



Transport Strategies

Gazcorp Industrial Estate

**813-913 Wallgrove Road, Horsley
Park (Lot 10)**

Workplace Travel Plan

Prepared for: Gazcorp

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Contents

1.0	INTRODUCTION	3
1.1	Context	3
1.2	Goals	4
1.3	Objectives.....	4
2.0	PROPOSED DEVELOPMENT.....	5
2.1	Proposed Development	5
3.0	SITE AUDIT OF EXISTING TRANSPORT CONDITIONS	7
3.1	Existing Public & Active Transport	7
	Bus Services	7
	Train Services	10
	Existing Pedestrian Infrastructure.....	10
	Existing Cycle Routes.....	11
3.2	Future Cycle Routes.....	12
3.3	Existing Travel Patterns	12
4.0	RESPONSIBILITY, SCOPE & IMPLEMENTATION	14
4.1	Responsibility.....	14
4.2	WTP Scope	14
4.3	Implementation.....	14
4.4	Consultation	15
4.5	Target Mode Share Reference	18
4.6	Travel Mode Targets	19
5.0	MEASURES AND ACTION STRATEGIES	22
5.1	Measures.....	22
5.2	Strategies	22
5.3	Staff Communication Strategy	27
6.0	GOVERNANCE, FUNDING, PLAN MAINTENANCE AND MONITORING STRATEGY	28
6.1	Governance	28
6.2	Funding	28
6.3	Plan Maintenance	28
6.4	Monitoring.....	29

APPENDICES

Appendix A – Travel Access Guide

Appendix B – Questionnaire

Appendix C – Consultation with TfNSW



1.0 Introduction

1.1 Context

This Workplace Travel Plan (WTP) has been developed to address Conditions B4(b), B7, B8, C42 and C43 of the Conditions of Consent issued 11 November 2019 in relation to the approved State Significant Development (SSD) 5248 Modifications no. 5 (SSD-5248-Mod-5). This WTP relates to the Stage 1 Development Application (DA) being Lot 10 of the Gazcorp Industrial Estate at 813-913 Wallgrove Road, Horsley Park within the Fairfield City Council (LGA).

The conditions are reproduced below:

B4. Future development applications must be accompanied by a detailed assessment of the traffic and transport impacts on the surrounding road network and intersection capacity and must:

(b) demonstrate that sufficient car parking has been provided in accordance with the car parking rates approved under Condition B5 below, and details to promote non-car travel modes;

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.

B8. Future development applications must provide bicycle racks, and amenity and change room facilities for cyclists in accordance with Planning Guidelines for Walking and Cycling (December 2004, NSW Department of Infrastructure, Planning and Natural Resources, Roads and Traffic Authority).

C42. Prior to the commencement of operation of the Development, the Applicant must prepare a Workplace Travel Plan (WTP) for the Development to the satisfaction of the Planning Secretary. This WTP must form part of the OEMP required by Condition D5 and must:

(a) be prepared in consultation with TfNSW;

(b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; and

(c) describe pedestrian and bicycle linkages and end of trip facilities available on-site.



1.2 Goals

This WTP has been specifically developed to accomplish the following key goals:

- Define objectives and mode share targets tailored to the specific site and land use, ensuring they are measurable, achievable, and time-bound to guide the direction and purpose of the upcoming WTP.
- Propose specific tools and actions designed to meet the identified objectives and mode share targets.
- Recommend measures to facilitate and support WTP's implementation, including the necessary financial and human resources, along with the roles and responsibilities of employees involved in carrying out this WTP.
- Outline a methodology and a monitoring/review program to assess the effectiveness of this WTP's objectives and mode share targets, including the frequency of monitoring and the need for travel surveys to assess travel behaviors at appropriate intervals.

1.3 Objectives

This WTP is built on a set of measures that can be tailored to address the specific travel needs of the Site. The overall aim is to encourage and support the use of alternative and sustainable modes of transport while reducing single-occupancy car journeys to and from the Site. The main objectives of this WTP will include:

- Minimising the environmental impact of Gazcop Industrial Estate.
- Establishing future staff travel mode share targets.
- Enhancing access, amenity, convenience, and safety for sustainable transport options to and from the Site.
- Promoting active transport modes such as walking and cycling, especially for short to medium distances.
- Reducing dependency on private vehicles for all types of journeys.
- Fostering a culture that values healthier, more active lifestyles and increased use of public transport.



2.0 Proposed Development

2.1 Proposed Development

The Site, covering an area of 52 hectares, is situated at 813-913 Wallgrove Road in Horsley Park, within Lot 100 DP1268340. It currently has an access point to Wallgrove Road, which connects to the Westlink M7 Motorway, providing access to the Western Motorway and Great Western Highway. Figure 2.1 shows the Site's location and its surrounding environs.

Figure 2.1: Site and Surrounding Environs



The Gazcorp Industrial Estate comprised of 218,628 square metres (m²) of gross floor area (GFA) of 15 warehouse buildings with ancillary office space. A Stage 1 Development includes a 41,224 m² warehouse and distribution building, including 1,460 m² of ancillary office space on Lot 10, as shown in Figure 2.2.

Lot 10 site (see detailed plans overleaf) will provide:

- car parking provision of 223 car spaces including 5 accessible spaces
- 16 bicycle parking spaces
- 60 lockers
- 4 showers and 4 change rooms.

Legend

Site Boundary

Road Reserve Boundary

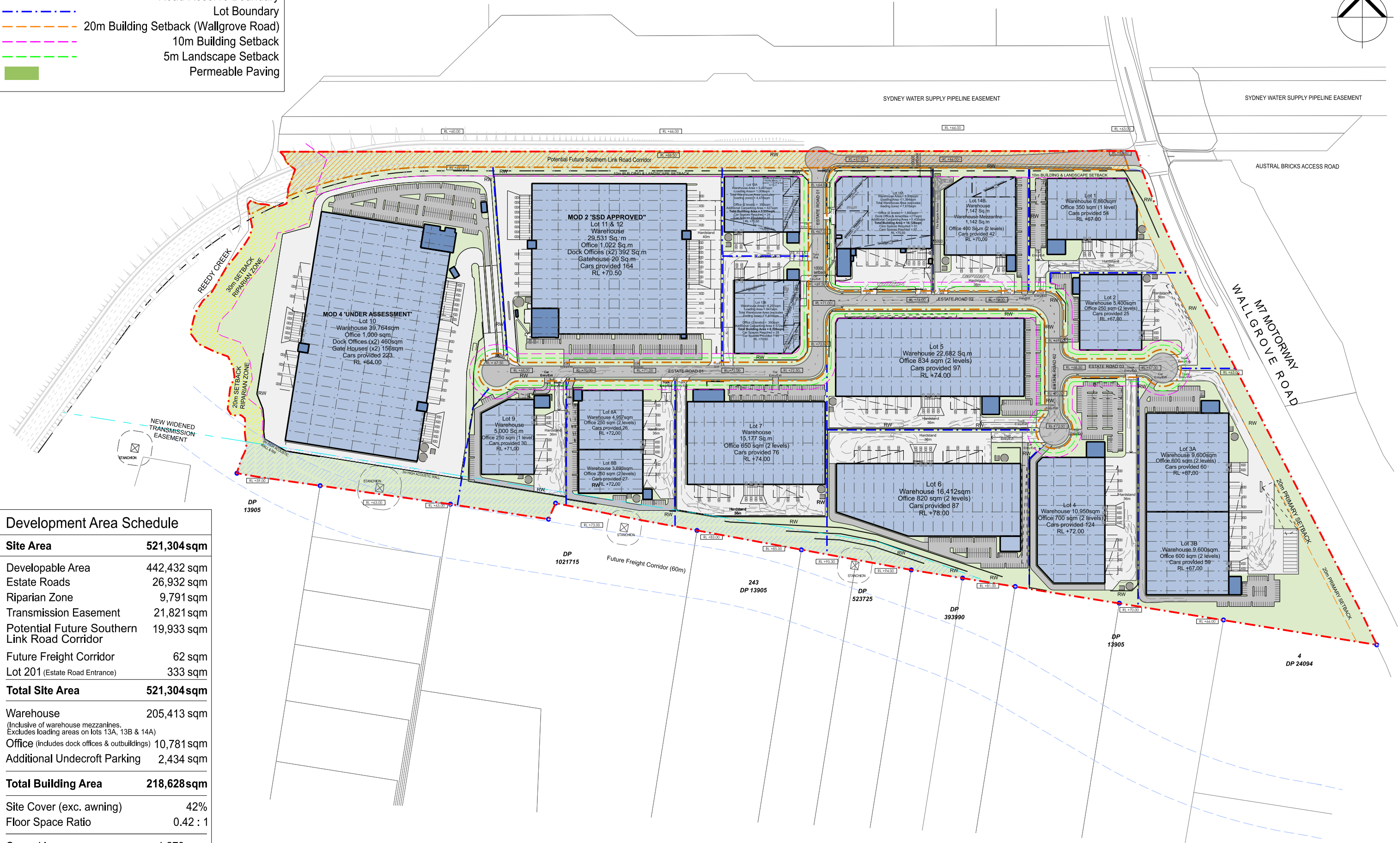
Lot Boundary

20m Building Setback (Wallgrove Road)

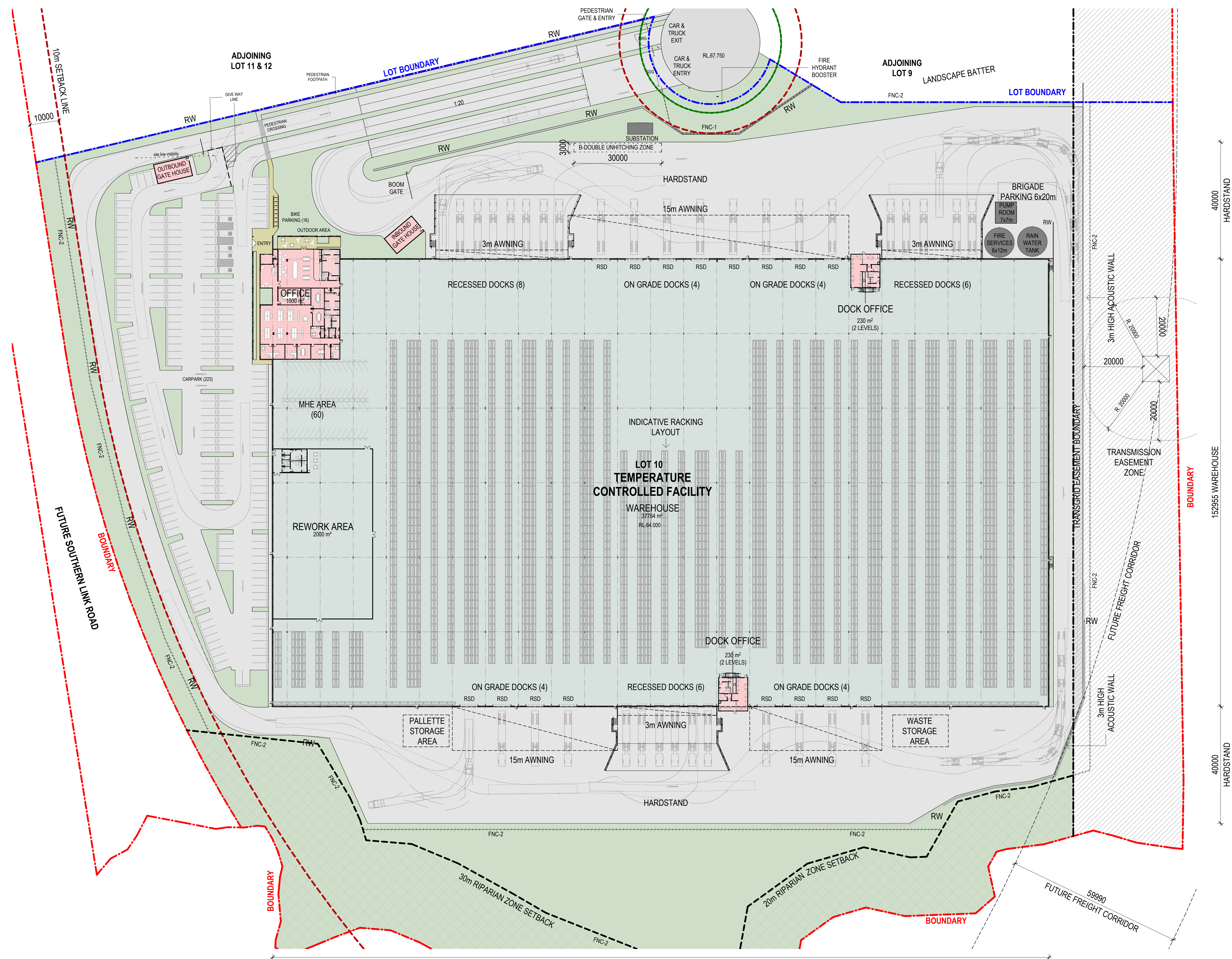
10m Building Setback

5m Landscape Setback

Permeable Paving



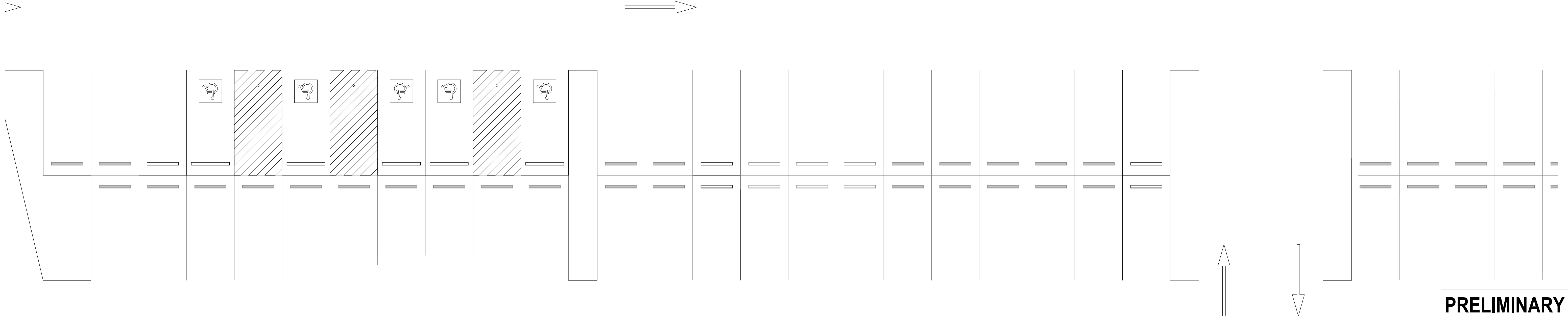
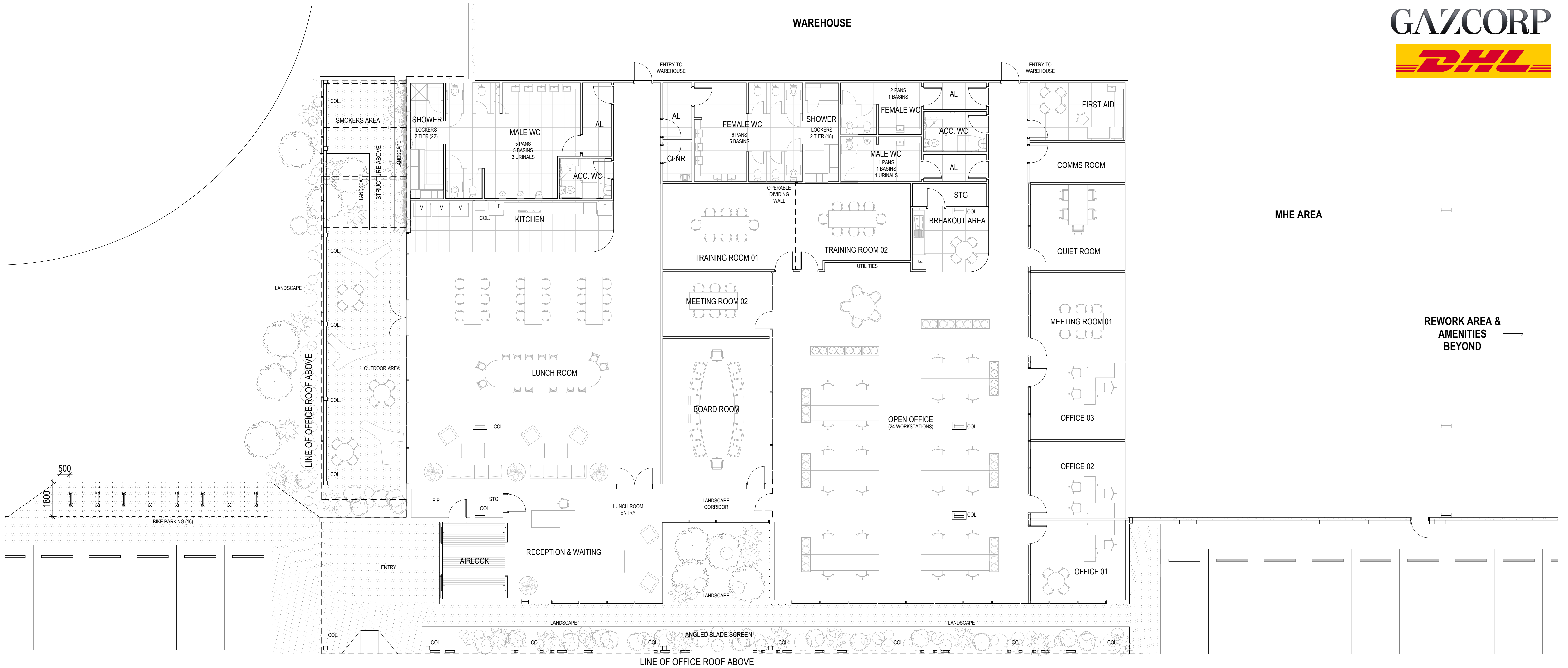
Development Area Schedule	
Site Area	521,304sqm
Developable Area	442,432 sqm
Estate Roads	26,932 sqm
Riparian Zone	9,791 sqm
Transmission Easement	21,821 sqm
Potential Future Southern Link Road Corridor	19,933 sqm
Future Freight Corridor	62 sqm
Lot 201 (Estate Road Entrance)	333 sqm
Total Site Area	521,304sqm
Warehouse (Inclusive of warehouse mezzanines, Excludes loading areas on lots 13A, 13B & 14A)	205,413 sqm
Office (includes dock offices & outbuildings)	10,781sqm
Additional Undecroft Parking	2,434 sqm
Total Building Area	218,628sqm
Site Cover (exc. awning)	42%
Floor Space Ratio	0.42 : 1
Carparking	1,273 cars



LEGEND	
SITE BOUNDARY	---
LOT BOUNDARY	---
10m BUILDING SETBACK	---
3m LANDSCAPE SETBACK	---
TRANSGRID EASEMENT	---
RIPARIAN CORRIDOR SETBACK	---
PALISADE FENCE	FNC-1
CHAIN MESH BLACK FENCE	FNC-2
SWING GATE	SWG
SLIDING GATE	SDG
LANDSCAPE	
HARDSTAND	
OFFICE	
WAREHOUSE	
PEDESTRIAN FOOTPATH	
FIRE SERVICES	
TRANSMISSION EASEMENT	
RIPARIAN ZONE	

DEVELOPMENT AREA SCHEDULE	
SITE AREA (Exclude riparian zone, transgrid easment, and proposed road reserve)	86005 m²
WAREHOUSE (Including rework area)	39764 m²
OFFICE	1000 m²
GATE HOUSE x2	156 m²
DOCK OFFICE x2	460 m²
TOTAL BUILDING AREA	41380 m²
AWNING AREA	3305 m²
HARDSTAND AREA	19576m²
LIGHT DUTY PAVEMENT AREA	13068 m²
SITE COVERAGE	48.1%
CARPARKING	223
(Including 5 disabled car parks)	
BICYCLE PARKING	16

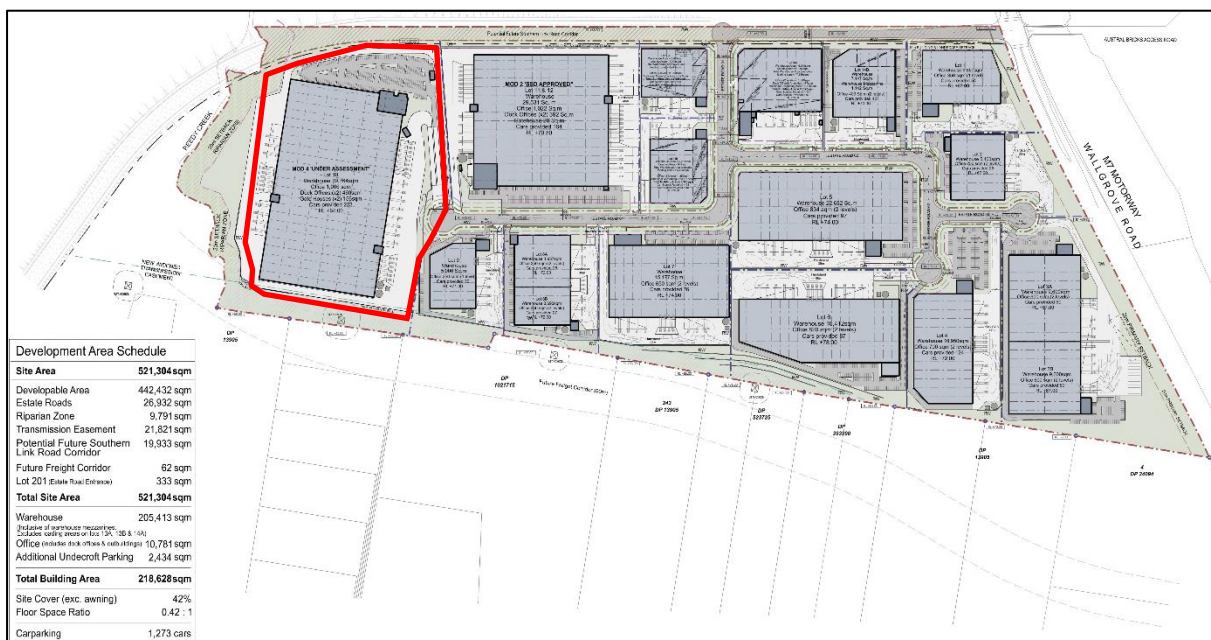
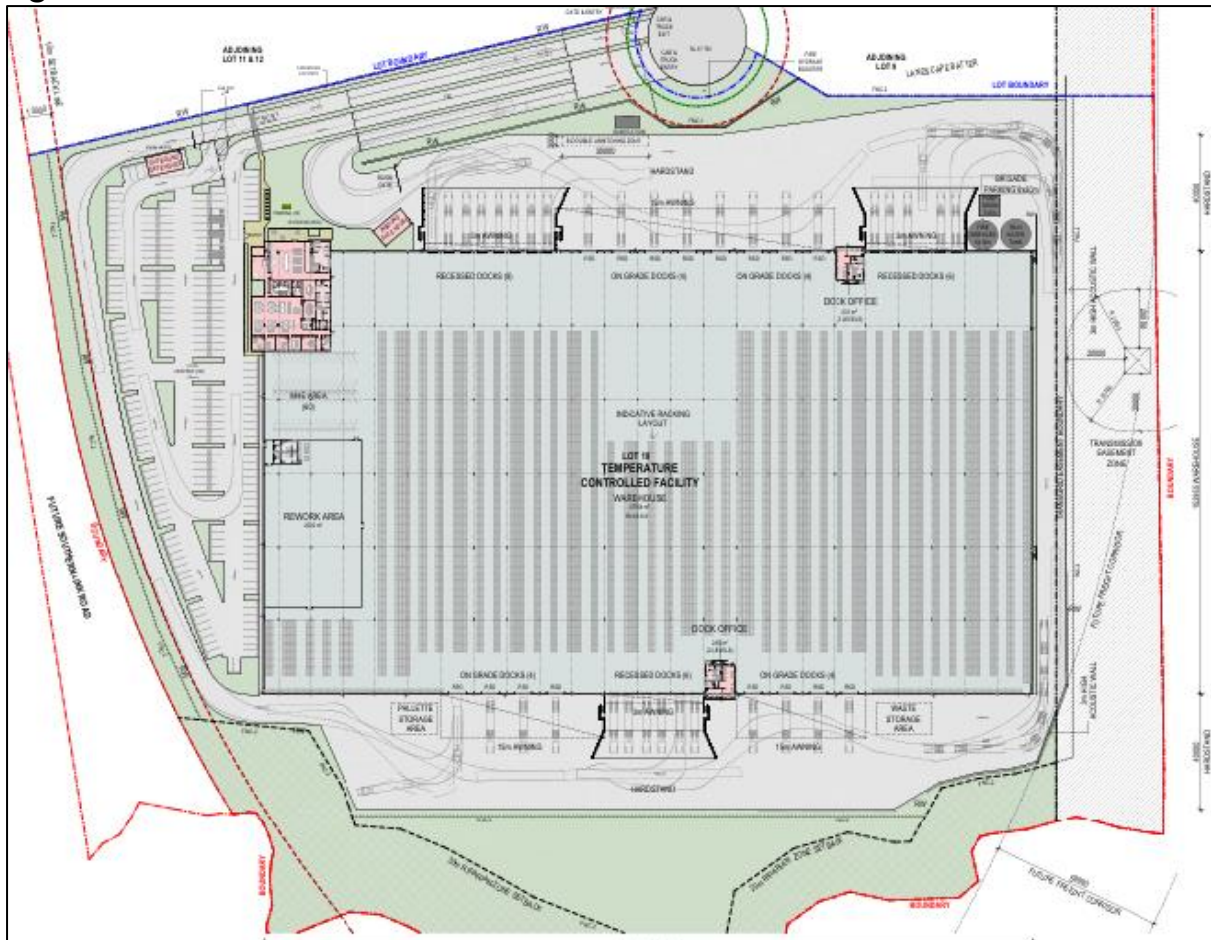
PRELIMINARY



PRELIMINARY



Figure 2.2: Lot 10 Site and Lot 10 within the Estate





3.0 Site Audit of Existing Transport Conditions

A thorough audit of the Site is necessary to evaluate the current facilities and review the available transport options. This section must be refreshed before implementing any future Plan and should be regularly updated to ensure it remains current. The assessment covers the following aspects:

- Public transport services in the vicinity, including their proximity to the Site, service frequency, and accessibility.
- Bicycle and pedestrian infrastructure, focusing on accessibility, connectivity, and safety.
- Mode-split data for the Site and surrounding area.

3.1 Existing Public & Active Transport

Bus Services

The Site is serviced by 2 bus stops along Wallgrove Road within 1.1km walking distance of the Site as shown in Figures 3.1 and 3.2. These stops are serviced by the following bus routes:

- 738 – Mount Druitt to Eastern Creek via Rooty Hill (Loop Service)
- 835 – WSU Penrith to Prairiewood

The surrounding public transport network is shown in Figure 3.3.



Figure 3.1: Bus Route 738

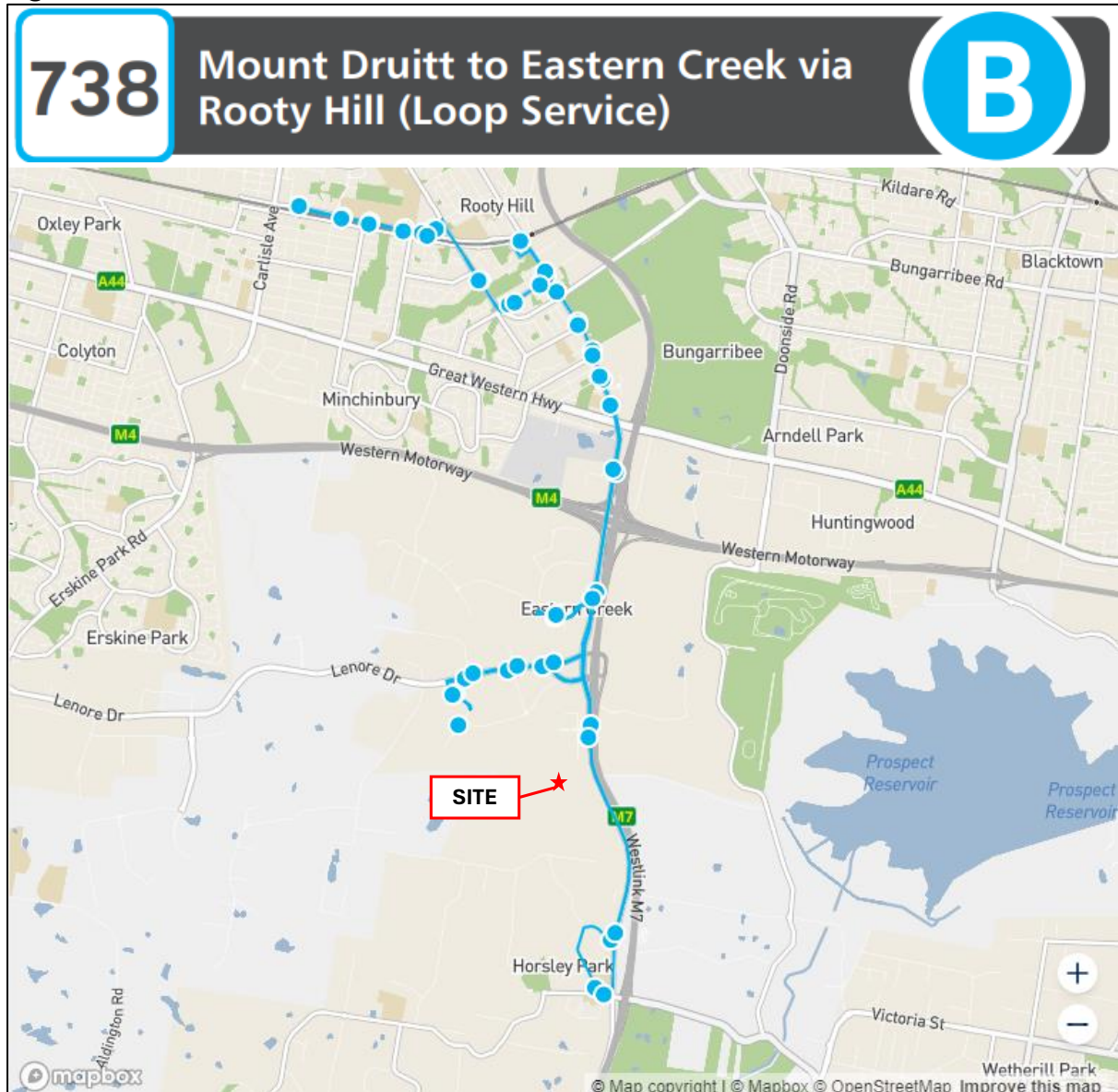




Figure 3.2: Bus Route 835

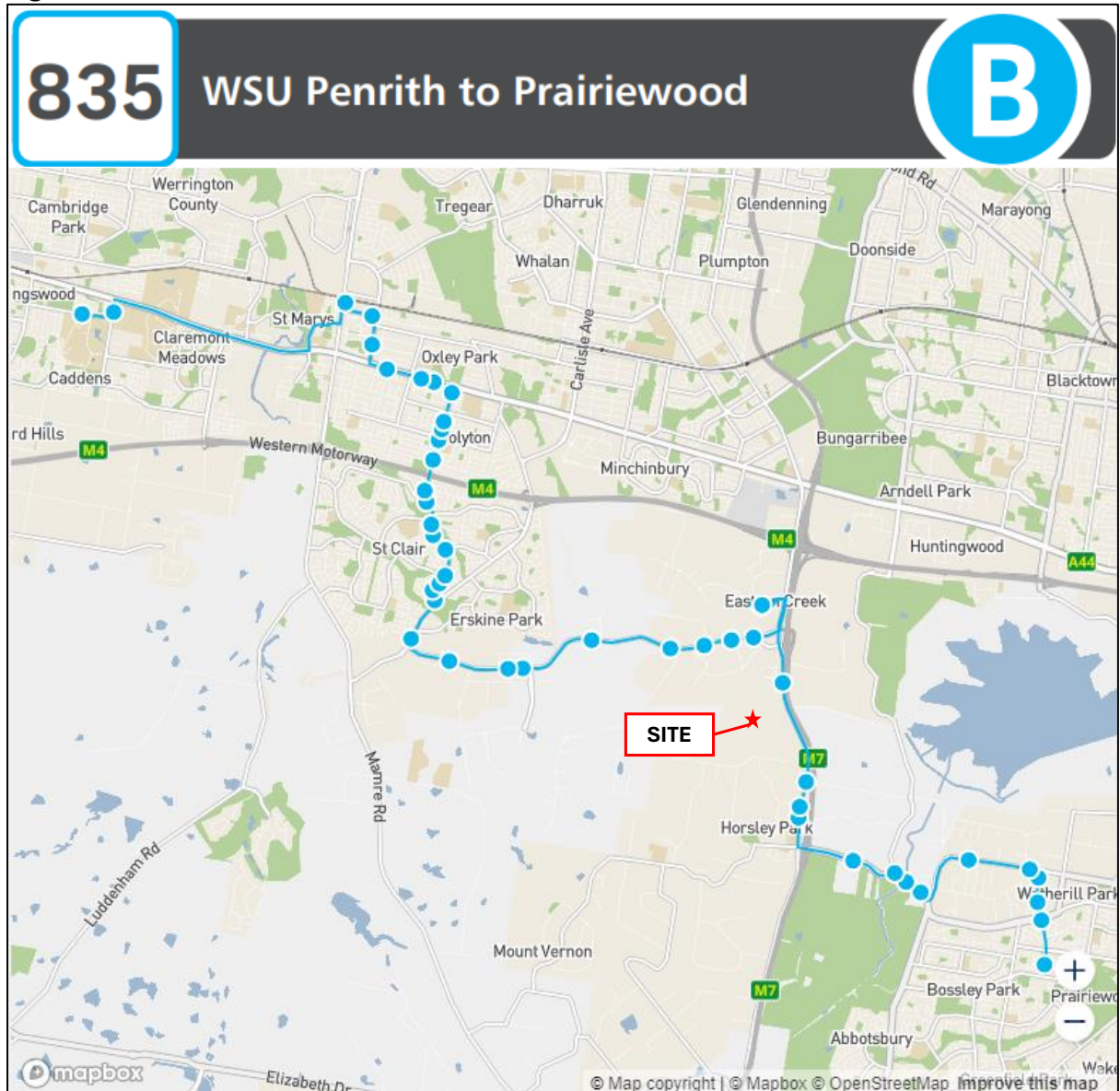
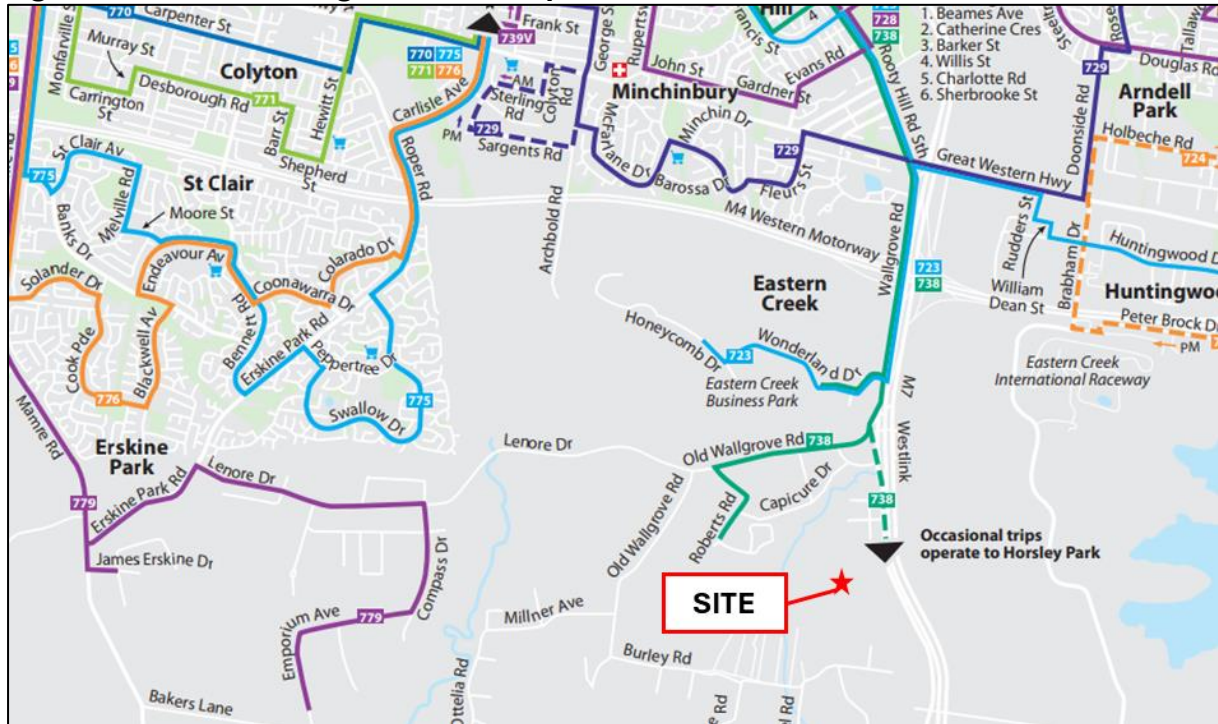




Figure 3.3: Surrounding Public Transport Network



Train Services

The closest train station is the Rooty Hill Station, which is located 8.3 km to the north of the site. Rooty Hill Train Station is serviced by the T1 – City to Emu Plains or Richmond line. T1 train services from Station have a frequency of 10-15 minutes during the peak hours and 15-20 minutes during the off-peak hours. Bus route 738 provides connection between the site and the train station.

Existing Pedestrian Infrastructure

Due to the current undeveloped Site, pedestrian infrastructure is minimal with connections to existing bus stops along Wallgrove Road. 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. See Figure 3.4.



Figure 3.4: Pedestrian Infrastructures to/from Bus Stops along Wallgrove Road



Existing Cycle Routes

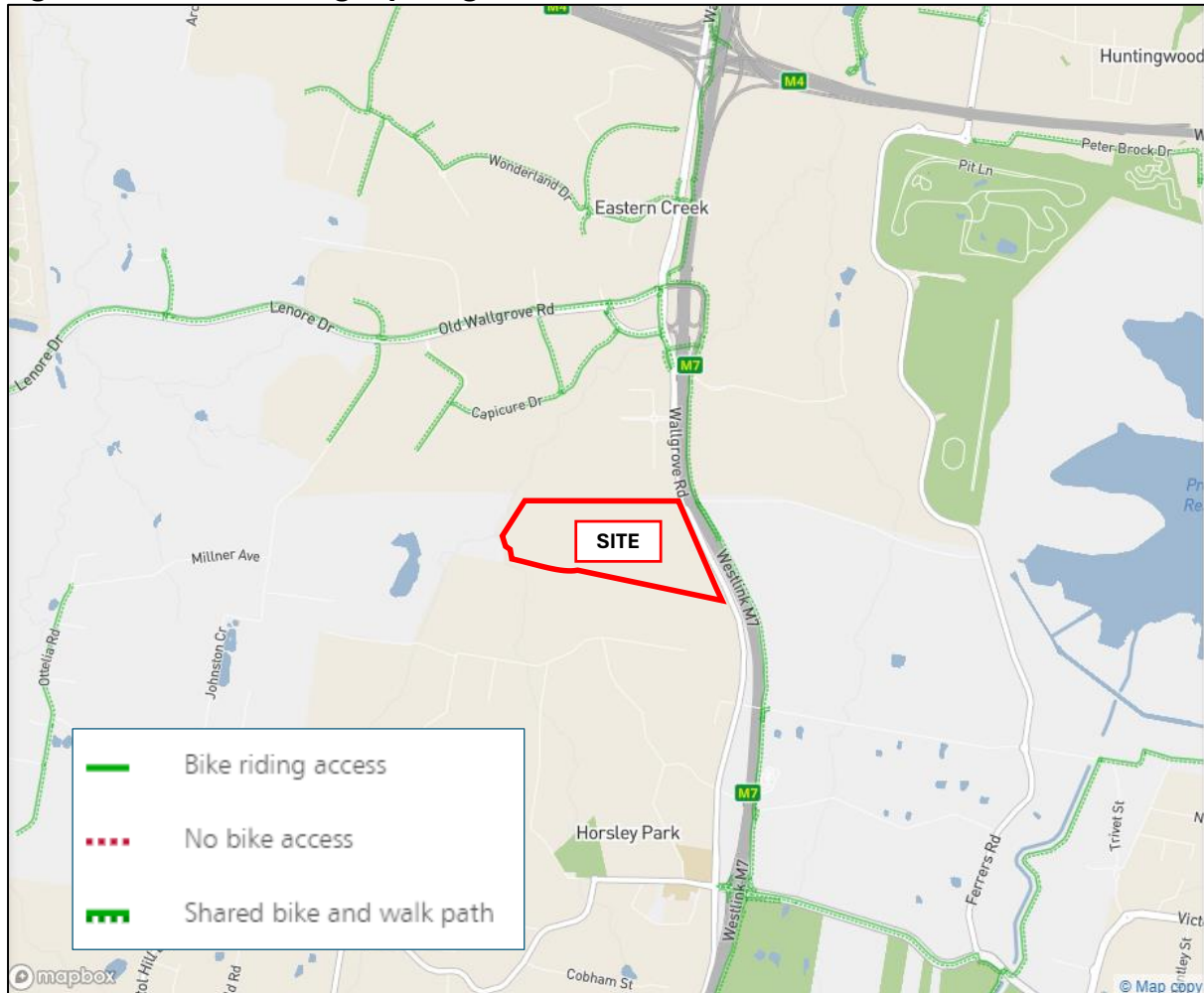
The area within the locality of the site is well serviced with cycle routes – both on-road and off-road. Notable cycle routes include the route along the M7 Westlink to the east of the Site.

Other notable off-road cycle routes are those to the north of the Site including along Lenore Drive and Old Wallgrove Road which included off-road shared cycle/pedestrian pathways and pedestrian only footpaths.

The existing cycle network in the vicinity of the site is also shown in Figure 3.5.



Figure 3.5: Surrounding Cycling Infrastructures



3.2 Future Cycle Routes

It is expected that the WAD, finalised between Gazcorp and TfNSW, will include pedestrian infrastructure such as designated footpaths and crossings to support pedestrian movement and access. This is particularly crucial for ensuring safe and efficient travel to and from the Site and the bus stops along Wallgrove Road. However, this commitment has not yet been confirmed.

Similarly, active transport infrastructure is anticipated to be part of the localised upgrades planned to improve access to the site. The proposed estate is also expected to include pedestrian connections in the form of concrete footpaths, enhancing walkability within the Estate, including the Site.

3.3 Existing Travel Patterns

The Australian Bureau of Statistics (ABS) 2016 Census 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 through the use of travel survey data of the operational development. A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the Horsley Park area as indicated by Figure 3.6.



Figure 3.6: Destination Zone 115184212 (Highlighted in Red)



Travel to work, top responses Employed people aged 15 years and over	Horsley Park	%	New South Wales	%	Australia	%
Car, as driver	531	64.6	1,953,399	57.8	6,574,571	61.5
Worked at home	72	8.8	163,026	4.8	503,582	4.7
Truck	54	6.6	32,908	1.0	85,892	0.8
Walked only	28	3.4	130,957	3.9	370,427	3.5
Car, as passenger	26	3.2	144,820	4.3	489,922	4.6
People who travelled to work by public transport	40	4.8	540,215	16.0	1,225,668	11.5
People who travelled to work by car as driver or passenger	583	70.1	2,182,854	64.6	7,305,271	68.4

Table 3.1: Travel Mode Summary

Travel Mode	Mode Share of Employees
Car, as driver	78.2%
Car, as passenger	3.9%
Truck	8.0%
Walked only	4.1%
Public Transport	5.8%
Total	100%

It is evident from Table 3.1 that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in the area. The data indicates that 90.1% travel to work by car/truck with 86.2% as the driver and 3.9% as passenger i.e., car-pooling.



4.0 Responsibility, Scope & Implementation

4.1 Responsibility

The responsibility for this WTP will lie with site management and should form part of organisational policies. This WTP should include a statement on company policy in relation to travel and should be endorsed by senior management.

4.2 WTP Scope

This WTP addresses the following types of travel generated by the development:

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

This WTPs 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.

4.3 Implementation

Point of contact for enquiries relating to the progress of this WTP, and act separately to the Site management team. It is recommended that a consistent Travel Plan Coordinator (TPC) be appointed for the Estate so as to achieve a coordinated approach across the Site. A sub-management team shall be formed to ensure all of the actions of this WTP are enacted.

The TPC and sub-management team should be appointed before the Site becomes occupied, or within 1 month of the site becoming occupied. Details for the TPC role and responsibilities associated with this WTP are provided below. The main duties of the TPC are envisaged to be:

- Leader of a broader team / committee that is responsible of the development and implementation of this WTP.
- Internal liaison to promote awareness of this WTP amongst staff within the Site.
- Liaison with outside bodies, such as Fairfield City Council (Council) and local bus operators, as required regarding the operation of this WTP.
- Providing updated travel information to staff and visitors, as necessary.
- Monitoring, review and (if necessary) updates to this WTP.

The TPC and the sub-management team will promote participation in and commitment to this WTP from tenant representative and will ensure a smooth transition so that each tenant will be responsible for their ongoing monitoring and



updating of this WTP. The TPC and the sub-management team shall make it clear to each tenant that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for the life of the development.

4.4 Consultation

It is essential that any parties that play a part in this WTP and its actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising the overall efficacy of this WTP.

Consultation with TfNSW has been completed with evidence of consultation summarised in Table 4.1 and detailed in Appendix C.

Table 4.1: Comments from TfNSW

Item No.	Comment	TS Response
1.	Workplace Travel Plan (WTP): The TDM Team ask that the overall WTP should be provided to our TDM Team as a document ready for implementation from Day 1 of occupancy and post-occupancy. All of the 'proposed' initiatives in the plan should be placed in the Implementation Plan as 'committed actions' if appropriate.	WTP will be provided to TfNSW TDM Team as a document ready for implementation from Day 1 of occupancy and post-occupancy. All proposed initiatives in the implementation plan, as shown in Table 4.1 are committed actions.
2.	Car parking: The TDM team ask that the number of car parks proposed for this site (223 car park spaces) are reduced, as having this amount of car parks will encourage more staff to drive to and from the site, discouraging sustainable transport options for staff.	The carpark is fully constructed. The tenant representative will allocate premium/priority car spaces to encourage more staff to carpool to work/from common residential areas/major public transport stations/interchanges.
3.	Car parking Management: The TDM team recommend that management of parking is considered including prioritising parking for those on a need's basis, for example that priority parking spaces are to be reserved, and well located, for those who carpool.	The tenant representative will allocate premium/priority car spaces to encourage more staff to carpool to work/from common residential areas/major public transport stations/interchanges.
4.	Mode Share targets: The TDM Team note the mode share targets in Table 4.13 Preliminary 2026 Mode Share Targets. The team would however advise that the mode share targets for staff driving to and from the site are too high for single occupancy car use. Higher sustainable transport option mode shares for staff to get to and from the site should be included in these tables. One of the ways this can be done is to have short-term and long-term mode shares. Mode shares	Short-term (Year 2026 – 2-year post-occupation) and long-term mode shares (Year 2029 – 5-year post-occupation) are now provided in Table 4.3A and Table 4.3B, respectively. The mode share targets for staff driving to and from the site have been reduced by a minimum of 10%. The mode shares have also been updated to include shuttle buses to



Item No.	Comment	TS Response
	should include shuttle buses to and from the closest bus stops, train stations, car-pooling and bus mode shares.	and from the closest bus stops, train stations, car-pooling and bus mode shares.
5.	Bicycle Parking: TfNSW appreciates that there are 16 bicycle parking spaces provided. TfNSW recommends that these bicycle parking spaces are increased for this site, so there is sufficient provision to further encourage cycling as a mode – both for staff and visitors. A good supply of quality End of trip (EoT) facilities and bicycle parking will encourage more walking and cycling mode shares. These EoT should be promoted in the Travel Access Guide or TAG (advised on below). Some further guidance on bicycle parking and end-of-trip facilities can be found in the cycleway design toolkit.	The bicycle parking provision will be increased upon the 3-month post-occupancy review and annually as required. The EoT is promoted in the TAG shown in Appendix A.
6.	Implementation Plan: The TDM Team appreciates Table 4.1 Implementation Plan, but ask that the Plan only has 'committed actions' ready for implementation from Day 1 of occupancy and post occupancy. This includes employing a Travel Plan Coordinator (TPC) to carry out these actions throughout the lifecycle of the development (see below advice on governance). This table should also have confirmed set times and dates for doing the actions, and who is responsible, to ensure the efficacy of this WTP. The team advises for Actions 2.2 and 2.3 (below) that TfNSW should be removed from the responsibility and funding columns for these actions. The applicant should reach out to TfNSW Service Network Operation Planners to have a discussion about whether these actions would be possible. The team would also ask that the applicant takes a similar approach with Task 5.4 and rewords the action to remove the word lobbying and instead advise the applicant will reach out to council to have a	Actions 2.2 and 2.3 as well as 5.4 have been removed from Table 4.1. The applicant will reach out to TfNSW and Council accordingly.



Item No.	Comment	TS Response
	discussion about whether these actions would be possible. Council should also be removed from the responsibility and funding columns.	
7.	Shuttle bus: TfNSW recommend that the applicant should strongly consider privately funding a shuttle bus on a 24/7 basis to move workers to and from the train station. This will be an essential way to move workers more sustainably, and this provides a viable option to resolve the sustainability issue in the short term.	Gazcorp will discuss this measure with the tenant and other tenant's representatives.
8.	Travel Access Guide (TAG): TfNSW appreciates that a TAG (Appendix A) has been provided in this WTP. TfNSW asks that the TAG caters to everyone who is using the proposed development site. The TAG will need to be updated regularly. The aim of the TAG is to reduce single occupancy car use, and encourage sustainable transport journeys to and from the site using public and active transport. Therefore we would recommend that the TAG: ○ Provides additional information about service routes and timetables for shuttle buses operating on a 24/7 basis. ○ Promotes car-pooling to staff and End of Trip facilities (EoT) such as showers, lockers and change rooms. ○ Does not promote parking areas where staff and visitors can park. ○ For further helpful information – please check this link - Travel Demand Management NSW we have also included a TAG in this email. The TDM Team also provides a copy of a TAG attached to this email.	The TAG will be updated should a shuttle bus services is provided. The TAG in Appendix A provides locations for: ○ Premium/priority car-pooling spaces ○ End of Trip facilities (EoT) such as showers, lockers and change rooms. Any reference to parking areas for staff and visitors has been removed from the TAG.
9.	Travel Survey: TfNSW note the Travel Survey at Appendix B. The survey should be distributed 3 months post-occupancy (and be included in the Implementation Plan above). Staff and visitors travel surveys should include questions to ask obtain residential postcodes to identify origin and destination patterns, to help inform strategies that help to reduce staff and visitors driving to get to and from the site. Questions regarding interest in	As outlined in the Implementation Plan, the survey will be conducted three months after occupancy. The survey, included in Appendix B, features a question on residents' postcodes as well as questions gauging interest in initiatives that promote sustainable transport.



Item No.	Comment	TS Response
	initiatives promoting sustainable transport should also be used here. For further information please visit our website - Travel Demand Management NSW	
10.	Governance of GTP: TfNSW recommends you appoint a Travel Plan Coordinator (TPC) for the life of the development who will be ready to manage the GTP from Day 1 of occupancy. TfNSW recommends the applicant considers having other staff involved with this role, as it requires implementation of all initiatives and monitoring and evaluation responsibilities. We would advise that you will need to determine a strategy if the TPCs change over the course of the life cycle of the development so that the new TPCs can effectively take over the ongoing responsibilities for the GTP, making it clear to the coordinators that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.	Noted. See Section 6.1.
11.	Funding the GTP: The GTP will need to be appropriately funded and otherwise resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity. This will include ongoing travel demand initiatives in the Implementation Plan that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective.	Noted. See Section 6.2.

4.5 Target Mode Share Reference

AECOM Western Sydney Aerotropolis Transport Planning and Modelling Stage 2 Report, October 2020 studies provide details in relation to travel demand management. 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, Workplace Travel Plans should include the following:

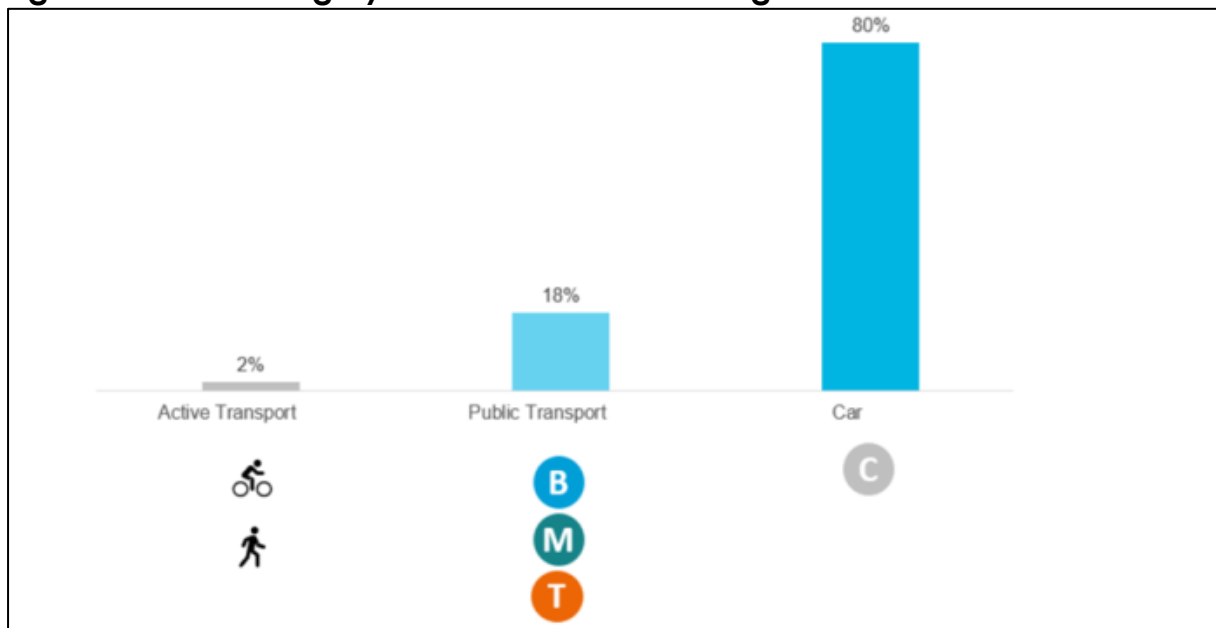
- Baseline travel data on the existing modal share.
- Targets.



- Action plan to achieve targets.
- Commitment to on-going review of the Travel Plan.
- Monitoring and review strategy.

The report provides the mode share targets for each of the Aerotropolis precincts, the most comparable precinct to the Site being the Badgerys Creek Precinct, as shown in Figure 4.1.

Figure 4.1: 2056 Badgerys Creek Mode Share Targets



4.6 Travel Mode Targets

This section outlines the goals for reducing car journeys related to the Site, taking into account future land use in the area. Targets are essential for assessing the success of these goals. They should be specific, aligned with the objectives, and subject to ongoing monitoring and evaluation.

In the future, questionnaire surveys will be carried out to establish an updated baseline for travel modes, which will inform the development of site-specific targets. The initial surveys will occur shortly after occupation and will be repeated at appropriate intervals to evaluate the effectiveness of the implemented WTP. Targets will be adjusted as needed to reflect the latest data.

This WTP will be maintained throughout the lifespan of the development. The timeframe for monitoring and reviewing targets will be re-evaluated every 1-2 years over a minimum period of 5 years. It's crucial that mode share targets are realistic, considering the availability of public transport, walking, and cycling options near the Site. Targets should also take into account potential future transport options and the nature of the development.

According to the AECOM Report, the mode share target for the nearby



Badgerys Creek Precinct is set at 20% for public and active transport and 80% for car use by 2056. Sites within Eastern Creek should aim for similar targets, including at least maintaining the current carpooling mode share, with a goal to increase carpooling to 10% and reduce solo car travel by 10% by 2026.

Given the ambitious nature of these targets, aiming to achieve the 2056 goals 30 years early, they should be revisited and updated after the site opens as part of the ongoing monitoring process. Short-term targets, which represent a 2-year goal, are detailed in Table 4.3A, while the long-term targets, which represent a 5-year goal, aligning with the minimum 5 years of monitoring and review, are detailed in Table 4.3B.

Table 4.3A: Short-term Year 2026 Mode Share Targets

Travel Mode	Existing Mode Share	Proposed Target Share	Net Change
Private car as driver	78.2%	68.20%	-10.0%
Private car as passenger (being dropped-off or picked-up)	3.9%	6%	1.8%
Private car as passenger (carpooling)	0%	5%	5.0%
Shuttle Buses to and from the Closest Bus Stops/ Train Stations and then Train/Public Bus	5.8%	11%	5.2%
Walked only	4.1%	4.10%	0.0%
Motorbike/Scooter	0%	0%	0.0%
Bicycle	0%	1%	1.0%
Taxi/Ride-share	0%	0%	0.0%
Truck	8.0%	5%	-3.0%



Table 4.3B: Long-term Year 2029 Mode Share Targets

Travel Mode	Existing Mode Share	Proposed Target Share	Net Change
Private car as driver	78.2%	60.00%	-18.2%
Private car as passenger (being dropped-off or picked-up)	3.9%	7%	3.1%
Private car as passenger (carpooling)	0%	13%	12.5%
Shuttle Buses to and from the Closest Bus Stops/ Train Stations and then Train	5.8%	12%	6.2%
Walked only	4.1%	4.50%	0.4%
Motorbike/Scooter	0%	0%	0.0%
Bicycle	0%	2%	2.0%
Taxi/Ride-share	0%	0%	0.0%
Truck	8.0%	2%	-6.0%



5.0 Measures and Action Strategies

5.1 Measures

Below is a range of strategies that could help achieve the objectives of this WTP, with further details provided in Table 4.1.

This section should be reviewed and confirmed before implementing any future Plan.

- Introduction of this WTP to all staff, explaining its purpose and objectives.
- Provision of public transport information for staff, customers, and visitors.
- Promotion of carpooling, both among staff on-site and in the broader context.
- Allocation of parking spaces for fuel-efficient vehicles, including car share, carpool, and electric vehicles (EVs).
- Programs to assist with purchasing bicycles, such as interest-free loans or cycle purchase schemes.
- A dedicated transport section on tenant representative website, featuring links to local bus operator sites to keep travel information current.
- Provision of transport information for visitors to the Site.

5.2 Strategies

Seven key strategies have been identified, with the committed actions for each outlined in Table 4.1. This table provides detailed actions and identifies the responsible parties for each action.

These actions should be reviewed periodically to ensure that mode split targets are being achieved. Consequently, this WTP is considered dynamic and will undergo regular updates.



Table 4.1: Implementation Plan

STRATEGY	COMMITTED ACTION	RESPONSIBILITY	TIMING
1 Travel Demand Management			
1.1 Implement and promote a comprehensive Workplace Travel Plan (WTP).	Implement, manage, and raise awareness for a Workplace Travel Plan (WTP) and provide information for a Travel Access Guide (TAG) (see Appendix A).	Gazcorp/ tenant representative	Day 1 of occupation and ongoing.
1.2 Set up travel information points for employees and visitors to access real-time transport information.	- Establish designated locations, such as travel information boards, where employees, visitors, and others can access transportation information. - Promote WTPs and provide various travel and transportation options.	Tenant representative	Day 1 of occupation and ongoing.
1.3 Introduce flexible working hours to reduce peak-hour commuting.	Offer flexible work hours to reduce peak-time commuting, easing traffic congestion and cutting travel time.	Tenant representative	Subject to tenant representative. Strategy to be considered by tenant representative prior to building occupation and on-going.
1.4 Encourage telecommuting to minimise the need for daily travel.	Encourage remote work (where feasible) to reduce vehicle numbers on the road and promote teleconferencing as an alternative to in-person meetings.	Tenant representative	Subject to tenant representative. Strategy to be considered by tenant representative prior to building occupation and on-going.
2 Encouraging the Use of Public Transport			
2.1 Offer schemes to subsidise or provide loans for pre-paid	Consider offering subsidies for public transport costs for employees.	Tenant representative/ TPC	Prior to building occupation and on-going.



STRATEGY	COMMITTED ACTION	RESPONSIBILITY	TIMING
public transport cards (e.g., Opal Cards).	Alternatively, allow staff to pay for public transport cards (e.g., Opal Cards) through salary deductions spread over the year to ease the financial burden.		
2.2 Support the use of public transport for work-related travel.	Promote public transport as a primary commuting option for employees and visitors, ensuring access to Opal Cards for all.	TPC	Prior to building occupation and on-going.
2.3 Advocate for an estate-wide shuttle service if feasible.	Explore a shuttle service connecting the development site to the nearest railway station.	Tenant representative, Gazcorp, other tenant representatives	Gazcorp to hold discussions with tenant representatives.
3. Encouraging Carpooling and the Use of Electric Vehicle			
3.1 Facilitate carpooling among employees to reduce single-occupancy vehicle use.	Implement an in-house car-pooling system within tenant representative.	Tenant representative, TPC	Prior to building occupation and on-going.
3.2 Organise a carpool promotion week to raise awareness.	Organise a dedicated carpooling promotion week to highlight the benefits.	Tenant representative	One week per calendar year.
3.3 Prioritise parking spaces for carpoolers, fuel-efficient, and electric vehicles.	Reserve premium/priority parking spots close to the building's entrance (excluding accessible spaces) for fuel-efficient vehicles and/or carpoolers.	Tenant representative	Prior to building occupation and on-going.
4. Encouraging Cycling			
4.1 Establish a Bicycle User Group (BUG) to foster a cycling community.	- Establish Bicycle User Groups (BUGs) for social riding, which can also encourage cycling to work as a healthy and social activity. - Promote BUGs as an estate-wide initiative to foster a cycling culture.	Tenant representative, TPC	Prior to building occupation and on-going.



STRATEGY	COMMITTED ACTION	RESPONSIBILITY	TIMING
4.2 Provide and maintain end-of-trip facilities like showers, lockers, and bike storage.	• Provide facilities like showers, lockers, and changing rooms that meet the required standards and the NSW Cycleways Design Toolkit. • Review these facilities over time to meet increasing demand as development progresses.	Gazcorp	• Prior to building occupation and on-going.
4.3 Promote cycling initiatives such as Bicycle Week and Ride to Work Day.	• Support cycling by promoting events like NSW Bicycle Week and Ride to Work Day.	TPC	• Annually
4.4 Highlight and promote safe bicycle routes to encourage cycling.	• Include bicycle infrastructure in the Travel Access Guide (TAG).	TPC	• Prior to building occupation and on-going.
5. Encouraging Walking			
5.1 Ensure sufficient end-of-trip facilities like showers and lockers for walkers.	• Offer sufficient end-of-trip facilities such as showers, lockers, and change rooms to support walking and encourage pedestrian activity across the site and estate.	Gazcorp	• Prior to building occupation.
5.2 Highlight and promote safe and convenient walking routes to and from the site.	• Incentivise walking by promoting pedestrian routes, especially those leading to nearby bus stops.	Tenant representative	• Strategy to be considered by tenant representative upon provision of a bus stop along Wallgrove Road.
5.3 Promote walking challenges and initiatives to increase pedestrian activity.	• Promote walking through initiatives such as walk-to-game/training days, pedometer challenges, gamification, and reward programs to boost foot traffic and walking to public transport.	Tenant representative, TPC	• Monthly or as appropriate throughout the calendar year. Strategy to be considered by tenant representative upon provision of a bus stop



STRATEGY	COMMITTED ACTION	RESPONSIBILITY	TIMING
			along Wallgrove Road.
6. Encouraging Sustainable Travel Behavior			
6.1 Provide employees with Sustainable Travel Packs that include information on public transport, walking, and cycling options.	Provide employees with sustainable travel packs, which include information on this WTP, walking and cycling routes, public transport options, and a Travel Access Guide (TAG).	Tenant representative, TPC	- Employees will receive travel packs as part of their offer letter/welcome pack. - TAG to be updated when there are changes in this WTP-related infrastructures.
6.2 Explore ways to increase public transport availability.	Consider altering work shifts to align with public transport schedules and improve accessibility for employees.	Tenant representative	Strategy to be considered by tenant representative upon provision of a bus stop along Wallgrove Road.
6.3 Conduct surveys to understand staff and visitor travel patterns and adapt strategies accordingly.	Use the questionnaire/travel survey in Appendix B to analyse staff and visitor travel patterns, aiding in the development of further strategies to modify travel behaviour.	Tenant representative, TPC	3-month post-occupancy - Annually.



5.3 Staff Communication Strategy

Welcome Packs

New employees will receive a 'welcome pack' as part of their on-site induction. This pack will contain a WTP pamphlet along with information on sustainable transport options. Included in the pack will be a copy of this WTP, a Travel Access Guide (TAG) as found in Appendix A, and general details on the health and social benefits of active transportation, along with guidance on where to find additional resources. It is suggested that a digital version of the welcome pack be created and shared with staff, with a link to the TfNSW trip planner website.

Accurate Transport Information

In addition to the welcome packs, a copy of the TAG (Appendix A) should be prominently displayed in communal areas of the site, such as:

- Staff lunchroom
- Lift lobby and building entrances
- Any marketing materials related to the site, including websites and newsletters.



6.0 Governance, Funding, Plan Maintenance and Monitoring Strategy

6.1 Governance

A TPC will be appointed by the tenant (preferably independent staff) to oversee this WTP from the first day of occupancy and throughout the duration of the development. The TPC will be responsible for leading, developing, implementing, and overseeing all WTP-related initiatives, while also monitoring and evaluating its progress. A committee will be formed upon the commencement of occupancy.

A strategy will be established to ensure that:

- If there is a change in TPC during the development's lifecycle, the incoming TPC will be equipped to seamlessly assume ongoing WTP responsibilities.
- It is clearly communicated to coordinators that achieving sustainable transport mode shares for the site is a condition of the development throughout its lifecycle.

6.2 Funding

The tenant will provide an annual funding to ensure that the WTP is adequately funded and resourced for five years for the ongoing travel demand initiatives outlined in the Implementation Plan.

6.3 Plan Maintenance

This WTP will undergo regular reviews and updates to ensure it remains effective. The TPC will conduct these reviews at least once a year. Key considerations during the review or monitoring of this WTP include:

- Updating baseline conditions to reflect any changes in the transport environment around the Site, such as modifications to bus services or new cycling routes.
- Tracking progress against the established travel mode targets.
- Identifying any gaps and creating an updated action plan to address any issues.
- Revising travel mode targets, if necessary, to ensure they remain realistic yet ambitious.



6.4 Monitoring

To evaluate the overall success and the effectiveness of individual measures, this WTP will be monitored and reviewed regularly. The TPC will serve as the main point of contact for inquiries regarding this WTP's progress.

Monitoring will occur approximately every 1 year, with the first travel survey conducted 3-month post-occupancy. These travel mode surveys will assess the percentage of people using each transport mode to and from the Site. Annual travel mode questionnaire surveys will be distributed to all Site attendees, as much as possible. A travel mode questionnaire form is provided in Appendix B.

If targets are not achieved by the end of the initial monitoring period, this WTP will be reviewed, new measures will be introduced, and the plan will be reassessed during the next monitoring phase.



Transport Strategies

Appendix A

Travel Access Guide

Public Transport

Transit System bus services



University of Western Sydney, Penrith to Prairiewood T-Way (Liverpool to Parramatta)

Busways service



Mt Druitt and Rooty Hill to Roberts Road, Eastern Creek Industrial Park and Horsley Park

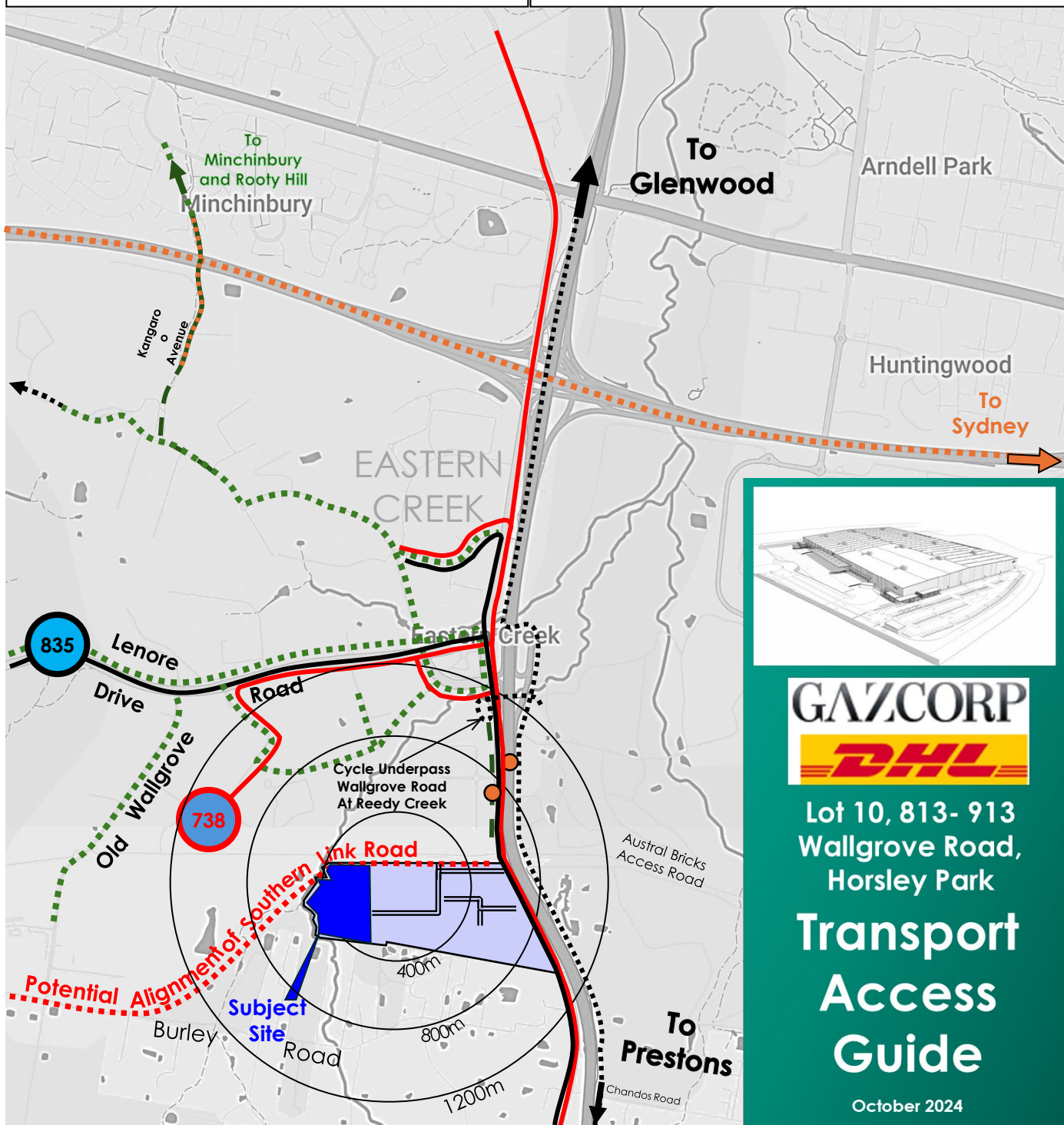


Existing Bus Stops

Active Transport

Cycle Routes

- Existing M4 Regional Trail
 - Existing M7 Westlink Cycleway
 - Off-Road Cycleway
 - On-Road Cycle Route
 - Proposed Developer Funded*
- * Blacktown City Council 2016 Bike Plan



Lot 10, 813- 913
Wallgrove Road,
Horsley Park

Transport Access Guide

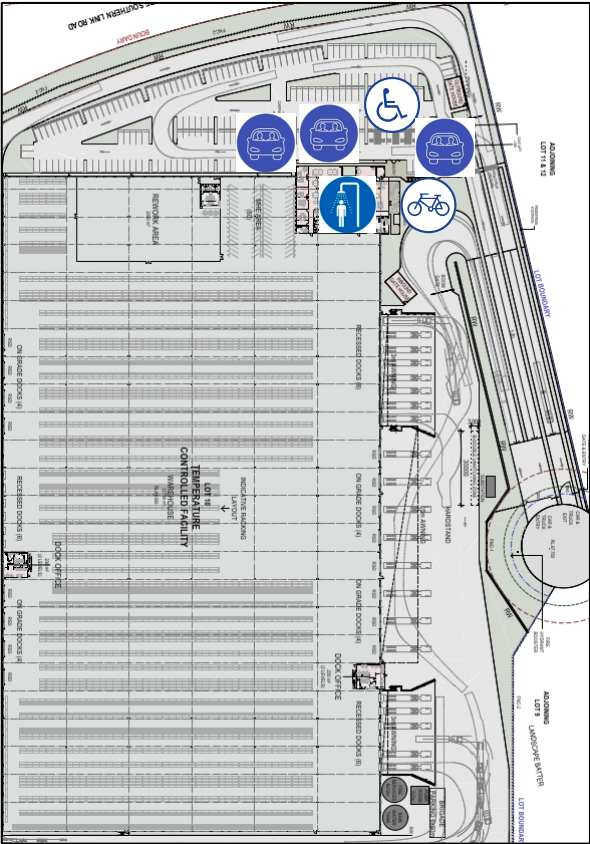
October 2024

T Train: The closest train station is the Rooty Hill Station, which is located 8.3 km to the north of the site. Rooty Hill Train Station is serviced by the T1 – City to Emu Plains or Richmond services with a frequency of 10-15 minutes during the peak hours and 15-20 minutes during the off-peak hours.

B Bus: The nearest bus stop is less than 100m away on Wallgrove Road. Other bus routes and stops are within a 5-minute walk. The nearest bus stop provides up to 6 services. Bus route 738 provides connection between the site and the train station. Brief description of services below.

Bus Routes	Frequency (Peak)	Frequency (Off- Peak)
738 – Mount Druitt to Eastern Creek via Rooty Hill (Loop Service)	3 min	10 min
835 – WSU Penrith to Prairiewood	3-4 min	8-15 min

Go to the Transport Info (www.transportnsw.info) websites for bus timetables and accessible bus services.



Carpool: 23 premium/priority car parking spaces is provided along the northern side of the warehouse for staff who carpool to/from work with access via Wallgrove Road.

Accessible Parking: 5 accessible spaces are provided within the site for staff and visitors.

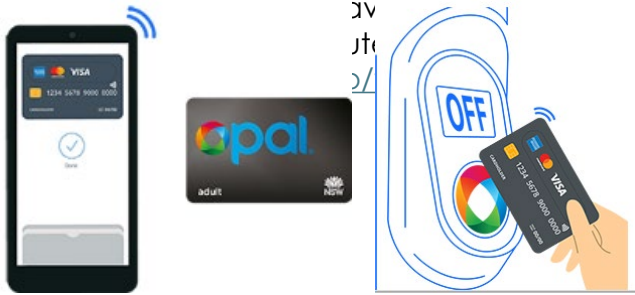
Bicycle: 16 bicycle spaces are provided for staff and visitors.

End-of-Trip Facilities: 60 lockers, 4 showers (2 male, 2 female) and 2 change rooms (1 male, 1 female) are provided for staff and visitors.

Walking: The development is 16-minute walk from the bus stops along Wallgrove Road.

Use Google Maps which presents a map showing the route and any suggested alternate routes and travel options. The route(s) include the distance and estimated travel time. Go to <https://www.google.com.au/maps/@-33.822403,150.8454548,17z?entry=ttu>

Use trip planner to plan the most efficient routes/ public transport options by looking



For further public transport information go to www.transportnsw.info or call 131 500

Contact:

Lot 10, 813- 913 Wallgrove Road,
Horsley Park

p (02) xxxx xxxx
e



Transport Strategies

Appendix B

Questionnaire



Instructions for Survey Administrators

1. **Every individual** visiting the site on the specified day is required to complete the attached Survey Form.
2. A **separate survey form** should be filled out for **each trip** made to the site.

Travel Mode Questionnaire Survey Form

Date: _____ Approximate Time: _____

1. Which of the following best describes your role?

- Warehouse team member
 - Office team member
 - Courier / delivery personnel
 - Casual worker
 - Company driver / subcontractor
 - Visitor
 - Other (Please specify): _____
-

2. How did you travel to the site today?

(Please select the mode of transport used for the longest part of your journey.)

- Walking only
 - Bicycle only
 - Train
 - Bus
 - Taxi
 - Ride-sharing service
 - Motorcycle / scooter
 - Car (as passenger)
 - Car (as driver)
 - Other (Please specify): _____
-

3. What time do you usually arrive at the site?

- Before 6:00 AM
- 6:00 AM – 6:29 AM
- 6:30 AM – 6:59 AM
- 7:00 AM – 7:29 AM
- 7:30 AM – 7:59 AM



- 8:00 AM – 8:29 AM
 - 8:30 AM – 8:59 AM
 - 9:00 AM – 9:29 AM
 - 9:30 AM – 9:59 AM
 - Other (Please specify): _____
-

4. If you drove today, where did you park?

- Not applicable – did not drive
 - On-site parking area
 - On-site truck parking area
 - Other (Please specify): _____
-

5. What time do you usually leave the site?

- Before 3:00 PM
 - 3:00 PM – 3:29 PM
 - 3:30 PM – 3:59 PM
 - 4:00 PM – 4:29 PM
 - 4:30 PM – 4:59 PM
 - 5:00 PM – 5:29 PM
 - 5:30 PM – 5:59 PM
 - 6:00 PM – 6:29 PM
 - 6:30 PM – 6:59 PM
 - Other (Please specify): _____
-

6. How did you travel from the site today?

(Please select the mode of transport used for the longest part of your journey.)

- Walking only
 - Bicycle only
 - Train
 - Bus
 - Taxi
 - Ride-sharing service
 - Motorcycle / scooter
 - Car (as passenger)
 - Car (as driver)
 - Other (Please specify): _____
-

7. What is your residential postcode?



- (Please specify): _____
-

8. How likely are you to consider using a different mode of transport to get to work?

(For example, switching from driving to public transport, or from public transport to walking or cycling.)

- Very likely
 - Likely
 - Neutral
 - Unlikely
 - Very unlikely
 - Not possible
-

9. What factors would encourage you to choose a different mode of transport for commuting?

- (Please specify): _____
-

10. How likely are you to adjust your travel times to avoid peak hours, given your work requirements?

- Very likely
 - Likely
 - Neutral
 - Unlikely
 - Very unlikely
 - Not possible
-

11. Do you have any general comments or suggestions about your current travel habits or how you would prefer to travel?

- (Please specify): _____



Appendix C

Consultation with TfNSW

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent: Monday, 30 September 2024 2:51 PM
To: Brett Morrison (TAR TECHN); Development CTMP CJP
Subject: RE: SYD24-01487 RE: 813 -913 Wallgrove Road, Horsley Park - SSD 5248 Conditions C40 & C42

Hi Brett,

Please find our teams comments below.

Comment: The TfNSW Travel Demand Management (TDM) Team has reviewed the SYD24-01487 RE: 813 -913 Wallgrove Road, Horsley Park - SSD 5248 Conditions C40 & C42. The TDM Team make the following recommendations for the applicant to update their Workplace Travel Plan (WTP):

Workplace Travel Plan (WTP): The TDM Team ask that the overall WTP should be provided to our TDM Team as a document ready for implementation from **Day 1** of occupancy and post-occupancy. All of the 'proposed' initiatives in the plan should be placed in the Implementation Plan as 'committed actions' if appropriate.

Car parking: The TDM team ask that the number of car parks proposed for this site (223 car park spaces) are reduced, as having this amount of car parks will encourage more staff to drive to and from the site, discouraging sustainable transport options for staff.

Car parking Management: The TDM team recommend that management of parking is considered including prioritising parking for those on a needs basis, for example that priority parking spaces are to be reserved, and well located, for those who carpool.

Mode Share targets: The TDM Team note the mode share targets in **Table 4.13 Preliminary 2026 Mode Share Targets**. The team would however advise that the mode share targets for staff driving to and from the site are too high for single occupancy car use. Higher sustainable transport option mode shares for staff to get to and from the site should be included in these tables. One of the ways this can be done is to have short term and long term mode shares. Mode shares should include shuttle buses to and from the closest bus stops, train stations, car-pooling and bus mode shares.

Bicycle Parking: TfNSW appreciates that there are 16 bicycle parking spaces provided. TfNSW recommends that these bicycle parking spaces are increased for this site, so there is sufficient provision to further encourage cycling as a mode – both for staff and visitors. A good supply of quality End of trip (EoT) facilities and bicycle parking will encourage more walking and cycling mode shares. These EoT should be promoted in the Travel Access Guide or TAG (advised on below). Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

Implementation Plan: The TDM Team appreciates **Table 4.1 Implementation Plan**, but ask that the Plan only has 'committed actions' ready for implementation from **Day 1** of occupancy and post occupancy. This includes employing a Travel Plan Coordinator (TPC) to carry out these actions throughout the lifecycle of the development (see below advice on governance). This table should also have confirmed set times and dates for doing the actions, and who is responsible, to ensure efficacy of the WTP. The team advises for **Actions 2.2 and 2.3** (below) that TfNSW should be removed from the responsibility and funding columns for these actions. The applicant should reach out to

TfNSW Service Network Operation Planners to have a discussion about whether these actions would be possible.

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 TfNSW on perception of bus service adequacy.	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of WTP and report on relevant findings	TfNSW
2.3 Provide bus stops with shelter facilities	Ensuring provision of bus stops suitable for waiting areas for commuters – Developer to recommend improvements to the proposed / implemented bus stops along Burley Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW

The team would also ask that the applicant takes a similar approach with Task 5.4 and rewords the action to remove the word lobbying and instead advise the applicant will reach out to council to have a discussion about whether these actions would be possible. Council should also be removed from the responsibility and funding columns.

Shuttle bus: TfNSW recommend that the applicant should strongly consider privately funding a shuttle bus on a 24/7 basis to move workers to and from the train station. This will be an essential way to move workers more sustainably, and this provides a viable option to resolve the sustainability issue in the short term.

Travel Access Guide (TAG): TfNSW appreciates that a TAG (**Appendix A**) has been provided in the WTP. TfNSW asks that the TAG caters to everyone who is using the proposed development site. The TAG will need to be updated regularly. The aim of the TAG is to reduce single occupancy car use, and encourage sustainable transport journeys to and from the site using public and active transport. Therefore we would recommend that the TAG:

- Provides additional information about service routes and timetables for shuttle buses operating on a 24/7 basis.
- Promotes car-pooling to staff and End of Trip facilities (EoT) such as showers, lockers and change rooms.
- Does not promote parking areas where staff and visitors can park.
- For further helpful information – please check this link - [Travel Demand Management | nsw](#) we have also included a TAG in this email.

The TDM Team also provide a copy of a TAG attached to this email.

Travel Survey: TfNSW note the Travel Survey at **Appendix B**. The survey should be distributed 3 months post-occupancy (and be included in the **Implementation Plan** above). Staff and visitors travel surveys should include questions to ask obtain residential postcodes to identify origin and destination patterns, to help inform strategies that help to reduce staff and visitors driving to get to and from the site. Questions regarding interest in initiatives promoting sustainable transport should also be used here.

For further information please visit our website - [Travel Demand Management | nsw](#)

Governance of GTP: TfNSW recommends you appoint a Travel Plan Coordinator (TPC) for the life of the development who will be ready to manage the GTP from **Day 1** of occupancy. TfNSW recommends the applicant considers having other staff involved with this role, as it requires implementation of all initiatives and monitoring and evaluation responsibilities. We would advise that you will need to determine a strategy if the TPCs change over the course of the life cycle of the development so that the new TPCs can effectively take over the ongoing responsibilities for the GTP,

making it clear to the coordinators that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.

Funding the GTP: The GTP will need to be appropriately funded and otherwise resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity. This will include ongoing travel demand initiatives in the **Implementation Plan** that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective.

Submission: The applicant is asked to provide an updated GTP with enough time to review prior to occupancy.

Kind Regards,

Heather Trengove
Principal Transport Planner
Customer Journey Planning
Coordinator-General Division
Transport for NSW

231 Elizabeth Street, Sydney 2000

Note: I work Mon, Tue, Wed

OFFICIAL

From: Brett Morrison (TAR TECHN) <Brett.Morrison4@transport.nsw.gov.au>

Sent: Friday, September 20, 2024 8:27 AM

To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>

Subject: FW: SYD24-01487 RE: 813 -913 Wallgrove Road, Horsley Park - SSD 5248 Conditions C40 & C42

Please provide comments for COB 30 September 2024

Attached Work place travel plan for review

Brett Morrison

Senior Land Use Planner
Planning and Programs
Greater Sydney
Transport for NSW

E Brett.Morrison4@transport.nsw.gov.au

transport.nsw.gov.au

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2124



**Transport
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

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From: technical@transportstrategies.com.au <technical@transportstrategies.com.au>
Sent: Thursday, September 19, 2024 5:54 PM
To: Brett Morrison (TAR TECHN) <Brett.Morrison4@transport.nsw.gov.au>
Cc: 'Joelle Khnouf' <joelle@gazcorp.com>; sangeeth@gazcorp.com
Subject: RE: SYD24-01487 RE: 813 -913 Wallgrove Road, Horsley Park - SSD 5248 Conditions C40 & C42

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Hi Brett

It's been a while since we last spoke—I hope you're doing well!

I'm just following up on behalf of Gazcorp regarding the Workplace Travel Plan prepared by Transport Strategies Alliance. I've attached it here for your convenience.

Please don't hesitate to reach out to me directly if you have any questions.

Kind regards

Meg Kong

Founder & Transport Strategist

Transport Strategies Alliance Pty Ltd

207A/30 Campbell Street, Blacktown NSW 2148



Transport Strategies



Whatsapp: <https://wa.me/61424007141>

M: 0424 007 141

E: technical@transportstrategies.com.au

W: www.transportstrategies.com.au

Licenses & Certifications:

- BSc and MSc in Civil Engineering
- National Engineering Register (NER) – Civil Engineering
- Design Practitioner Reg. No: DEP0000127
- Professional Engineer Reg. No: PRE0000121
- Traffic Control Work Card: TCT1030659

Download Our Brochure [Here](#)

From: Joelle Khnouf
Sent: Wednesday, 4 September 2024 2:09 PM
To: Brett Morrison (TAR TECHN) <Brett.Morrison4@transport.nsw.gov.au>
Cc: Sangeeth Subramaniam <sangeeth@gazcorp.com>
Subject: RE: SYD24-01487 RE: 813 -913 Wallgrove Road, Horsley Park - SSD 5248 Conditions C40 & C42

Hi Brett,

Thank you for your confirmation.

Have you had a moment to review our Work Travel Plan?

Kind Regards,

JOELLE KHNOUF
Development Manager

GAZCORP

<i>phone</i>	0416 391 632
<i>email</i>	Joelle@gazcorp.com
<i>website</i>	www.gazcorp.com
<i>head office</i>	Level 7, 33 York St, Sydney NSW 2000
<i>postal address</i>	PO Box A2577, QVB Market St NSW 1235
<i>A.B.N</i>	Gazcorp Pty Ltd - 41 001 696 073

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From: Brett Morrison (TAR TECHN) <Brett.Morrison4@transport.nsw.gov.au>
Sent: Tuesday, 3 September 2024 7:30 AM
To: Joelle Khnouf <joelle@gazcorp.com>
Cc: Sangeeth Subramaniam <sangeeth@gazcorp.com>
Subject: SYD24-01487 RE: 813 -913 Wallgrove Road, Horsley Park - SSD 5248 Conditions C40 & C42

Some people who received this message don't often get email from brett.morrison4@transport.nsw.gov.au. [Learn why this is important](#)

Thank you for your OTMP, TfNSW has reviewed the documents and has no further comments and endorses the OTMP.

Brett Morrison
Senior Land Use Planner
Planning and Programs
Greater Sydney
Transport for NSW

E Brett.Morrison4@transport.nsw.gov.au



Transport
for NSW



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Joelle Khnouf <joelle@gazcorp.com>
Sent: Friday, August 23, 2024 10:29 AM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Sangeeth Subramaniam <sangeeth@gazcorp.com>
Subject: 813 -913 Wallgrove Road, Horsley Park - SSD 5248 Conditions C40 & C42

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CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi There,

I refer to the Gazcorp Industrial Estate, 813-913 Wallgrove Road, Horsley Park (State Significant Development SSD 5248), for which development consent was issued on 11 November 2019 (as modified attached).

To satisfy the below extracted pre-operation conditions, C40 and C42, consultation is required with TfNSW.

Operational Traffic Management Plan

- C40. Prior to the commencement of operation, the Applicant must prepare an Operational Traffic Management Plan (OTMP) for the Development to the satisfaction of the Planning Secretary. The OTMP must form part of the OEMP required by Condition D5 and must:
- (a) be prepared by a suitably qualified and experienced person(s);
 - (b) be prepared in consultation with Council and TfNSW;
 - (c) estimate the numbers and frequency of truck movements, sizes of trucks, vehicle routes and hours of operation;
 - (d) provide measures to ensure the unhindered movement of authorised vehicles to the Warragamba to Prospect Pipeline;
 - (e) detail the access and parking arrangements for operational vehicles to ensure road and site safety, and demonstrate that there will be no queuing on the public road network;
 - (f) include details of proposed truck parking to ensure this is managed in an orderly manner; and
 - (g) include a Driver Code of Conduct that details traffic management measures to be implemented during operation to:
 - (i) minimise impacts of the Development on the local and regional road network;
 - (ii) minimise conflicts with other road users;
 - (iii) ensure truck drivers use specified routes and minimise traffic noise during night-time hours; and
 - (iv) manage/control pedestrian movements.
- C41. The Applicant must:
- (a) not commence operation until the OTMP is approved by the Planning Secretary; and
 - (b) implement the most recent version of the OTMP approved by the Planning Secretary for the duration of the Development.

Workplace Travel Plan

- C42. Prior to the commencement of operation of the Development, the Applicant must prepare a Workplace Travel Plan (WTP) for the Development to the satisfaction of the Planning Secretary. The WTP must form part of the OEMP required by Condition D5 and must:
- (a) be prepared in consultation with TfNSW;
 - (b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; and
 - (c) describe pedestrian and bicycle linkages and end of trip facilities available on-site.
- C43. The Applicant must:
- (a) not commence operation until the WTP is approved by the Planning Secretary; and
 - (b) implement the most recent version of the WTP approved by the Planning Secretary for the duration of the Development.

We have prepared the attached Operational Traffic Management Plan and Workplace Travel plan for your review and comment.

Could you please provide any feedback as soon as possible to assist our operational commencement.

Please do not hesitate to contact the undersigned if you have any queries in relation to this matter.

Kind Regards,

JOELLE KHNOUF
Development Manager

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