

asongroup



Green Travel Plan

Horsley Logistics Park
327–355 Burley Road, Horsley Park

27/05/2022
P1328r04v3



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Contents

1	Introduction	1
1.1	Context	1
1.2	Background	2
1.3	Goals	4
1.4	Objectives	4
2	Site Audit	5
2.1	Introduction	5
2.2	Development Site	5
2.3	Existing Public & Active Transport	10
2.4	On Demand Services	13
2.5	Existing Travel Patterns	13
2.6	Accessibility	14
3	Development, Scope & Implementation	15
3.1	Introduction	15
3.2	Responsibility	15
3.3	GTP Scope	15
3.4	Implementation	15
3.5	Consultation	16
3.6	Travel Mode Targets	21
4	Measures and Action Strategies	23
4.1	Measures	23
4.2	Strategies	23
4.3	Staff Communication Strategy.	29
5	Monitoring Strategy	30
5.1	Plan Maintenance	30
5.2	Monitoring	30

Contents Continued

Figures

Figure 1: 2056 Badgerys Creek Mode Share Targets	3
Figure 2: Site Context and Road Hierarchy	6
Figure 3: SSD10436 Masterplan for Lot 202	8
Figure 4: End of Trip Facilities – Warehouse A	9
Figure 5: End of Trip Facilities – Warehouse B	9
Figure 6: End of Trip Facilities – Warehouse C	9
Figure 7: Public & Active Transport Network	11
Figure 8: Public & Active Transport Network	12
Figure 9: Destination Zone 115184212 (Highlighted in Red)	13

Tables

Table 1: Response to ssd-10436 Conditions of Consent	2
Table 2: Site Description	5
Table 3: Proposed Development	7
Table 4: Travel Mode Summary (Journey to Work)	14
Table 5: Comments from TfNSW (12 May 2022)	16
Table 6: Expected Comments from DP&E	19
Table 7: Preliminary 2026 Mode Share Targets	22
Table 8: Implementation Plan	24

APPENDICES

Appendix A. Travel Access Guide

Appendix B. Sample Questionnaire

Appendix C. Evidence of Consultation

1 Introduction

1.1 Context

This Green Travel Plan (GTP) has been developed to address Conditions B28 and B29 of the Conditions of Consent (CoC) issued 9 March 2020 in relation to the approved State Significant Development (SSD) 10436. The SSD relates to a proposed industrial development known as Horsley Logistics Park, located at 327-355 Burley Road, Horsley Park, within the Fairfield City Council (LGA). This GTP will specifically address Lot 202 (the Site) within the Horsley Logistics Park.

The conditions read as follows:

B28. Prior to the commencement of operation of any part of the development, the Applicant must prepare a Green Travel Plan (GTP) to the satisfaction of the Planning Secretary. The GTP must form part of the OEMP required by Condition C5 and must:

- a) be prepared in consultation with TfNSW;*
- b) detail parking provision for each tenancy;*
- c) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives;*
- d) include specific accessibility requirements for employees with mobility impairments, and the measures that are in place to address the requirements including any priority arrangements;*
- e) include a map of preferred walking and cycling routes and preparation of a Transport Access Guide that details access arrangements for employees and visitors detailing:
 - i. cycle parking provision at each site and recommended last mile cycle route from local cycle network to each site; and*
 - ii. a website link to TfNSW trip planner;**
- f) a communication strategy for engaging employees and visitor regarding sustainable transport use to the site;*
- g) measures to promote the health and wellbeing benefits of active travel to the site;*
- h) identification of the number of staff who can access the site from walking or cycling; and*
- i) describe pedestrian and bicycle linkages and end of trip facilities available on-site.*

B29. The Applicant must:

- a) not commence operation until the GTP is approved by the Planning Secretary*
- b) implement the most recent version of the GTP approved by the Planning Secretary for the duration of the development; and*
- c) provide a copy of the latest GTP and Transport Access Guide to each tenancy within the development.*

TABLE 1: RESPONSE TO SSD-10436 CONDITIONS OF CONSENT

Condition No.	Condition	Response
B28 a)	be prepared in consultation with TfNSW;	Noted. Consultation with TfNSW is currently underway. To date no response has been provided by TfNSW for Lot 202. See attempted consultation in Section 0 and Appendix C .
B28 b)	detail parking provision for each tenancy	Refer to Section 2.2.2.
B28 c)	outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives;	Refer to Section 4.2.
B28 d)	include specific accessibility requirements for employees with mobility impairments, and the measures that are in place to address the requirements including any priority arrangements;	Refer to Section 2.6
B28 e) i)	cycle parking provision at each site and recommended last mile cycle route from local cycle network to each site; and	Refer to Figure 7 and Section 2.3.4
B28 e) ii)	a website link to TfNSW trip planner;	Noted.
B28 f)	a communication strategy for engaging employees and visitor regarding sustainable transport use to the site;	Refer to Appendix A.
B28 g)	measures to promote the health and wellbeing benefits of active travel to the site;	Refer to Section 4.2.
B28 h)	identification of the number of staff who can reasonably access the site from walking or cycling; and	Refer to Section 3.6.3.
B28 i)	describe pedestrian and bicycle linkages and end of trip facilities available on-site	Refer to Section 2.2.2.
B29 a)	not commence operation until the GTP is approved by the Planning Secretary	Noted.
B29 b)	implement the most recent version of the GTP approved by the Planning Secretary for the duration of the development; and	Noted.
B29 c)	provide a copy of the latest GTP and Transport Access Guide to each tenancy within the development.	Noted.

1.2 Background

The Site is located within the Western Sydney Employment Area (WSEA) and is situated some 12km from the broader Western Sydney Aerotropolis. While the WSEA and Western Sydney Aerotropolis are subject to different controls, (being the *State Environmental Planning Policy (Western Sydney Employment Area) 2009*, and the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* respectively), the background studies provide some more up to date 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 Draft Aerotropolis Precinct Plan (November 2020), of which the exhibition period has recently been completed. 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.
- Monitoring and review strategy.

Of particular relevance to this GTP, are the mode share targets set by the AECOM Report for each of the Aerotropolis precincts, the most comparable precinct to the Site 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. These targets are long-term target, with an intent to be ambitious but achievable based on the policy framework, actions, initiatives, infrastructure, and services defined through the precinct planning process. On this basis, the targets of the Badgerys Creek Precinct have informed the targets for this GTP.

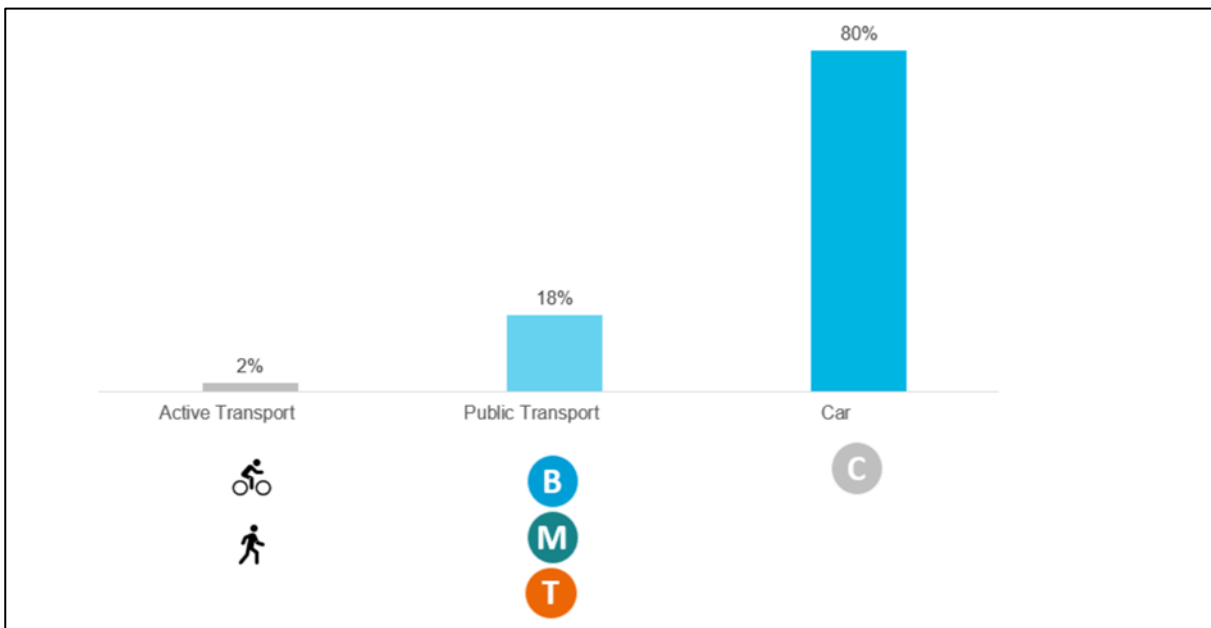


Figure 1: 2056 Badgerys Creek Mode Share Targets

Source: AECOM Report

1.3 Goals

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

1. 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 GTP;
2. Suggest specific tools and actions to help achieve the objectives and mode share targets;
3. Suggest measures to promote and support the implementation of the GTP, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future GTP;
4. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

Underpinning this GTP 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 future GTP will be to:

- Reduce the environmental footprint of Horsley Logistics Park.
- 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.
- 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 future Plan, and should be updated regularly, to ensure that it remains as up to date as possible. The audit considers the following:

- 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 Site is comprised of one lot (refer to **Table 2**) and is located at 327-355 Burley Road, Horsley Park.

Figure 2 presents the Site in its sub-regional context and existing road hierarchy in the surrounding area.

TABLE 2: SITE DESCRIPTION

Address	Title	Area (Ha)
Lot 202	Lot 202 / DP 106143	4.01

The Site currently has an access point onto Burley Road. From Burley Road, access is available east to Wallgrove Road and the Westlink M7 Motorway, subsequently leading to the M4 motorway and Great Western Highway to the north.

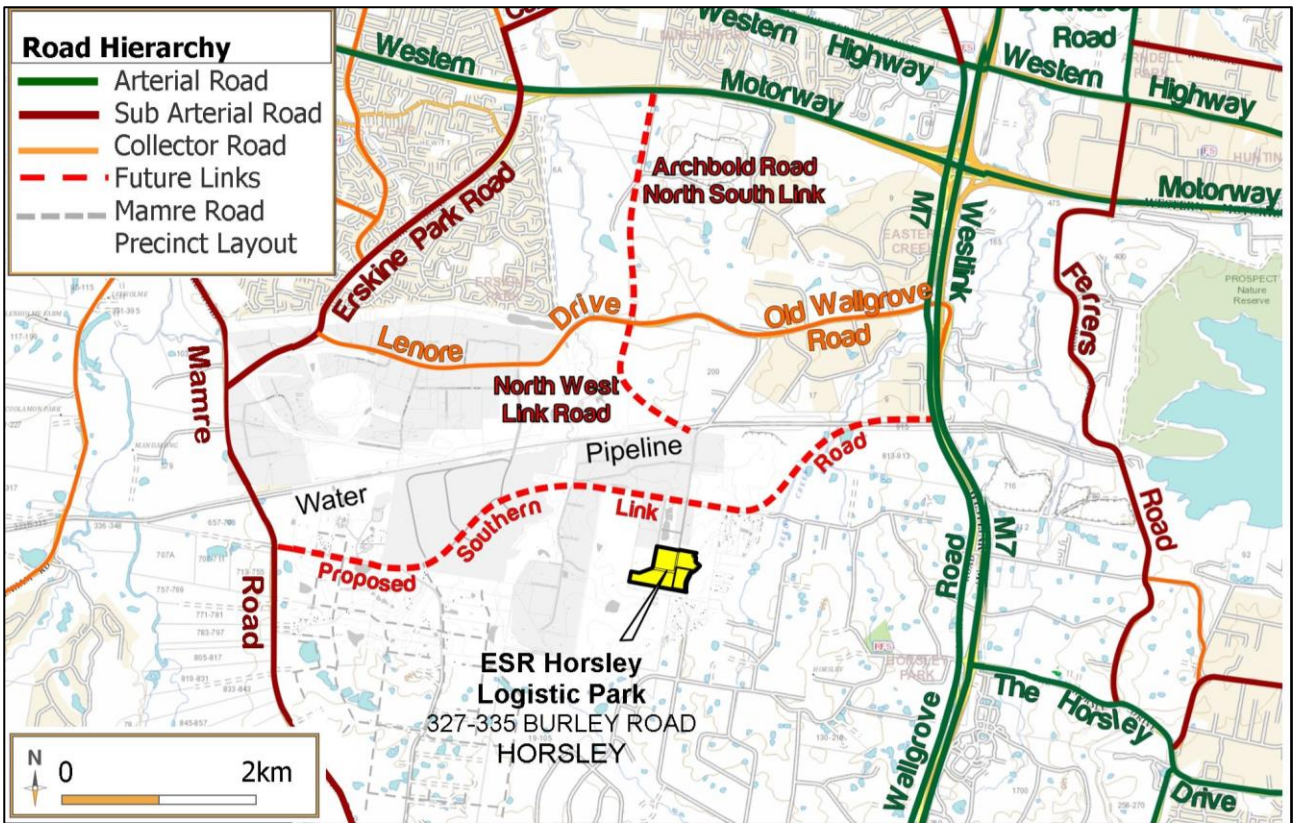


Figure 2: Site Context and Road Hierarchy

2.2.2 Proposed Development

In summary, the application relates to the construction and operation of a warehouse and distribution centre at Lot 202, 327-355 Burley Road, Horsley Park, comprising:

- Site preparation works and servicing;
- 14,531m² of Warehouse GFA, with approximately 1,595m² of ancillary office,
- 21 loading dock spaces and 105 carparking spaces, distributed among the 3 tenancies;
- 12 bicycle parking spaces equally distributed among each tenancy
- External hardstands and landscaping.

Table 3 below provides further details regarding the proposed development.

TABLE 3: PROPOSED DEVELOPMENT			
	Warehouse A	Warehouse B	Warehouse C
Warehouse GFA	9,000 m ²	2,670 m ²	2,943 m ²
Office GFA	500 m ²	400 m ²	613 m ²
Dedicated Car Parking	51 spaces	23 spaces	31 spaces
Accessible Parking	1 space	1 space	1 space
Fuel Efficient Parking	7 spaces	1 space	8 spaces
Bicycle Parking	4 Spaces	4 Spaces	4 Spaces
Showers¹	4 Showers	3 Showers	4 Showers
Changerooms¹	4 Change rooms	3 Change rooms	4 Change rooms

Note: 1) See Figure 4, Figure 5, and Figure 6 for breakdown of shower and changerroom locations.

A reduced plan of Lot 202 has been provided below for reference.

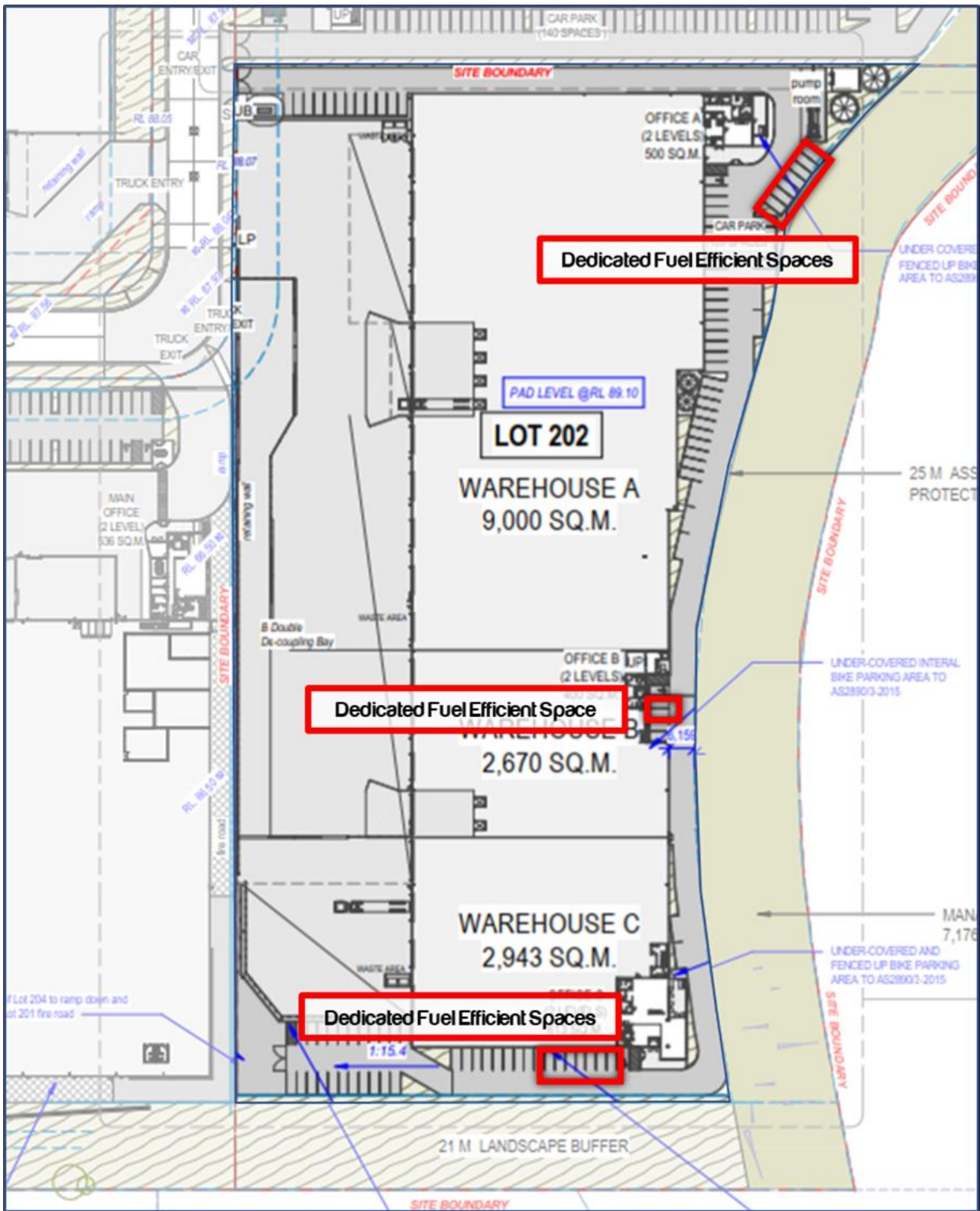


Figure 3: SSD10436 Masterplan for Lot 202

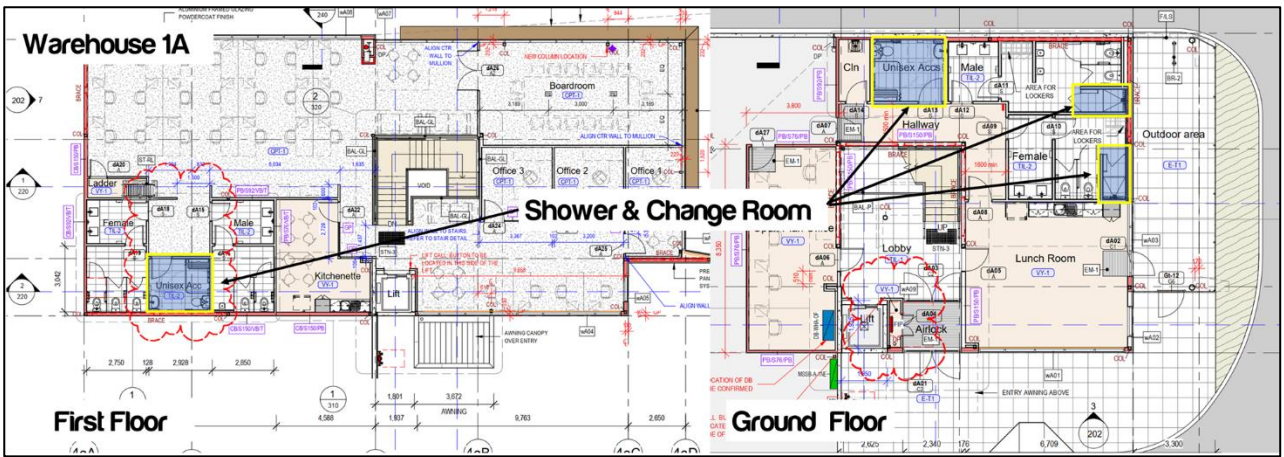


Figure 4: End of Trip Facilities – Warehouse A

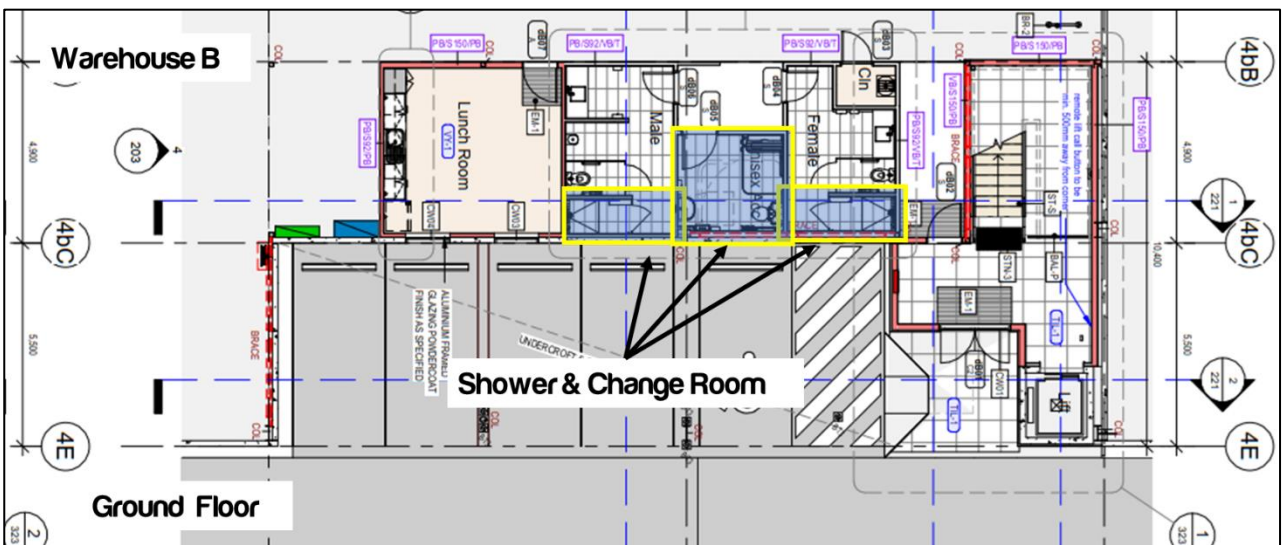


Figure 5: End of Trip Facilities – Warehouse B

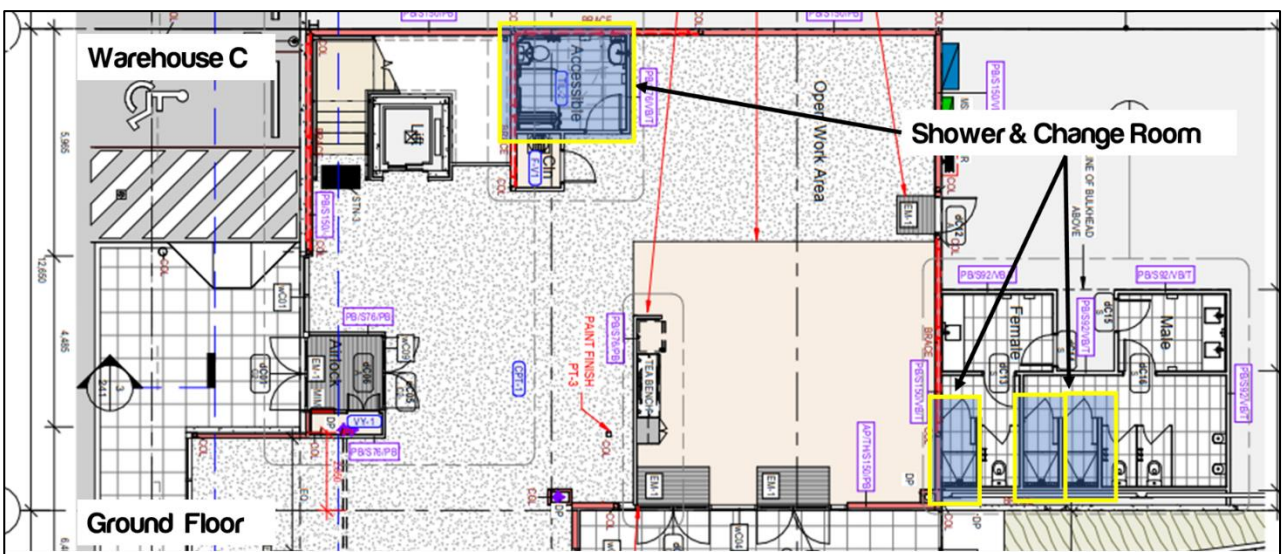


Figure 6: End of Trip Facilities – Warehouse C

2.3 Existing Public & Active Transport

2.3.1 Introduction

The Site is limited with the current public transport service offering, as shown in Figure 7. A summary of existing public transport services is provided below.

2.3.2 Bus Services

TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400m (approximately 5 minutes' walk) of a bus stop.

However, the entire subdivision including the Site is serviced by 2 bus stops within 800 metres, as shown in Figure 6. This comprises bus service 813 which provides connections between Fairfield Station, South West Sydney TAFE, Prairiewood T-way, Horsley Park shops and Bonnyrigg T- way. Another 2 bus routes (738 and 835) are more than 1 kilometre away from the Site.

2.3.3 Train Services

The Site is not located in proximity (800 metres) of any existing train stations, with the closest train station at Rooty Hill Station being approximately 11 kilometres (or 17 - 25 minutes' driving distance) from the Site.

2.3.4 Active Transport

Johnston Crescent currently provides pedestrian paths in the subject site's vicinity. It is expected that Burley Road and other estate roads will provide pedestrian connection to facilitate a permeable and convenient walking opportunity to connect Old Wallgrove Road pedestrian network. See Figure 8 for the walking connectivity to existing public transport options.

Furthermore, Old Wallgrove Road includes concrete footpaths to the north of Milner Avenue, with the western verge landscaped to the south of Milner Avenue.

There are currently limited cycling facilities and routes provided within the immediate proximity of the development. With reference to Figure 7, off-road cycleways are provided along Old Wallgrove Road further to the north of the Site.

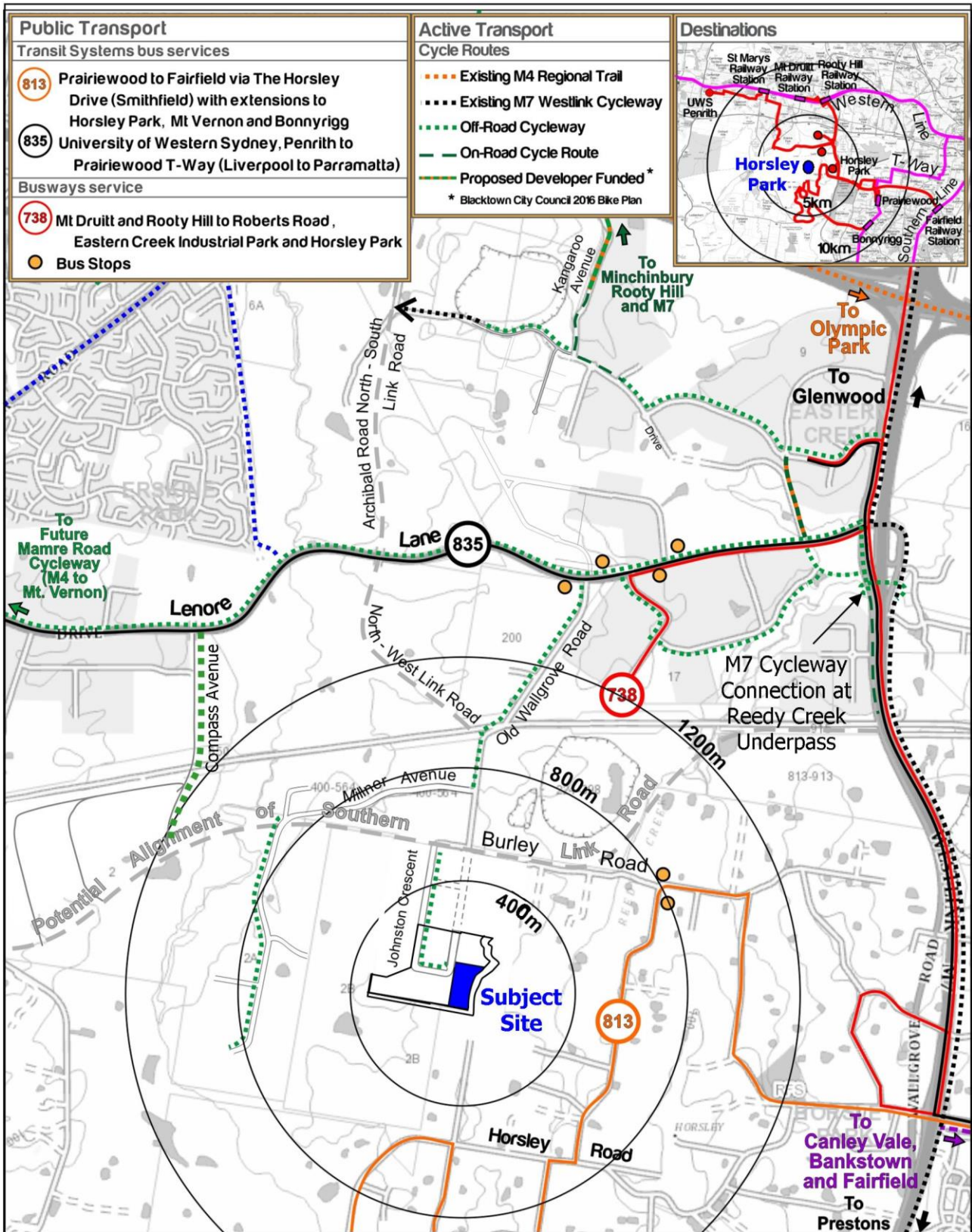


Figure 7: Public & Active Transport Network

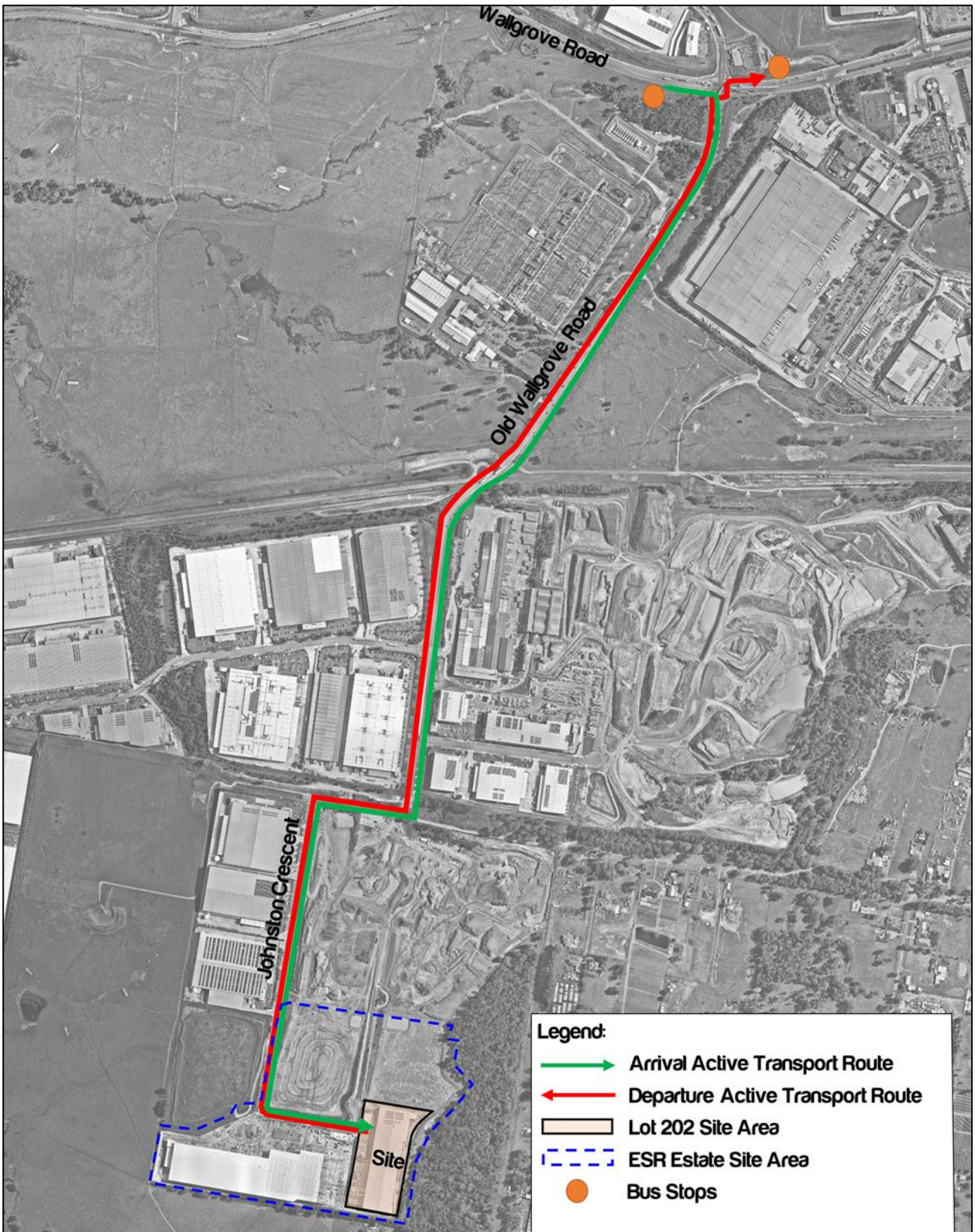


Figure 8: Public & Active Transport Network

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.

Prior to the commencement of car share providers, 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) 2016 Census and specifically aggregated Destination Zones (DZ) has been referenced to understand the baseline travel characteristics of the Site. This data informs the initial targets and should be refined and updated as part of the monitoring process through the use of travel survey data of the operational development.

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding Destination Zone 115184212, within the Horsley Park – Kemps Creek SA2 level statistical area as indicated by **Figure 9**.

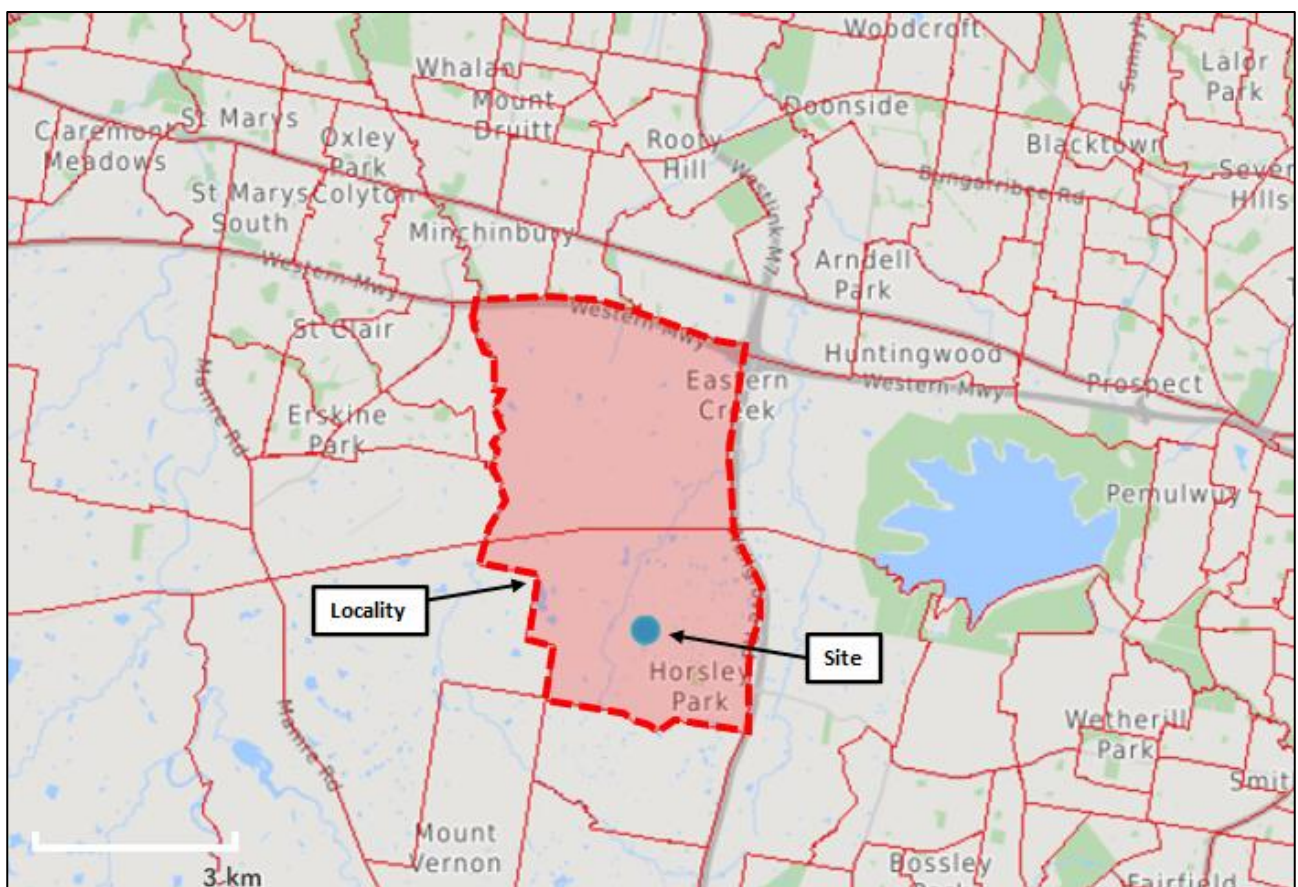


Figure 9: Destination Zone 115184212 (Highlighted in Red)

The travel modes are presented in **Table 4**

TABLE 4: TRAVEL MODE SUMMARY (JOURNEY TO WORK)	
Travel Mode	Mode Share of Employees
Car as driver	90%
Train	0%
Bus	0%
Walked only	1%
Car as passenger	5%
Motorbike/Scooter	0%
Bicycle	0%
Taxi	0%
Truck	3%
Other Modes	1%

With reference to Table 4, it is evident that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in the area. The data indicates that 95% travel to work by car with 90% as the driver and 5% as passenger i.e., car-pooling.

2.6 Accessibility

The Site addresses accessibility requirements for employees with mobility impairments by implementing the requirements outlined within AS2890.6 and AS1428, which delivers the appropriate measures to be put in place to address Condition 28(b).

The appropriate measures include

- Dedicated accessible parking spaces are provided and consistent with Figure 2.2 of AS 2890.6
- Those accessible parking spaces being designated to those spaces closest to the office for each warehouse.
- Walkways and ramps are provided per Section 10 of AS 1428.1

Any further accessibility requirements or updates shall be identified during the annual review for this GTP.

3 Development, Scope & Implementation

3.1 Introduction

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

3.2 Responsibility

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

3.3 GTP Scope

The future GTP 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 etc.

The future GTPs are expected to have most effect on commuter journeys by staff. While the operator will aim to encourage sustainable travel by visitors, ultimately staff travel is easier to influence.

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

3.4 Implementation

A Travel Plan Co-ordinator Leader (TPCL) will be appointed by management and would act as the primary point of contact for enquiries relating to the progress of the GTP, and act separately to the Site management team. It is recommended that a consistent TPCL be appointed for the Estate so as to achieve a coordinated approach across the Site. A sub-management team shall be formed to ensure all of the actions of the GTP are enacted.

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

- Leader of a broader team/ committee that is responsible of the development and implementation of the GTP.
- Internal liaison to promote awareness of the GTP amongst staff within the Site.
- Liaison with outside bodies, such as Fairfield City Council (Council) and local bus operators, as required regarding the operation of the GTP.

- Providing updated travel information to staff and visitors, as necessary.
- Monitoring, review and (if necessary) updates to the GTP.

The TPCL and the sub-management team will promote participation in and commitment to the GTP from the tenant and will ensure a smooth transition so that each tenant will be responsible for their ongoing monitoring and updating of the GTP. The TPCL and the sub-management team shall make it clear to each tenant that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for the life of the development.

3.5 Consultation

It is essential that any parties that may play a part in the future GTP's and its actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising the overall efficacy of the GTP. For this reason, a coordinated approach to GTPs across the Estate should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department and Traffic Committee
- Local Bus Operators
- Transport for New South Wales

Other organisations may be added to this list as the Plan evolves.

3.5.1 Consultation with TfNSW

Consultation with TfNSW has been undertaken, with comments regarding the subject GTP received on 12 May 2022. Evidence of consultation has been provided within Appendix C. The response table below shall be updated accordingly on receipt of the comments for this proposal.

TABLE 5: COMMENTS FROM TfNSW (12 MAY 2022)

Item No.	Condition	Response
1	<p>Mode shares: TfNSW appreciates the work undertaken on the preliminary mode share targets (Table 7, P20) – and recommend that you reduce the proportion of single-occupant car travel by employees to and from the site, and increase the mode share of public transport and active transport for the life of the development. As the site lacks public and active transport networks, these mode shares should be done on both a short and long term basis. Short term mode shares could be shuttle buses carrying staff to and from the nearby train station or car-pooling as some examples. These objectives need to be met within your Implementation Plan discussed below. The target mode shares should include car-pooling, carsharing and shuttle buses. Longer term goals should include increased mode shares</p>	<p>Noted. The mode share targets have been amended to reduce the proportion of single occupant car travel. See Table 7 for updated targets.</p> <p>It is understood that ESR Australia (the Client) will not be providing shuttle buses as this is not deemed feasible for these projects. To mitigate this issue, carpooling is strongly suggested and encouraged, along with fuel efficient vehicles.</p>

	once any future transport upgrades and safer cycling and walking connections have been created.	
2	Shuttle bus: TfNSW recommend that given the lack of public and active transport in the area, the applicant should strongly re-consider privately funding a shuttle bus on a 24/7 basis to move workers to and from the train station. This will be an essential way to move workers more sustainably, and this provides a viable option to resolve the sustainability issue in the short term.	See response to Item 1.
3	Parking and parking management: TfNSW recommend reducing the amount of carparking proposed as this will further encourage car driving as a preference, and reduce any incentive to harness other more sustainable modes, consistent with Future Transport 2056 in which Travel Demand Management (TDM) as one of TfNSW top priorities. TfNSW also recommends that a parking management strategy be included in the Traffic Impact Assessment, that prioritises use by employees, customers and visitors on a needs basis, i.e. preference for parking for employees that are car-pooling or car sharing. Charging points for Electric Vehicles (EV) are also recommended.	<p>The number of parking spaces has been approved as part of the SSDA process. The utilisation of parking spaces, and quantum required shall be reviewed after the opening of the Site, and as part of the ongoing monitoring of this GTP.</p> <p>As outlined within Figure 3, Parking spaces for fuel efficient vehicles (including EV and carpooling vehicles) are located in close proximity to warehouse entrances, and demonstrates giving priority to those who focus on 'green travel'</p> <p>Please note that this GTP has been updated to include strategy regarding parking management for the Site. (See Table 8: Item 6.1)</p>
4	Consultation with TfNSW: TfNSW understands that the applicant has taken responses from a neighbouring development to assist the application. Whilst this information may be helpful, unfortunately it cannot be classified as consultation with TfNSW. The consultation on the GTP needs to be with the TfNSW Travel Demand Management (TDM) team here in the Customer Behaviour Team who are the consenting authority reviewing and endorsing GTPs.	<p>Noted. TfNSW to confirm the appropriate contact of the TfNSW Travel Demand Management (TDM) team in the Customer Behaviour Team and any communications strategy for future liaison for matters similar to this nature.</p> <p>It should be noted that multiple attempts have been made to consult with TfNSW, with no response / comments provided until 12 May 2022. The aim of utilising responses from a neighbouring development was to address potential comments pre-emptively as there was no response from TfNSW at the time.</p> <p>See attempted consultation in Section 0 and Appendix C.</p>
5	Travel Access Guide: TfNSW appreciate the TAG provided in the GTP. We would ask that you provide staff and visitors additional information about service routes and timetables for buses and trains being available on Trip Planner at transportnsw.info/ . The TAG should also include the following: <ul style="list-style-type: none"> – Provide information on shuttle including proposed times for pick up and drop off from train stations and bus stops. – Provide information on car share, car-pooling and priority parking for people that car pool. 	Noted. Travel Access Guide (TAG) has been updated to address TfNSW comments and located in Appendix A.

	<ul style="list-style-type: none"> – Once longer term pedestrian active and public transport infrastructure is in place, the TAG can promote these connections. – Provide promotion of end of trip facilities, including any new safer cycling infrastructure available, and update number and location of bike parking facilities and End of Trip facilities, and locate on TAG. – For further helpful information – please check the How to Create a Travel Access Guide document here. – We also would also discourage you from promoting car park areas on the TAG. 	
6	<p>Bicycle parking and End of Trip (EoT): TfNSW appreciate that there is some bicycle parking provision but would suggest that more than 12 spaces are provided to encourage cycling as a mode. The bicycle parking should be located throughout the site at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the cycleway design toolkit. TfNSW recommend that bicycle parking and EoT should be monitored over time to ensure sufficient supply to encourage active transport both to/from and around the site. The important idea here is that you are catering for future active cycling use within your development now. Please also find a resource from our website on this link for cycleway design toolkit.</p>	<p>Noted. Monitoring is a continual process that will be undertaken at specific time intervals – see Section 5.2.</p> <p>Monitoring the utilisation of bicycle parking and EOT facilities will form part of this ongoing monitoring.</p> <p>Any notable results of this monitoring process shall be liaised directly with tenants regarding any challenges or opportunities available to further improve the facilities. .</p> <p>See Item 4.2 within Table 8 for recommendations of regular reviews of bicycle parking spaces and End of Trip facilities.</p>
7	<p>Implementation Plan: TfNSW appreciate the sustainable transport initiatives that have been documented in the GTP in the form of your Proposed GTP Action Strategies. We recommend that you change the name of this to Implementation Plan. The Implementation Plan is the backbone of the Green Travel Plan, and so TfNSW recommend that the Implementation Plan has specific timings and dates, and staff responsible such as a Travel Coordinator, and their supporting colleagues who will implement the Green Travel Plan for the lifecycle of the development. The initiatives should be seen as actions that can be practically implemented by each site, and the Implementation Plan should take into consideration the increased proposed mode shares. This Plan should be monitored and updated on a regular basis.</p>	<p>Noted. The title of Table 8 has been changed to ‘Implementation Plan’ as requested. Further to your request, specific timing and dates have been included within the Implementation Plan.</p> <p>The review and update of the Implementation Plan shall be part of the ongoing monitoring of this GTP.</p>
8	<p>Travel Survey: TfNSW appreciates the Travel Survey provided and advise the following additional steps. The survey will need to be distributed 3 months post-occupancy (this will need to be included in the proposed action strategies). The survey does not need to be carried out before that time, only the proposed survey needs to be included. Staff and visitors travel surveys should include questions to ask</p>	<p>Noted. See Item 7.3 within Table 8. The Travel Survey will be distributed to each tenancy 3 months post-occupancy.</p> <p>Additional questions have been included within the travel survey (within Appendix B) to identify and encourage sustainable transport routes as per the Online Staff Travel Survey sample.</p>

	obtain workforce data analysis (including staff residential postcodes) to identify the actual staff travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and visitors to get to and from the site. The Travel Survey should be promoted as a strategy in the to promote different sustainable transport routes. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes. This link on our website should be helpful to you - here	
9	Travel Plan Coordinator: TfNSW advises you that often the Travel Plan Coordinator will need a team or committee to ensure all of the actions of the GTP are done. The GTP cannot be at the discretion of site management to get the responsibilities of the GTP implemented. TfNSW will need the applicant to determine a strategy within the GTP for the tenant(s)/owners to take over the ongoing responsibilities for the GTP, making it clear to the tenants that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle	Noted. See Section 3.4 which outlines the details of the Travel Plan Co-ordinator Leader's (TPCL) and sub-management team's responsibilities in relation to the GTP and gradual transferring of responsibility to each tenancy.
10	Public Transport Service provision: TfNSW asks that you also consult with the TfNSW service operational planners regarding any potential bus routes and operational requirements also.	Noted. The TfNSW service operational planners shall be consulted regarding any potential bus routes within the Site.

3.5.2 Consultation with DP&E

A response has been received from the Department of Planning & Environment (DP&E) in relation to the development. The response table below shall be updated accordingly on receipt of the comments for this proposal.

TABLE 6: EXPECTED COMMENTS FROM DP&E

Item No.	Condition	Response
1	Condition B28(a) requires the GTP to be prepared in consultation with Transport for NSW (TfNSW), however, Table 1 in the submitted GTP indicates that consultation with TfNSW is 'currently underway'. Please include evidence of consultation with TfNSW and demonstrate the GTP has responded to or addressed TfNSW's comments. Furthermore, the assigning of actions or responsibilities to TfNSW in Table 6 should be deleted unless agreed to by TfNSW.	Evidence of Consultation with relevant parties have been outlined within Appendix C. Any response by TfNSW in relation to proposed GTP action strategies shall be considered and actioned accordingly.

2	<p>Condition 28(b) requires details of parking provision for each tenancy, however, Table 3 in the submitted GTP indicates 105 car spaces across the three warehouses rather than for each tenancy. Please provide the number of parking spaces associated with each of Warehouse A, B and C.</p>	<p>The GTP has been updated to include the application parking provision for each warehouse. See Table 3 for the breakdown of parking dedicated for each warehouse with Lot 202.</p>
3	<p>Condition 28(c) requires an outline of facilities and measures to promote public transport usage. The Department requests the following in relation to this condition:</p> <p>(a) Specific measures for implementation should be consolidated into a single section of the GTP for ease of reference and implementation, rather than split into Table 6 and Section 4.1. The items in Section 4.1 which 'could achieve the objectives of this GTP' should be included in Table 6 only if they are actions that are for implementation under the current plan. Other potential measures should be excluded from the current plan until such time as they are deemed appropriate when the GTP undergoes routine periodic review.</p> <p>(b) The GTP should clearly distinguish between priority car spaces for staff who arrive by carpool as opposed to spaces assigned to a corporate car share scheme. It appears that car share schemes are currently not available at the site and therefore should be excluded from the current GTP and deferred for consideration when the GTP undergoes routine periodic review. If priority parking for carpool vehicles is to be implemented under the current GTP, then the location of these spaces should be clearly shown in plan for each of the warehouses.</p>	<p>Noted. Responses to each part of this comment is below;</p> <p>a) Section 4.1 provides a high-level introduction to the measures outlined within Table 8. Additional text has been provided with refers to Table 8.</p> <p>b) The prioritisation of car spaces for car share schemes (carpooling, EV's, etc.,) have not been allocated as part of this GTP. Section 4.1 & Table 8 outlines that this matter should be deferred until the first review of the GTP is undertaken, in order to establish a quantum of spaces required for allocation.</p> <p>Notwithstanding, an allocation of spaces has been provided for "Fuel Efficient Vehicles" which can be used for carpooling, EV's, etc.,</p>
4	<p>Condition 28(d) requires the inclusion of specific accessibility requirements for employees with mobility impairments and appropriate measures to be put in place to address the requirements, however, Table 1 of the GTP indicates that this is 'to be addressed by accessibility consultants'. The GTP needs to be amended to address the condition, with any measures and priority arrangements to be implemented in the current plan to be informed by an assessment by an access consultant. The access consultant's assessment should be submitted as a supporting document to the updated GTP.</p>	<p>Access and parking for employees with mobility impairments have been addressed as per AS 1428.1 and 2890.6 and will be updated annually as part of the review process.</p>
5	<p>Condition 28(e)(ii) requires a map of preferred walking and cycling routes and preparation of a Transport Access Guide that includes a link to TfNSW trip planner. Table 1 in the submitted GTP 'notes' this requirement but there does not appear to be a link to the TfNSW trip planner in the GTP. At minimum, the welcome pack referred to in Section 4.3.1 of the GTP should explicitly state that the welcome pack will include a website link to the TfNSW trip planner. This link could also be included in the Travel Access Guide in Appendix A.</p>	<p>Reference should be made to Figure 7 to the preferred cycling routes and Figure 8 for the preferred walking routes to and from the Site and existing public transport options. These figures are expected to be updated in the event public transport availability changes.</p> <p>Section 4.3.1 has been updated to explicitly state that the welcome pack will include a website link to the TfNSW trip planner.</p>

6	Table 1 of the submitted GTP indicates Appendix A as containing a communication strategy in satisfaction of condition 28(f), however, Appendix A contains a Travel Access Guide rather than a communication strategy. The Department recommends consolidation of the various aspects of a communication strategy as indicated in Sections 3.6.1, 4.3.1 and 4.3.2 into a single section of the GTP, with Table 1 to reference the relevant section.	Noted. Reference should be made to Appendix C. Section 3.6.1 relates to Travel Mode Targets, however I believe this is meant to be Section 3.5. Section 3.5 relates to communication with authorities based on this GTP, while 4.3 relates to how this GTP will be communicated with Staff for each warehouse, and therefore relay different information.
7	Condition 28(i) requires a description of end of trip facilities available onsite. Table 3 indicates that there will be two showers and two changerooms in each of the three warehouses, however, it is not clear where these amenities are located. The location of showers and changerooms need to be shown in plan for Warehouse A, B and C, and should be conveniently located near the bicycle parking spaces for each warehouse.	Change Rooms and Showers have been updated and outlined within Figure 4, Figure 5, and Figure 6

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, which is largely industrial developments (or other large-scale agribusinesses / residential developments).

As such, it is expected that the JTW data accurately reflects the current trends for travel to places of work at industrial sites. For example, the TfNSW *Guide to Traffic Generating Developments – Updated Traffic Surveys* (2013) itself provides details in relation to the principal mode of travel used by staff at Erskine Park and Eastern Creek warehouses (found in close proximity to the Site), as found by surveys undertaken 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 GTP; the targets are to be reviewed to align with the most up-to-date information.

The implemented GTP is 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 Eastern Creek should reflect a similar target. If not at least maintaining the existing carpooling mode share, there is targeted to increase carpooling to 10%, and represents a decrease in travel by car (as a driver) of 10% by 2026.

As these targets are ambitious (to hit 2056 targets 30 years early), these targets should be revisited and updated after opening to remain relevant and as part of the monitoring process. The preliminary targets are nominated in **Table 7**, which represents a 5-year target to coincide with the minimum 5 years of monitoring and review.

TABLE 7: PRELIMINARY 2026 MODE SHARE TARGETS

Travel Mode	Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	90%	80%	-10%
Train	0%	2%	+2%
Bus	0%	3%	+3%
Walked only	1%	1%	-
Car as passenger	5%	10%	+5%
Motorbike/Scooter	0%	0%	-
Bicycle	0%	2%	+2%
Taxi	0%	0%	-
Truck	3%	2%	-1%
Other Modes	1%	0%	-1%

3.6.3 First Principles Assessment – Staff Active Transport

Ason Group has been presented with preliminary staff numbers regarding the tenancies across the three warehouses, they are as follows:

- Tenant 1 – Maximum of 32 staff, expected average of 15-20 staff
- Tenant 2 – 5 – 10 staff
- Tenant 3 – 50 staff

To remain conservative with the assessment, the maximum staff numbers from above will be used to estimate the potential active transport numbers, yielding a total of 92 staff on site at any one time. With reference to Table 7, the proposed targets will be used to estimate the percentage of staff expected to travel via active transport, yielding 6% (Train, Bus, Walked only, Bicycle). The application of 8% to the 92 staff on site results in 7 staff members who can reasonably access the Site using active transport.

4 Measures and Action Strategies

4.1 Measures

The below is a range of measures which could achieve the objectives of this GTP and are expanded further within Table 8.

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

- An introduction to the GTP 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 fuel-efficient vehicle spaces (including car share, car pool and / or EV's).
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the Site.

4.2 Strategies

Seven main strategies are identified, and the actions required for each are detailed in **Table 8**. The table details specific actions that could be implemented as part of the future GTP (subject to tenant requirements) 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 living document and subject to regular review. It is important to note, that the actions should not be taken as mandatory but potential options that should be investigated and implemented by future inhabitants of the development.

TABLE 8: IMPLEMENTATION PLAN

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management				
1.1 Green / Sustainable Travel Plans	<ul style="list-style-type: none"> Develop a GTP to provide information for Travel Access Guide (TAG) (See Appendix A) Management of GTPs. Promotion of GTPs. 	<p>Building Manager to be responsible for overall implementation of final GTP and providing annual reporting on GTP outcomes to Council.</p> <p>Tenant to develop Company specific travel plan based on Final GTP prior to the commencement of a new lease/sale of property.</p> <p>Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council</p>	Upon completion of the development and ongoing annual GTP events.	Tenant / Business Owner
1.2 Travel Information Points	<ul style="list-style-type: none"> Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. Promotion of GTPs Provision of travel and transport information options 	Tenant / Business Owner	Upon completion of the development (building occupation)	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 GTP to be developed and forwarded to Council prior to building occupation.	Tenant / Business Owner
1.4 Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage teleconferencing rather than travelling to meetings.	Tenant / Business Owner	6 months after the commencement of the operations within the Site to better understand the travel patterns of staff.	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING	
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 / TPCL	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
2.2	Maximise Bus Service Frequency	<ul style="list-style-type: none"> Meet or exceed Transport NSW bus planning guidelines. Decrease headway where possible, especially during peak periods. Report back to TfNSW on perception of bus service adequacy. 	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of GTP and report on relevant findings	TfNSW
2.3	Provide bus stops with shelter facilities	Ensuring provision of bus stops suitable for waiting areas for commuters – Developer to recommend improvements to the proposed / implemented bus stops along Burley Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW
2.4	Public Transport for work travel	The company and the TPCL 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.	TPCL	Upon completion of the development (building occupation).	Tenant / Business Owner
2.5	Lobby for Precinct wide shuttle service if practical	Shuttle service initiative that would transport staff to / from the Site to the Railway Station.	TPCL to lobby Estate Manager / Owner	Ongoing internal discussions at this time. No commitment has been established internally. Updates can be made to organisation as appropriate.	Estate Owner / Manager
3 Promoting Carpooling & Electric Vehicle Use					
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, TPCL	Ongoing in the workplace. Updates can be made 6 months after the commencement of the operations within the Site to better understand the travel patterns of staff.	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 TPCL	Ongoing in the workplace. Updates can be made 6 months after the commencement of the operations within the Site to better understand the travel patterns of staff.	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
3.5 Prioritise Parking Spaces	Arrange for parking spaces closest to the buildings entrance (bar accessible spaces) be dedicated to fuel efficient vehicles, car share and/or carpooling vehicles.	Tenant / Business Owner	Ongoing in the workplace. The allocation of dedicated parking spaces should be undertaken following a review of the utilisation of carpooling and/or car share during the first GTP update.	Tenant / Business Owner
3.6 Electric Vehicle Program	As with Item 3.5, Arrange for parking spaces closest to the buildings entrance (bar accessible spaces) be dedicated to Electric Vehicles and other more environmentally friendly vehicles.	Tenant / Business Owner	The allocation of dedicated parking spaces should be undertaken following a review of the utilisation Electric Vehicles during the first GTP update.	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, TPCL	Ongoing in the workplace. Updates can be made 6 months after the commencement of the operations within the Site to better understand the travel patterns of staff.	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 the NSW Cycleways Design Toolkit, and as the Site develops further, they should be reviewed as part of the GTP monitoring process to meet any increase in demand.	Developer / Estate &/or warehouse Owner / Manager	To be provided at sports complex completion.	Developer / Estate &/or warehouse Owner / Manager

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	TPCL	To be promoted annually	Developer / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	TPCL	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5 Promoting Walking				
5.1 Providing End of Journey Facilities	Provision of sufficient end of trip facilities such as showers, change rooms, lockers etc to maximise pedestrian activity throughout the site and the wider precinct.	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, TPCL	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
5.4 Provide footpaths	Lobbying of Council regarding provision of footpaths.	Council	To be provided at completion of development	Council
6 Reducing Parking				

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
6.1 Limited parking allocation on site	<p>Parking availability will inherently generate vehicle trips. By restricting parking supply, you can discourage non-essential car use.</p> <p>A review will be undertaken during the first 6 months (and every year thereafter) to determine usage of parking within the Site. This includes parking spaces allocated for employees, customers/ visitors, carpooling, and electric vehicles (EV).</p>	Site Management	<p>To be an ongoing consideration.</p> <p>A review can be made 6 months after the commencement of the operations within the Site (and every year thereafter) to better understand the parking supply vs demand situation on site.</p>	Tenant / Business Owner
7 Influencing Travel Behaviour				
7.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the GTP 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, TPCL	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner
7.2 Increase Public Transport Provision	Incentive to introduce altered shift times (flexible work place policies) in order to line up with public transport timetables.	Site Management	To be an ongoing consideration.	Tenant / Business Owner
7.3 Worker and Visitor Questionnaire	Utilise the questionnaire/ travel survey provided within Appendix B to develop a broader understanding of where staff and visitor travel origin / destination patterns. This would inform additional strategies to influence travel behaviour.	Site Management	To be an ongoing consideration.	Tenant / Business Owner

4.3 Staff Communication 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 GTP Pamphlet and other information in relation to sustainable transport choices. This pack shall include copy of the GTP, and a Travel Access guide (TAG) as provided in **Appendix A**, as well as general information regarding the health and social benefits of active transport and advice on where to seek further information. It is recommended that an electric copy of the welcome pack be created and made available to staff and provide a website link to the TfNSW trip planner ¹website.

4.3.2 Accurate Transport Information

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

- Staff lunchroom
- Lift lobby area and entrances to buildings
- Any marketing material associated with the Site, such as websites and newsletters.

¹ <https://transportnsw.info/trip#/trip>

5 Monitoring Strategy

5.1 Plan Maintenance

The future GTP shall be subject to ongoing reviews and will be updated accordingly. Regular reviews will be undertaken by the TPCL. As a minimum, a review of the GTP would occur once a year.

The key considerations when reviewing or monitoring the GTP 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.

- Track progress against target travel mode targets.
- Identify any shortfalls and develop an updated action plan to address issues.
- Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

5.2 Monitoring

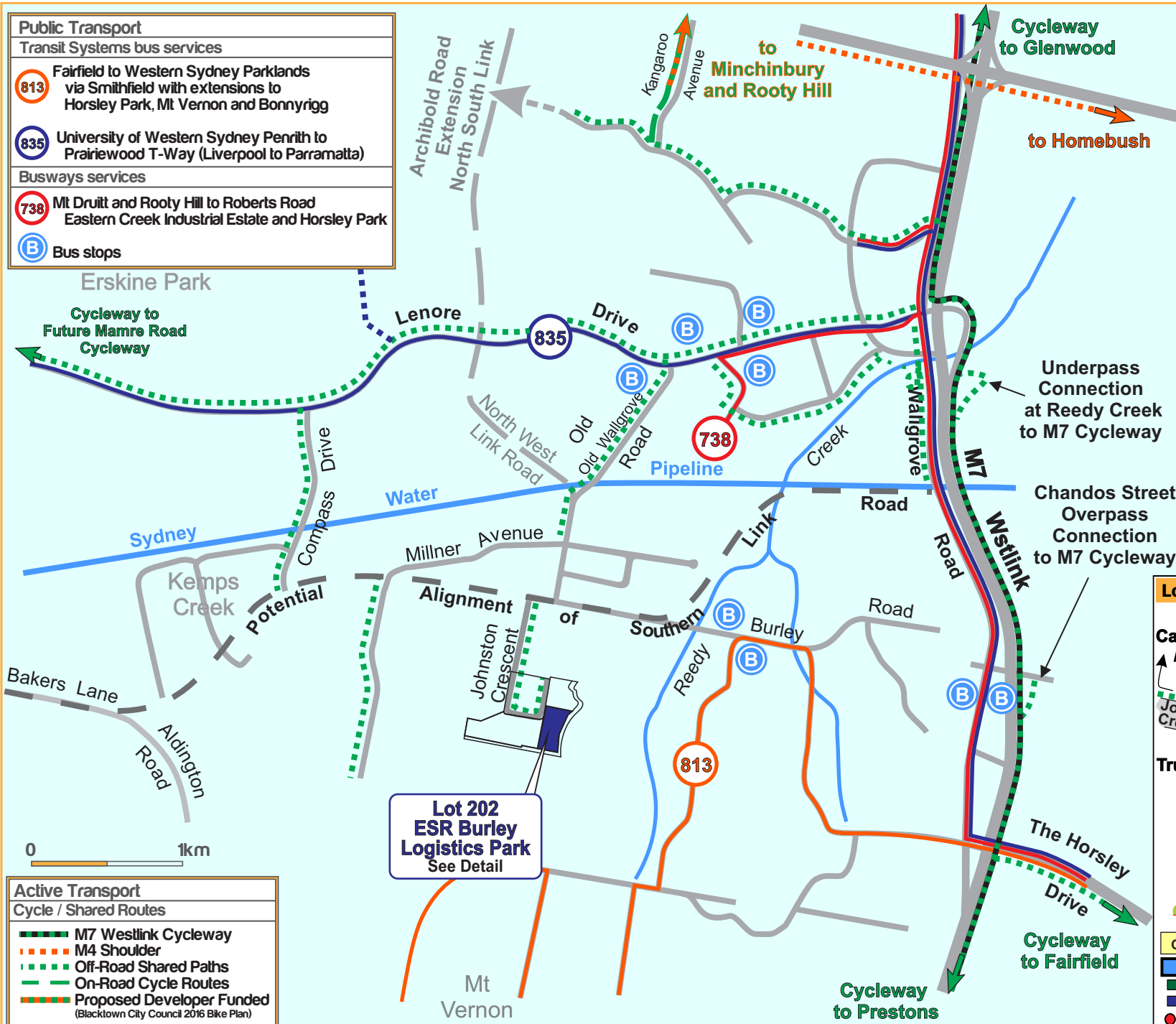
So as to record the overall success, as well as the effectiveness of the individual measures, monitoring, and review of the future GTP is to be conducted at regular intervals. The TPCL will act as the primary point of contact for all enquiries relating to the GTP's progress.

The GTP will be monitored around every 1-2 years, with the first travel survey being carried out shortly after first occupation of the Development. Travel mode surveys would determine the proportion of persons travelling to/from the Site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the Site, as far as practicable. A sample of a typical travel mode questionnaire form is included in **Appendix B**.

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

Appendix A. Travel Access Guide

Public Transport	
Transit Systems bus services	
813	Fairfield to Western Sydney Parklands via Smithfield with extensions to Horsley Park, Mt Vernon and Bonnyrigg
835	University of Western Sydney Penrith to Prairiewood T-Way (Liverpool to Parramatta)
Busways services	
738	Mt Druitt and Rooty Hill to Roberts Road Eastern Creek Industrial Estate and Horsley Park
B	Bus stops



Travel Access Guide

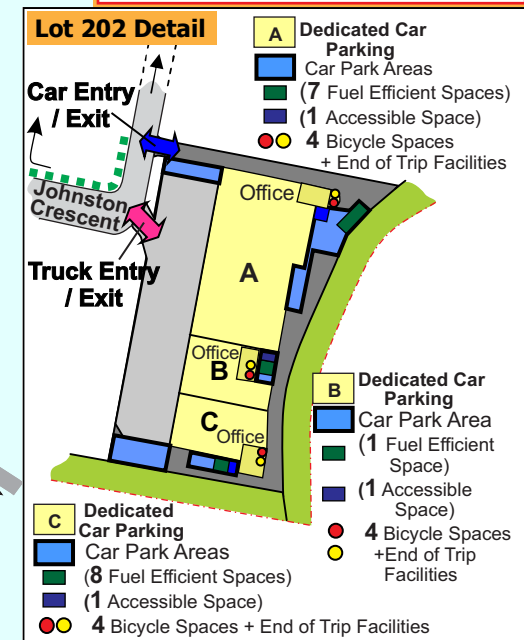
**Lot 202
ESR Horsley
Logistics Park**

327 - 335 Burley Road
Horsley Park
2175

May 2022

This TAG can be updated further to include active transport and public transport opportunities once they come online.

**Lot 202
ESR Burley
Logistics Park**
See Detail



Active Transport	
Cycle / Shared Routes	
Green	M7 Westlink Cycleway
Orange	M4 Shoulder
Dotted Green	Off-Road Shared Paths
Dashed Green	On-Road Cycle Routes
Red Dotted Green	Proposed Developer Funded (Blacktown City Council 2016 Bike Plan)

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?

- | | |
|----------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> Warehouse staff | <input type="checkbox"/> Casual contractor |
| <input type="checkbox"/> Office staff | <input type="checkbox"/> Company driver / sub-contractor |
| <input type="checkbox"/> Courier / office delivery | <input type="checkbox"/> Other (Please specify)..... |

Q2. How did you travel TO the site today? Please choose the mode that you use for the greatest distance.

- | | |
|---------------------------------------|------------------------------------------------------|
| <input type="checkbox"/> Walked only | <input type="checkbox"/> Car share vehicle |
| <input type="checkbox"/> Bicycle only | <input type="checkbox"/> Motorcycle / scooter |
| <input type="checkbox"/> Train | <input type="checkbox"/> Car (as passenger) |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Car (as driver) |
| <input type="checkbox"/> Taxi | <input type="checkbox"/> Other (Please specify)..... |

Q3. What time do you typically arrive to the site?

- | | |
|----------------------------------------|------------------------------------------------------|
| <input type="checkbox"/> Before 6:00 | <input type="checkbox"/> 08:00 – 08:29 |
| <input type="checkbox"/> 06:00 – 06:29 | <input type="checkbox"/> 08:30 – 08:59 |
| <input type="checkbox"/> 06:30 – 06:59 | <input type="checkbox"/> 09:00 – 09:29 |
| <input type="checkbox"/> 07:00 – 07:29 | <input type="checkbox"/> 09:30 – 09:59 |
| <input type="checkbox"/> 07:30 – 07:59 | <input type="checkbox"/> Other (Please specify)..... |

Q4. 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).....

Q5. What time do you typically leave the site?

- | | |
|----------------------------------------|------------------------------------------------------|
| <input type="checkbox"/> Before 15:00 | <input type="checkbox"/> 17:00 – 17:29 |
| <input type="checkbox"/> 15:00 – 15:29 | <input type="checkbox"/> 17:30 – 17:59 |
| <input type="checkbox"/> 15:30 – 15:59 | <input type="checkbox"/> 18:00 – 18:29 |
| <input type="checkbox"/> 16:00 – 16:29 | <input type="checkbox"/> 18:30 – 18:59 |
| <input type="checkbox"/> 16:30 – 16:59 | <input type="checkbox"/> Other (Please specify)..... |

Q6. How did you travel FROM the site today? Please choose the mode that you use for the greatest distance.

- | | |
|---------------------------------------|------------------------------------------------------|
| <input type="checkbox"/> Walked only | <input type="checkbox"/> Car share vehicle |
| <input type="checkbox"/> Bicycle only | <input type="checkbox"/> Motorcycle / scooter |
| <input type="checkbox"/> Train | <input type="checkbox"/> Car (as passenger) |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Car (as driver) |
| <input type="checkbox"/> Taxi | <input type="checkbox"/> Other (Please specify)..... |

Q7. What is the post code of your place of residence?

- (Please specify).....

Q8. What is the likelihood for you to choose another mode to travel to work, e.g. switching from driving to public transport or from public transport to walking or cycling?

- | | |
|--------------------------------------|----------------------------------------|
| <input type="checkbox"/> Very likely | <input type="checkbox"/> Unlikely |
| <input type="checkbox"/> Likely | <input type="checkbox"/> Very unlikely |
| <input type="checkbox"/> Neutral | <input type="checkbox"/> Not possible |

Q9. What would make you want to choose another mode of transport to travel to/from work?

- (Please specify).....

Q10. What is the likelihood for you to change the timing of the journeys you make to avoid the busiest periods if possible given your work conditions?

Very likely

Unlikely

Likely

Very unlikely

Neutral

Not possible

Q11. Do you have any general comments on how you currently travel or how you would like to travel?

(Please specify).....

[Blank Page]

Appendix C. Evidence of Consultation

James Laidler

From: Olivia Ridgewell <Olivia.Ridgewell@esr.com>
Sent: Monday, 4 April 2022 2:54 PM
To: James Laidler
Cc: David Mollerstrom; Grace Macdonald; Heywood Cheung; Ali Rasouli; Sadeepth Bandaranayake
Subject: FW: ESR Horsley Logistics Park - Lot 202 Green Travel Plan - More Information Required
Attachments: ..datacontent\magertelimages\logo1644468813661.png; GTP (Lot 202) v1.pdf

Hi James,

I just received the below RFI from DPE in relation to the Green Travel Plan you prepared for us at lot 202.

Are you able to please review and update the report to address the below?

Any questions, please let me know.

Regards,

Olivia Ridgewell | Development Analyst



ESR Australia | Level 24, 88 Phillip St, Sydney 2000 | au.esr.com

M _ D +61 2 9506 1431 _ E Olivia.Ridgewell@esr.com

Follow us on [LinkedIn](#)

We have moved: From Monday 4th April, our new location is Level 24, 88 Phillip St, Sydney NSW 2000.

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From: no-reply@majorprojects.planning.nsw.gov.au <no-reply@majorprojects.planning.nsw.gov.au>
Sent: Monday, 4 April 2022 2:41 PM
To: Olivia Ridgewell <Olivia.Ridgewell@esr.com>
Cc: Olivia Ridgewell <Olivia.Ridgewell@esr.com>; susanna.cheng@dpie.nsw.gov.au
Subject: ESR Horsley Logistics Park - Lot 202 Green Travel Plan - More Information Required

[**EXTERNAL EMAIL**]

Dear Olivia ,

I refer to the Lot 202 Green Travel Plan you have submitted for the ESR Horsley Logistics Park .

The Department is requesting you provide additional information before accepting the document.

Planner's Comments for additional information request: The Department has reviewed the Green Travel Plan – ESR Horsley Logistics Park prepared by Ason Group, dated 10 March 2022, Final Revision.

The Department's review concludes that additional information is required to satisfy condition B28 of the consent. In this regard, please provide an updated Green Travel Plan (GTP) that addresses the following matters:

1. Condition B28(a) requires the GTP to be prepared in consultation with Transport for NSW (TfNSW), however, Table 1 in the submitted GTP indicates that consultation with TfNSW is 'currently underway'. Please include evidence of consultation with TfNSW and demonstrate the GTP has responded to or addressed TfNSW's comments. Furthermore, the assigning of actions or responsibilities to TfNSW in Table 6 should be deleted unless agreed to by TfNSW.
2. Condition 28(b) requires details of parking provision for each tenancy, however, Table 3 in the submitted GTP indicates 105 car spaces across the three warehouses rather than for each tenancy. Please provide the number of parking spaces associated with each of Warehouse A, B and C.
3. Condition 28(c) requires an outline of facilities and measures to promote public transport usage. The Department requests the following in relation to this condition:
 - (a) Specific measures for implementation should be consolidated into a single section of the GTP for ease of reference and implementation, rather than split into Table 6 and Section 4.1. The items in Section 4.1 which 'could achieve the objectives of this GTP' should be included in Table 6 only if they are actions that are for implementation under the current plan. Other potential measures should be excluded from the current plan until such time as they are deemed appropriate when the GTP undergoes routine periodic review.
 - (b) The GTP should clearly distinguish between priority car spaces for staff who arrive by carpool as opposed to spaces assigned to a corporate car share scheme. It appears that car share schemes are currently not available at the site and therefore should be excluded from the current GTP and deferred for consideration when the GTP undergoes routine periodic review. If priority parking for carpool vehicles is to be implemented under the current GTP, then the location of these spaces should be clearly shown in plan for each of the warehouses.
4. Condition 28(d) requires the inclusion of specific accessibility requirements for employees with mobility impairments and appropriate measures to be put in place to address the requirements, however, Table 1 of the GTP indicates that this is 'to be addressed by accessibility consultants'. The GTP needs to be amended to address the condition, with any measures and priority arrangements to be implemented in the current plan to be informed by an assessment by an access consultant. The access consultant's assessment should be submitted as a supporting document to the updated GTP.
5. Condition 28(e)(ii) requires a map of preferred walking and cycling routes and preparation of a Transport Access Guide that includes a link to TfNSW trip planner. Table 1 in the submitted GTP 'notes' this requirement but there does not appear to be a link to the TfNSW trip planner in the GTP. At minimum, the welcome pack referred to in Section 4.3.1 of the GTP should explicitly state that the welcome pack will include a website link to the TfNSW trip planner. This link could also be included in the Travel Access Guide in Appendix A.
6. Table 1 of the submitted GTP indicates Appendix A as containing a communication strategy in satisfaction of condition 28(f), however, Appendix A contains a Travel Access Guide rather than a communication strategy. The Department recommends consolidation of the various aspects of a communication strategy as indicated in Sections 3.6.1, 4.3.1 and 4.3.2 into a single section of the GTP, with Table 1 to reference the relevant section.
7. Condition 28(i) requires a description of end of trip facilities available onsite. Table 3 indicates that there will be two showers and two changerooms in each of the three warehouses, however, it is not clear where these amenities are located. The location of showers and changerooms need to be shown in plan for Warehouse A, B and C, and should be conveniently located near the bicycle parking spaces for each warehouse.

Please access your profile for more details of this request and to resubmit your document.

If you have any enquiries, please contact Susanna Cheng on 9274 6026 /at susanna.cheng@dpie.nsw.gov.au.

To sign in to your account click [here](#) or visit the [Major Projects Website](#).

Please do not reply to this email.

Kind regards

The Department of Planning and Environment



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James Laidler

From: James Laidler
Sent: Tuesday, 8 March 2022 10:13 AM
To: Development Sydney
Cc: Ali Rasouli
Subject: Lot 202, 327-355 Burley Road, Horsley Park - GTP Consultation
Attachments: P1328r05 LDMP 327-355 Burley Road, Horsley Park (Lot 202).pdf

Dear Sir/Madam,

We are the traffic consultants working on behalf of ESR on a warehouse development at Lot 202 within 327-355 Burley Road, Horsley Park. The application relates to the construction of a warehouses with provision of onsite car parking. As part of the development process, we are obligated under SSD 10436 to demonstrate consultation with TfNSW in the preparation of a Green Travel Plan:

*"B28. Prior to the commencement of operation of any part of the development, the Applicant must prepare a Green Travel Plan (GTP) to the satisfaction of the Planning Secretary. The GTP must form part of the OEMP required by Condition C5 and must:
a) be prepared in consultation with TfNSW;"*

I would like to discuss with TfNSW whether you have any comments regarding the GTP (attached). Could you also please advise if you have any comments, questions or queries for the GTP.

Since the timing is quite critical for us, your timely review and approval is greatly appreciated.

Thank you in advance and regards,

James Laidler

Senior Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

James Laidler

From: James Laidler
Sent: Monday, 14 March 2022 3:31 PM
To: Development CTMP CJP
Cc: Zhaleh Najari alamouti
Subject: RE: Green Travel Plan
Attachments: P1328r04v1 GTP 327-355 Burley Road, Horsley Park (Lot 202).pdf

Hi Team,

With respect to Lot 202, I have attached the incorrect document. Please see attached the GTP for review and consultation.

Regards,

James Laidler

Senior Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au

A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

From: Sharon Verhoeven <Sharon.VERHOEVEN@transport.nsw.gov.au> On Behalf Of Development Sydney
Sent: Tuesday, 8 March 2022 11:01 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Zhaleh Najari alamouti <Zhaleh.ALAMOUTI@transport.nsw.gov.au>; James Laidler <james.laidler@asongroup.com.au>
Subject: Green Travel Plan

Hi team

This is not a Landuse matter, can you please action the attached for Green Travel Plan

Sharon Verhoeven
Landuse Administration
Planning & Programs
Greater Sydney
Transport for NSW

M 0000 000 000 T (02) 8849 2490 E Sharon.Verhoeven@transport.nsw.gov.au

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James Laidler

From: James Laidler
Sent: Wednesday, 30 March 2022 1:26 PM
To: Development CTMP CJP
Cc: Zhaleh Najari alamouti; Ali Rasouli
Subject: RE: Green Travel Plan
Attachments: P1690r03 GTP 327-355 Burley Road, Horsley Park (Lot 201).pdf; P1328r04v1 GTP 327-355 Burley Road, Horsley Park (Lot 202).pdf

Hi Team,

We are the traffic consultants working on behalf of ESR for a warehouse development at Lot 201 and Lot 202 within 327-355 Burley Road, Horsley Park. We were obliged to demonstrate consultation with TfNSW in the preparation of each GTP, and as such requested consultation through email on 08 March 2022.

Since the timing is quite critical for us and no response has been received yet, your timely review and comment is greatly appreciated.

Thank you in advance and regards,

James Laidler

Senior Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au

A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

From: Sharon Verhoeven <Sharon.VERHOEVEN@transport.nsw.gov.au> On Behalf Of Development Sydney
Sent: Tuesday, 8 March 2022 11:01 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Zhaleh Najari alamouti <Zhaleh.ALAMOUTI@transport.nsw.gov.au>; James Laidler <james.laidler@asongroup.com.au>
Subject: Green Travel Plan

Hi team

This is not a Landuse matter, can you please action the attached for Green Travel Plan

Sharon Verhoeven
Landuse Administration
Planning & Programs
Greater Sydney
Transport for NSW

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James Laidler

From: David Mollerstrom <David.Mollerstrom@esr.com>
Sent: Monday, 16 May 2022 9:38 AM
To: James Laidler
Cc: Olivia Ridgewell; Grace Macdonald; Heywood Cheung
Subject: FW: Green Travel Plan for (Lot 202) 8 Johnston Crescent Horsley Park
Attachments: P1328r03v2 SSD MOD 1 TA_327-355 Burley Rd, Horsley Park (Lots 201-204).pdf; P1328r04v2 GTP 327-355 Burley Road Horsley Park (Lot 202).pdf

Hi James,

We have now received some feedback on the GTP from TfNSW per the below. Can you please update your plan to address the below comments.

We'd appreciate if we can get this update by COB tomorrow for resubmission to TfNSW.

Regards,

David Mollerstrom | Senior Project Manager



ESR Australia | Level 24, 88 Phillip St, Sydney 2000 | au.esr.com

M +61 409 156 134 D +61 2 9506 1474 E David.Mollerstrom@esr.com

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From: David Surplice <David.Surplice@transport.nsw.gov.au>
Sent: Thursday, 12 May 2022 12:29 PM
To: David Mollerstrom <David.Mollerstrom@esr.com>
Cc: Ilyas Karaman <ilyas.i.karaman@transport.nsw.gov.au>; Zhaleh Najari alamouti <Zhaleh.ALAMOUTI@transport.nsw.gov.au>; Rosie Selby <Rosie.Selby@transport.nsw.gov.au>; Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>
Subject: FW: Green Travel Plan for (Lot 202) 8 Johnston Crescent Horsley Park

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[**EXTERNAL EMAIL**]

Hi David,

Thank you for the opportunity to provide comments on the Green Travel Plan (GTP) for Lot 202, 8 Johnston Crescent / 327-355 Burley Road Horsley Park.

We understand you're working on tight time frames and have provided the below comments and recommendations to strengthen the GTP. If you want to discuss these directly feel free to get in touch.

Comment: TfNSW have reviewed the Green Travel Plan (GTP) for (Lot 202) 8 Johnston Crescent / 327-355 Burley Road Horsley Park, State Significant Development (SSD) 10436.

Recommendations: TfNSW make the following recommendations for the applicant to update their GTP:

Green Travel Plan: TfNSW appreciates you have provided a Green Travel Plan (GTP) prepared by Ason Group – with measures to promote sustainable transport choices.

Mode shares: TfNSW appreciates the work undertaken on the preliminary mode share targets (Table 7, P20) – and recommend that you reduce the proportion of single-occupant car travel by employees to and from the site, and increase the mode share of public transport and active transport for the life of the development. As the site lacks public and active transport networks, these mode shares should be done on both a short and long term basis. Short term mode shares could be shuttle buses carrying staff to and from the nearby train station or car-pooling as some examples. These objectives need to be met within your Implementation Plan discussed below. The target mode shares should include car-pooling, carsharing and shuttle buses. Longer term goals should include increased mode shares once any future transport upgrades and safer cycling and walking connections have been created.

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

Parking and parking management: TfNSW recommend reducing the amount of carparking proposed as this will further encourage car driving as a preference, and reduce any incentive to harness other more sustainable modes, consistent with Future Transport 2056 in which Travel Demand Management (TDM) as one of TfNSW top priorities. TfNSW also recommends that a parking management strategy be included in the Traffic Impact Assessment, that prioritises use by employees, customers and visitors on a needs basis, i.e. preference for parking for employees that are car-pooling or car sharing. Charging points for Electric Vehicles (EV) are also recommended.

Consultation with TfNSW: TfNSW understands that the applicant has taken responses from a neighbouring development to assist the application. Whilst this information may be helpful, unfortunately it cannot be classified as consultation with TfNSW. The consultation on the GTP needs to be with the TfNSW Travel Demand Management (TDM) team here in the Customer Behaviour Team who are the consenting authority reviewing and endorsing GTPs.

Travel Access Guide: TfNSW appreciate the TAG provided in the GTP. We would ask that you provide staff and visitors additional information about service routes and timetables for buses and trains being available on Trip Planner at transportnsw.info/. The TAG should also include the following:

- Provide information on shuttle including proposed times for pick up and drop off from train stations and bus stops.
- Provide information on car share, car-pooling and priority parking for people that car pool.
- Once longer term pedestrian active and public transport infrastructure is in place, the TAG can promote these connections.
- Provide promotion of end of trip facilities, including any new safer cycling infrastructure available, and update number and location of bike parking facilities and End of Trip facilities, and locate on TAG.
- For further helpful information – please check this link [How to Create a Travel Access Guide doc here.](#)
- We also would also discourage you from promoting car park areas on the TAG.

Bicycle parking and End of Trip (EoT): TfNSW appreciate that there is some bicycle parking provision, but would suggest that more than 12 spaces are provided to encourage cycling as a mode. The bicycle parking should be located throughout the site at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the cycleway design toolkit. TfNSW recommend that bicycle

parking and EoT should be monitored over time to ensure sufficient supply to encourage active transport both to/from and around the site. The important idea here is that you are catering for future active cycling use within your development now. Please also find a resource from our website on this link for [cycleway design toolkit](#).

Implementation Plan: TfNSW appreciate the sustainable transport initiatives that have been documented in the GTP in the form of your Proposed GTP Action Strategies. We recommend that you change the name of this to Implementation Plan. The Implementation Plan is the backbone of the Green Travel Plan, and so TfNSW recommend that the Implementation Plan has specific timings and dates, and staff responsible such as a Travel Coordinator, and their supporting colleagues who will implement the Green Travel Plan for the lifecycle of the development. The initiatives should be seen as actions that can be practically implemented by each site, and the Implementation Plan should take into consideration the increased proposed mode shares. This Plan should be monitored and updated on a regular basis.

Travel Survey: TfNSW appreciates the Travel Survey provided and advise the following additional steps. The survey will need to be distributed 3 months post-occupancy (this will need to be included in the proposed action strategies). The survey does not need to be carried out before that time, only the proposed survey needs to be included. Staff and visitors travel surveys should include questions to ask obtain workforce data analysis (including staff residential postcodes) to identify the actual staff travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and visitors to get to and from the site. The Travel Survey should be promoted as a strategy in the to promote different sustainable transport routes. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes. This link on our website should be helpful to you - [here](#).

Travel Plan Coordinator: TfNSW advises you that often the Travel Plan Coordinator will need a team or committee to ensure all of the actions of the GTP are done. The GTP cannot be at the discretion of site management to get the responsibilities of the GTP implemented. TfNSW will need the applicant to determine a strategy within the GTP for the tenant(s)/owners to take over the ongoing responsibilities for the GTP, making it clear to the tenants that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.

Public Transport Service provision: TfNSW asks that you also consult with the TfNSW service operational planners regarding any potential bus routes and operational requirements also.

Submission: TfNSW would ask that you submit your updated GTP prior to occupancy.

Further resources: Please find helpful resources and templates for green travel plans - <https://www.mysydney.nsw.gov.au/travelchoices/tgm>

We happy to discuss this if you wish.

David Surplice

A/ Senior Manager Travel Demand Lead
Customer Journey Planning
Greater Sydney
Transport for NSW

M 0481 913 187 E david.surplice@transport.nsw.gov.au

transport.nsw.gov.au





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

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From: David Mollerstrom <David.Mollerstrom@esr.com>

Sent: Wednesday, 4 May 2022 10:45 AM

To: Chris Goudanas <Chris.Goudanas@transport.nsw.gov.au>

Cc: Development Sydney <Development.Sydney@transport.nsw.gov.au>; Sharon Verhoeven <Sharon.VERHOEVEN@transport.nsw.gov.au>; Olivia Ridgewell <Olivia.Ridgewell@esr.com>; James Laidler <james.laidler@asongroup.com.au>

Subject: Green Travel Plan for (Lot 202) 8 Johnston Crescent Horsley Park

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Hi Chris,

Thanks for your time on the phone earlier.

I have attached the GTP that we need TfNSW approval on to show DPIE.

As mentioned, we are due to hand over this project in 2 weeks' time and we still need this plan approved by DPIE following the TfNSW approval so it's really urgent for us to close this out with TfNSW firstly. I have attached the earlier email trail for reference and as you can see this plan was submitted almost two months ago so we would really appreciate if we can get an email confirmation of TfNSW approval today.

Feel free to contact myself or James from Ason who prepared the plan if you have any questions.

Appreciate your assistance.

Regards,

David Mollerstrom | Senior Project Manager



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