

Industrial Warehouse Development: Storage and Distribution Warehouse

Green Travel Plan

5 June 2025

[Report Title]

HB&B Property

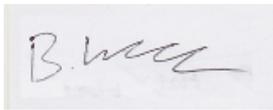
Industrial Warehouse Development: Storage and Distribution Warehouse

Waste Management Plan

5 June 2025

Our Ref:

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Brandon Williams

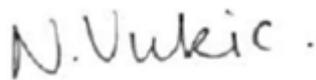
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Acronyms and abbreviations

Acronym	Definition
AIBP	Alspect Industrial Business Park
GTP	Green Travel Plan
TIA	Traffic Impact Assessment
TAG	Transport Access Guide

1 Introduction

This report has been prepared in support of a development at 221-235 Luddenham Road, Orchard Hills (the site), including detailed approval for a Storage and Distribution Centre. The project seeks to deliver a new a new Storage and Distribution Warehouse within the Alspeg Industrial Business Park (AIBP).

Specifically, the project comprises the following:

- Construction of a new warehouse with a two-level ancillary office. The warehouse is predominantly 14.7 metres in height, with a high-bay warehouse component at the western portion of the building which achieves a maximum height of 39 metres.
- A total building area of 45,449 m²; broken down as follows:
 - Warehouse and services area: 43,606 m²
 - Office area: 1,843 m².
- Loading areas at the north and south sides of the warehouse, with hardstand surrounding the perimeter of the warehouse. Hardstand and carpark areas are accessed via four new driveways from the AIBP internal estate road.
- Provision of vehicular parking onsite to accommodate cars, vans, semi-trailers and B-doubles. It is envisaged that approximately 329 spaces will be provided on site within the proposed hardstand and carparking areas.
- Perimeter landscaping and tree planting with a total area of 10,134 m² (10%).

1.1 Background

This Green Travel Plan (GTP) has been prepared to accompany a Traffic Impact Assessment (TIA) for the proposed storage and distribution warehouse development at 221 Luddenham Road, Orchard Hills.

The proposal is to develop a 45,449 m² warehouse at the above address to accommodate a mix of warehouse, industrial and office land uses. The development is proposed to be completed in three stages, with various road and other infrastructure works required at each stage.

The subject site is located on Luddenham Road, south of Patons Lane, in Orchard Hills. Situated approximately 30 kilometres west of Parramatta CBD, the proposed Storage and Distribution warehouse is part of the larger Alspeg Industrial Business Park (AIBP) development. The AIBP site is irregular in shape, with the Alspeg warehouse making up one of many split frontages across both Luddenham Road and Patons Lane.

The site location is shown in Figure 1-1 and current development plans are provided in Figure 1-2.



Figure 1-1 AIBP site location

2 Subject site

The subject site is located at 221 Luddenham Road, Orchard Hills and has a surface area of 104,959 m² (warehouse + hardstand + car park + landscape area). Currently, the site is largely a greenfield development with an underutilised surrounding network, which is expected to undergo significant changes over time.

2.1 Existing transport infrastructure

The following transport infrastructure is available at the subject site as of March 2025.

2.1.1 Active transport infrastructure

There is limited pedestrian or cyclist infrastructure provided close to the site, mainly due to the nature of land use in the vicinity and the limited demand for such facilities at present.

2.1.2 Public transport

A review of the public transport available in the vicinity of the site indicates that there are three bus services (routes 775, 776 and 779) that operate in the St Clair/ Erskine Park area to the northeast of the site. No bus services connect past the site to the south.

There is no existing rail stations close to the site.

Overall, the area is currently underserved by public transport. Figure 2-1 shows a map of the existing public transport network for the Orchard Hills area and Table 2-1 shows the convenient transport services closest to the development.

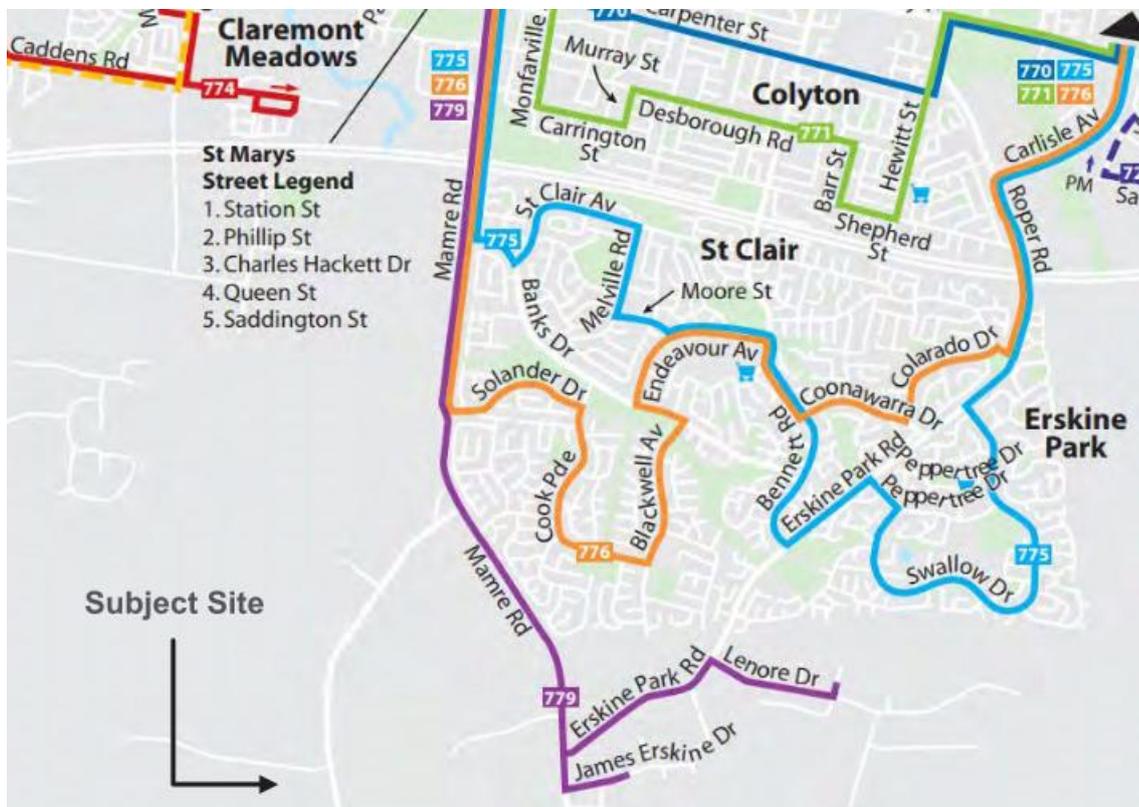


Figure 2-1 Existing public transport network - Orchard Hills area

Table 2-1 Public transport services

Transport system	Closest stop	Route	Route extents	Frequency
Train	St. Marys Station	Blue Mountains Line	Bathurst – Central	Peak: 30min Off Peak: 60min
Bus	St. Clair Avenue/Banks Drive	775	Mount Druitt Station – St Marys Station	Peak: 25min Off Peak: 35min
Bus	Solander Drive after Madison	776	St Marys Station – Mount Druitt Station	Peak: 15min Off Peak: 35min
Bus	Erskine Road/Mamre Road	779	St Marys Station – Emporium Avenue	Peak: 30min Off Peak: 45-60min

2.1.3 Car share and taxi service

Car share and taxi services are available close to the site. However, major centres where is such as Penrith and Blacktown, may be distant from the site to provide quick transport options.

3 Green Travel Plan

3.1 Targets

The area and road network around the site are expected to undergo significant changes over the next 20 years to support the broader Greater Penrith to Eastern Creek (GPEC) Growth Area, Western Sydney Employment Area (WSEA) and the Aerotropolis. The Aerotropolis precinct plan aims to ensure that all developments are within walking distance of the metro station and other public transport services available within proximity. While the site lies just to the north of the Aerotropolis, targets adopted by the area set a good benchmark.

Based on the site location, existing transport infrastructure and the aspirations of the adjacent Aerotropolis Precinct Plan, the following target is developed:

- ≤65% of employees commuting to work by single occupant vehicle by 2036
- ≥30% of the primary mode of travel to be by public transport by 2036.

3.2 Actions

The following section provides recommendations to encourage the use of sustainable transport modes for the workers and visitors of the storage and distribution development. The responsibility of implementing these actions is generally with either the developer or building management depending on the timeframe for the action.

A Transport Access Guide (TAG) will be provided to users of a building or facility, intended to inform of ways to access the site through walking, cycling or public transport. The objective of the TAG is to simplify the process of trip planning for visitors and can assist in increasing the proportion of trips made to the site through public and active transport modes. TAGs are typically updated annually to ensure the information is accurate and up to date.

A TAG has been specifically developed for the storage and distribution warehouse and provided as Appendix A. This will be updated as part of the review process outlined in Section 3.

General measures	Timeframe	Responsible party
Introduce a travel coordinator role to execute the recommendations of this plan. This could potentially be incorporated into the facilities management function.	Prior to occupation	Building Management
Utilise social media opportunities to inform tenants and visitors of available sustainable transport options and facilities. To increase the use of the social media site this could be combined with other useful information including local events and building maintenance activities.	During operation	Building Management
Monitor the mode share, use and demand of facilities to inform future updates of the GTP.	During operation	Building Management
Prepare a Transport Access Guide that is provided to building occupants that details transport options to the site, a public transport map surrounding the site area, and site specific transport provisions. The TAG is recommended to be updated annually with the latest transport details.	Prior to and during operation	Building Management

General measures	Timeframe	Responsible party
Hold Travel Smart Get to Workdays in the form of workshops encouraging employees to travel by walking, cycling and public modes of transport.	During operation	Building Management

Walking measures	Timeframe	Responsible party
Work with other stakeholders to improve wayfinding signage to public transport (bus stops, future rail networks) between the development and nearby infrastructure hubs such as St Clair and Erskine Park.	Prior to occupation	Building Management
Produce a walking map showing safe and pleasurable walking routes to and from the building with times, to local facilities, such as shops and bus stops	Prior to and during operation	Building Management
As part of building management activities, promote walking for short trips in lieu of using a private vehicle.	During operation	Building Management

Cycling measures	Timeframe	Responsible party
Provide at least 46 secure bicycle parking spaces to meet employee and visitor needs. Bicycle spaces to be easily accessible, well-lit and secure.	Prior to occupation	Architect / Contractor
Supply a communal bicycle repair toolkit for employees and visitors.	Prior to occupation	Building Management
Maintain a TAG (updated annually) that effectively informs employees and visitors of: <ul style="list-style-type: none"> Safe and accessible cycling routes as well as end-of-trip facilities provided by the building. Cycling clubs and bicycle user groups (BUGs) that may be lobbying for the improvement of cycle facilities in the surrounding area. 	Prior to and during operation	Building Management
Ensure the bicycle parking and end of trip facilities within the building are maintained.	During operation	Building Management
Come to an arrangement with a local bicycle retailer for servicing of bikes and other incentives.	During operation	Building Management
Participate in annual events such as 'Ride to Work Day'.	During operation	Building Management

Public transport measures	Timeframe	Responsible party
Provide employees and visitors a map showing public transport stops in the surrounding area and expected walk times needed to access the locations.	Prior to and during operation	Building Management
Provide train and bus timetables for services in the local area as part of household welcome packs for all new employees.	During operation	Building Management

Carpooling and car share measures	Timeframe	Responsible party
Promote the cost savings of car share over commuting via private vehicle to employees through the TAG.	During operation	Building Management
Allocate spaces as required for car-sharing within the Storage and Distribution warehouse.	During operation	Building Management

Car parking measures	Timeframe	Responsible party
Provide electric car charging stations within the site.	Prior to occupation	Architect / Contractor
Provide clear signage for and advertisement (within the TAG) of electric car charging stations within the site.	Prior to occupation	Architect / Contractor

4 Monitoring and review

4.1 Updates to the Green Travel Plan

For this GTP to be effective, it should be reviewed and amended by building management regularly to ensure that the objectives are being met. Travel surveys should be conducted, and the GTP and TAGs should be updated annually to achieve sustainable travel targets more effectively.

The following approach will be adopted for reviewing and updating this GTP:

- Prior to occupation:
 - Existing transportation options, infrastructure and potential amenities that support sustainable commuting will be evaluated and reviewed
 - New employees/ relocated employees will be provided comprehensive information on sustainable travel options and incentives.
- Three to six months after occupation:
 - Travel surveys will be conducted to gather data on commuting habits, preferences and challenges faced by employees and visitors to identify areas for improvement. An example travel survey is provided in Appendix B
 - Based on the survey findings, challenges will be addressed through sit specific initiatives including carpooling, cycling or public transport system.
- Annual reviews:
 - The GTP and TAGs should be updated with the latest data, trends and best practices pertaining to sustainable transportation
 - Regular travel surveys can help assess employee commuting patterns to identify areas for improvement
 - Implemented measures should be reviewed to evaluate the effectiveness of initiatives introduced, identify successes and areas needing improvement for continual enhancement of the green travel plan.

4.2 Responsibility

To ensure that the goals of this GTP are achieved, it is necessary to identify an individual or committee responsible for monitoring and managing various aspects of the plan. This group will monitor travel patterns and the effectiveness of the GTP, conduct ongoing travel surveys, and carry out the initiatives outlined in this plan.

Appendix A **Transport Access Guide**

Getting to and from STORAGE AND DISTRIBUTION WAREHOUSE



The Alspec Industrial Business Park (AIBP) is approximately 6.8 kilometres from St Marys Train Station. The walking route from the Station (Station Street) to AIBP takes you along Mamre Road to Luddenham Road, and then along Luddenham Road to Patons Lane and the COPE site. Walking time from St Marys Station to AIBP is approximately 2 hours and is marked on the map in this TAG.



Bus services

The nearest bus services to the site are:

Route 775 which runs from Mount Druitt to Penrith via St Clair and Erskine Park. The nearest bus stop is approximately 5 km away from the site, on St Clair Avenue just after Banks Drive.

Route 776 runs from Mt Druitt to Penrith via St Clair and Erskine Park. The nearest bus stop is approximately 3.7 km away from the site. The nearest bus stop is at Solander Drive after Madison Circuit.

Route 779 services run from Mount Druitt to Kemps Creek along Erskine Park. The nearest stop is on Erskine Road after Mamre Road.

For more information on bus timetables, see <https://transportnsw.info/>



Rail and Metro services

The nearest train station to AIBP is St Marys Station, located 6.8km north of AIBP.



A future Metro Station, Luddenham, is located 2km south of the site, and is anticipated to open in 2026.



Parking

All employee car parking is located on site. Entry to the parking area is on the AIBP access road, south of Patons Lane.

Electric vehicle charging infrastructure is available on site.

Accessible parking is provided on site, near the main building entrance.



Bicycle parking

Secure and visible parking spaces are available for bicycles and electric bicycles with charging stations and storage facilities available on site.

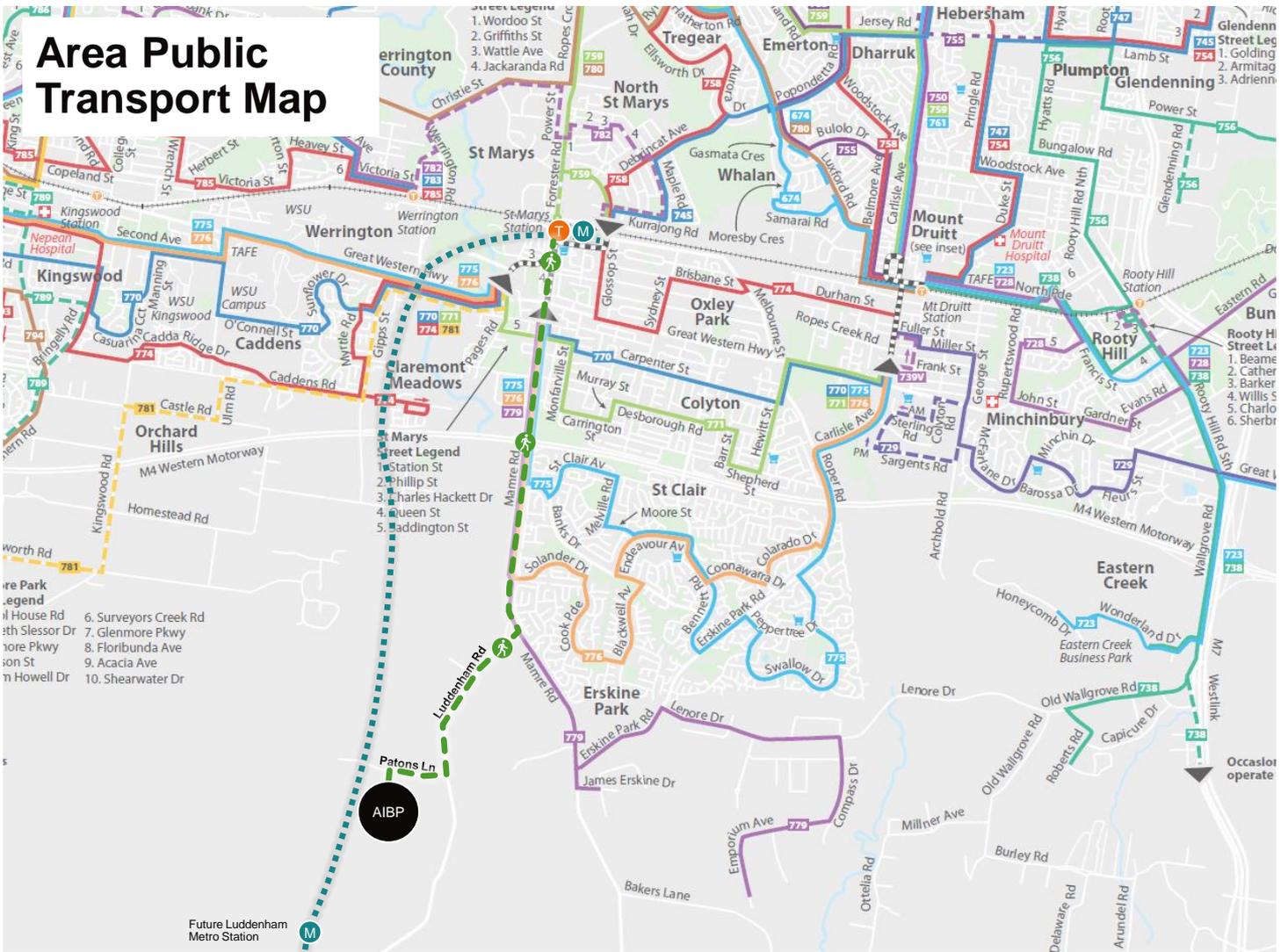
End of trip facilities are conveniently located close to bicycle storage areas.

For more information
speak to the Facilities
Manager at XXXX XXXX or
at (email)

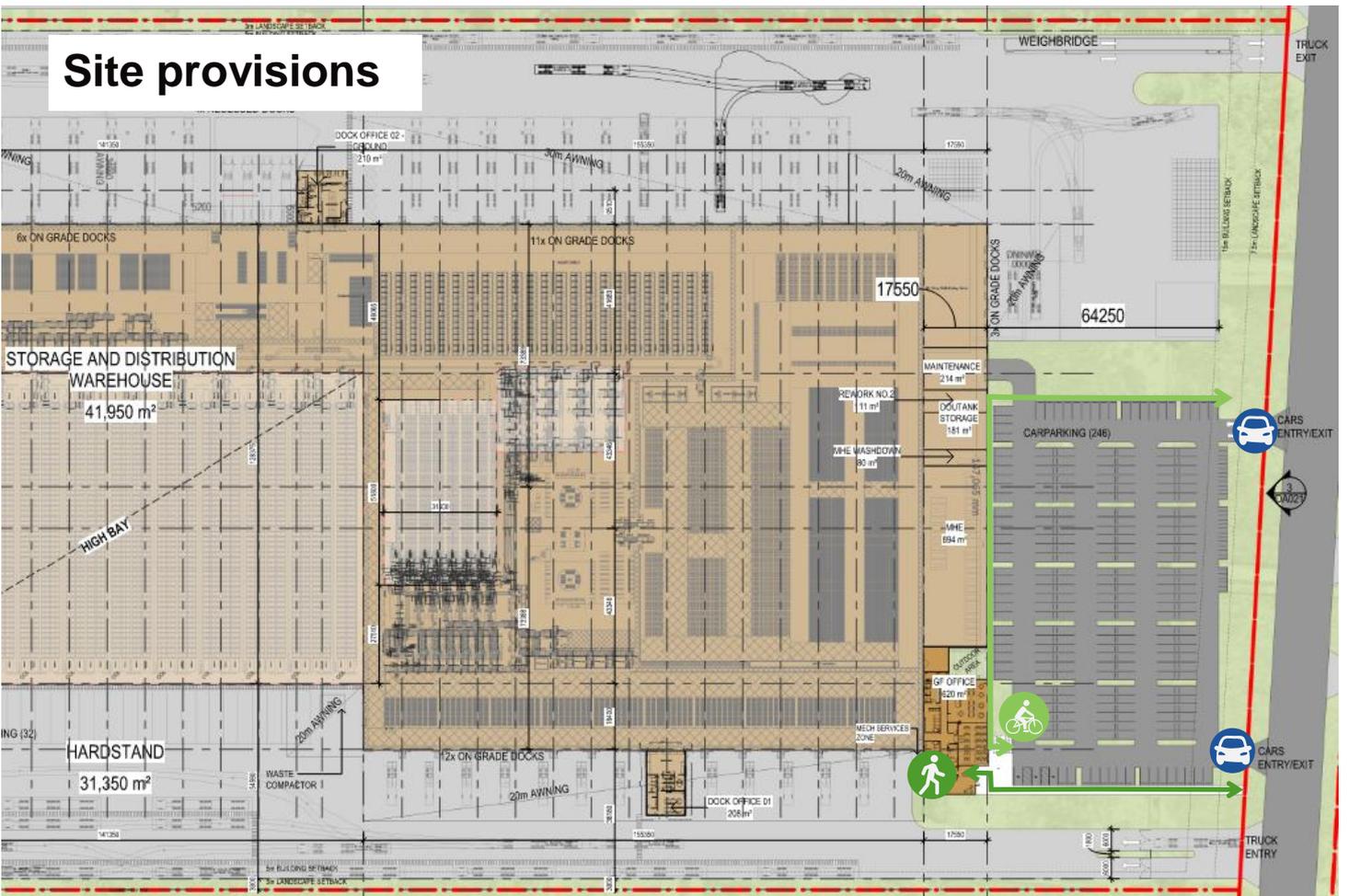
PRELIMINARY INFORMATION

This draft Transport
Access Guide will be
updated prior to
occupation

Area Public Transport Map



Site provisions



Appendix B Example employee commute survey

The purpose of a travel survey is to understand the reasons for which commuters to and from the site select their preferred travel modes. In turn, this allows for more effective incentives and initiatives to be developed in increasing the mode share of sustainable travel options.

An example of a travel survey has been provided below.

You are invited to participate in the Employee Commute Survey being conducted by xxx. The purpose of this survey is to anticipate the transport related environmental impacts of the establishment and encourage the use of sustainable transport.

The survey will take about 5-10 minutes to complete.

Q1. Which of the following do you identify as?

- Resident
- Employee
- Visitor

Q2. What is your postcode? _____

Q3. How did you travel here today?

- Walk only
- Bicycle
- Bus
- Train
- Light rail
- Combination of public transport
- Car driver
- Car passenger
- Other (please state) _____

Q4. . If you travelled via car (as a single driver), what was the primary reason for you to travel this way?

- Only option
- More comfortable
- Safety concerns with other types of transport options
- Poor end to end connectivity
- Cost effective
- Poor infrastructure/information for other modes of transport
- Other (please state) _____

Q5. If your general mode of commuting is by car (single driver); what services could be provided to you to use other modes of travelling such as car share or car pool or biking.



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