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Project Maverick – Internal Works SSD 97688711 Framework Travel Plan

225-245 Martin Road, Bradfield

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P2167C





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Executive Summary

This Framework Travel Plan has been prepared by Ason Group on behalf of Goodman Property Services (Aust) Pty Ltd (Applicant) in response to a proposed State Significant Development Application No. 97688711 at 225 – 245 Martin Road, Bradfield, 2556.

Proposals to be delivered by the Applicant include delivery of fourteen warehouses at 597,610m². The first warehouse is proposed to be operational by December 2029.

Subject to separate approvals the following timeline is proposed for the delivery of off-site infrastructure:

- Intersection of Martin Road and Elizabeth Drive – Delivered by TfNSW by December 2029.
- Upgrades to Martin Road, East West Road and Lawson Road - delivered by Liverpool City Council (subject to discussions with Liverpool City Council).
 - Commencement anticipated by June 2028 with completion in December 2029.

It should be noted that delivery of the proposed development will not be staged and as such this should not be considered a staged Development Application.

Based on the identified timing for infrastructure completion, the external infrastructure can support the masterplan development from December 2029 in an operational phase.

This Framework Travel Plan seeks to achieve identified mode share targets and promote sustainable travel to and from 225 – 245 Martin Road. It should be read in conjunction with the accompanying Transport Accessibility Impact Assessment.

Proposed mode share targets and supporting strategies have been established to reflect site-specific conditions as well as the targets of the Aerotropolis Precinct Plan.

1 Introduction

1.1 Introduction

This Framework Travel Plan has been prepared by Ason Group (Ason) to address the site-specific Secretary's Environmental Assessment Requirements (SEARs) received in respect of the proposed State Significant Development Application (SSDA) No. 97688711. The proposed development is being undertaken by Goodman Property Services (Aust) Pty Ltd (Applicant) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (Owner). The development is located at 225 – 245 Martin Road, Bradfield, 2556 (the Site).

In response to the SEARs, a Framework Travel Plan (FTP) has been developed to provide detail on the proposed travel demand management measures to minimise the impact of the Proposed Development on general traffic and bus operations. This FTP has been prepared to increase non-car mode share and accounts for the location-specific requirements of the Site.

1.2 Purpose and Objectives

The FTP should be considered alongside the Transport Accessibility Impact Assessment also prepared to support the SSD submission.

The objectives of this Strategy are to:

- Identify site-specific measures aimed at minimising reliance on private vehicles and encouraging the use of sustainable transport options — including walking, cycling, and public transport — for travel to, from and throughout the Site.
- Help achieve mode share targets for the Site by providing a set of initiatives encouraging behaviour shift in advance of future development that are SMART – specific, measurable, achievable, relevant, and time-bound.

As part of the implementation of lot specific Travel Plans across the Site, the preparation of Travel Access Guides (TAGs) is also proposed. TAGs are identified in **Table 7** (Travel Plan Action Strategies) as a key tool to support sustainable travel choices by providing end users with clear, tailored information on accessing the Site via walking, cycling, public transport, and car share. Subject to approval of this SSD submission, it is anticipated that preparation and implementation of a Detailed Travel Plan will be a condition of consent.

Desirable outcomes are summarised for two target horizons (2031 and 2036) to align with the anticipated delivery staging of the Master Plan, surrounding infrastructure and the mode share targets identified in the TAIA. Mode share targets have also been informed by the Western Sydney Aerotropolis Precinct Plan mode share targets (discussed in Section 2.3), specifically the Badgerys Creek Precinct targets to reflect the industrial nature of the Proposed Development and its location within the Badgerys Creek Precinct.

1.3 Development Proposals

The SSDA seeks approval for the construction, fit-out (including office and warehouse racking) and operation of 14 warehouse buildings, Active Open Space & amenities precinct (including a café) and internal site infrastructure works. Specifically, this includes:

- **Warehouse and Distribution Buildings**
 - 24/7 use of the Warehouse and distribution land use for all warehouse buildings.
 - A total developable site area of approximately 1,124,286 sqm (or 112.4 Ha), comprising construction, fit-out and operation of approximately 597,610 sqm of warehouse and office GLA space across 14 small, medium and

large format warehouses, ancillary offices and onsite parking. Warehouses range between 10,000sqm to 100,000sqm with heights of either 14.6m or 16.8m (excluding rooftop plant and solar).

- The above Warehouse and Distribution buildings will also include guardhouses, dock offices, loading bays, landscaping, electric vehicle charging, solar panels and signage.

- **Active Open Space & Amenities Precinct**

- Active open space & public amenities precinct (including a café) totalling approximately 708 sqm of GLA within the western Enterprise zone to align with Connecting with Country outcomes.

- **Internal Estate Infrastructure**

- Construction of the following roads, and associated services infrastructure (being electrical, potable, recycled & wastewater and telecommunications network):
 - Internal estate council roads.
 - Internal estate collector roads as identified on the Precinct Plan.
 - Internal estate retaining walls (including importation of engineered fill for backfill of walls)
 - Corridor reservation, design and partial construction of the following primary arterial roads located within the site:
 - Corridor reservation for the Eastern Ring Road (ERR) between the northern site boundary and southern site boundary.
 - Corridor reservation, design and construction (50%) of 'H-Road' being the east-west connection between the proposed ERR intersection and eastern collector road intersection within the site.
 - Reservation of the remaining 'H-Road' arterial road corridor to the east of the proposed eastern collector road (N.B. this corridor will ultimately form part of a future arterial regional road connection between Devonshire Road and the ERR identified in Schedule 3 – List of Infrastructure in the Aerotropolis Special Infrastructure Contribution).
- Regional stormwater and drainage infrastructure (on behalf of Sydney Water) identified within the ENZ land. This will include:
 - Stormwater Basins per the Sydney Water Integrated Stormwater Management Scheme
 - Sediment Basin
 - Bio retention Basin
 - Wetland Basin
 - Pond
 - Trunk Drainage channels as identified per the Integrated Stormwater Management Scheme

- **Other**

- Landscaping across the Site in accordance with Precinct Plan, Connecting with Country and airport safeguarding requirements.
- Vegetation Management Plan (VMP).
- 3 x 12m Estate Identification Pylon Signs on Lots 6, 7 and 8 (excludes individual Warehouse wayfinding signage).
- Public art within the western active open space & amenity precinct
- Subdivision of the estate.

1.4 Related Applications/Activities

1.4.1 Part 5 Activity – External Works Lead in Roads and Services

The Applicant is proposing access to the Site via the following route which will be upgraded to be in accordance with the Precinct Plan

1.4.1.1 PART 1 - MARTIN ROAD / ELIZABETH DRIVE INTERSECTION UPGRADES

- It is expected that these works will be undertaken by Transport for New South Wales (TfNSW) via an amendment to the existing Part 5 Activity Approval issued by TfNSW for the Elizabeth Drive Upgrade.
- It is understood that TfNSW will undertake these works with a target completion date of December 2029 (being prior to target date of operations for the first warehouse building at the site);

1.4.1.2 PART 2 -4 - MARTIN ROAD / EAST WEST COLLECTOR ROAD / LAWSON ROAD UPGRADES

- Further to Part 1, access to the site is proposed to be constructed concurrently as follows:
 - Part 2 – access from the Martin Road / Elizabeth Drive intersection will continue down Martin Road and join the future east / west collector road identified within the Precinct Plan through Lot 36 DP 3050.
 - The portion of road between the Elizabeth Drive intersection and future east / west collector road will be upgraded with a temporary access strategy to be agreed with Council that is consistent with Part 3.2, Requirement DS5 of the Precinct Plan.
 - Part 3 – The east / west collector road through Lot 36 DP 3050 will be delivered in ultimate form to connect Martin Road with Lawson Road consistent with its designation under the Precinct Plan and relevant cross section within the Aerotropolis DCP.
 - Part 4 – From the east / west collector road connection on Lawson Road, the portion of Lawson Road south through to the Site will be upgraded in ultimate form consistent with its designation under the Precinct Plan and relevant cross section within the Aerotropolis DCP.
- Goodman have discussed the approach outlined within Parts 2-4 with Liverpool City Council. The anticipated completion date for these upgrades is December 2029, based on a commencement date of June 2028. These works are expected to be completed by Council prior to operation of the first warehouse building at the site.

1.4.2 Rehabilitation, Quarrying and Bulk Earthworks SSDA 97711727

Further to this, a separate SSDA No. SSD-97711727 has been proposed by the Applicant for site preparation works only (i.e no buildings, retaining walls or other infrastructure works), including the rehabilitation of areas disturbed by historic mining and brick-making operations, as well as remediation and bulk earthworks across other areas of the site to make the site suitable for intended future land use. The proposed application also seeks approval for demolition of any remaining structures on the Site.

Cumulatively, these three applications together, seek to facilitate the development of a new industrial estate at the Site.

1.5 Stakeholder Engagement

This FTP has been developed to respond to the SEARs, dated 24th November 2025, received from Department of Planning Housing and Infrastructure (DPHI).

Throughout the development of the proposals for the Site engagement with key stakeholders has taken place including:

- Department of Planning Housing and Infrastructure
- Transport for New South Wales
- Liverpool City Council

Further detail on engagement with key stakeholders that has taken place to date is included within the TAIA to which this FTP is appended.

2 Background Review

A background review of the relevant documents was undertaken to understand the future context of the Proposed Development as well as the Western Sydney Aerotropolis Precinct (WSA). These documents included the:

- Western Sydney Aerotropolis Precinct Plan (Aerotropolis Plan)
- Western Sydney Aerotropolis Development Control Plan

2.1 Existing Mode Share

2.1.1 Mode Share of Current Land Use

The Site is Quarry and Brick Making Facility as approved under MP10_0014. The structures and hardstand areas used for the quarry operations are located in the central portion of the Site, connected by an internal road network. In addition, three pits are located along the southern and southeast portion of the Site. Immediate surroundings are characterised by large rural land holdings uses predominantly for agricultural and light manufacturing purposes. Therefore, a change in the travel mode share to the Site for its development as an industrial precinct is anticipated.

Nevertheless, the existing travel mode share for the Site has been provided for information. The Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2016 Census and for aggregated Destination Zones (DZ) have been referenced to understand the current travel characteristics of the Site.

It is noted that ABS 2021 Census data is the latest version available, however, the 2016 Census data has been selected as it is considered to provide a suitable mode share choices prior to the influence of COVID-19 lockdowns.

The Site is located within Destination Zone 115054112, as shown below:

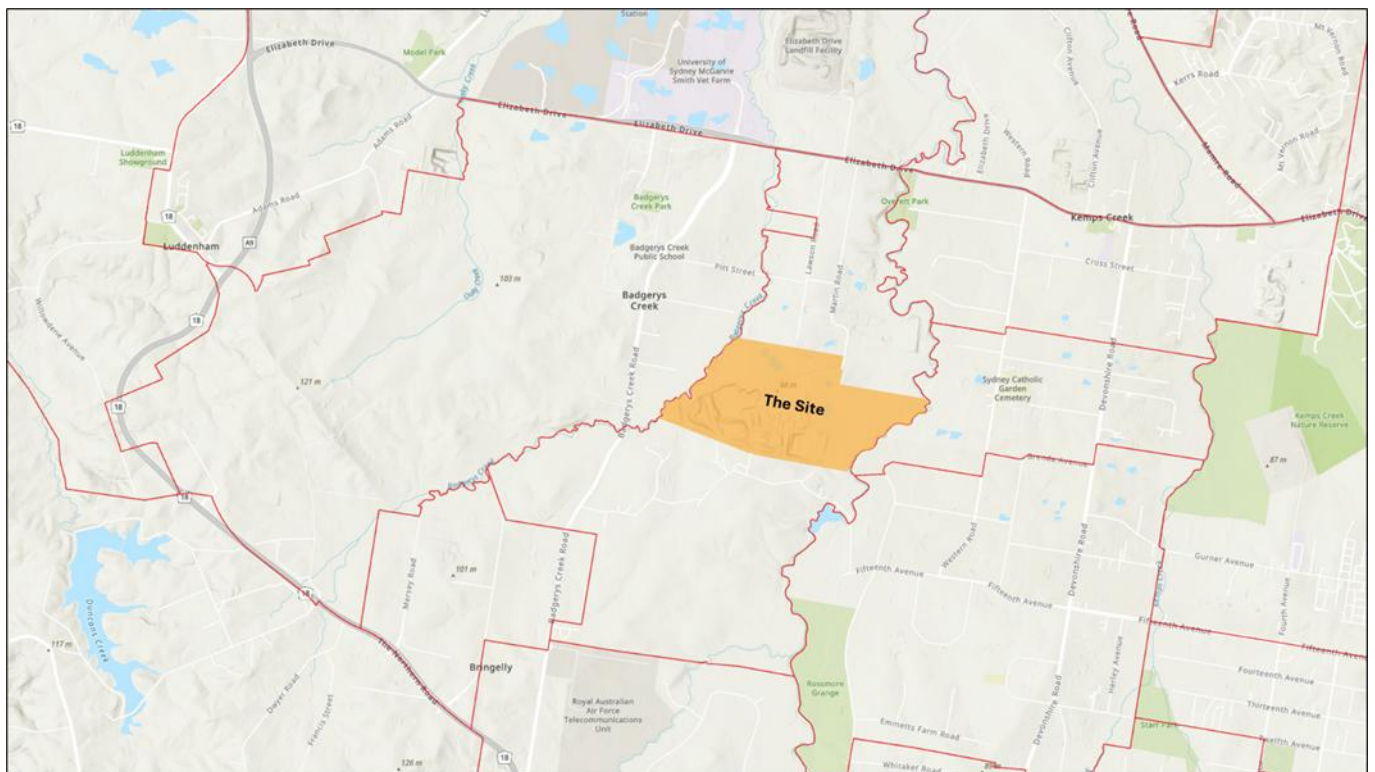


Figure 1: Site Location Within ABS Destination Zone

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding Destination Zone 115054112, within the Austral – Greendale statistical area.

Table 1: DZ115054112 Travel Mode Summary (Journey to Work)

Travel Mode	Mode Share of Employees
Car as driver	83%
Truck	6%
Train	0%
Bus	2%
Walked only	2%
Car as passenger	5%
Motorbike/Scooter	0%
Bicycle	0%
Other Modes	2%

2.1.2 Mode Share for Typical Industrial Development

As outlined within the TAIA, the forecast trip generation has been established from the surveys undertaken by Ason Group to inform the trip generation rates for large format warehousing included within TfNSW Guide to Transport Impact Assessment (GTIA) (2024).

An analysis of the 2016 JTW travel mode share at a Statistical Area Level 2 (SA2) of these benchmark sites, used to inform the Mamre Road Precinct trip generation, have been undertaken to understand the typical travel mode share for industrial development. The results are summarised in **Table 2** below.

The above results indicate that 96% travel to work by car or truck with 89% as the driver and 5% as passenger, i.e., car-pooling.

This observation is consistent with the TfNSW *Guide to Traffic Generating Developments Updated Traffic Surveys, August 2013* (TfNSW Guide Update), which 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 travel via private vehicles, with 8% travelling as passengers.

Target mode shares for project opening year have been established in Section 3 below with consideration for travel to places of work at an industrial precinct (**Table 2**).

It is acknowledged that the 2013 Guide to Traffic Generating Developments (GTGD) was superseded by the GTIA in November 2024 – which includes updated trip generation rates with ongoing reviews and updates and therefore forms a key point of reference for any future mode share targets for respective land uses.

Table 2: Ason Group Industrial Benchmark Sites Travel Mode Summary

Travel Mode	Mode Share of Employees
Car as driver	87%
Truck	3%
Train	2%
Bus	1%
Walked only	2%
Car as passenger	6%
Motorbike/Scooter	0%
Bicycle	0%
Other Modes	0%

2.2 Behaviour Shift Barriers

As shown by **Table 3**, 'Car as Driver' is the main mode of travel utilised currently for travel to work within the Destination Zone 115054112. At present, there are several barriers preventing more sustainable travel patterns to and from the locality, these are discussed in further detail below.

Table 3: Behavioural Barriers By Travel Mode

Mode	Barriers
Public Transport	- Work shifts and operational hours of industrial uses can mean no public transport services are available at the required times particularly for travel late at night or early in the morning. - Cost of public transport - Uncertainty about the reliability of public transport. - Poor accessibility to public transport services at place of residence. - Service frequency – lower density development reducing viability of frequent services
Walking	- Distance from home to place of work can reduce ability of people to walk to work. - Individuals with mobility issues can face significant challenges walking when local pedestrian network is not designed for all.
Cycling	- Limited access to a bicycle and other items required to cycle safely (helmet, bicycle lights etc.) - Lack of safe cycle infrastructure - Time of day and weather can also contribute to people not choosing to cycle.

2.3 Aerotropolis Precinct Plan Targets

With reference to the Aerotropolis Plan, modal split targets for year 2026, 2036 and 2056 for the Badgerys Creek Precinct and Aerotropolis-wide average are reproduced in **Table 4**.

Table 4: Aerotropolis Plan Mode Share Targets

Year	Active Transport	Public Transport	Private Vehicles
2026			
Badgerys Creek	2%	18%	80%
Aerotropolis Wide (Average)	3%	18%	79%
2036			
Badgerys Creek	2%	18%	80%
Aerotropolis Wide (Average)	5%	30%	65%
2056			
Badgerys Creek	2%	18%	80%
Aerotropolis Wide (Average)	7%	43%	50%

The Site forms part of the Badgerys Creek Precinct and so achievement of these mode share targets identified within **Table 4** will be targeted through the implementation of this Travel Plan. It is noteworthy that the Precinct Plan mode share targets for the Badgerys Creek Precinct do not vary over time which reflects the relative isolation from high-frequency public transport infrastructure.

3 Desirable Outcomes

3.1 Project Opening Year (2029)

By the year 2029, the Site is anticipated to commence initial operations with the opening first stage/s of industrial warehouses and associated infrastructure. Site access will be from Elizabeth Drive via Martin Road and Lawson Road. Connection to the south, via the Ingham Property Group site or Eastern Ring Road, is not anticipated to be available, limiting options for regional and local bus services.

In this regard, the target mode shares for the 2029 project opening year have been identified with reference to travel mode share of the benchmark sites adopted for the land use trip generation profile (as shown in **Table 2**). Minor adjustments to public and active transport target mode share were made to account for the availability of public transport services, and the proposed pedestrian and cyclist infrastructure provision surrounding the Site in 2029.

The target mode shares are identified in **Table 5** below.

Table 5: 2029 Travel Mode Summary

Travel Mode	Mode Share of Employees
Walked Only	0%
Cycle	1%
Train	0%
Bus	0%
Truck	3%
Car (passenger)	7%
Motorbike / Scooter	4%
Car (as driver)	85%

To reflect the anticipated local transport network available from the Site in 2029, no travel via public transport is forecast. At present, there are no planned bus services that will operate within walking distance of the Site. Further to this, whilst Sydney Metro services are intended to be operational from late 2026, there are no planned bus services to enable travel from Bradfield Station to the Site. Therefore, travel by train is not considered a feasible choice noting the distance between the Site and available services at Bradfield Station.

3.2 Full Precinct Development Year (2036)

By the year 2036, full delivery of the Proposed Development is anticipated to be completed and will provide for all permissible land uses.

Within the Site, infrastructure for people walking and cycling, including dedicated footpaths, shared paths and cycle lanes, will be delivered along internal roads, particularly along the riparian corridors. Internal roads supporting the local bus networks will be fully delivered to provide public transport services through the Site ensuring that 90% of the Proposed Development is within 400m walking catchment of a bus stop.

Table 6: Complete Development Travel Mode Summary

Travel Mode	Mode Share of Employees
Walked Only	0%
Cycle	3%
Train	10%
Bus	8%
Truck	3%
Car (passenger)	10%
Motorbike / Scooter	4%
Car (as driver)	62%

4 Measures & Action Strategies

Six desirable outcomes have been identified to support the target mode share identified in section above. Strategies and corresponding actions to achieve these outcomes are presented in **Table 7** below, which are intended to inform implementation as part of the future lot-specific Travel Plans.

Monitoring measures to assess the effectiveness of these strategies are also included. 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 Aerotropolis.

A Travel Plan Coordinator (TPC), Lachlan O'Reilly (Goodman – Planning & Infrastructure Manager), will be appointed to lead the implementation of the Travel Plan. As necessary the responsibility for TPC may be appointed to another member of the Applicant team.

The TPC will manage all aspects of the Travel Plan, including the co-ordination and joint working practices between those on-site. This includes promoting participation in and commitment to the Travel Plan from the tenants and will work in partnership with all stakeholders to deliver the strategies and actions.

The TPC may be either an internal representative (e.g. a Goodman employee) or an external consultant, to be confirmed closer to implementation. Oversight of the TPC's role is expected to occur through regular reporting and updates as part of the ongoing monitoring of the Travel Plan.

The TPC should be appointed 6 months prior to the Site becoming occupied. Contact details for the TPC would be provided in the implemented Plan in this location.

The main duties of the TPC are envisaged to be:

- Overseeing final development and implementation of the Travel Plan;
- Internal liaison to promote awareness of the Travel Plan amongst businesses and staff;
- Liaison with outside bodies, such as Council and local bus operators, as required regarding the operation of the Travel Plan;
- Providing updated travel information to staff and visitors, as necessary; and
- Monitoring, reviewing and updating the Travel Plan annually, at a minimum for the first five years post occupation and then every five years thereafter.

Table 7: Travel Plan Action Strategies

Strategy	How It Works	Implementation	Monitoring	Timeframe	Responsibility
Desirable Outcome 1 – Improve Awareness for Sustainable Travel Planning					
1.1 Travel Plans	Develop tenant specific Travel Plan to establish business specific targets and implementation measures. Ongoing management and promotion of Travel Plan is required to ensure staff and visitor awareness of the Plan.	• Provide information resources – such as a Travel Access Guide (TAG) and implement a range of initiatives to reward and encourage those who travel actively to help develop a healthy, active culture and meet travel targets. – Undertake a Travel Plan event annually. – Promote the following initiatives via bulletins, web pages, social media: ○ Travel Survey Results; and ○ Progress and update of Travel Plan. • Retain a current copy of the TAG to be relevant, useable, and accessible. TAG shall be clearly displayed in communal areas. The TAG must also be updated regularly to reflect any new or improved public transport services, active transport infrastructure, or	Employee travel questionnaire survey to track awareness of Travel Plans and to track the increase in sustainable travel to and from the Site. (i.e., What are the rewards/benefits offered by company x for sustainable travel?)	Upon occupancy and updated annually thereafter for a minimum of 5-years.	Owner: TPC

Strategy	How It Works	Implementation	Monitoring	Timeframe	Responsibility
		broader access upgrades within the precinct.			
1.2 Provision of Sustainable Travel Packs to Employees and Visitors	Introduces employees and visitors alike to the Travel Plan and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This shall include a TAG.	To be distributed to staff, visitors, and neighbouring properties. Contact details of the TPC as the personnel responsible for the Travel Plan will also be provided. This shall include a TAG.		Travel pack content to be updated upon occupancy and updated annually thereafter. Travel packs to be provided to new staff as part of onboarding processes.	Owner: Tenant Support: TPC (review and updates to Travel Pack)
1.3 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 Travel Plans - Provision of travel and transport information options	- Establish locations such as travel information points where staff, visitors and others can access travel information via interactive platforms. These can be similar to wayfinding kiosks provided at public transport stops, shops or cafes etc. - Information to include walking and cycling routes, bicycle parking, public transport availability, routes, real-time timetables and shared vehicles.	Employee travel questionnaire survey to track awareness of Travel Information Points, potential questions: - Does company x provide travel information to and from business? - Where can you locate this information?	Upon occupancy and updated annually thereafter	Owner: TPC

Strategy	How It Works	Implementation	Monitoring	Timeframe	Responsibility
Desirable Outcome 2 – Travel Demand Management					
2.1 Flexible Working Hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Explore opportunities for flexible working arrangements and manage staff rosters, where possible.	Business management to establish a staff roster with staggered staff shift times to limit number of vehicle trips during the local network peak hour. Majority of shift start / end times should take place outside the AM and PM local transport network peak hours.	Within one year of occupation	Owner: Tenant
2.2 Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage teleconferencing rather than travelling to meetings.	Manage staff rosters and develop work-from-home policies and procedures, where possible.	Business management to establish a tracker of staff working on site and seek to reduce the number of working on-site where possible over the lifespan of the Travel Plan.	Within one year of occupation	Owner: Tenant
Desirable Outcome 3 – Increased Public Transport Usage					
3.1 Public Transport for Work Travel	The company / tenant 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.	Include public transport information (bus routes to key surrounding destinations, link to service timetable) in the Travel Plan.	Regular travel mode surveys of all staff on-site as well as visitors to the Site. Increases in the public transport responses rate over time would indicate successful implementation of this strategy.	Annually	Owner: Tenant
3.2 Opal Card Salary Sacrifice	Staff can pay for their own Opal Cards / pre-paid travel card through their salary, spreading the cost over the year to make it more affordable.	Subject to owner / User negotiations and incentives.	Annual review of take-up rates. Increases in the scheme uptake rate over time would indicate successful implementation of this strategy.	Implemented prior to occupancy. Monitored annually.	Owner: TPC, Support: future tenant
3.3 Maximise Bus Service Frequency	Provision of bus service during network peak periods to reduce headway where possible.	On-going discussion and consultation with TfNSW and bus service provider(s) to report	Employee travel questionnaire survey to understand:	Subject to key stakeholder consultation.	Owner: Bus service operator, Support: TPC, TfNSW

Strategy	How It Works	Implementation	Monitoring	Timeframe	Responsibility
	Provide service frequency to meet or exceed Transport NSW bus planning guidelines.	perception of bus service adequacy.	- public transport usage, - satisfaction for current service frequency and bus capacity, and - willingness for future uptake.		
3.4 Provide Bus Stops with Shelter Facilities	Ensuring provision of bus stops suitable for waiting areas for commuters, the majority of which would likely be workers associated with the development.	Propose or recommend improvements to the proposed bus stops within the Proposed Development to TfNSW .	Bus shelters to be provided at all bus stops within the Site.	Subject to key stakeholder consultation. Note: implementation will be required prior to commencement of local bus operations.	Owner: Council, Support: TPC, TfNSW
Desirable Outcome 4 – Reduced Private Vehicle Usage					
4.1 Closed Car Sharing	The company / department sets up an in-house car-matching scheme	The company / department sets up an in-house car-matching scheme and gets staff to participate. Utilise car share spaces provided and actively promote on Site to staff and visitors.		Upon occupancy. Monitored annually.	Owner: TPC Support: Future Tenant
4.2 Open Car Sharing	Where anyone in a defined geographical area can join a ride sharing scheme. This involves no input from the employer and should be on the onus of staff to schedule.	This can usually be accomplished by having notice boards in business premises which are a good place for employees to find colleagues looking to share journeys. Utilise car share spaces provided and		Upon occupancy. Monitored annually.	Owner: TPC Support: Future Tenant

Strategy	How It Works	Implementation	Monitoring	Timeframe	Responsibility
		actively promote on site to staff and visitors.	Employee travel questionnaire survey to track:		
4.3 Third-party Car Sharing Program	Companies such as Liftshare are an online service that facilitates journey sharing between individual users, as well as providing separate services for businesses, organisations and events.	They allow users to search for and post details online of journeys; by car, bike, taxi or walking, for which they wish to find someone else with which to share the journey with. Users can search for people who have entered similar journeys and contact them, wait to be contacted by someone searching for a journey of their own.	- Awareness of various carpooling schemes - Take-up rates Increases in the scheme uptake rate over time would indicate successful implementation of this strategy.	Upon occupancy. Monitored annually.	Owner: TPC Support: Future Tenant
4.4 Carpool Week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	One week of the year where a carpool theme is emphasised around the workplace including promotion such as a launch event. Intention is to show that carpooling is a real alternative to travel to work. Provide prize incentive as part of competition to promote raise awareness.		Upon occupancy. Monitored annually.	Owner: TPC Support: Future Tenant
4.5 Limit parking allocation on site	Over-provision of parking spaces will inherently encourage travel by car. By restricting parking supply, you can discourage non-essential car use.	Consideration to reducing the number of car parking spaces either in actual terms or managing access via permit parking, paid parking or needs based parking policies, is one of the most direct and effective ways of reducing car use.	TPC to provide a parking allocation plan and limit the number of parking spaces available for general staff members to discourage private vehicle usage. A decrease in the number of spaces available for general staff members would indicate successful implementation of this strategy.	Upon occupancy. Monitored annually.	Owner: Goodman Support: TPC, future tenant, Council

Strategy	How It Works	Implementation	Monitoring	Timeframe	Responsibility
Desirable Outcome 5 – Increased Travel by Cycling					
5.1 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. Cycle parking should be accessible from a road, driveway or footpath via a bicycle-friendly access path to ensure compliance with AS2890.3. As the Site develops further, they should be reviewed as part of the Travel Plan monitoring process to meet any increase in demand.	Developer to provide: - Active transport facilities (cycle lane, shared path) within the Site, - Bicycle parking spaces for staff and visitors. - Lockers, male and female showers and an accessible shower as per Building Plans. Accordingly, the bicycle parking provision rates should be considered under the WSA Phase 2 DCP.	Employee travel questionnaire survey to identify number of staff utilising EoTF on a daily basis. Increased uptake of staff should be targeted annually.	Upon occupancy. Monitored annually.	Owner: Goodman to provide EoTF facilities, Support: Tenant to oversee ongoing maintenance of facilities
5.2 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	Prepare Site specific maps with guidance on the most optimal way of travelling to/from the Site by bicycle. Review and update TAG to ensure the latest cycle routes information is provided.	Employee travel questionnaire survey to understand common route of travel and raise awareness of optimal cycling routes: - What is the common route of travel if you are cycling to work? - Are you aware of the most optimal way of travel to/from the Site by bicycle?	Upon occupancy. Monitored annually.	Owner: TPC, Support: future tenant
5.3 Promote Cycling Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	Promote and encourage cycling in the precinct and should actively participate in recognised	Employee travel questionnaire survey to understand uptake of cycle initiatives. Increased	Upon occupancy. Monitored annually.	Owner: TPC, Support: future tenant

Strategy	How It Works	Implementation	Monitoring	Timeframe	Responsibility
		NSW government bicycle initiatives such as bicycle week and cycle to workday.	uptake of staff should be targeted annually.		
5.4 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 a workplace, this can be adapted as a way of creating as social and healthy aspect of travelling to work. As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.	The BUGs can set up amongst employees and arranged with the help of TPC. An online group such as an email thread, Teams Chat group shall be the main channel where participants can communicate and organise rides, suggest areas for improvement. A designated leader shall be appointed and ideally affiliated with Bicycle NSW who shall manage queries and support in enabling a comfortable riding experience for all wishing to partake. BUG shall be made aware of the recent upgrades to cycling infrastructure in the area.	Employee travel questionnaire survey to identify number of staff part of BUG. Increased uptake of staff should be targeted annually. - Are you aware of the BUGs within the company? - If so, how often do you meet up for bike rides?	Upon occupancy. Monitored annually.	Owner: TPC, Support: future tenant

5 Delivery & Next Steps

5.1 Governance

This Travel Plan has been developed by Ason Group on behalf of Goodman to support development of the Proposed Development.

As developer, Goodman will oversee the development within the Site and will therefore maintain key governance oversight of this Plan. This is intended to ensure that any future tenant specific Travel Plans, and any further updates are consistent with the overarching Travel Plan for the Estate.

Future tenants will be required to provide support as needed to achieve the relevant strategies identified within **Table 7** and support implementation of the Travel Plan.

5.2 Future Updates

The Travel Plan shall be treated as a live document and shall be regularly monitored and updated. Updates to the Travel Plan shall be informed by the surveys and inputs provided from lot-specific Travel Plans required for each Lot within the Master Plan.

As a minimum, the Travel Plan shall be reviewed within a year of occupation of the first warehouse building/s and on an annual basis for the first 4-years thereafter. This regular frequency is recommended to account for the anticipated demand for warehousing space within Western Sydney and, as such, the likely development both on-site and in the broader locality.