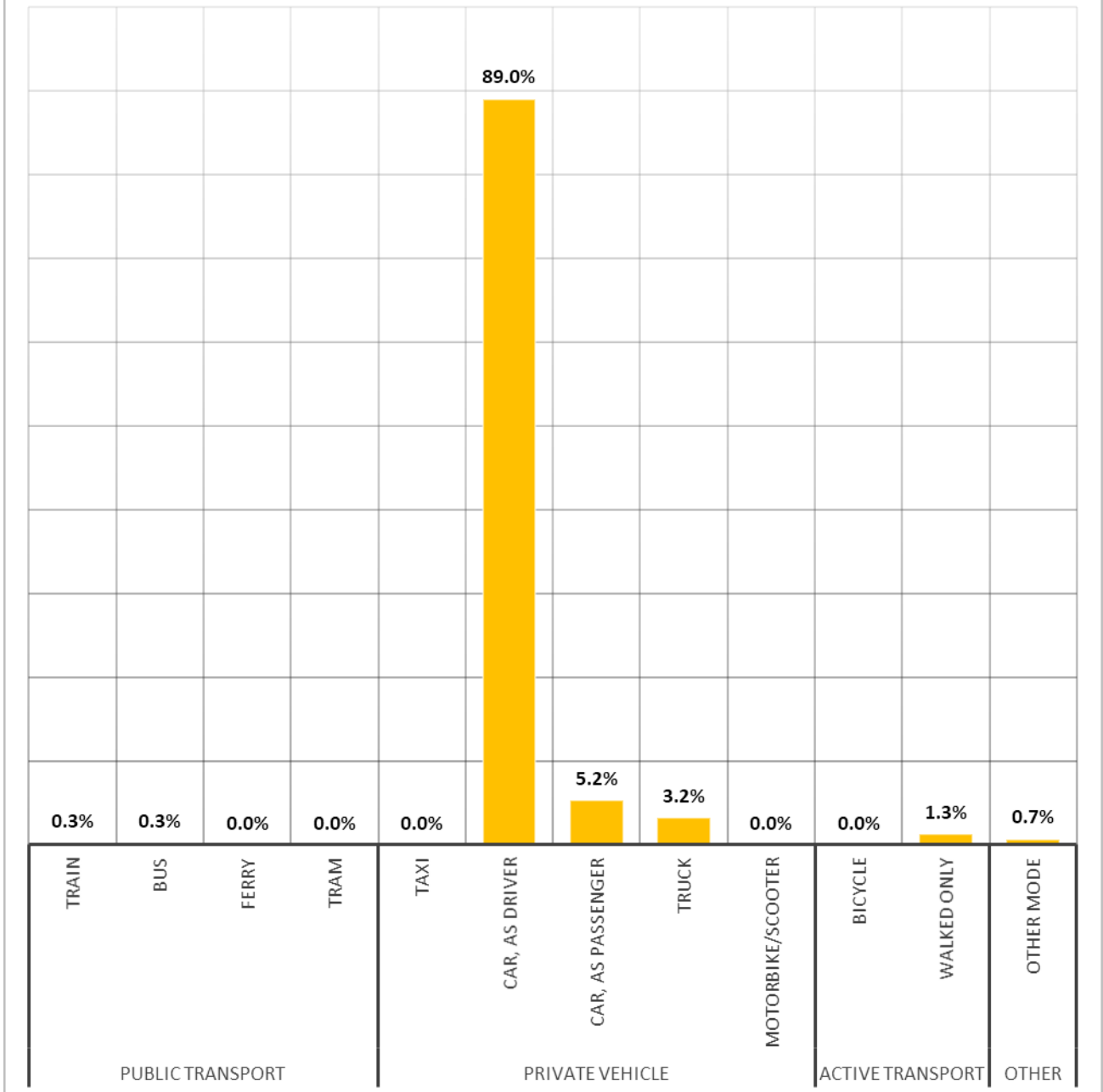


Figure 8: Existing Mode Share

With reference to Figure 8, it is evident that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in Horsley Park – Kemps Creek. The data indicates that 94% travel to work by car with 89% as the driver and 5% as passenger i.e. Car-pooling.

Other more sustainable modes of transport such as public transport and active transport are very low and there is clearly room for improvement to reduce the reliance of the private vehicle use. Closer interrogation of the data revealed that 3 people (0.3%) travelled to work by train, 3 people (0.3%) travelled to work by bus and 15 people travel to work by walking (1%).

3 Development, Scope & Implementation of the Plan

3.1 Introduction

This section sets out in broad terms how the STP will be developed and the scope of the STP.

3.2 Responsibility

The responsibility for the future STP lies 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.

3.3 Future STP Scope

The future STP 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 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 STPs. 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 STPs from Site tenants and their own travel co-ordinators (where relevant) and will work in partnership with all stakeholders to deliver the STP 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 Site;
- Liaison with outside bodies, such as Council and local bus operators, as required regarding the operation of the STP;
- Providing updated travel information to staff and visitors, as necessary; and
- Monitoring, reviewing and (if necessary) updating the STP.

3.5 Site Operation

We anticipate that the proposal will operate as an industrial development similar to those in the surrounding precinct. DHL has provided an indicative staff shift schedule which forecasts some staff shifts falling outside of peak periods due to the nature of work. This has informed the Action Strategies detailed in **Section 4**.

3.6 Consultation

It is essential that any parties that may play a part in the future of STPs 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 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; and
- TfNSW.

3.7 Travel Mode Targets

3.7.1 Introduction

Based on the existing travel mode splits identified in Section 2.5.1, the Horsley Park, surrounding areas and indeed Site area is considered to have a low dependency on public and active transport. Collectively, public and active transport modes represent in the order of less than 5% of all journey to work trips in Horsley Park. 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.

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 STP; 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.

3.7.2 Mode Share Targets

It is essential that Mode Share targets should 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 current and future transport options could reasonably be used to access the Site.

As noted earlier in the STP, the targets should be revisited and updated shortly after the opening of the development as part of the monitoring process. The preliminary Mode Share targets of the development 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%	80%	-9%
Car as passenger	5%	8%	+3%
Truck	3%	3%	-
Train	~0%	2%	+2%
Bus	~0%	2%	+2%
Walked only	1%	2%	+1%
Cycling	0%	2%	+2%
Other*	1%	1%	-

3.7.3 Post Occupancy Surveys

Post occupancy surveys are critical to the mode split targets and allow adaption and targeted actions to improve on the actual travel behaviour. They provide an opportunity to gather targeted, relevant data for the development, rather than relying on generic, area wide data from the Census or other sources.

These surveys should be conducted approximately 12-months post development, to allow travel patterns to settle down, but not so long as to allow them to become entrenched. Following that, they should be conducted every one to two years.

Post occupancy surveys act as a “report card” for the development and can be disseminated in order to have a motivating and educating effect on users. The surveys should cover the following:

- Mode of travel for all trips
- Destination and distance travelled

The objective is to link distance, destination and mode for the STP to effectively target trips that may have the capacity to be undertaken by more sustainable alternatives.

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 STP 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 Site.

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

- An introduction to the STP 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

Seven 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 this STP 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.

4.3 Responsible Stakeholder Bodies

In developing this STP and the strategies and actions that are proposed within it, it is recognised that the end user is already known. Consequently, it is essential that DHL and Fairfield City Council confirm expectations regarding sustainable travel planning for the Site in order to facilitate the important process of monitoring and review.

In this regard, it should be noted, however, not all these actions should be viewed as being mandatory but rather as potential options that should be investigated and implemented as appropriate for the future occupants and end users of the Site.

TABLE 4: PROPOSED STP ACTION STRATEGIES

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management					
1.1 Sustainable Travel Plans	<ul style="list-style-type: none"> Develop a STP to provide information for Travel Access Guide (TAG). Refer to Appendix B. Management of STPs. Promotion of STPs. 	<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 STP. This would happen with the appointment of a TPC.</p> <ul style="list-style-type: none"> Undertake a STP 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 STP. <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 STP and providing annual reporting on STP outcomes to Council.</p> <p>Tenant to develop Company specific travel plan based on final STP 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 STP 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 STPs 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.</p> <p>Information could include walking and cycling routes, bicycle parking, public transport availability, routes,</p>	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		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 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.	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 STP and report on relevant findings	TfNSW
2.3 Upgrade bus stops to provide shelter facilities	Upgrade bus stops to provide for improved waiting areas for commuters, the majority of which would likely be workers associated with the development.	Propose or recommend improvements to the bus stops along Wallgrove Road to TfNSW as part of wider works noting that the stops would be servicing more commuters following the development	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 Promote train services	Rooty Hill Station is located outside of the recommended walking catchment. However, this does not mean it should not be made aware of or even promoted. Bus connectivity to the train station is available from directly outside the development.	<p>Leverage the infrastructure and availability of the travel information points as stated in Strategy 1.2 to provide key information about train services at the Rooty Hill Railway Station.</p> <p>Information to display may include the proximity such as the approximate walking distance and time taken to the next available train and associated wait times</p>	Tenant / Business Owner / TPC	To be provided at completion of development and updated ongoingly	Tenant / Business Owner
2.6 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 STP 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					

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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 share spaces provided and actively promote on Site to staff and visitors. Reward regular car sharers by providing gifts such as free car washes.	Tenant / Business Owner, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner
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					

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
<p>4.1 Create a Bicycle Users Group (BUG)</p>	<p>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.</p> <p>As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.</p>	<p>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.</p> <p>BUG would be made aware of the recent upgrades to cycling infrastructure in the area such as Old Wallgrove Road and the future Southern Link Road. In addition to this, all members of BUG would be supplied with Discover Fairfield and Liverpool by Bike (Appendix A) to inform of routes available in the locality.</p>	<p>Tenant / Business Owner / TPC</p>	<p>Ongoing in the workplace</p>	<p>Tenant / Business Owner</p>
<p>4.2 Providing & Maintaining End of Trip Facilities</p>	<p>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.</p>	<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 the Proposal:</p> <ul style="list-style-type: none"> • Staff Bicycle Parking requirement: 3-5% of 	<p>Developer / Estate &/or warehouse Owner / Manager</p>	<p>To be provided at sports complex completion</p>	<p>Developer / Estate &/or warehouse Owner / Manager</p>

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		<p>staff number (for each building); and</p> <ul style="list-style-type: none"> Visitor Bicycle Parking requirement: 5-10% of staff number (for each building). 			
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 in Fairfield	Promotion of “Discover Fairfield and Liverpool by Bike” (See Appendix A) transport map	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
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.	Tenant / Business Owner	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

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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

4.4 Communications Strategy

4.4.1 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 a copy of the STP and a Travel Access guide (TAG) as provided in **Appendix B**. 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.

4.4.2 Accurate Transport Information

In addition to these 'welcome packs', a copy of the TAG (as shown in **Appendix B**) 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.

4.4.3 Promotion and Marketing Strategy

A marketing strategy should be designed for the communication and promotion of the STP to all site occupiers and users. The strategy should describe the range of communication tools and promotional techniques that will be used from the outset of the development and those that will be used on an on-going or phased campaign basis.

Notice boards for employees in strategic locations around the building and posters advertising specific campaigns can also form part of strategy. Information leaflets for visitors can be found in the main reception areas. Publication of the STP and relevant travel information of organisation's website. Each of the schemes offered in the STP will be promoted amongst new employees that join and sent out prior to any interview.

DHL in conjunction with Fairfield City Council will endeavour to run 3-4 major campaigns throughout the year focusing on the individual modes to ensure momentum of the STP is retained. This could look like:

- January – Car Share Week
- April – Walk to Work Week
- July – Ride / Cycle to Work Week
- October – Public Transport

The TPC will also be tasked with working very closely with the Marketing and Communications team and promoting and advertising sustainable journey to DHL.

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. 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 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 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 C**.

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.

6 Summary and Conclusion

Ason Group has been engaged by DHL NSW to prepare a STP to support the proposed warehouse facility located at Lot 12, 813 Wallgrove Road, Horsley Park.

6.1 Key Findings

The key findings of this STP are as follows:

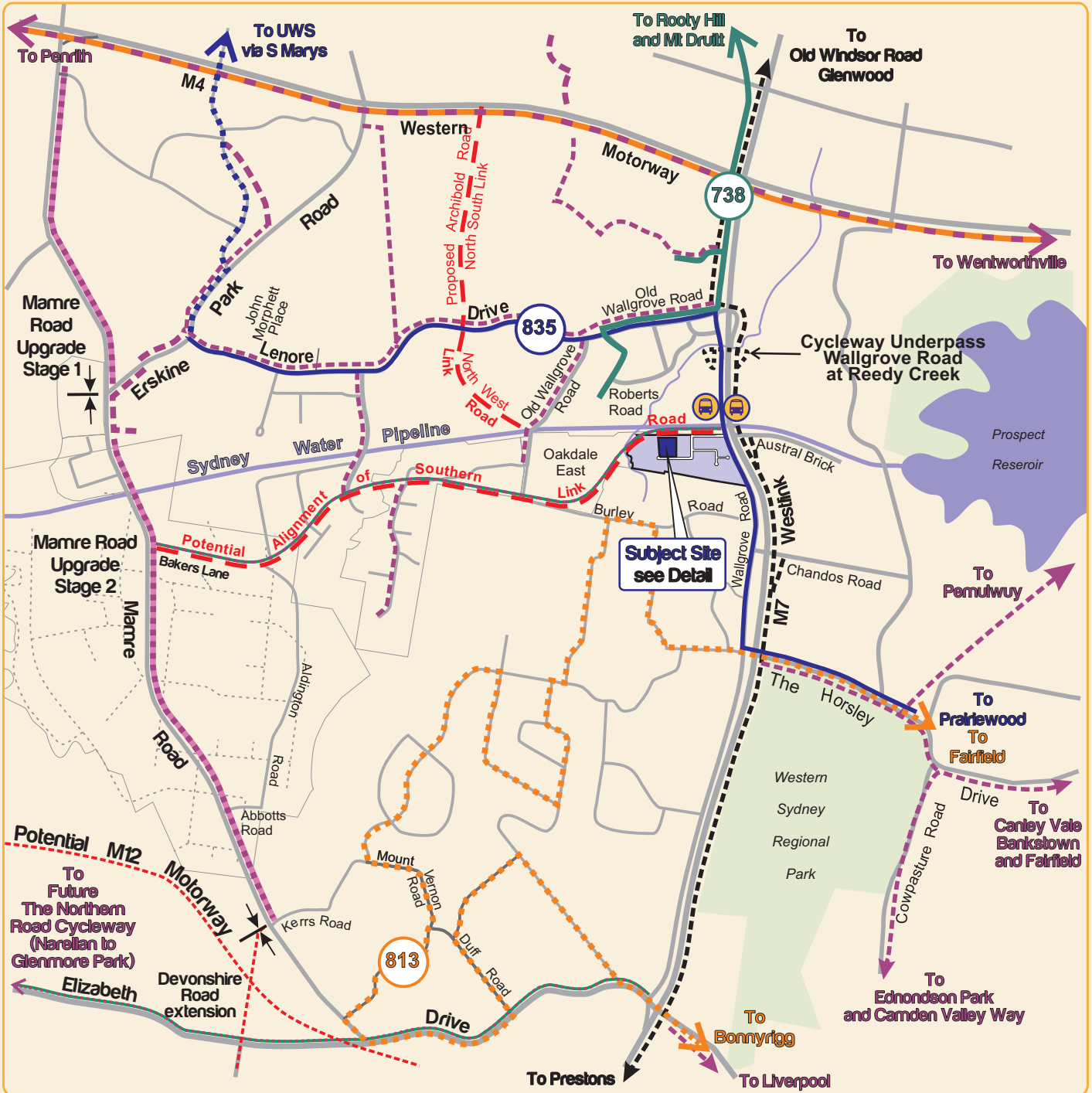
- Currently, two bus routes located to the north service the Site. It is noted from the intent of the BWSEA Structure Plan, a transit corridor along Horsley Park Road is proposed to promote access to existing Liverpool to Parramatta Transitway. This creates significant opportunities for future connection between existing bus routes and future services along the transit corridor.
- At present, the closest train station to the Site is approximately 5.5km away. However, existing bus stop for route 738 located directly to the north of the site provides connection to Rooty Hill Railway Station. The T1 – City to Emu Plains services the station with a frequency of 10-15 minutes during the peak hours and 15-20 minutes during the off-peak hours.
- At present, pedestrian infrastructure is non-existent due to the current undeveloped nature immediately surrounding the Site. It is important to note that a separate Work Authorisation Deed (WAD) has been finalised between GIE and TfNSW for the proposed works of a signalised intersection of the Estate with Wallgrove Road providing pedestrian footpaths along Wallgrove Road. The development of future Southern Link Road also proposes pedestrian infrastructure with a 1.2m wide footpath on at least one side of the road through the Estate. However, final pedestrian infrastructure arrangements are yet to be confirmed. Other recent improvements to Wallgrove Road and Old Wallgrove Road further north of the Site have included the provision of pedestrian infrastructure with shared paths and footpaths.
- As mentioned above, a WAD which has been finalised between GIE and TfNSW for the proposed works of a signalised intersection of the Estate providing a separated southbound on-road bicycle lane on Wallgrove Road. The area within the locality of the Site is well serviced with both on-road and off-road cycle routes including cycle routes along M7 Westlink to the east of the Site and Lenore Drive and Old Wallgrove Road to the north of the Site.
- The preliminary mode share target represents a 5-year target to coincide with the minimum 5 years of monitoring and review has been setup for year 2026.
 - With regards to the above, it is expected that the car (as driver) mode share be reduced by 9% while other mode shares (bus, walking, motorcycling, cycling and taxi) be increased by 2026.
- **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

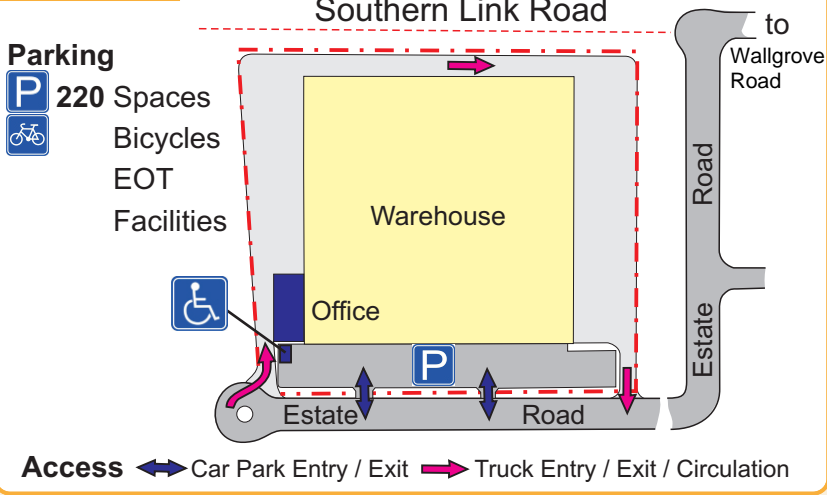
In summary, there would be upgrades to the public and active transport infrastructure near the Site in the upcoming future. Furthermore, in order to achieve the preliminary targets described in the above section, it is recommended to adhere to the action strategy requirements outlined in **Table 4**.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

Appendix A. Cycling in Fairfield

Appendix B. Travel Access Guide



Lot 12 Detail



Existing Public Transport Routes

- Busways**
 - 738 Mt Druitt to Eastern Creek via Rooty Hill Loop Service
- 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 & St Marys
- Bus stops on Wallgrove Road

Existing & Proposed Active Transport

- Existing Shared Paths
- M7 Westlink Cycleway and Connections
- Motorway Cycle Shoulder
- Proposed Mamre Road Upgrades: Stages 1 and 2
- Potential Southern Link Road Cycleway
- Elizabeth Drive (M7 to The Northern Road)

Appendix C. 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).....

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