Transport Impact Assessment

State Significant Development Application (SSD-85510213)

Lot E – 200 Aldington Road, Kemps Creek, NSW
21/10/2025
P1292r12

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Document Control

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Client	Stockland Fife Kemps Creek Pty Ltd
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Revision History

Revision No.	Date	Details	Author	Approved by
-	03.07.2025	Draft	S. Bandaranayake	K. Ballurkar
01	25.07.2025	Issue	S. Bandaranayake	K. Ballurkar
02	01.10.2025	Issue	K. Ballurkar	K. Ballurkar
03	21.10.2025	Issue	K. Ballurkar	K. Ballurkar

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APPENDICES

Glossary

Acronym	Description
Council	Penrith City Council
CTMP	Construction Traffic Management Plan
DA	Development Application
DCP	Development Control Plan
DPHI	Department of Planning, Housing and Infrastructure
GFA	Gross Floor Area
GTIA	TfNSW Guide to Transport Impact Assessment
LEP	Local Environmental Plan
LGA	Local Government Area
MOD	Section 4.55 Modification (also referred as a S4.55)
MRP	Mamre Road Precinct
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TfNSW	Transport for New South Wales
TMAP	Transport and Accessibility Management Plan
TIA	Transport Impact Assessment
TS	Transport Statement
vph	Vehicle movements per hour (1 vehicle in & out = 2 movements)

1 Introduction

1.1 Overview

Ason Group has been engaged by Stockland Fife Kemps Creek Trust (SFKC) to prepare a Transport Impact Assessment (TIA) supporting a State Significant Development Application (SSDA) (reference – SSD-85510213) for the detailed design and use of Lot E for warehousing and distribution centre purposes. The application relates to the development of Lot E within the 200 Aldington Road Industrial Estate, Kemps Creek (the Estate).

The Estate is currently subject to a Concept Master Plan approval (reference: SSD-10479). This SSDA relates to the detailed design for Lot E under the approved Concept Master Plan, which has been tailored to suit the operational requirements of a future warehousing tenant. The proposal does not seek to alter the approved land use.

This TIA supports MOD 6 to SSD-10479, which seeks approval for the development of Lot E, including two buildings (Warehouse 4A and Warehouse 4B).

In this regard, Ason Group has reviewed all relevant documentation and undertaken an assessment of the Proposal, focusing on:

- Parking compliance in accordance with Mamre Road Precinct Development Control Plan 2021 (MRP DCP) and the approved development.
- Traffic Assessment to determine the net change in traffic generation of that assumed for the approved development.
- Design compliance in accordance with AS 2890.1:2004, AS 2890.2:2018 and AS 2890.6:2022.

An Environmental Impact Statement (EIS) has been prepared with respect to Lot E, Kemps Creek Industrial Estate, being part of the approved Concept Master Plan at 106-208 Aldington Road, Kemps Creek, under State Significant Development (SSD) SSD-10479 project approval (200 Aldington Road Industrial Estate) formally now known as part Lot 200 DP 1285691.

1.2 Site Context

The Site is located to the east of Aldington Road, Kemps Creek within the Penrith City Council (Council) Local Government Area (LGA). It zoned for primarily industrial uses under the Industry SEPP and has historically been used for low density residential dwellings and agribusinesses.

The subject site, Lot E, is located towards the west of the Estate, between Road 03 and Road 04.

A Site Context Plan is presented in **Figure 1**.

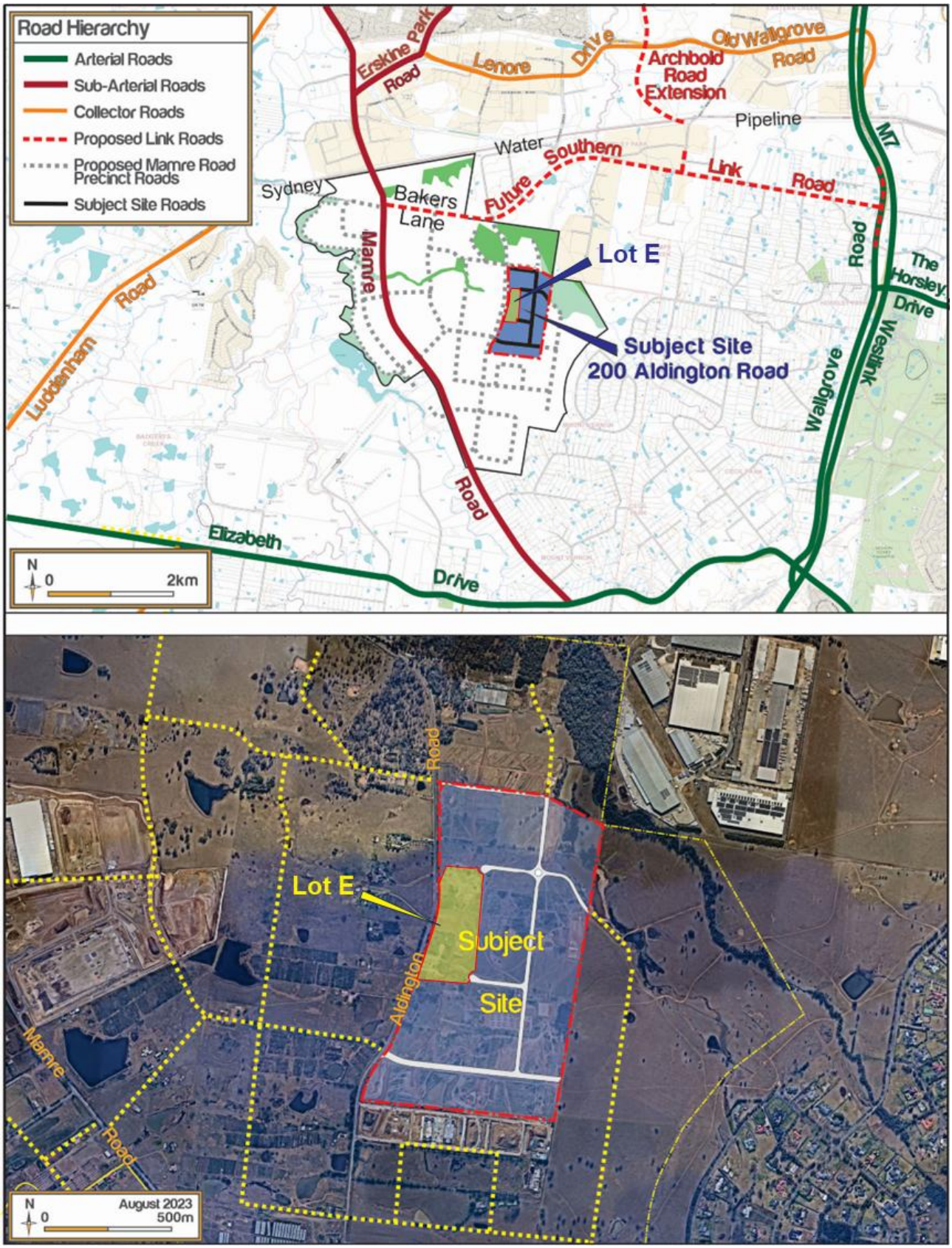


Figure 1: Site Context

1.3 Reference Documents

In preparing this TIA, the following key strategic, design and planning document has informed the assessment of the traffic and transport related elements of the project:

- DPHI, *Western Sydney Employment Area, Mamre Road Precinct, Development Control Plan*, November 2021 (MRP DCP).

Further to the above, Ason Group has referenced the following additional policies and guidelines relevant to the assessment of the Proposal:

- Penrith City Council, *Local Environmental Plan* 2010 (Penrith LEP);
- Penrith City Council, *Development Control Plan* 2014 (Penrith DCP);
- Roads Traffic Authority (now Transport for New South Wales), *Guide to Traffic Generating Developments*, October 2002 (RTA Guide);
- Transport for New South Wales, *Guide to Transport Impact Assessment,* Version 1.1, 2024 (GTIA);
- State Environmental Planning Policy (Industry and Employment) 2021 (Industry SEPP);
- Australian Standard 2890.1:2004 *Parking Facilities – Off-Street Car Parking* (AS2890.1:2004);
- Australian Standard 2890.2:2018 *Parking Facilities – Off-Street Commercial Vehicle Facilities* (AS2890.2:2018);
- Australian Standard 2890.3:2015 *Parking Facilities – Bicycle Parking* (AS2890.3:2015); and
- Australian Standard 2890.6:2022 *Parking Facilities – Off-Street Parking for People with a Disability* (AS 2890.6:2022).

Finally, Ason Group has referenced the most recent planning documentation with regard to Master Plan and SSD approvals for the site as follows:

- Ason Group, *Transport and Accessibility Management Plan, 200 Aldington Road Industrial Estate State Significant Development Application, Lot 54 – 58 Mamre Road, Kemps Creek,* revision 3, dated 13/08/2021 (Ason TMAP);
- Ason Group, *200 Aldington Road Industrial Estate – Modification 2 as amended to State Significant Development Application (SSD 10479),* P1292r09v02 (Ason MOD 2 As Amended TS);
- SBA Architects, SSDA – *MOD 2 ESTATE MASTER PLAN AS AMENDED - 23287_MP04_E_SSDA MOD 2 Estate Master Plan*, dated 24/06/2024 (MOD 2 Master Plan).
- DTA Architects, SSDA – *PROPOSED INDUSTRIAL WAREHOUSE DEVELOPMENT – LOT E – 200 ALDINGTON ROAD KEMPS CREEK NSW 2178,* dated 17/09/2025 (Lot E Site Plan).

1.4 Secretary's Environmental Assessment Requirements

Secretary's Environmental Assessment Requirements (SEARs) were provided by DPHI in relation to the SSD-85510213 on 12 June 2025.

The SEARs relating to transport issues are outlined below. Ason Group has provided a summary response to each SEAR, and reference to the section of this TIA providing a more detailed analysis of each SEAR.

TABLE 1: DPHI TRAFFIC & TRANSPORT SEARS - SSD-85510213

SEARs Item	Report Section / Response
Traffic and Transport *– including a quantitative traffic impact assessment prepared in accordance with the relevant Roads and Maritime Services and Austroads guidelines, that includes:*	
details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes.	Section 5 details the forecasted traffic generation of the Proposal. A 24-hour traffic profile is provided in **Appendix B** for the Proposal based on other surveyed Large Format Warehouses, detailing arrival and departure volumes. The Preliminary CTMP prepared for Stage 1 is provided in **Appendix D**, which details the expected construction traffic volumes.
an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts on existing performance levels of nearby intersections (using industry standard modelling).	The Ason TMAP provided the relevant assessment of the Estate, with the methodology agreed with Transport for New South Wales (TfNSW), which included consideration to other developments. The assessment conducted, which included provision for Lot F, should now form the basis of any future application outside of the Site.
plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network.	Please refer to plan set, **Section 7** and **Appendix C.** All access points have been designed in accordance with the requirements of MRP DCP, AS2890.1:2004 and AS2890.2:2018. As noted above, all access points will be unfettered during operational hours so vehicle can move freely into and out of the Site with no chance for queuing to occur.
details and plans of any proposed internal road network, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards.	Refer to **Section 4** for parking requirements, refer to more detailed plans provided within the EIS.
swept path analysis for the largest vehicle requiring access to the development.	Swept path assessments are provided as **Appendix C**. The largest vehicle required by Warehouse 4A would be a 20.0m Articulated Vehicle, with the largest vehicle required by Warehouse 4B being a 30.0m A-Double. However, as per the requirements for the MRP DCP, 30m PBS type 2B vehicles have been tested.

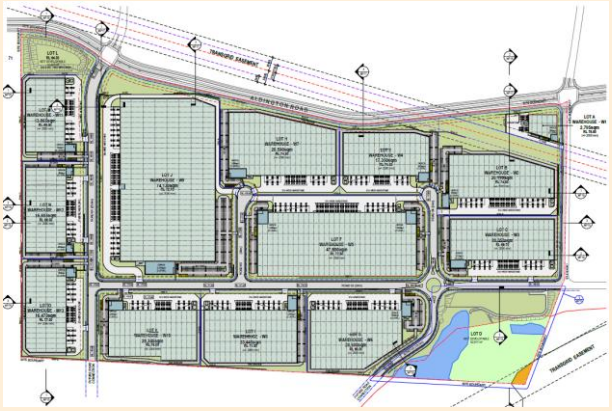
details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary	The Traffic Impact Assessment, as outlined in Section 5, demonstrates that no further road upgrades, other than those already approved under SSD-10479, are necessary.
Provide a Construction Traffic Management Plan detailing predicted construction vehicle, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	The Draft CTMP prepared for Lot E is provided in **Appendix D**, which details the expected construction traffic volumes. The implementation of the CTMP during construction would ensure no queuing onto the external road network.

1.5 Planning Context

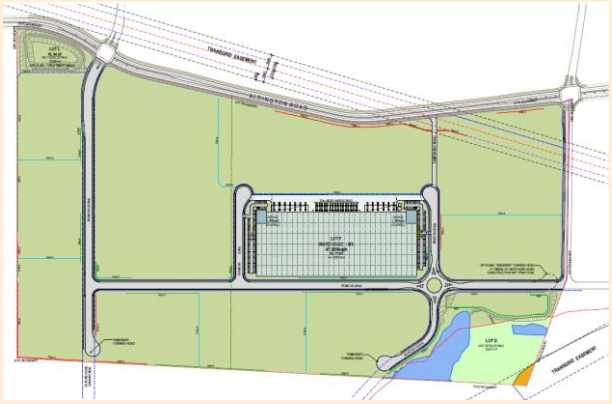
1.5.1 Approved Development (SSD 10479)

Development Consent SSD-10479 was granted by the Director of Industry Assessment on 5 May 2023 for a State Significant Concept Plan and Stage 1 Development Application for the 200 Aldington Road Industrial Estate, comprising a Concept Plan for 13 individual development lots and internal roads, as well as a Stage 1 component including the construction, fit-out and operation of a warehouse building on Lot F, site preparation and infrastructure works.

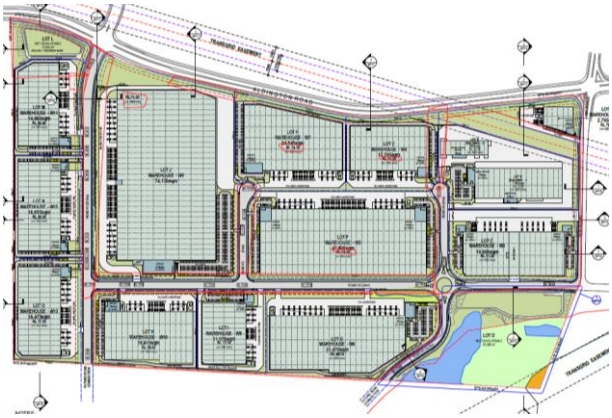
The Concept Plan and Stage 1 component as originally approved and as modified by MOD 1 and MOD 2 is shown in **Figure 2**.



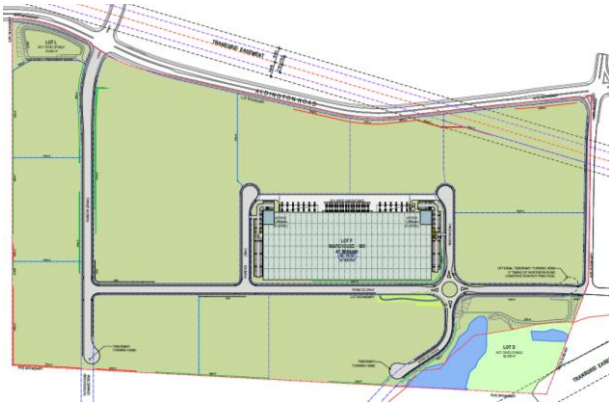
Originally Approved Concept Plan



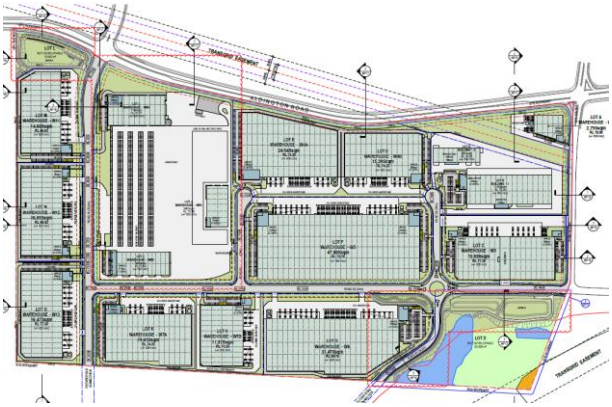
Originally Approved Stage 1



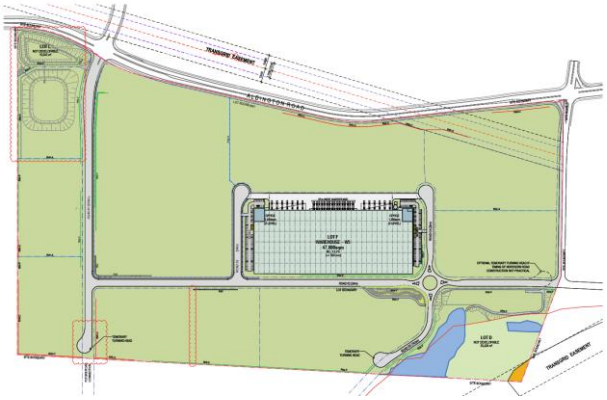
Approved MOD 1 Concept Plan



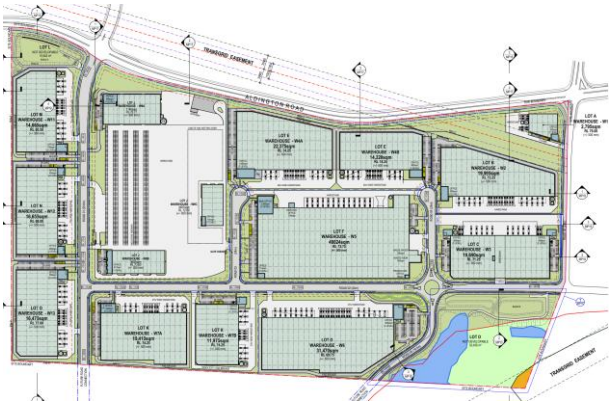
Approved MOD 1 Stage 1



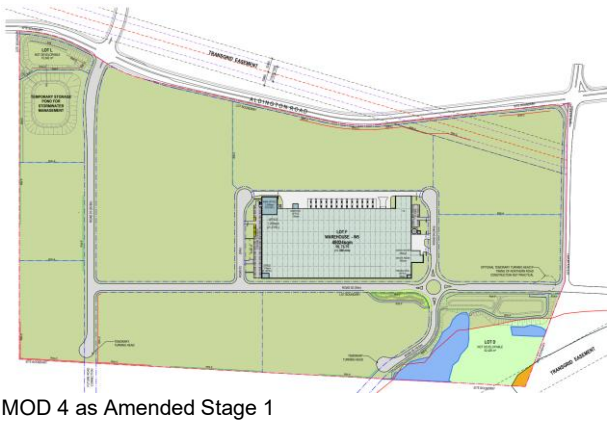
MOD 2 as Amended Concept Plan



MOD 2 as Amended Stage 1



MOD 4 as Amended Concept Plan



MOD 4 as Amended Stage 1

Figure 2: Overview of Concept Plan and Stage 1

1.5.2 Modification 1

A first modification (Modification 1 or MOD 1) was prepared and lodged with the (then) Department of Planning and Environment (DPE) on 9 November 2023. MOD 1 was approved on 14 August 2024. It relates to minor civil, subdivision and building works which reflects refinement of design development undertaken since approval. This includes removal of a temporary access road, lot boundary readjustments and pad level adjustments.

1.5.3 Modification 2

Modification 2 (or MOD 2) was formally lodged on 20 March 2024 for refinements and amendments the warehouse envelopes and the general layout of the approved Concept Plan and approved Stage 1 component of the approval to align with tenant specifications.

MOD 2 was formally amended in September 2024 to amend the warehouse envelopes and subdivision plan for the (then) consolidated Lot H into Lot F and Lot E (similar to what was approved under MOD 1). It also amended the Stage 1 component by relocating the approved warehouse from Lot K to Lot F. Mod 2 as Amended retained the development proposal on Lot J.

MOD 2 was approved 26 March 2025.

1.5.4 Modification 3

Modification 3 (or MOD 3) was lodged in April 2024 and sought to amend the concept and Stage 1 component of the approved development to include external works encompassing road widening and upgrades to Aldington and Abbotts Road, and the upgrade of the Mamre Road and Abbotts Road intersection. MOD 3 was approved on 27 February 2024.

1.5.5 Modification 4

Modification 4 (MOD 4) was approved on 25 July 2025 and involves changes to the warehouse approved on Lot F. MOD 4 was lodged in conjunction with SSD-79300218, which is also under assessment and seeks to amend the approved use of the Lot F warehouse from warehousing and distribution to manufacturing to accommodate the future customer's operations.

1.5.6 Modification 5

The proposed Modification 5 (MOD 5) involves the following (consistent with that documented in this SSDA), the MOD is currently under assessment:

- A boundary adjustment between Lot K and Lot G by moving the boundary 10m to the north (increasing the area of Lot K and reducing the area of Lot G).
- Changes to the site ingress and egress for Lot K under the Concept Master Plan.
- Changes to the building footprint and general arrangement for Lot K under the Concept Master Plan.

1.5.7 Modification 6

The proposed Modification (MOD 6) relates to Lot E of the Concept Master Plan of SSD-10479 approval for the 200 Aldington Road Industrial Warehousing and Distribution Centre located on Lot 200 DP1285691 Mamre Road, Kemps Creek.

1.5.8 Interim Road Network Upgrades

The MRP DCP identifies the ultimate road network (by 2036), however no staging strategy had been identified to allow for the initial stages of development in the interim period prior to delivery of the ultimate road network. This section summarises the interim road upgrades subsequently identified by Ason Group, which formed the basis for approval (from a traffic perspective), of SSD-10479.

SFKC has collaborated with other landowners along Aldington Road (referred to as the Land Owners Group East (LOG-E)) to deliver the relevant upgrades to the Abbotts Road and Aldington Road corridor. These upgrades relate to:

- The upgrade of Aldington Road and Abbotts Road from the Site to Mamre Road;
- The delivery of signalised intersection at the Site access points; and
- Upgrade of the Abbotts Road / Aldington Road and Mamre Road / Abbotts Road intersections.

The detailed assessment which identified the road requirements focused on an assessment year of 2026 and provided consideration to the road network that will be delivered by the LOG-E and other landowners in the MRP. The relevant road network assumed and the development sites, are shown by **Figure 3.**

Critically, this assessment (inclusive of the road network adopted) was agreed with TfNSW, and has since been endorsed (facilitating the approval of the Concept Master Plan). The assessment identified that, on the basis of the network being delivered, approximately 990,000m^2 of GFA could be delivered in the MRP by 2026.

With regards to traffic generation of the Site, it was established that the following trips could be accommodated by the 2026 road network upgrades being delivered by the LOG-E:

- 541 veh/hr (395 light vehicles and 146 heavy vehicles) in the AM peak hour;
- -65 veh/hr (413 light vehicles and 152 heavy vehicles) in the PM peak hour; and
- 6,850 (5,007 light vehicles and 1,843 heavy vehicles) per day.

<u>These trips form the basis in which development of the Estate should be assessed against, up until the assessment year of 2026.</u>

The above volumes were based on an assumed GFA of 235,379m^2 being delivered by 2026 and application of trip rates provided by TfNSW (see **Section 5.1.1**). The approved interim 2026 GFA was 57.5% of an ultimate GFA of 409,355m^2. The latest approval (MOD 2 Master Plan) provision for a GFA of 263,664m^2 (7,673 daily trips). The LOG-E modelling therefore accounts for approximately 89% of development on the Site.

Refer to **Appendix A**, detailing the projected 2026 AM and PM peak hour trip generations for various industrial and logistics estates located along Mamre Road, Kemps Creek, including the 200 Aldington Road

Estate. The table outlines the total Gross Floor Area (GFA) approved or currently under assessment for each estate, along with the associated planning application references and their approval status.

The data includes the number of trips expected based on GFA, as provided by Transport for NSW (TfNSW) trip rates. The remaining AM and PM peak trip balances for each estate are also indicated, reflecting the difference between the trips approved/under assessment and the projected trips for 2026.

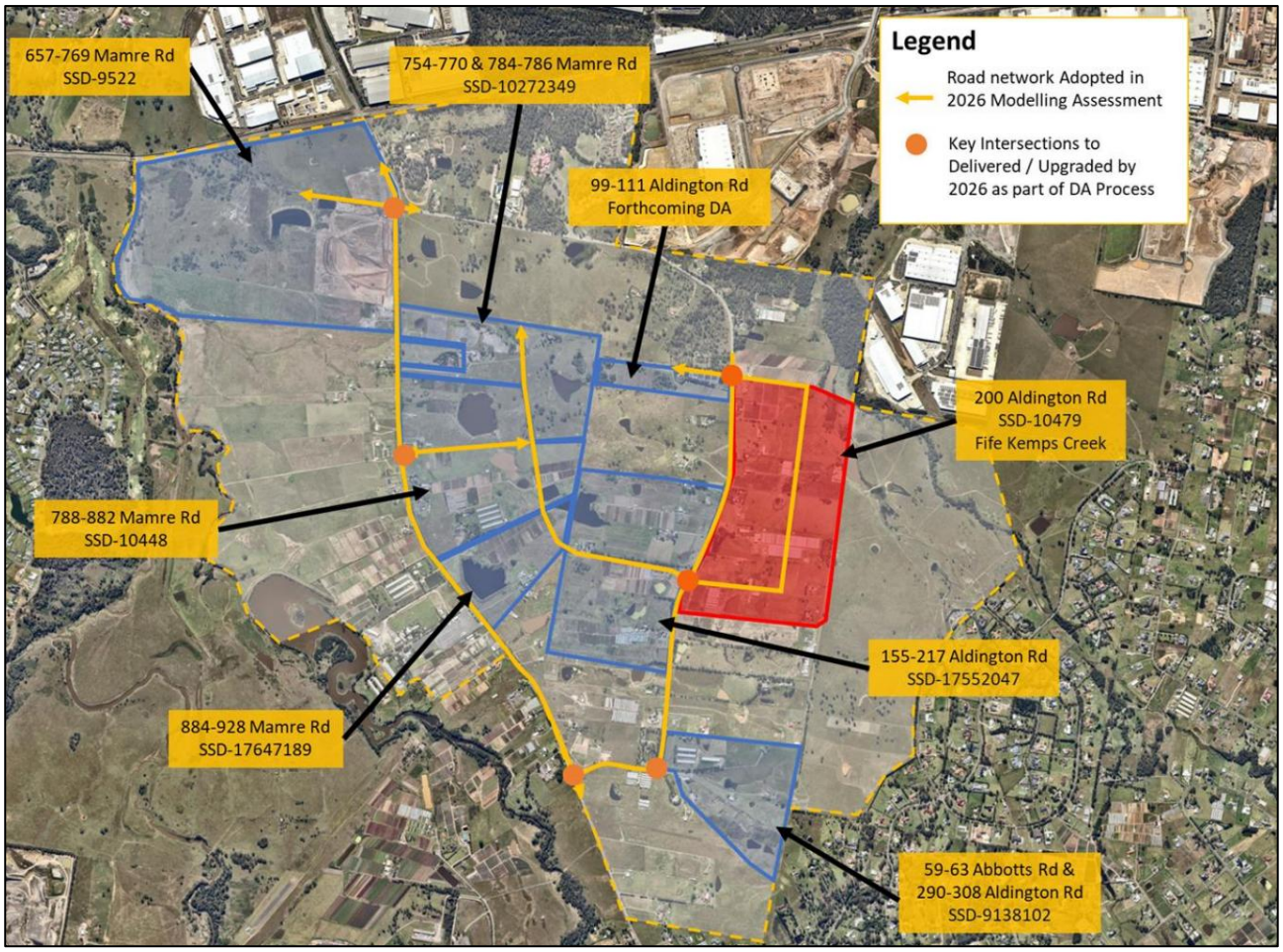


Figure 3: Interim Modelling Assessment Road Network

The below further details the sites included within the LOG-E model, as well as confirmation of the approval dates. Of note is that several of these projects have been provide development consent after the endorsement of LOG-E model.

TABLE 2: SITES INCLUDED IN LOG-E MODELLING

Reference Number	Site Address	Application Number	Status	Approved GFA (m^2)	Approved Trips
1	**200 Aldington Road Estate**	**SSD-10479**	**Approved: 05/05/2023**	**235,379**	**AM Peak: 541 PM Peak: 565 Daily Peak: 6,850**
2	Westlink Stage 1[1]	SSD-9138102	Approved: 21/04/2023	79,627	AM Peak: 183 PM Peak: 191 Daily Peak: 2,317
3	The Edge Estate – 141-251 Aldington Road Kemps Creek	SSD-17552047	Response to Submissions	174,572	AM Peak: 402 PM Peak: 419 Daily Peak: 5,080
4	"Mamre South Precinct" [2] 657-769 Mamre Road, Kemps Creek	SSD-9522	Approved: 21/12/2020	186,674	AM Peak: 429 PM Peak: 448 Daily Peak: 5,432
		SSD-10101987	Approved: 13/07/2023		
		SSD-25725029	Approved: 29/09/2022		
		DA22/0671	Approved: 22/07/2022		
		DA22/1172	Approved: 09/12/2022		
5	Yiribana Logistics Estate – 772-786 Mamre Road, Kemps Creek	SSD-10272349	Approved: 22/09/2023	90,522	AM Peak: 208 PM Peak: 217 Daily Peak: 2,634
6	Aspect Industrial Estate – 788-882 Mamre Road, Kemps Creek	SSD-10488	Approved: 24/05/2022	143,124	AM Peak: 329 PM Peak: 343 Daily Peak: 4,165
		SSD-46516461	Approved: 02/03/2023		
7	Access Logistics Park – 884-928 Mamre Road, Kemps Creek	SSD-17647189	Approved: 18/12/2023	46,888	AM Peak: 108 PM Peak: 113 Daily Peak: 1,364

Note 1: Assumed for the entire precinct

Note 2: Inclusive of Stages 1 and 2

The above identifies the approved and proposed GFAs for the 2026 Interim Road Network within the MRP that have been modelled within the LOG-E model. Following the endorsement of the LOG-E model, it is appropriate that this forms the baseline to which future applications (as relevant) should be assessed against. In addition to the developments listed in Table 2, the BAPS Temple located at 232 Aldington Road (DA17/1247) was also incorporated into the LOG-E model. This development was approved on 23/09/2019

and has been factored into the modelling to ensure comprehensive coverage of traffic impacts within the network.

As evident from the above, the interim GFA of 235,379m^2 was adequately accounted for in the LOG-E modelling and therefore forms the acceptable threshold for 2026.

2 The Proposal

2.1 Summary

This application seeks approval for the construction and operation of two large-format warehouse and distribution facilities on Lot E, forming Stage 4 of the broader industrial estate at 200 Aldington Road, Kemps Creek. The proposal is lodged as a State Significant Development Application (SSD-85510213) and is accompanied by Modification 6 (MOD 6) to the Concept Master Plan approval (SSD-10479), which provides for delivery of Lot E under the established estate-wide planning framework.

Lot E comprises two warehouse buildings:

- Warehouse 4A, proposed as a speculative warehouse facility, designed to accommodate a range of potential industrial tenants; and
- Warehouse 4B, designed as a temperature-controlled warehouse, including provisions for chilled and frozen storage.

The combined site area for Lot E is 68,258 m², with the following Gross Floor Areas (GFA) and parking provisions:

- Lot 4A, inclusive of:
  - 21,179m² Warehouse GFA (excluding 1,595m² Loading Area)
  - 900m² Office GFA
  - 64m² Dock Office GFA
  - 98 car parking spaces (including 2 accessible spaces)
- Lot 4B, inclusive of:
  - 16,314m² Warehouse GFA (excluding 1,884m² Loading Area)
  - 721m² Office GFA
  - 81m² Dock Office GFA
  - 74 car parking spaces (including 2 accessible spaces)

An extract of the Lot E site plan is presented below.

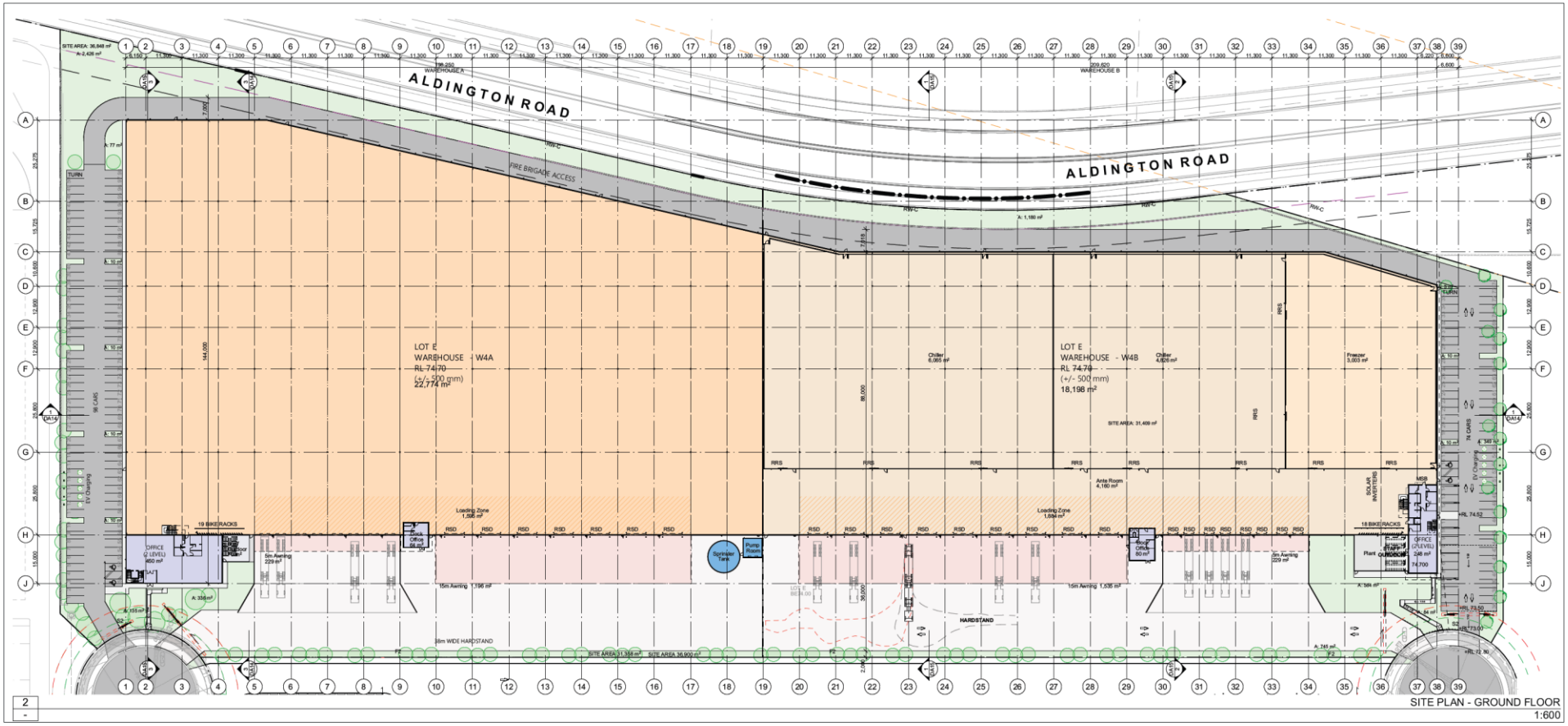


Figure 4: Lot E Site Plan

3 Relevant Conditions of Consent

3.1 SSD-10479 Condition A14

Condition A14 of the Conditions of Consent associated with the approved SSD requires the following:

> *A14. The Applicant must prepare an Infrastructure Review to support each future stage of the Concept Proposal. The Infrastructure Review must demonstrate the surrounding road infrastructure can accommodate the relevant stage and other approved developments in the MRP. The Infrastructure Review must:*
>
> *(a) be prepared in consultation with TfNSW*
>
> *(b) detail traffic volumes from all operating stages of the Concept Proposal;*
>
> *(c) include background traffic volumes from key roads within the MRP, including Mamre Road, Aldington Road and Abbotts Road;*
>
> *(d) assess the operating performance of key intersections in the MRP, including Aldington Road and Abbotts Road and Mamre Road and Abbotts Road;*
>
> *(e) detail the current level of approved development within the MRP, including total approved GFA;*
>
> *(f) consider consistency with the latest approved Concept Proposal traffic volumes;*
>
> *(g) demonstrate the road network has sufficient capacity to accommodate the proposed stage of the Concept Proposal, and if the proposed stage would trigger the need for any road upgrades, including those identified in the traffic modelling for the MRP; and*
>
> (h) *if road upgrades are required to support the proposed stage, identify the timing and mechanisms to contribute to the delivery of the required road upgrades.*

Table 3 details the response to each of the requirements.

TABLE 3: CONDITION A14 REVIEW

<table>
<tr><th>Item</th><th>Condition</th><th>Response</th></tr>
<tr><td>(a)</td><td>be prepared in consultation with TfNSW</td><td>As required for any SSD submission, consultation with TfNSW will be conducted.</td></tr>
<tr><td>(b)</td><td>detail traffic volumes from all operating stages of the Concept Proposal</td><td>There are no stages currently operational and therefore no operational volumes are currently generated by the Site.</td></tr>
<tr><td>(c)</td><td>include background traffic volumes from key roads within the MRP, including Mamre Road, Aldington Road and Abbotts Road;</td><td>Traffic surveys of the Mamre Road / Abbotts Road intersection were undertaken in Augst 2022 and May 2024. The volumes recorded are shown in the below.
<table>
<tr><th rowspan="2">Direction</th><th colspan="2">2022</th><th colspan="2">2024</th></tr>
<tr><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr>
<tr><td>Mamre Road Northbound</td><td>778</td><td>777</td><td>840</td><td>688</td></tr>
<tr><td>Mamre Road Southbound</td><td>817</td><td>925</td><td>680</td><td>832</td></tr>
<tr><td>Abbotts Road Eastbound</td><td>1</td><td>2</td><td>71</td><td>20</td></tr>
<tr><td>Abbotts Road Westbound</td><td>28</td><td>27</td><td>21</td><td>54</td></tr>
</table></td></tr>
<tr><td>(d)</td><td>assess the operating performance of key intersections in the MRP, including</td><td>The endorsed LOG E modelling undertaken to support the Concept Master Plan assumed up to</td></tr>
</table>

	Aldington Road and Abbotts Road and Mamre Road and Abbotts Road;	235,379m^2 could be delivered on the Site by 2026. The Stage 1 development (Lot F), alongside the proposed Stage 2 (submitted as SSD-61212208) provides for: • Stage 1 (SSD-79300218 – Lot F): 51,027 m² • Stage 2 (SSD-61212208 – Lot J): 16,749 m² • Stage 3 (SSD-80264236 – Lot K): 18,460 m² • Stage 4 (this SSD – Lot E): 37,799 m² • Total **GFA: 124,035 m²** Therefore, it is evident that the currently approved / proposed GFA remains well within the acceptable threshold and no further detailed assessment with SIDRA intersection analysis is required to further assess intersection performance.
(e)	detail the current level of approved development within the MRP, including total approved GFA	A table has been provided as **Appendix A**. The table provides the full list of approved development, alongside the assessed trip generation thresholds and a comparison against the anticipated trip generation for each site (based on application of trip rates from TfNSW 2024 GTIA).
(f)	consider consistency with the latest approved Concept Proposal traffic volumes	The Proposal provides for a GFA of 39,259 m², which is a reduction compared to the approved GFA for Lot E under SSD-10479 (42,240 m²). **Table 11** demonstrates that 55% of peak hour and 48% of daily traffic capacity remains available.
(g)	demonstrate the road network has sufficient capacity to accommodate the proposed stage of the Concept Proposal, and if the proposed stage would trigger the need for any road upgrades, including those identified in the traffic modelling for the MRP	As above, a significant portion of the traffic generation threshold remains. No additional road upgrades are required to support the Proposal.
(g)	if road upgrades are required to support the proposed stage, identify the timing and mechanisms to contribute to the delivery of the required road upgrades	No further upgrades are required to support the Proposal.

3.2 SSD-10479 Condition B3

Condition B3 of the Conditions of Consent associated with the approved SSD requires the following:

> B3. Future DAs shall be accompanied by a traffic impact assessment (TIA). The TIA must:
>
> *(a) assess the impacts on the safety and capacity of the surrounding road network and access points during construction and operation of the relevant stage in accordance with TfNSW guidelines;*
>
> *(b) include traffic monitoring data collected under Condition A13 and incorporate the relevant findings into this assessment;*
>
> *(c) demonstrate internal roads and car parking complies with relevant Australian Standards and the car parking rates in the MRP DCP;*
>
> *(d) demonstrate the Mamre Road and Abbotts Road intersection and intersections along Aldington Road and Abbotts Road can accommodate operational traffic associated with the relevant stage and traffic associated with other approved developments in the MRP;*
>
> *(e) detail the scope and timing of any required road or intersection upgrades to service the relevant stage if the assessment under sub-clause identifies that additional upgrades are required; and*
>
> (f) *detail measures to promote non-car travel modes, including a Sustainable Travel Plan identifying pedestrian and cyclist facilities to service the relevant stage of the development.*

Table 4 details the response to each of the requirements.

TABLE 4: CONDITION B3 REVIEW

Item	Condition	Response
(a)	assess the impacts on the safety and capacity of the surrounding road network and access points during construction and operation of the relevant stage in accordance with TfNSW guidelines;	The Traffic Impact Assessment (TIA) in Section 5 evaluates the traffic impacts associated with the proposal. The assessment confirms that the revised trip generation is significantly lower than the approved Master Plan projections, meaning the impact on road network capacity is reduced. Additionally, the Construction Traffic Management Plan (CTMP) in **Appendix D** outlines traffic management measures during construction to mitigate potential safety and capacity impacts.
(b)	include traffic monitoring data collected under Condition A13 and incorporate the relevant findings into this assessment;	No developments are currently operational within the broader estate.
(c)	demonstrate internal roads and car parking complies with relevant Australian Standards and the car parking rates in the MRP DCP;	The internal road layout, parking provisions, and access arrangements comply with AS 2890.1:2004, AS 2890.2:2018, and AS 2890.6:2022, as detailed in Section 6. Section 4 confirms parking provisions, including accessible and electric vehicle spaces, meeting MRP DCP and SSD-10479 Condition B5 requirements.
(d)	demonstrate the Mamre Road and Abbotts Road intersection and intersections along Aldington Road and Abbotts Road can accommodate operational traffic associated with the relevant stage and traffic associated with other approved developments in the MRP;	The LOG-E modelling included in Section 1.5.6 and Appendix A establishes that the Mamre Road/Abbotts Road and Aldington Road/Abbotts Road intersections were assessed and approved under SSD-10479. The reduced trip generation from the proposed use ensures these intersections remain within acceptable performance levels.
(e)	detail the scope and timing of any required road or intersection upgrades to service the relevant stage if the assessment under sub-clause	The approved road upgrades under the LOG-E model (detailed in Section 1.5.6) remain sufficient, with no additional upgrades required. The analysis confirms that 55% of the allowable 2026 traffic generation threshold remains available for future stages.
(f)	detail measures to promote non-car travel modes, including a Sustainable Travel Plan identifying pedestrian and cyclist facilities to service the relevant stage of the development.	The Framework Sustainable Travel Plan (FSTP) in **Appendix E** outlines initiatives to encourage active and public transport usage. Bicycle parking and end-of-trip facilities meet MRP DCP requirements, as detailed in Section 4.4.

4 Parking Requirements

4.1 Car Parking

The parking requirements for Lot E have been assessed against the parking rates as per MRP DCP. These are as follows:

TABLE 5: PARKING RATES

Land Use	Parking Rate
Warehouse	1 space per 300m^2 of gross floor area
Office Space	1 space per 40m^2 of gross floor area
Accessible Parking	To be in accordance with the Access to Premises Standards, Building Code of Australia.

Table 6 summarises the parking requirements of Lot E on the basis of the above requirements.

TABLE 6: PARKING REQUIREMENTS

Lot	Use	Gross Floor Area (m^2)	MRP DCP Requirement	Provision
4A	Warehouse	21,179	95	98
	Office	964		
4B	Warehouse	16,314	74	74
	Office	802		
	Total	**39,259**	**169**	**172**

Based on the MRP DCP rates:

- Lot 4A requires 95 parking spaces and provides 98 spaces, resulting in a surplus of 3 spaces.
- Lot 4B requires 74 parking spaces and provides 74 spaces, thus complying with the requirement

In total, 169 spaces are required across both lots, and 172 spaces are proposed. The proposed development thus satisfies the parking requirements under the DCP and is expected to satisfactorily accommodate parking demands.

4.2 Accessible Parking

The MRP DCP refers to the following in regard to accessible parking:

Disability (Access to Premises – Buildings) Standards 2010, Building Code of Australia.

Accessible parking for industrial developments is to be provided at a rate of:

- 1 space for every 100 car parking spaces or part thereof

Under this requirement:

- Lot 4A provides 98 car spaces, requiring 1 accessible space, and proposes 2 accessible spaces.
- Lot 4B provides 74 car spaces, requiring 1 accessible space, and proposes 2 accessible spaces.

Each lot meets the minimum DCP requirement, and the total of 4 accessible spaces is superior to the combined minimum requirement of 2 spaces. The Proposal is therefore compliant with the DCP.

4.3 Electric Vehicle Parking

Condition B5 of the SSD-10479 states the following in relation to electric vehicle parking:

Future DAs shall incorporate a minimum of 5% of parking bays for each warehouse are provided for electric vehicle charging, with a further 5% constructed as readily adaptable.

Applying this requirement:

- Lot 4A provides 98 car parking spaces, requiring 5 EV charging bays and 5 readily adaptable bays. The Proposal includes 5 EV charging bays and 5 adaptable bays, thus complying with the above requirements.
- Lot 4B provides 74 car parking spaces, requiring 4 EV charging bays and 4 readily adaptable bays. The Proposal includes 5 EV charging bays and 5 adaptable bays, thus complying with the above requirements.

4.4 Bicycle Parking and End of Trip Facilities

Bicycle parking rates from the MRP DCP have been adopted to assess the parking requirements of the Proposal.

In this regard, the MRP DCP provides for the following requirements.

TABLE 7: BICYCLE PARKING & EOTF REQUIREMENTS

Type	Land Use	Requirements
Bicycle Parking	**Warehouse**	1 space per 1000m^2 of gross floor area of industrial activities (over 2000m^2 gross floor area)
	Office	1 space per 600m^2 of gross floor area of office and retail space (over 1200m^2 gross floor area)
End of Trip Facilities	**Warehouse**	For industrial activities with a gross floor area over 4000m^2, at least 1 shower cubicle with ancillary change rooms
	Office	For ancillary office and retail space with a gross floor area over 2500m^2, at least 1 shower cubicle with ancillary change rooms

Based on these rates:

- Lot 4A requires 19 bicycle spaces and 1 shower cubicle with change facilities. In response, 18 bicycle racks are provided (in addition to EOT facilities) which is nominally deficient by a single space. Notwithstanding, this additional space could easily be provisioned during the detailed design stage.
- Lot 4B requires 14 bicycle spaces and 1 shower cubicle with change facilities. In response, 18 bicycle racks are provided (in addition to EOT facilities) which is superior to the DCP requirement.

5 Traffic Impact Assessment

5.1 Traffic Generation

5.1.1 Trip Rates

To determine the traffic generation potential of the Proposal, reference is made to the traffic generation rates adopted in the Ason TMAP under the approved development (SSD-10479). In this regard, the relevant rates, which were provide by TfNSW for the use of assessment of industrial development in the MRP, are as follows:

- AM Road Network Peak 0.23 vph per 100m^2 GFA
- PM Road Network Peak 0.24 vph per 100m^2 GFA
- Daily: 2.91 daily vehicle trips per 100m^2 GFA

It is worthy of note that subsequent to establishment of the MRP trip rates above in 2020, TfNSW provided updated transport assessment guidance (the GTIA), which includes updated, best practice trip generation rates.

For estates with a combined GFA of over 100,000m^2, applicable trip rates are as follows:

- AM Road Network Peak 0.14 vph per 100m^2 GFA
- PM Road Network Peak 0.14 vph per 100m^2 GFA
- Daily: 1.94 daily vehicle trips per 100m^2 GFA

The detailed modelling assessment was undertaken on the basis of the MRP trip rates. However, recognising that the GTIA provides best practice for assessment of warehouse developments, the modelling already undertaken is likely conservative.

5.1.2 SSD-10479 Traffic Generation

The Lot E GFA under the approved MOD-4 SSD-10479 Master Plan is 42,240m^2, application of the approved traffic generation rates equates to the following vehicle trips:

TABLE 8: APPROVED TRAFFIC GENERATION

Period	Trips
Local Road AM Peak (7am – 8am)	97
Local Road PM Peak (4pm – 5pm)	101
Daily Trips	1,229

The above vehicle trips establish the acceptable traffic generation threshold in which to consider the detailed Proposal against.

5.1.3 Forecast Traffic Generation

To therefore establish the forecast traffic generation expected for the Proposal, the surveyed rates have therefore been applied to Lot E's GFA of 39,259m^2.

The traffic generation expected during the peak hours and across the day is provided in **Table 9**.

TABLE 9: FORECASTED TRAFFIC GENERATION

Period	Trips
Local Road AM Peak (7am – 8am)	90
Local Road PM Peak (4pm – 5pm)	94
Daily Trips	1,142

The daily profile is provided as **Appendix B**.

5.2 Traffic Impact Assessment

Table 10 below compares the approved trips generation of Lot E, against the forecasted traffic based on surveys completed at the existing site the proposed occupier currently operates in.

TABLE 10: TFNSW VS SURVEYS TRAFFIC GENERATION COMPARISON

Trip Rate	AM Peak	PM Peak	Daily
Approved TfNSW Rate[1]	97	101	1,229
Forecasted Traffic [1]	90	94	1,142
Difference	**-7**	**-7**	**-87**

Note 1: Approved volumes for Lot E as per approved MOD-2 of SSD-10379.

Note 2: Forecasted volumes based proposed GFA, see Table 9

The forecasted traffic volumes for Lot E are lower than the approved trip generation rates in all periods. This reduction indicates that the Proposal would result in a lesser traffic impact than previously assessed. Importantly, the associated mitigation measures and network upgrades identified under the Mamre Road Precinct planning framework remain appropriate to accommodate the proposed development. As such, the Proposal is considered supportable from a traffic and transport perspective.

5.3 Comparative Assessment – Approved 2026 Threshold

5.3.1 MRP Trip Rates

Beyond the specific impacts of Lot E, the overall traffic implications for the Estate by 2026 must also be considered in relation to the agreed thresholds under SSD-10479.

As detailed in Section 1.5.8 the road upgrades being delivered by the LOG-E can accommodate the following traffic generation by the Estate by the assessment year of 2026:

- 541 veh/hr (395 light vehicles and 146 heavy vehicles) in the AM peak hour;
- 565 veh/hr (413 light vehicles and 152 heavy vehicles) in the PM peak hour; and
- 6,850 (5,007 light vehicles and 1,843 heavy vehicles) per day.

The upgrades proposed collectively by LOG-E to the Aldington Road and Abbotts Road corridors were agreed to offset the traffic impacts of the development by 2026. Any traffic impact assessment for development of the Site should therefore be considered against the thresholds established by the assessment of the upgrades.

With regard to the traffic generation of the future occupier of Lot E—and accounting for the Stage 1 Lot F development (SSD-10479 and SSD-79300218), as well as the submitted applications for Lot J (SSD-61212208) and Lot K (SSD-80264236)—**Table 11** outlines the remaining traffic generation capacity for future developments across the wider Estate by 2026.

TABLE 11: 2026 TRAFFIC GENERATION COMPARISON

Development	AM Peak	PM Peak	Daily
2026 Traffic Generation Threshold[1]	**541**	**565**	**6,850**
Approved Stage 1 (Lot F) Traffic Generation[1]	(-) 116	(-) 121	(-) 1,464
Forecasted Reduced in Lot F Traffic Generation[2]	(+) 68	(+) 81	(+) 579
Lot J Forecasted Traffic Generation[3]	(-) 41	(-) 51	(-) 1,100
Lot K Forecasted Traffic Generation[4]	(-) 63	(-) 66	(-) 621
The Proposal (Lot E)[5]	(-) 90	(-) 94	(-) 1,142
Remaining Capacity for Future Development	**299**	**314**	**3,102**

Note 1: Based on approved Concept Master Plan under SSD-10479

Note 2: Net change based on that to be submitted for SSD-79300218.

Note 3: Based on the submitted SSD-61212208

Note 4: Based on that to be submitted for SSD-80264236

Note 5: From Table 10.

With reference to Table 11, approximately 55% of the AM and PM peak hour capacity and 45% of the daily capacity remains available within the agreed 2026 thresholds for the broader Estate. This indicates that, even with the inclusion of the proposed Lot E development, the total forecasted traffic generation across all current and proposed stages remains well within the network capacity established under the approved Concept Master Plan.

As such, the existing and committed road upgrades—particularly those delivered by LOG-E along the Aldington Road and Abbotts Road corridors—remain sufficient to accommodate cumulative demand across the Estate up to 2026, with a notable buffer available for future development stages.

5.3.2 GTIA Trip Rates

The agreed trip generation thresholds under SSD-10479 were established on the basis of the MRP trip rates, as detailed in the Ason TMAP. However, as discussed, TfNSW guidance within the GTIA issued subsequently to the Ason TMAP provides a rate of 0.14vph per 100m^2 GFA in the AM and PM peak hours.

Based on a GFA threshold of 235,379m^2, this equates to a trip generation of:

- 330 veh/hr in the AM and PM peak hours, respectively.

The trip generation assessed under the LOG-E modelling assessment was 541 veh/hr / 565 veh/hr in the AM / PM peak hours. It is therefore evident that the actual trip generation of the Site will be within the thresholds already considered acceptable.

5.4 Traffic Impact Summary

The Ason TMAP established that the proposed intersections of Mamre Road / Abbotts Road and Aldington Road / Abbotts Road would operate at acceptable level of performance levels of service under the original development. Noting the Proposal represents a decrease in the forecast traffic generation that was assumed in the Ason TMAP, it is concluded that that the development remains supportable on traffic planning grounds.

6 Design Review

6.1 Relevant Design Standards

The Proposal's access, car park and service areas have generally been designed to comply with the following relevant Australian Standards:

- AS2890.1:2004 for Car parking areas;
- AS2890.2:2018 for Commercial vehicle loading areas; and
- AS2890.6:2022 for Accessible (disabled) parking.

It is expected that any detailed construction drawings in relation to the car park or site access would comply with these standards and would form a standard Condition of Consent further to approval.

6.2 Design Vehicle

Swept path analysis has been undertaken using a **30.0 m A-double (PBS Level 2B)** as the design vehicle for site access and on-site circulation. This vehicle has been tested across the site and confirmed to operate effectively for both warehouse buildings, consistent with the anticipated freight task and MRP DCP expectations.

For loading bay access:

- Lot 4A has been assessed using a 20.0m Articulated Vehicle, 12.5m Heavy Rigid Vehicle (HRV), and 8.8m Medium Rigid Vehicle (MRV).
- Lot 4B has been assessed using a 20.0m Articulated Vehicle.

For fire access, a 12.5m Heavy Rigid Vehicle is adopted across both lots.

Appendix C provides a swept path assessment.

6.3 Vehicle Access, Internal Circulation, and Parking

In regard to the proposed design, the following is notable:

- All access driveways are designed with reference to AS2890.1:2004, AS2890.2:2018, and the MRP DCP, with driveway layouts catering for the respective design vehicles adopted for Lot 4A and Lot 4B.
- Swept path analysis confirms that the key vehicle movements can be safely accommodated. Circulation areas have been designed in accordance with AS2890.2:2018 to support heavy vehicle access.
- Any minor refinements during detailed design (prior to Construction Certificate) will remain compliant with AS2890.1, AS2890.2, and the MRP DCP.
- Car parking for staff and visitors is generally designed in accordance with AS2890.1:2004 for Class 1 users, including minimum space dimensions of 5.4m (length), 2.5m (width), and 5.8m (aisle width).
- Accessible parking spaces will be designed in accordance with AS2890.6:2022.

7 Summary and Conclusions

7.1 Summary

Ason Group has been engaged by Stockland Fife Kemps Creek Pty Ltd to prepare a Transport Impact Assessment (TIA) in support of a State Significant Development Application (SSDA) for the Stage 4 development (Lot E) within the 200 Aldington Road Industrial Estate, Kemps Creek (the Estate). The application seeks approval for the construction and operation of two new warehouse buildings:

- Warehouse 4A, proposed as a speculative warehouse facility; and
- Warehouse 4B, designed as a temperature-controlled warehouse for a future tenant requiring chilled, frozen, and ambient storage capability.

This SSDA is submitted alongside a Concept Master Plan modification (MOD 6 to SSD-10479), which facilitates development of Lot E as part of the broader estate planning framework.

In summary, the key findings of the TIA are as follows:

- Car parking across Lot E has been assessed against the MRP DCP. A total of 172 spaces are proposed compared to a requirement of 169 spaces, which confirms that the development can accommodate parking demands on-site.
- Accessible parking is compliant, with 2 accessible spaces provided per warehouse (4 total), exceeding the minimum required.
- Electric vehicle parking will be delivered in accordance with SSD-10479 Condition B5, with 5 EV bays and 4 adaptable bays proposed for Lot 4A, and 4 EV bays and 4 adaptable bays to be delivered for Lot 4B at the detailed design stage.
- Bicycle parking and end-of-trip facilities are consistent with MRP DCP requirements, with 19 and 14 bicycle spaces required for Warehouses 4A and 4B respectively, each supported by one shower/change facility.
- Traffic generation from Lot E is lower than the approved trip generation under SSD-10479 MOD 2 (42,240 m²). The forecast volumes result in 7 fewer AM and PM peak trips, and a daily reduction of 290 trips.
- When accounting for the cumulative impacts of other approved and proposed stages (Lots F, J, and K), the Estate remains within its approved 2026 traffic generation thresholds, with approximately 55% of peak hour and 48% of daily capacity still available.
- Internal access and circulation have been designed to accommodate the relevant design vehicles for each warehouse, including 20m AV for Lot 4A and 30m A-double for Lot 4B. Swept path analysis confirms compliance with AS2890.2.
- During the construction phase, the development will adhere to the Construction Traffic Management Plan (CTMP) (Appendix D) to manage potential disruptions and maintain safety for all road users. Key monitoring requirements set out in the CTMP will be followed to ensure compliance with best-practice construction traffic management measures.
- The Framework Sustainable Travel Plan (FSTP) (Appendix E) outlines ongoing initiatives to encourage sustainable transport choices, including monitoring of mode share targets and periodic review of travel demand management measures. These initiatives will continue post-occupancy to promote sustainable transport uptake among site users.

7.2 Conclusions

Having regard to the above, the proposed Stage 4 development of Lot E is supportable on traffic and transport planning grounds. The forecast traffic generation remains within approved thresholds, parking provision is appropriate, and the design is consistent with applicable Australian Standards and DCP controls. No intersection or road upgrades are required to support the development. Accordingly, the Proposal is considered acceptable and consistent with the planning intent of the approved Concept Master Plan (SSD-10479).

Appendix A. Trip Generation and GFA Assessment for Surrounding Estates

Estate	Modelled Trips[1] AM I PM	Notional 2026 GFA (MRP Trip Rates)	DA Reference	Date Approved / Status	GFA Approved/Under Assessment	AM Trips[2]	PM Trips[2]	AM Modelled Balance Remaining	PM Modelled Balance Remaining
Sites included in the LOG-E Assessment									
Mamre South Precinct 657-769 Mamre Road, Kemps Creek	429 I 448	186,674	SSD-9522	21/12/2020	188,153	263	263	-43	-24
			SSD-10101987	13/07/2023	60,943	85	85		
			SSD-25725029	29/09/2022	27,470	38	38		
			DA22/0671	22/07/2022	30,581	43	43		
			DA22/1172	9/12/2022	29,768	42	42		
				Total	**336,915**	**472**	**472**		
Yiribana East Logistics Estate 772-786 Mamre Road, Kemps Creek	232 I 242	100,786	SSD-10272349	22/09/2023	54,982	77	77	155	165
Aspect Industrial Estate 788-822 Mamre Road, Kemps Creek	329 I 344	143,124	SSD-10488	24/05/2022	55,421	78	78	35	50
			SSD-46516461	2/03/2023	66,350	93	93		
			SSD-58257960	5/07/2024	24,295	34	34		
			SSD-60513208	11/10/2024	41,350	58	58		
			DA23/0067	14/05/2024	22,532	32	32		
				Total	**209,948**	**294**	**294**		
Access Logistics Park 884-928 Mamre Road, Kemps Creek	108 I 113	46,888	SSD-17647189	18/12/2023	39,161	55	55	53	58
Westlink	183 I 191	79,627	SSD-9138102	21/04/2023	81,371	114	114	17	25
			SSD-46983729	3/10/2025	37,490	52	52		
				Total	**118,861**	**166**	**166**		
FPI Aldington North	53 I 56	23,164	N/A	N/A	N/A	N/A	N/A	53	56
FPI Aldington South	402 I 419	174,572	SSD-17552047	3/06/2025	153,343	215	215	187	204
Kemps Creek Industrial Estate 200 Aldington Road, Kemps Creek	541 I 565	235,379	SSD-10479	5/05/2023	50,300	70	70	353	377
			Lot J	6/05/2025	15,516	22	22		
			Lot E	Under assessment	39,259	55	55		
			Lot K	Under assessment	29,034	41	41		
				Total	**134,109**	**188**	**188**		
Sub-Total (2022 Modelling)	***2,277 I 2,378***	***990,215***			***1,047,319***	***1,466***	***1,466***	***811***	***912***
Sites NOT included in the LOG-E Assessment									
Yiribana West[3]	57 I 60	24,953	DA23/0067	14/05/2024	24,953	35	35	22	25
Westgate[2] (253-267 Aldington Road)	79 I 82	34,245	SSD-23480429	1/08/2025	34,245	48	48	31	34
113-153 Aldington Road[2]	159 I 165	68,914	SSD-32722834	28/07/2025	68,914	96	96	63	69
Sub-Total	***295 I 307***	***128,112***			***128,112***	***179***	***179***	***116***	***128***
TOTAL	2,572 I 2,686	1,118,327			1,175,431	1,646	1,646	926	1,039

Note 1: Based on previously provided (2020) MRP trip rates of 0.23 / 0.24vph per 100sqm in the AM / PM peak hours respectively

Note 2: Based on TfNSW 2024 GTIA, which provides a rate of 0.14 per 100sqm in the AM and PM peaks

Note 3: Assessed over and above the LOG-E Trips

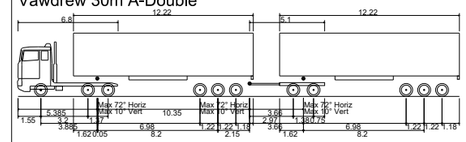
Appendix B. Operational Traffic Flows

Start Time	All Vehicle	Light Vehicle	Heavy Vehicle	Rigid	Semi-trailer	B-double	A-double	Total (excluding A-double)
0:00	9	7	3	2	0	0	1	9
1:00	8	6	3	2	0	0	1	8
2:00	9	6	3	2	0	0	1	8
3:00	10	8	2	2	0	0	1	10
4:00	32	27	5	4	0	0	1	31
5:00	62	49	12	8	1	0	3	58
6:00	83	66	17	11	1	0	4	79
7:00	83	62	21	14	1	0	5	77
8:00	76	53	24	16	2	0	6	70
9:00	66	40	26	17	2	0	7	60
10:00	62	37	25	17	2	0	6	56
11:00	65	40	25	17	2	0	6	59
12:00	71	48	23	15	2	0	6	65
13:00	85	62	23	15	2	0	6	80
14:00	93	72	21	14	1	0	5	88
15:00	80	61	18	12	1	0	5	75
16:00	66	51	15	10	1	0	4	62
17:00	55	42	12	8	1	0	3	52
18:00	33	24	9	6	1	0	2	30
19:00	19	14	5	3	0	0	1	18
20:00	14	10	4	3	0	0	1	13
21:00	19	16	3	2	0	0	1	18
22:00	24	20	4	2	0	0	1	23
23:00	17	13	3	2	0	0	1	16
Total	**1,142**	**835**	**307**	**203**	**21**	**5**	**78**	**1,064**

Note: Minor discrepancies between sum numbers due to 'rounding'.

Appendix C. Swept Path Assessment

Vawdrew 30m A-Double



VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

Overall Length	29.995m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.332m
Track Width	2.500m
Lock-to-lock time	7.00s
Curb to Curb Turning Radius	15.000m

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by DTA Architects, dated 17 September 2025.
Local Road assumed to have a posted speed limit of 40km/h.
Swept path assessments completed at 10 km/h and 300mm clearance.
Design vehicle: 30m A-Double Check Vehicle: 30m A-Double

DESIGNED	Kedar Ballurkar
PAPER SIZE	A3 OR A1
APPROVED BY	X.XXXX
DATE	01.10.2025
SCALE	1:1500
	0 10 20

CLIENT: SKFC

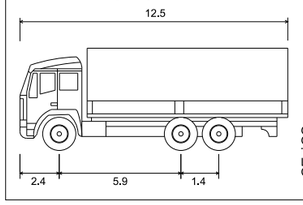
PROJECT: 1292
LOT E, 200 ALDINGTON ROAD

DOCUMENT INFORMATION
DESIGN REVIEW
ACCESS

FILE NAME	AG1292-11-v01.dwg
SHEET	AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Island to be clear or mountable to allow for fire truck circulation

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by DTA Architects, dated 17 September 2025.
Local Road assumed to have a posted speed limit of 40km/h.
Swept path assessments completed at 10 km/h and 300mm clearance.
Design vehicle: 12.5m HRV Check Vehicle: 12.5m HRV

DESIGNED	Kedar Ballurkar
PAPER SIZE	A3 OR A1
APPROVED BY	X.XXXX
DATE	01.10.2025
SCALE	1:1500
	0 10 20

CLIENT: SKFC

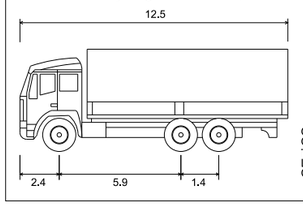
PROJECT: 1292
LOT E, 200 ALDINGTON ROAD

DOCUMENT INFORMATION
DESIGN REVIEW
FIRE ACCESS AND CIRCULATION - ANTICLOCKWISE

FILE NAME	SHEET
AG1292-11-v01.dwg	AG02

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Island to be clear or mountable to allow for fire truck circulation

SITE AREA:36,848 m²
A: 2,826 m²
A: 77 m²
TURN
FIRE BRIGADE ACCESS
RW-C
A: 1,180 m²
LOT E
WAREHOUSE - W4A
RL 74.10
(+/- 500 mm)
22,774 m²
LOT E
WAREHOUSE - W4B
RL 74.70
(+/- 500 mm)
18,198 m²
Chiller1,065 m²
Chiller4,826 m²
Freezer3,003 m²
SITE AREA:31,409 m²
RRS
98 CARS
74 CARS
EV Charging
19 BIKE RACKS
18 BIKE RACKS
OFFICE (2 LEVEL) 450 m²
OFFICE (1 LEVEL) 248 m²
74.700
RL 74.52
MSB
SOLAR INVERTERS
Loading Zone1,595 m²
Loading Zone1,884 m²
RSD
Dock Office404 m²
Dock Office420 m²
5m Awning229 m²
15m Awning 1,196 m²
15m Awning 1,535 m²
Pump Room
Sprinkler Tank
Ante Room4,160 m²
A: 384 m²
A: 245 m²
HARDSTAND
35m WIDE HARDSTAND
SITE AREA 31,368 m²
SITE AREA 36,900 m²
RL 72.80

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by DTA Architects, dated 17 September 2025.
Local Road assumed to have a posted speed limit of 40km/h.
Swept path assessments completed at 10 km/h and 300mm clearance.
Design vehicle: 12.5m HRV Check Vehicle: 12.5m HRV

DESIGNED	Kedar Ballurkar
PAPER SIZE	A3 OR A1
APPROVED BY	X.XXXX
DATE	01.10.2025
SCALE	1:1500
	0 10 20

CLIENT
SKFC

PROJECT
1292
LOT E, 200 ALDINGTON ROAD

DOCUMENT INFORMATION
DESIGN REVIEW
FIRE ACCESS AND CIRCULATION - CLOCKWISE

FILE NAME	SHEET
AG1292-11-v01.dwg	AG03

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Appendix D. Preliminary Construction Traffic Management Plan

Preliminary Construction Traffic Management Plan

Lot E - 200 Aldington Road Industrial Estate, Kemps Creek

1/10/2025
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Document Control

Project No	1292
Project	Lot E, 200 Aldington Road Industrial Estate, Kemps Creek
Client	SFKC
File Reference	P1292r14v1 CTMP Lot E 200 Aldington Road, Kemps Creek

Revision History

Revision No.	Date	Details	Author	Approved by
-	03.07.2025	Draft	S. Bandaranayake	S. Bandaranayake
I	01.10.2025	Issue	K. Ballurkar	K. Ballurkar

contents

contents continued

Figures

Tables

1 Introduction

1.1 Overview

Ason Group has been engaged by Stockland Fife Kemps Creek Trust (SFKC) to prepare this Draft Construction Traffic Management Plan (CTMP) to support the application in relation to State Significant Development (SSD) 85510213. The SSD relates to a proposed industrial development at Lot E of the 200 Aldington Road Industrial Estate, Kemps Creek (the Site).

This Draft CTMP details the proposed construction management strategies which would provide for the safe and efficient completion of the proposed works while minimising construction traffic impacts on the surrounding road network and public road network users.

From the outset, it is noted that the future CTMP, once implemented, will be designed to be updated over time as additional details in regard to the construction proposal are revised / finalised as is standard in any major construction project. All such updates would be completed in consultation with Penrith City Council (Council) in whose Local Government Area (LGA) the Site lies; and / or with the relevant authorities such as Transport for NSW (TfNSW) where special road occupancy or the like are required.

Importantly, Ason Group has been responsible for the preparation of this Draft CTMP, which has been prepared with reference to all available information in regard to the project, and all relevant CTMP preparation guidelines. The implementation of the recommendations and strategies detailed in this CTMP are the strict responsibility of SKFC and / or the designated construction Project Manager once appointed.

1.2 Proposed Development

Lot E comprises two warehouse buildings:

- Warehouse 4A, proposed as a speculative warehouse facility, designed to accommodate a range of potential industrial tenants; and
- Warehouse 4B, designed as a temperature-controlled warehouse, including provisions for chilled and frozen storage.

The combined site area for Lot E is 68,258 m², with the following Gross Floor Areas (GFA) and parking provisions:

- Lot 4A, inclusive of:
  - 21,179m² Warehouse GFA (excluding 1,595m² Loading Area)
  - 900m² Office GFA
  - 64m² Dock Office GFA
  - 98 car parking spaces (including 2 accessible spaces)
- Lot 4B, inclusive of:
  - 16,314m² Warehouse GFA (excluding 1,884m² Loading Area)
  - 698m² Office GFA
  - 81m² Dock Office GFA
  - 74 car parking spaces (including 2 accessible spaces)

An extract of the Lot E site plan is presented below.

The Lot E site plan is presented below.

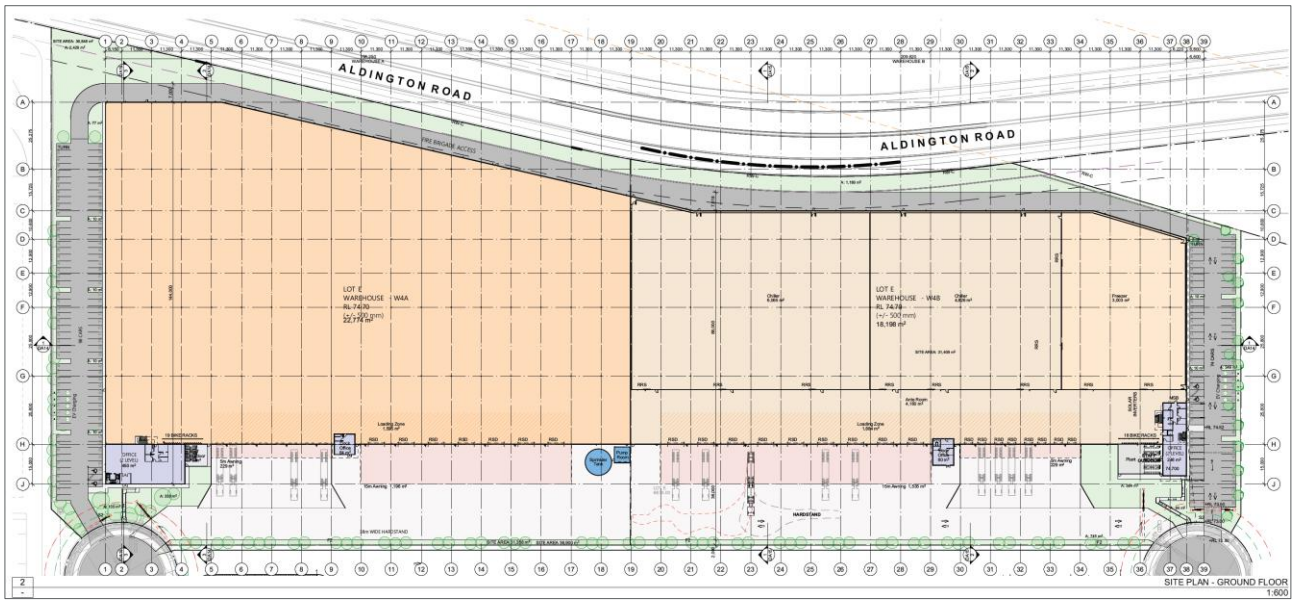

Figure 1: Proposed Masterplan

2 The Site

2.1 Site Location

The wider Estate is located within Mamre Road Precinct (MRP) and has an area of approximately 72 hectares (ha), with an approximately 1.2km of direct frontage to Aldington Road.

The Site is located approximately 5km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 13km south-east of the Penrith CBD and 40km west of the Sydney CBD. A Site and Location Plan is presented in **Figure 2.**

The subject site, Lot E, is located towards the west of the Estate, between Road 03 and Road 04.

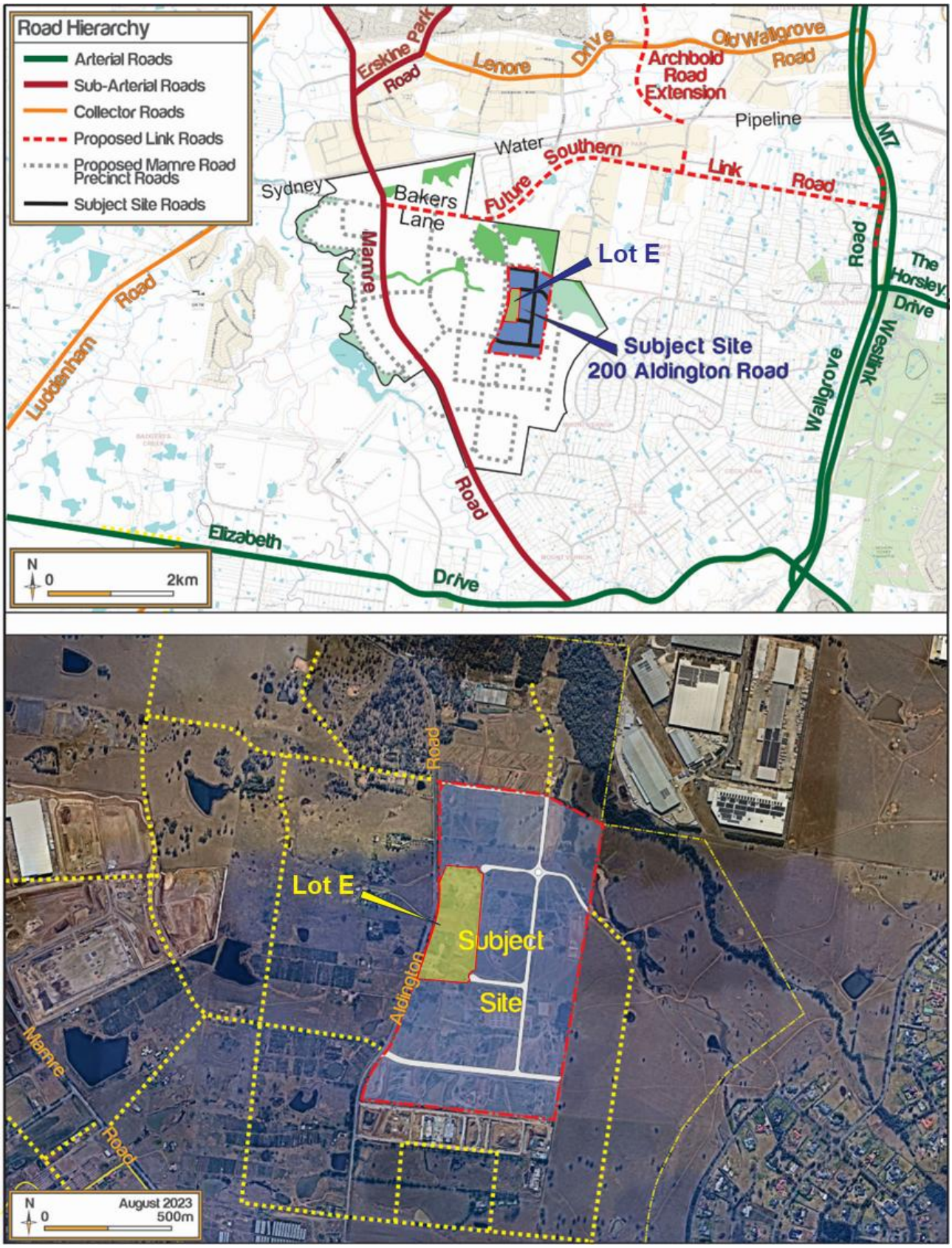

Figure 2: Site Location & Road Hierarchy

2.2 Road Network

Key roads in the vicinity of the Site are shown in **Figure 2**, and include:

- Westlink M7 Motorway: M7 Motorway is a high-capacity road link of state significance and was built to accommodate future traffic growth in the Western Sydney region. It provides a key north-south link between the M2 Motorway to the north and the M5 Motorway to the south as part of the Sydney orbital road network. A major interchange between the M7 Motorway and M4 Western Motorway is located approximately 3.5 km north of the Site, which connects the Sydney CBD and western Sydney suburbs. The M7 Motorway provides 4 lanes (2 lanes per direction, divided carriageway) and has a posted speed limit of 100 km/h
- Erskine Park Road: Erskine Park Road is a sub-arterial road which generally runs north-south between the Great Western Highway and M4, and Mamre Road respectively; it also links east to the M7 via Lenore Drive. Erskine Park Road provides 2 traffic lanes in each direction, and has a posted speed limit of 70km/h.
- Elizabeth Drive: An TfNSW classified main road (MR 535) that runs in an east-west direction to the south of the site. Elizabeth Drive in the vicinity of the site generally provides 2 lanes (1 lane per direction) and has a posted speed limit of 80km/h. This road forms the Site's southern frontage and provides a vital link between Westlink M7 Motorway and The Northern Road.
- Mamre Road: Mamre Road is an arterial road servicing traffic between the Great Western Highway and M4 to the north and Elizabeth Drive to the south. In the vicinity of the Site, Mamre Road generally provides 2 lanes for two-way traffic, with additional through movement and turning infrastructure at key intersections to the north through the Erskine Park and Mamre West industrial precincts, and at Elizabeth Drive to the south. Mamre Road has a posted speed limit of 80km/h in the vicinity of the Site. TfNSW has confirmed road upgrades will be undertaken for Mamre Road between Elizabeth Drive and Luddenham Road.
- Bakers Lane: Bakers Lane is a local access that runs east-west (to the east of Mamre Road) and currently provides access for a number of rural residential, educational and retirement sites. Bakers Lane provides 1 traffic lane in each direction and has a posted speed limit of 60km/h, with School Zone restrictions (40km/h during school peaks) adjacent to the Trinity Primary School and Emmaus College.

Further to the above, it is clear that the Site is well located in regard to immediate access to the local and sub-regional road network. **Figure 3** shows the Site context with specific reference to the current TfNSW Restricted Access Vehicle (RAC) routes, which allow for up to 25m/26m B-Double combinations. It is expected that Aldington Road and Abbotts Road will be gazetted as a B-Double route following road upgrades.

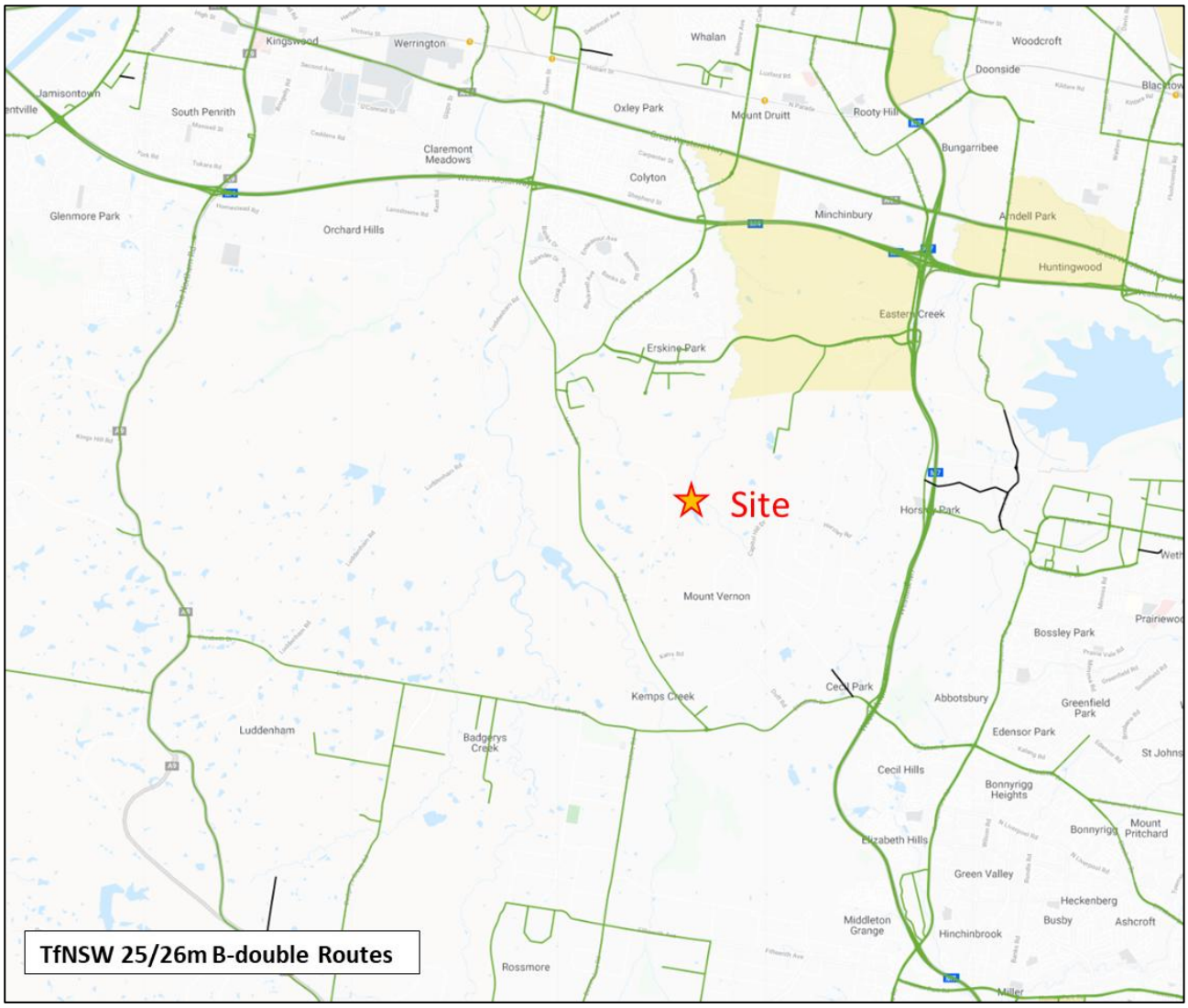

Figure 3: TfNSW Approved 25/26m B-Double Routes

3 Overview of Construction Works

3.1 Other Construction Activities

It is acknowledged that construction of the development will coincide with other construction activity for other developments within the Mamre Road Precinct (MRP). In addition, construction activity would also arise from road upgrades being delivered by others (Aldington Road & Abbotts Road).

Noting that the construction works are subject to the relevant approvals processes, it is very difficult to ascertain which activities would overlap. Further, each construction project would be subject to its own site-specific strategy, informed by the contractors. Finally, there are multiple variables that impact progress of construction activities (i.e. weather delays). Therefore, it is not feasible to accurately forecast which stages would overlap, and the trip generation association with each project.

Nevertheless, the currently active planning projects have been reviewed to understand those which may coincide with construction of the Site. The development works most critical to the project are shown in **Figure 4** As this Site itself is located along Aldington Road, construction activities will contribute to cumulative impacts alongside other developments in this corridor. All construction traffic for these sites will need to use the Mamre Road / Abbotts Road intersection for access to Mamre Road, reinforcing the need for coordinated management of traffic impacts.

Beyond individual construction sites, the following road upgrades may coincide with construction works for this development:

- LOG-E Works: SKFC has collaborated with other landowners on road upgrades to Abbotts Road and Aldington Road, including the upgrade of the Mamre Road intersection and the delivery of three signalised intersections along Aldington Road.
- LOG-N Works: While upgrades are proposed landowners, construction vehicles associated with this development are not expected to use the road network being upgraded under LOG-N. This is mentioned here for completeness but is not anticipated to impact this development's construction activities.

The LOG-E road works are expected to commence in advance of construction of the Site. Notably, as part of the construction staging strategy approved for the Mamre Road / Abbotts Road intersection upgrade, temporary signals will be installed as a construction traffic management measure[1].

Noting that these road works are approved, they are expected to commence in advance of construction of the Site. Therefore, both routes out of Aldington Road will be controlled via the signalised intersections. As such, it is expected that the cumulative construction volumes can be adequately managed.

Further information of each of the relevant development sites is provided below.

[1] https://www.planningportal.nsw.gov.au/major-projects/projects/mod-5-external-road-upgrades

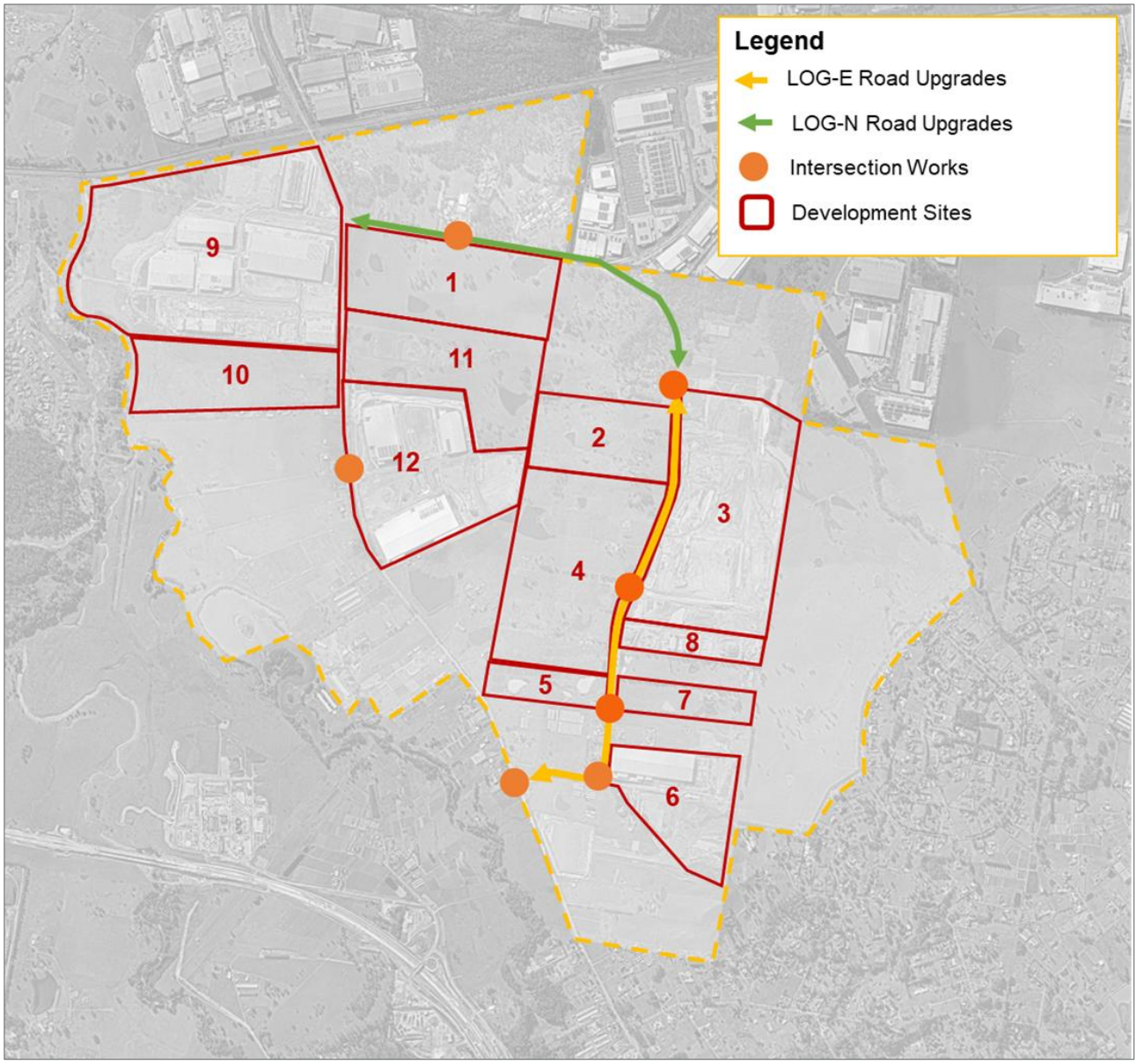

Figure 4: 2026 MRP Road Network and Development Sites

With reference to Figure 4, the relevant development sites within the MRP and respective approval status is outlined in **Table 1**.

As shown, all the sites are at various stages of construction. Sites 9 and 12 are in the advanced stages of construction, and are likely to be much less intensive than the sites yet to commence. It is expected that most of the construction activities associated with these sites would be largely complete by the time construction on the Site starts.

The other notable sites would be Site 10 and 11, which are yet to commence construction. While development consent has been provided to these developments, it is understood that the post-DA approvals are still ongoing. Therefore, it is very difficult to ascertain when the works would commence.

Nevertheless, the key consideration for the cumulative traffic impacts will be the Mamre Road and Bakers Lane intersection. This intersection has recently been upgraded and therefore, it is anticipated that the cumulative construction activities (which typically generate less traffic than operational development) would be accommodated by the existing intersection.

At the time of preparation of the CTMP for implementation, the cumulative construction activities would need to be reviewed.

TABLE 1: STATUS OF MAMRE ROAD PRECINCT DEVELOPMENT SITES

No.	Application No [Note 1]	Site	Status [Note 1]	Construction Status
1	SSD-30628110	Summit at kemps Creek (Subject Site)	Response to Submissions	Subject to approvals
2	SSD-32722834	113-153 Aldington Road	Response to Submissions	Subject to approvals
3	SSD-10479	200 Aldington Road Estate (Stage 1)	Approved	Under Construction
4	SSD-17552047	Edge South Industrial Estate 141-251 Aldington Road	Response to Submissions	Subject to approvals
5	SSD-23480429	Westgate Industrial Estate 253-267 Aldington Road	Response to Submissions	Subject to approvals
6	SSD-9138102 (Stage 1)	Westlink Industrial Estate	Approved	Under Construction
7	PL23_0027	270 Aldington Road	Application Submitted	Subject to approvals
8	DA17/1247	Public Place of Worship 230 - 242 Aldington Road	Deferred Commencement	Under Construction
9	SSD-9522	The Yards	Approved	Under Construction
	SSD-10101987	Kemps Creek Data Centre		Nearing Completion
	SSD-25725029	ARDEX Warehouse and Manufacturing Facility		Nearing Completion
	DA22/1172	Probiotic Warehouse Facility		Nearing Completion
	DA22/0671	Cargoline Warehouse		Nearing Completion
10	DA23_0067	Yiribana West Logistics Estate	Approved	Construction yet to commence
11	SSD-10272349	Yiribana East Logistics Estate	Approved	Construction yet to commence
12	SSD-10448	Aspect Industrial Estate (AIE) Stage 1, Warehouse 1	Approved	Operational
		AIE Stage 1, Warehouse 3		Constructed
	SSD-46516461	AIE Stage 2, Warehouse 9		Operational
	SSD-58257960	AIE Stage 3, Warehouse 2		Construction yet to commence
	SSD-60513208	AIE Stage 4, Warehouse 8		Construction yet to commence

Note 1: Application number and status relate to current planning submissions. This will be updated to reflect any modification applications at the time of preparing the final Construction Traffic Management Plan.

3.2 Staging and Duration of Works

While there is no Contractor engaged for the works proposed under SSD-79300218, for the purposes of the preliminary CTMP, staging and duration of works has been based on similar developments in the area. Based on this, it is anticipated that construction works for the preliminary stages would commence approximately 6 months from the date of this report, subject to authority approvals and inclement weather delays.

The following summarises key aspects of the construction phases:

- Equipment staging and early works are set to have a duration of 4 weeks.
- General construction works are estimated to continue concurrently with completion of the warehouse structure and services within 6 months.

3.3 Construction Hours

The type of work being undertaken will remain consistent throughout the duration of construction and associated activities. All works are expected to be undertaken within the following hours:

- Monday to Friday (other than Public Holidays): 7:00am – 6:00pm.
- Saturday: 8:00am – 1:00pm
- Sunday & Public Holidays: No works to be undertaken.

Any work to be undertaken outside of the standard construction hours will be required to obtain an Out of Hours (OOH) approval; any such works would necessarily be undertaken in accordance with the appropriate OOH protocols and approval processes.

3.4 Site Access

3.4.1 Construction Vehicle Access

All construction vehicles will enter and depart the Site from / to Aldington Road and access Mamre Road by way of Abbotts Road to the south of the Site; to avoid conflict with School peak periods.

It is anticipated that the largest vehicle accessing the Site would be a 19.6m Truck & Dog combination.

The following **Figure 5** shows the indicative Site access location and **Figure 6** details the likely key access strategy into the routes between the Site and the regional road network.

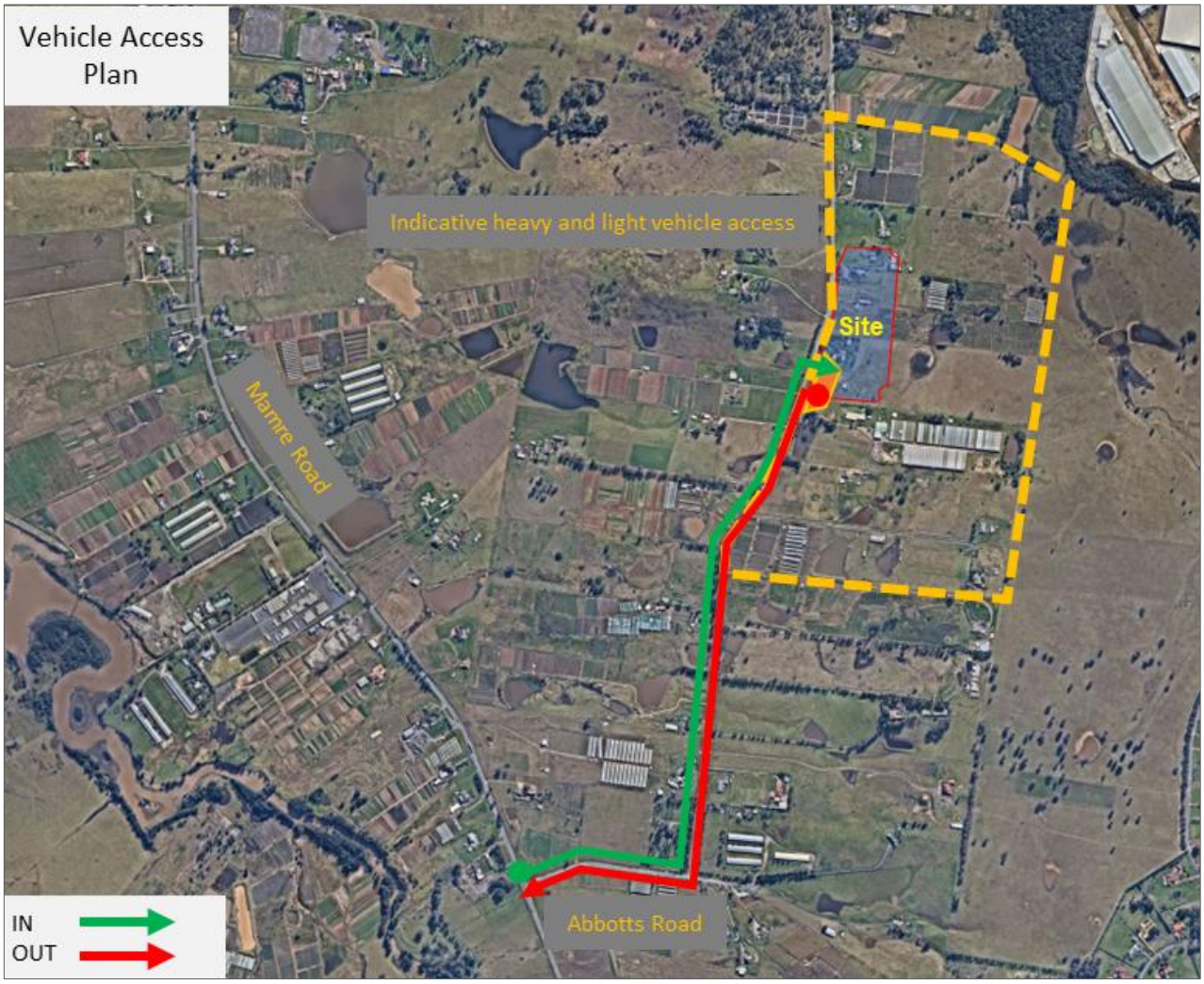

Figure 5: Indicative Vehicle Access Plan

3.4.2 Emergency Vehicle Access

Emergency vehicle access to and from the Site will be available at all times while the Site is occupied by construction workers; emergency protocols during the works will be developed by the Project Manager for inclusion within the final CTMP.

3.4.3 Pedestrian Access

There are currently no pedestrian amenities or footpaths along Aldington Road adjacent to the Site. However, the grassed verge on both sides of the road remains usable for any pedestrian that may wish to walk use it.

Further to the above, while there is no expectation of pedestrians crossing the future construction access road, pedestrian safety will be managed through the provision of appropriate signage and pedestrian barriers. Construction personnel will also be able to access the Site by foot via a secure access gate along the access road, though with all construction staff (and vehicle) parking to be provided within the Site there is again little potential for such pedestrian demand.

3.5 Construction Vehicle Access Routes

As discussed, all construction vehicles will enter and exit the Site via Aldington Road.

It is anticipated that all heavy vehicles will access Site via the following routes:

- Arrival Trips:
  - Route 1: From M4 Western Motorway, southbound along Mamre Road and left into Abbotts Road. Continue on to Aldington Road and right into Site.
  - Route 2: From Westlink M7, westbound on Old Wallgrove Road, Lenore Drive and Erskine Park Road, then south along Mamre Road and left into Abbotts Road. Continue on to Aldington Road and right into Site.
- Departure Trips:
  - Route 1: From the Site, left onto Aldington Road then south on Mamre Road to Elizabeth Drive and left to the M7 Motorway and sub-regional routes to the east.
  - Route 2: From the Site, left onto Aldington Road then south on Mamre Road to Elizabeth Drive and right to Badgerys Creek and The Northern Road to the west.

These routes are shown in **Figure 6**.

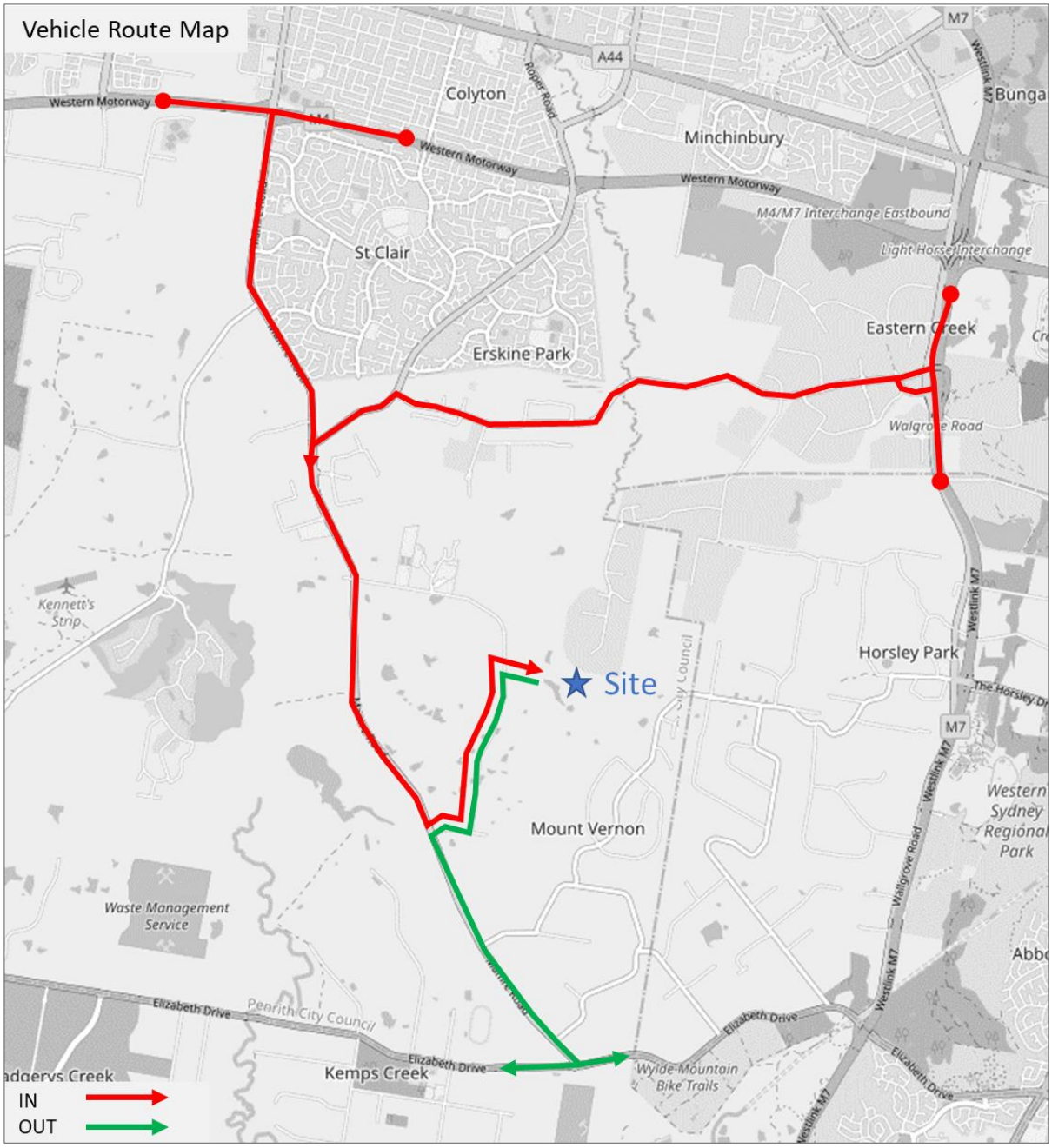

Figure 6: Construction Vehicle Routes

A copy of the approved routes will be distributed by the Project Manager to all drivers as part of their induction process.

In the event that an oversized or over-mass vehicles is required to travel to and / or from the Site, a permit from TfNSW and / or the National Heavy Vehicle Register (NHVR) will be required prior to arrival to the site. Notwithstanding, this CTMP relates to general construction which does not seek the use of oversize vehicles; a separate application would be submitted if such access is required.

3.6 Fencing Requirements

Security fencing will be erected along the entire boundary of the Site and will be maintained for the duration of the construction works to ensure that unauthorised persons are kept out of the Site.

Site access gates would be provided at the access driveway which would remain closed at all times outside of the permitted construction hours.

3.7 Materials Handling

All material loading will be undertaken wholly within the Site, and all construction equipment, materials and waste will similarly be strictly kept within the Site.

While not anticipated, should any materials handling (or other constructed related activity) be required from the public roadway (i.e. Aldington Road) then prior approval shall be sought and obtained from the appropriate authorities.

3.8 Additional Site Management

Although it is not expected, in the event that any Site construction traffic management outside of that described in the implemented CTMP is required, the Project Manager will be required to notify adjacent properties of any temporary traffic restrictions (or the like) at least fourteen (14) days in advance.

3.9 Road Occupancy

The potential exists for future road occupancy requirements to facilitate the construction of any further upgrades to Aldington Road and the intersection of Mamre Road and Abbotts Road.

Road occupancy permits will necessarily be procured prior to starting intersection construction works, while a detailed intersection-specific CTMP would be prepared in consultation with Council and TfNSW to ensure traffic along Aldington Road would continue to operate adequately during any such occupancy period.

3.10 CTMP – Monitoring & Review Process

This CTMP has been prepared referencing the existing Site conditions. Consultation with Council, TfNSW and neighbouring developments will continue to be undertaken to ensure that the cumulative traffic impacts of construction within the area do not adversely impact the operations of the neighbouring developments or the local road network.

4 Traffic and Transport Impacts

4.1 Construction Vehicle Traffic Generation

Table 2 provides a breakdown of potential vehicle movements throughout the proposed works (to be confirmed by Contractor once appointed, based on similar projects in area):

TABLE 2: MOVEMENTS OVERVIEW

Stage	Early Works	General Construction
Period	Week 1 to 4	Week 4 to 30
Maximum on-site at any one time	15	50 – 250
Truck Frequency (Maximum movements per day)	10 (5 in / 5 out)	300 (150 in / 150 out)
Peak Hour Heavy Vehicle Movements	2 (1 in / 1 out)	30 (15 in / 15 out)
Largest Vehicle Size	Truck & Dog	Truck & Dog

4.1.1 Light Vehicle Movements

It is anticipated that a peak construction workforce of up to 250 workers on-site at any one time (based on the specific constructions tasks being undertaken). Light vehicle traffic generation would generally be associated with construction staff movements to and from the Site, including Project Managers, trade and general employees.

With respect to the potential impacts of light vehicle traffic, the overwhelming majority of trips would occur in the short workforce arrival and departure periods, being (based on the proposed construction hours) 6:30am – 7:00am and 6:00pm – 6:30pm respectively; as such, staff vehicle trips would not coincide with the road network or school peak hours.

4.1.2 Heavy Vehicle Movements

As indicated in **Table 2,** the construction phases are estimated to generate a peak demand for up to 300 truck movements per day (150 vehicles arriving / 150 vehicles departing).

The latter stages of the bulk earthworks (excavation) are expected to overlap with general construction activities. However, the peak heavy vehicle movements associated with earthworks during this time would be around 150 movements per day (75 in / 75 out). With earthworks coming to an end, the peak volumes would be lower.

During this overlapping period there could be 400-450 heavy vehicle movements per day. The majority of these movements would be expected to be outside of the road network peak hours, with construction activities / strategies seeking to avoid road network peak times.

On average, it is expected there would be an approximate 30 truck movements during the peak hours (15 vehicles arriving / 15 vehicles departing), which equates to 1 movement every 2 minutes.

Vehicle movements into the Site will be unfettered to ensure no queuing onto the road network.

4.2 Vehicle Management

4.2.1 Principles

In accordance with TfNSW requirements, all vehicles transporting loose materials would have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the Site.

Further to covering/securing the load to prevent deposits onto the roadway, a Shaker Grid is proposed and installed at the point of vehicle egress to minimise the risk of dirt tracking out onto Aldington Road.

4.2.2 Construction Staff Parking

All construction staff and contractors will be required to park wholly within the Site, noting that there will be significant area available (at all times) to meet the peak parking demand.

5 Traffic Control

5.1 Traffic Control

The TfNSW guide “Traffic Control at Worksites” (TCAW) manual contains standard traffic control plans (TCPs) for a range or work activities. The manual’s objective is to maximise safety by ensuring traffic control at worksites complies with best practice.

The TfNSW TCAW outlines the requirements for a Vehicle Movement Plan (VMP) for construction works such as proposed; a VMP is a diagram showing the preferred travel paths for vehicles associated with a work site entering, leaving or crossing the through traffic stream. A VMP should also show travel paths for trucks at key points on routes remote from the work site such as places to turn around, accesses, ramps and side roads.

Regarding construction work on roads with an average daily total (ADT) in excess of 1,500 vehicles, approach speeds of between 60 km/hr and 80 km/hr, with truck movements > 20 veh/shift, and sight distance is less than 2d, (where d equals the posted speed limit and in this instance the sight distance is required to be up to 120 metres), it would be expected for the following to be required by the TfNSW TCAW:

- A detailed Traffic Control Plan (TCP) with Traffic controllers.
- A VMP.
- Warning Signs required during shifts.

5.2 Authorised Traffic Controller

An authorised Traffic Controller(s) is to be present on-site throughout the proposed works. Responsibilities of the Traffic Controller will include:

- The supervision of all construction vehicle movements into and out of site at all times,
- The supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project, and
- Pedestrian management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur, while maintaining radio communication with construction vehicles at all times.

6 Monitoring & Communication Strategies

6.1 Development of Monitoring Program

The development of a program to monitor the effectiveness of this CTMP shall be established by the Project Manager and should consider scheduled reviews as well as additional reviews should construction characteristics be substantially changed. All and any reviews of the CTMP should be documented, with key considerations expected to include:

- Tracking heavy vehicle movements against the estimated heavy vehicle flows during the works.
- The identification of any shortfalls in the CTMP, and the development of revised strategies / action plans to address such issues.
- Ensuring that all TCPs are updated (if necessary) by "Prepare a Work Zone Traffic Management Plan" card holders to ensure they remain consistent with the set-up on-site.
- Regular checks to ensure all loads are departing the Site covered as outlined within this CTMP.

6.2 Communications Strategy

A Communications Strategy shall be established by the Project Manager for implementation throughout the construction works; this strategy will outline the most effective communication methods to ensure adequate information within the community and assist the Project Team to ensure the construction works have minimal disruption on the road network. The Communications Strategy will include:

- The erection of appropriate signage providing advanced notice of works and any traffic control measures to be implemented.
- Written notices to surrounding landowners (and tenants) likely to be directly affected by the works, prior to commencement.

Ongoing communication is also required so that all stakeholders are kept up to date of works and potential impacts.

7 Summary

This Draft Construction Traffic Management Plan has been prepared to ensure appropriate traffic management is undertaken during construction of the industrial development.

Ultimately, this CTMP report has been prepared with regard to the management principles outlined in the TfNSW Traffic Control at Worksites Manual (2018) and AS1742.3, and per the detailed strategies outlined in the Draft CTMP are recommended for adoption at the Site.

In summary the following measures are recommended:

- Traffic control would be required to manage and regulate construction vehicle traffic movements to and from the Site during construction.
- All vehicles transporting loose materials will have the load covered and/or secured to prevent any items depositing onto the roadway during travel to and from the Site.
- All vehicles are to enter and depart the Site in a forward direction, with reverse movements to occur only within the Site boundary.
- All contractor parking is to be contained wholly within the Site, and.
- Pedestrian and cyclist traffic along the Site frontage will be managed appropriately at all times.

In summary, the Draft CTMP report is proposed in accordance with the TfNSW TCAW.

Appendix E. Site Specific Framework Travel Plan

Framework Sustainable Travel Plan

Lot E - 200 Aldington Road, Kemps Creek NSW

1/10/2025
P1292r13

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Document Control

Project No	1292
Project	Lot E - 200 Aldington Road, Kemps Creek NSW
Client	Stockland Fife Kemps Creek Pty Ltd
File Reference	P1292r13v1 FSTP Lot E_200 Aldington Road, Kemps Creek

Revision History

Revision No.	Date	Details	Author	Approved by
-	03.07.2025	Draft	S. Bandaranayake	S. Bandaranayake
I	01.10.2025	Issue	K. Ballurkar	K. Ballurkar

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Figures

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APPENDICES

1 Introduction

1.1 Context

Ason Group has been engaged by Stockland Fife Kemps Creek Pty Ltd (SFKC) to prepare a Framework Sustainable Travel Plan (FSTP) to support the State Significant Development (SSD-85510213) Application for the development at Lot E (the Proposal) of the 200 Aldington Road Industrial Estate, Kemps Creek (the Site). The Site is located within the Penrith Local Government Area (LGA).

Furthermore, it is important to note that this FSTP has been prepared to address the following requirement within the Mamre Road Precinct DCP 2021, Section 3.4.1, Control 1:

- *"Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide"*

The Site is located to the east of Aldington Road and lies within the Mamre Road Precinct (MRP). The Department of Planning and Environment (DPE) rezoned the MRP, in June 2020. As such, the Site is primarily zoned IN1 General Industrial.

The MRP Structure Plan was finalised in June 2020, followed by the release and finalisation of the MRP Development Control Plan (MRP DCP) on 19 November 2021.

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

The purpose of this document is therefore to complement the intent of the DCP, by outlining the overarching requirements for a future Sustainable / Green Travel Plan package for the Site. This FSTP will inform the future Plan, expected to be implemented as part of a Condition of Consent relating to any detailed development approval.

1.2 Background

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

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

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

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

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

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

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

This reflects the planned land uses, which are anticipated to support warehousing and logistic uses. Notably, the Agribusiness precinct will not be served by rail, but a number of bus services are planned. The figure below reproduces the mode share detailed by the AECOM Report for the Agribusiness Precinct for 2056.

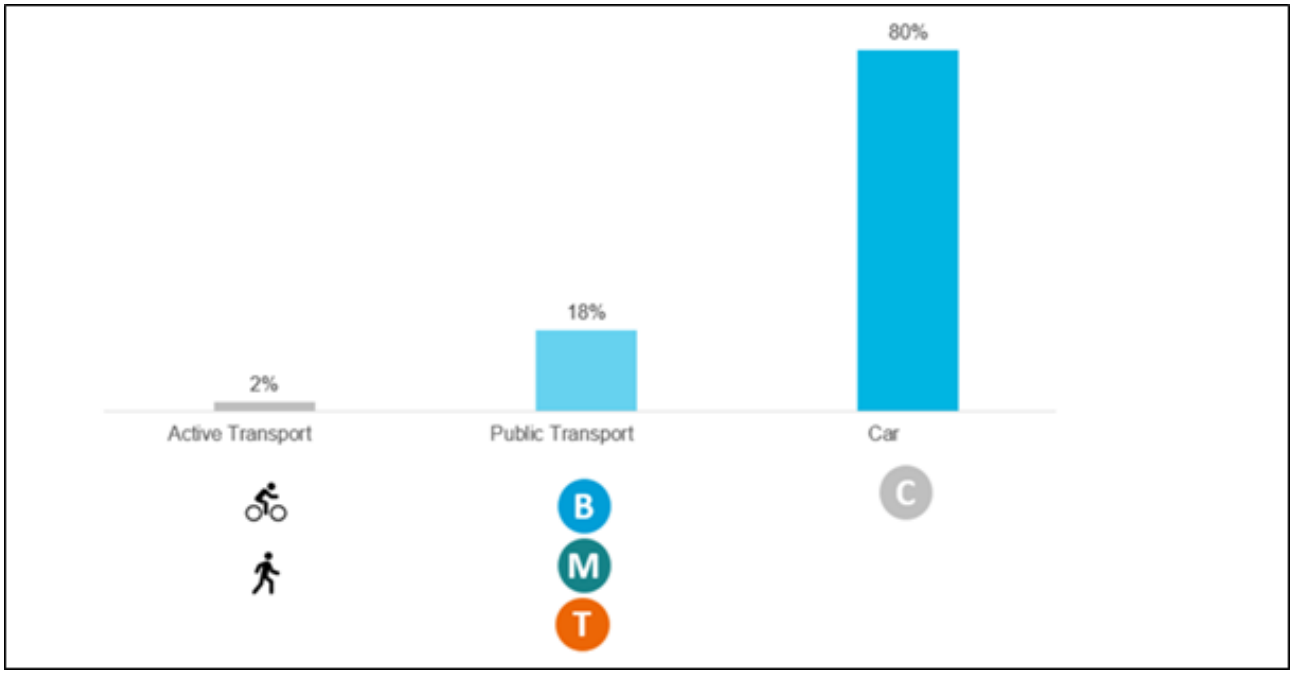

Figure 1: 2056 Badgerys Creek Mode Share Targets (Source: AECOM Report)

Further to the above, the finalised Western Sydney Aerotropolis Precinct Plan 2022 (Precinct Plan) details the same targets, as shown by Figure 2.

It is expected that these mode shares are reflective of the anticipated public and active transport links planned. Given the similarities between the MRP and the land uses of these Aerotropolis Precincts, the mode share from the Precinct Plan have informed the targets of this FSTP.

Precinct	Target mode share		
	Active transport	Public transport	Private Vehicle
2026			
Aerotropolis Core	4%	20%	76%
Northern Gateway	3%	16%	81%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	**3%**	**18%**	**79%**
2036			
Aerotropolis Core	6%	34%	60%
Northern Gateway	5%	31%	64%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	**5%**	**30%**	**65%**
2056			
Aerotropolis Core	9%	52%	39%
Northern Gateway	7%	43%	50%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	**7%**	**43%**	**50%**

Figure 2: Precinct Plan Objective MFO5 Travel Mode Share Targets

1.3 Goals

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

a. Identify objectives and modes share targets (i.e., site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the future site-specific Plans;
b. Suggest specific tools and actions to help achieve the objectives and mode share targets;
c. 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;
d. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future FSTP including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

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

The primary objectives of the FSTP will be to:

- Reduce the environmental footprint of the Site;
- Set future staff travel mode share targets;
- Improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site;
- Promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys;
- Reduce reliance on the use of private vehicles for all journeys; and
- Encourage a healthier, happier and more active & public transport use culture.

2 Site Audit

2.1 Introduction

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

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

2.2 Development Site

2.2.1 Location & Description

The Proposal is located within 200 Aldington Road Industrial Estate, Kemps Creek. The Estate has an area of approximately 72 hectares (ha) and approximately 950m of direct frontage to Mamre Road. It has a proposed intersection providing vehicular access via Mamre Road to the M4 Motorway and Great Western Highway to the north and the Elizabeth Drive to the south.

It is located approximately 5km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 13km south-east of the Penrith CBD and 40km west of the Sydney CBD.

The subject site, Lot E, is located towards the centre of the Estate, to the west of the future north-south industrial collector (Road 02) required by the MRP DCP.

The Site is shown in its sub-regional context in **Figure 3** as well as the broader MRP Structure Plan area in which the Site lies.

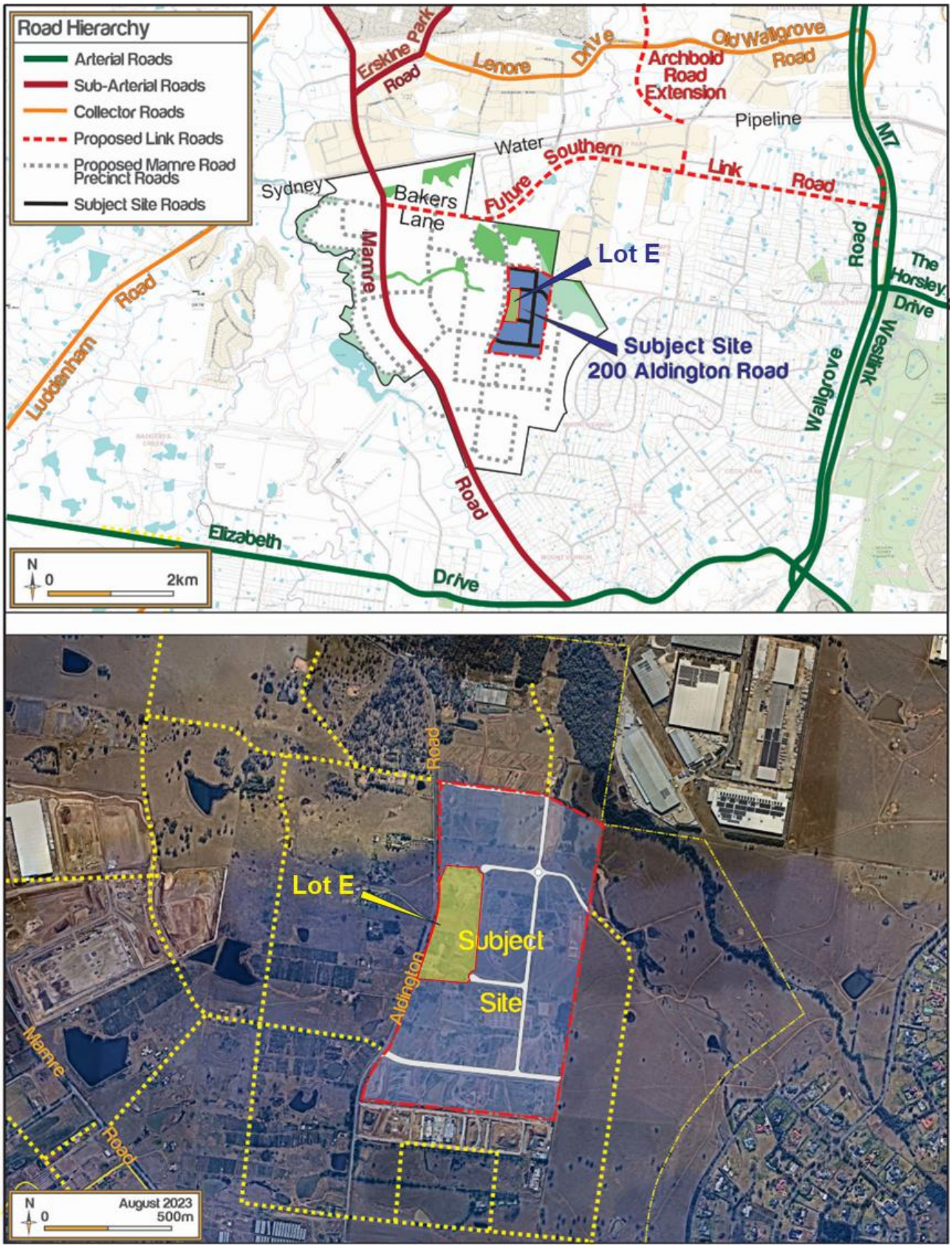

Figure 3: Site Location

2.2.2 Proposed Development

This application seeks approval for the construction and operation of two large-format warehouse and distribution facilities on Lot E, forming Stage 4 of the broader industrial estate at 200 Aldington Road, Kemps Creek. The proposal is lodged as a State Significant Development Application (SSD-85510213) and is accompanied by Modification 6 (MOD 6) to the Concept Master Plan approval (SSD-10479), which provides for delivery of Lot E under the established estate-wide planning framework.

Lot E comprises two warehouse buildings:

- Warehouse 4A, proposed as a speculative warehouse facility, designed to accommodate a range of potential industrial tenants; and
- Warehouse 4B, designed as a temperature-controlled warehouse, including provisions for chilled and frozen storage.

The combined site area for Lot E is 68,258 m², with the following Gross Floor Areas (GFA) and parking provisions:

- Lot 4A, inclusive of:
  - 21,179m² Warehouse GFA (excluding 1,595m² Loading Area)
  - 900m² Office GFA
  - 64m² Dock Office GFA
  - 98 car parking spaces (including 2 accessible spaces)
- Lot 4B, inclusive of:
  - 16,314m² Warehouse GFA (excluding 1,884m² Loading Area)
  - 698m² Office GFA
  - 81m² Dock Office GFA
  - 74 car parking spaces (including 2 accessible spaces)

An extract of the Lot E site plan is presented below.

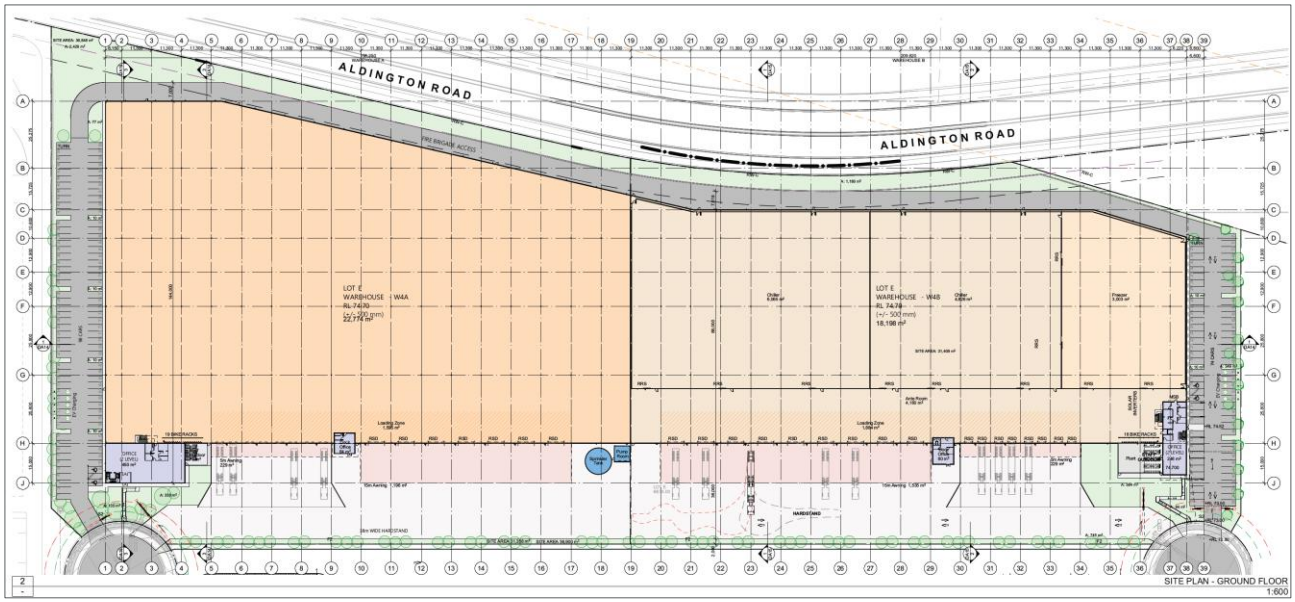

Figure 4: Proposed Masterplan

2.3 Public & Active Transport Opportunities

2.3.1 Introduction

It is evident that the Site is not directly serviced by public transport at this time (**Figure 5**); notwithstanding, opportunities for future connections have been identified, noting again that the MR Upgrade specifically provides for new bus stops along its entire route.

Establishment of public transport services as early as possible in the development stages of the MRP is important to achieve a culture of public transport use from the outset. To make public transport a viable choice in the study area, the services will ideally:

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

However, it should be noted that as this stage there is no immediate priority for the MRP to be serviced by new bus services. Due to the availability of new bus and drivers, additional services are being prioritised in other growth areas within the Aerotropolis.

It is noted that the 779-bus route has recently been extended from a route that terminated at James Erskine Drive to connect with the Amazon Fulfilment Centre on Emporium Avenue. This route provides a key connection to the St Mary's railway station and to the broader transport network. If a connection to Compass Drive is delivered (via the SLR) then this could present an opportunity to extend this service further.

Further to the bus connectivity, it is noted that the closest train station to the Site is currently some 10km away. However, the Metro Western Sydney Airport will provide 23km of new railway between St Marys and the new Aerotropolis (Bradfield) to link residential areas with jobs hubs and the rest of Sydney's public transport network.

The Sydney Metro – Western Sydney Airport line is progressing as planned and is scheduled to commence operations in 2026, aligning with the opening of the Western Sydney International (Nancy-Bird Walton) Airport.

Luddenham Station, approximately 4 km west of the site, will enhance public transport accessibility in the area. This development presents a significant opportunity to integrate bus services with the Metro, thereby improving connectivity to and from residential areas north of the site.

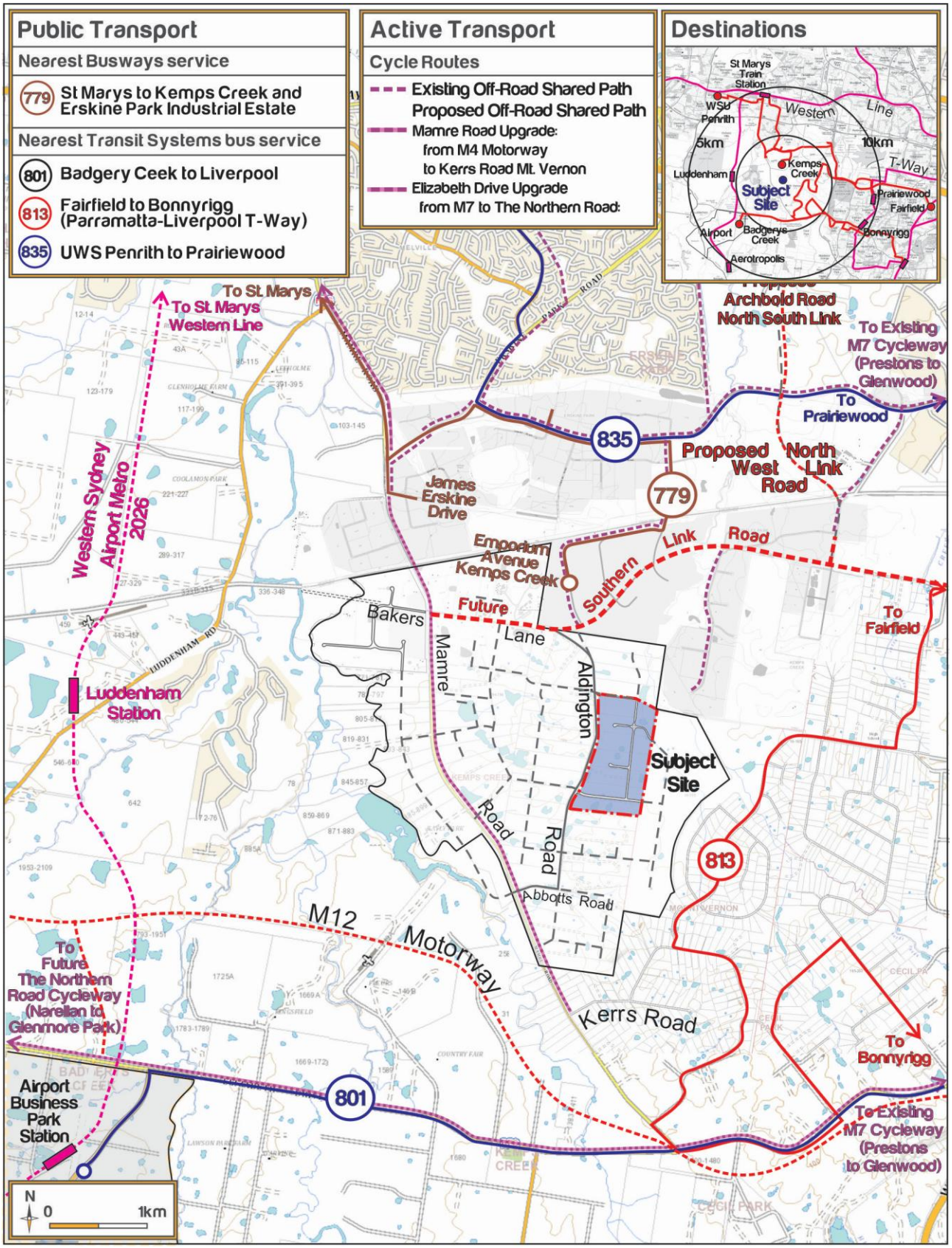

Figure 5: Public & Active Transport Network

2.3.2 Bicycle Network

At present, shared paths (pedestrian and cycle) are provided along Erskine Park Road and sections of Mamre Road to the north of the Site, but there is little cycling (or pedestrian) infrastructure in Mamre Road between Distribution Drive to the north and Elizabeth Drive to the south.

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

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

Key active transport routes identified in the BWSEA Structure Plan are shown in Figure 6, noting again that the Mamre Road upgrade Project will provide shared paths along at least one side of the road for its entire length.

Further, the MRP DCP requires internal roads to provide a footpath of 1.5m on one side (minimum) and shared path of 2.5m (minimum) on the opposing side of the road. It also requires roads to be provided with shared cycle and footpaths.

2.3.3 Pedestrian Connectivity

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

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

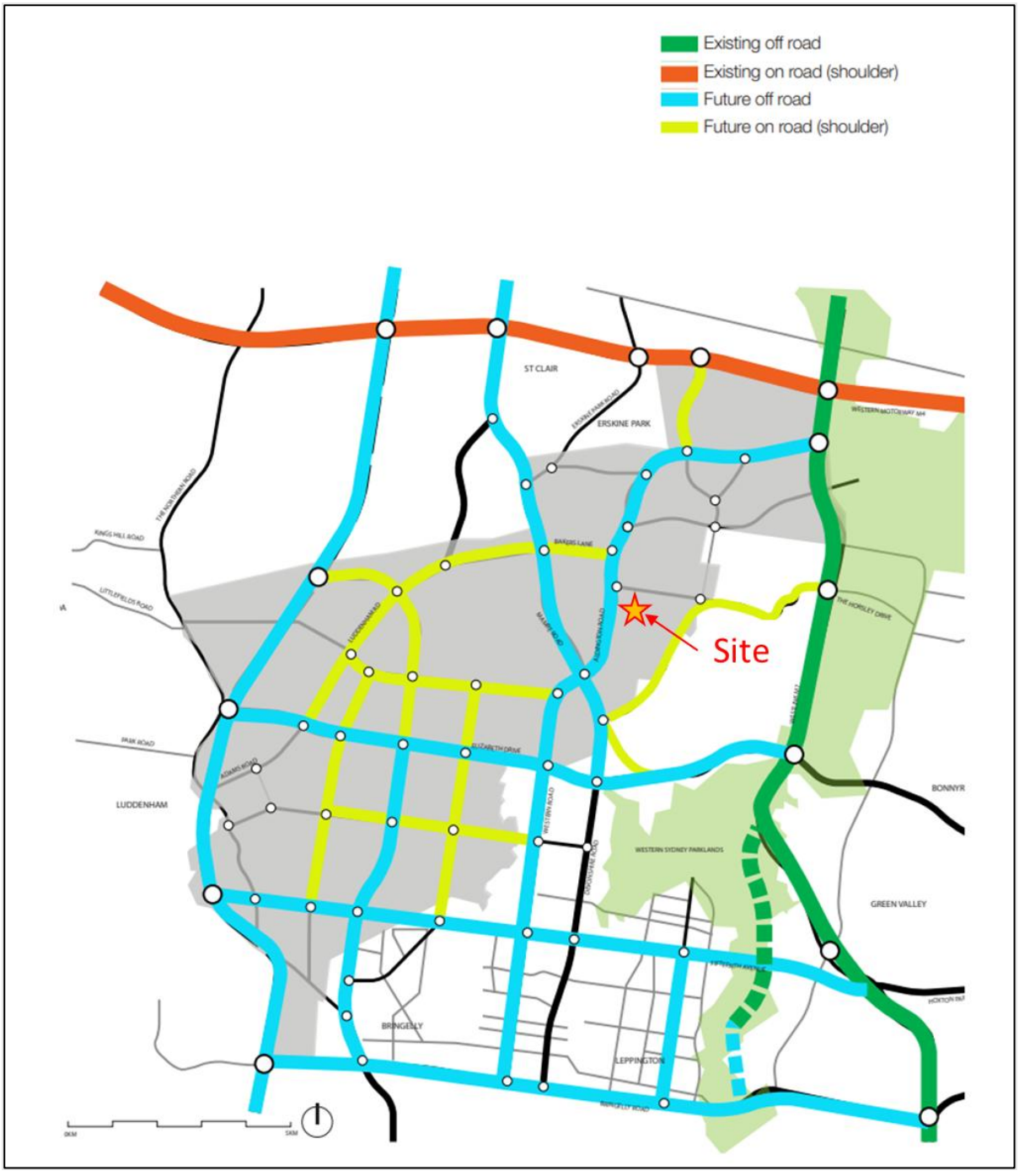

Figure 6: BWSEA Cycle Routes (Source: BWSEA Structure Plan)

2.4 On Demand Services

2.4.1 Car Share

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

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

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

2.5 Existing Travel Patterns

2.5.1 Journey to Work Data Analysis

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2021 Census and specifically aggregated Destination Zones (DZ) has been referenced to understand the baseline travel characteristics of the Site. This data informs the initial targets and should be refined and updated as part of the monitoring process.

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

The travel modes are presented in **Table 1**.

TABLE 1: TRAVEL MODE SUMMARY (JOURNEY TO WORK)

Travel Mode	Mode Share of Employees
Car as driver	91%
Train	1%
Bus	0%
Walked only	1%
Car as passenger	5%
Motorbike/Scooter	0%
Bicycle	0%
Taxi	0%
Other Modes	1%

With reference to Table 1, it is evident that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in in the area. The data indicates that 96% travel to work by car with 91% as the driver and 5% as passenger i.e. car-pooling.

This is reflective of the current nature of the area, which accommodates rural residential properties and agricultural businesses only. However, noting the future land use of the Site as industrial in nature, it is expected that the JTW data accurately reflects the current trends for travel to places of work at industrial sites.

The TfNSW (formerly Roads and Maritime Services) Guide to Traffic Generating Developments Updated Traffic Surveys, August 2013, provides details in relation to the principal mode of travel used by staff at the Erskine Park and Eastern Creek warehouses surveyed by TfNSW. These surveys indicate that 90% of all workers would travel via private vehicles, with 8% travelling as passengers. Therefore, the existing census data is reflective of existing travel of industrial development.

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 Travel Plan will lie with Site management and should form part of organisational policies. Future STPs should include a statement on company policy in relation to travel and should be endorsed by senior management.

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 the most effect on commuter journeys by staff. While the operator will aim to encourage sustainable travel by visitors, ultimately staff travel is easier to influence.

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

3.4 Implementation

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

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

The TPC should be appointed before the Site becomes occupied, or within 1 month of the Site becoming occupied. Contact details for the TPC should be provided in the implemented Plan.

The main duties of the TPC are envisaged to be:

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

3.5 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 should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department and Traffic Committee;
- Local Bus Operators; and
- TfNSW.

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

3.6 Travel Mode Targets

3.6.1 Introduction

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

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

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

Questionnaire surveys will be conducted in the future that will form the updated travel mode baseline to further develop site-specific targets. The first surveys will be undertaken shortly after occupation. These surveys will be repeated at a suitable time to assess the effectiveness of the implemented 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.

3.6.2 Mode Share Targets

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

As per **Section 1.2**, the AECOM Report provides a mode share target for public & active transport of 20% and by car of 80% by 2056 for the nearby Badgerys Creek Precinct. Sites within the MRP should ideally reflect a similar target.

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

The targets should therefore be revisited and updated after the opening of the relevant development as part of the monitoring process. The preliminary targets are nominated in **Table 2**, which represents a 5-year target to coincide with the minimum 5 years of monitoring and review.

TABLE 2: PRELIMINARY 2029 MODE SHARE TARGETS

Travel Mode	Existing Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	92%	86%	-5%
Car as passenger	3%	5%	+2%
Train	0%	0%	-
Bus	2%	4%	+2%
Walked only	1%	1%	-
Motorbike/Scooter	0%	0%	-
Bicycle	0%	1%	-
Taxi/Rideshare	1%	2%	+1%
Other Modes	1%	1%	-

4 Measures and Action Strategies

4.1 Measures

Below is a range of measures that need to be implemented if the objectives of this FSTP are not met. It is critical to note that these are suggested measures and are not necessarily likely to be applicable in the early stages of development in the MRP.

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

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

4.2 Strategies

Six (6) main strategies are identified, and the actions required for each are detailed in the table below. The table details specific actions that could be implemented as part of a future site-specific FSTP 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 all future inhabitants of the development.

TABLE 3: PROPOSED FSTP ACTION STRATEGIES

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

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

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

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

4.3 Communications Strategy

4.3.1 Welcome Packs

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

4.3.2 Accurate Transport Information

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

- The staff lunch room;
- Lift lobby area and entrances to buildings; and
- Any marketing material associated with the Site, such as websites and newsletters.

5 Monitoring Strategy

5.1 Plan Maintenance

This Plan shall be subject to ongoing reviews and will be updated accordingly. Regular reviews will be undertaken by the TPC. As a minimum, a review of the 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 Site. Travel mode surveys would determine the proportion of persons travelling to/from the Site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the Site, as far as practicable. A sample of a typical travel mode questionnaire form is included in **Appendix B**.

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

Appendix A. Travel Access Guide

Appendix B. Sample Questionnaire

Instructions for Surveyor(s)

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

Travel Mode Questionnaire Survey Form

Date: **Approximate Time:**

Q1. Are you one of the following?

☐ Warehouse staff

☐ Office staff

☐ Courier / office delivery

☐ Casual contractor

☐ Company driver / sub-contractor

☐ Other (Please specify)……

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

☐ Walked only.

☐ Bicycle only

☐ Train

☐ Bus

☐ Taxi

☐ Car share vehicle

☐ Motorcycle / scooter

☐ Car (as passenger)

☐ Car (as driver)

☐ 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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