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Workplace Travel Plan

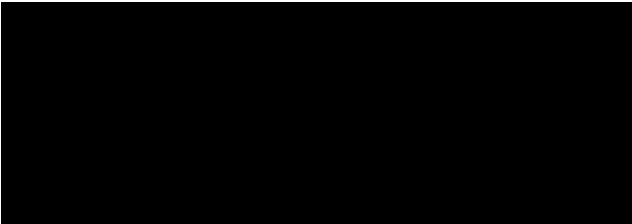
Moorebank Intermodal Precinct – West
Precinct Stage 2

Moorebank Intermodal Precinct – West Precinct Stage 2

SSD 7709

Workplace Travel Plan

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Acronyms and Definitions

Acronym / Term	Meaning
BTODR	Biannual Trip Origin and Destination Report
CoC	Conditions of Consent
DPE	NSW Department of Planning and Environment
DPHI	NSW Department of Planning, Housing and Infrastructure (formerly the Department of Planning and Environment)
EIS	Environmental Impact Statement
HSE	Health, Safety and Environment
IMT	Intermodal Terminal
MAAI	Moorebank Avenue and Anzac Road Intersection
MIP	Moorebank Intermodal Precinct
MPW	Moorebank Precinct West
OEMP	Operational Environmental Management Plan
RtS	Response to Submissions
SSD	State significant development
TAG	Transport Access Guide
TfNSW	Transport for New South Wales
the Development	MPW Stage 2 development
The Guide	Traffic Generating Development, Roads and Maritime, 2002
UDDR	Urban Design Development Report
WAD	Works Authorisation Deed
MoNDC	Moorebank National Distribution Centre
MoRDC	Moorebank Regional Distribution Centre
WTP	Workplace Travel Plan

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- Appendix A – Evidence of Consultation
- Appendix B – Example Transport Access Guide
- Appendix C – Example Staff Travel Survey Questions

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1. Introduction**1.1. Background**

The Moorebank Intermodal Precinct (MIP) is an integral component of the freight, ports and transport strategies of both the NSW and Commonwealth governments located approximately 27 kilometres (km) south-west of the Sydney Central Business District and 26km west of Port Botany within the Liverpool Local Government Area (Figure 1-1).

The MIP aims to streamline the freight logistics supply chain from port to store, deliver savings to businesses and consumers, and help service the rapidly growing demand for imported goods in south-west Sydney. On completion, MIP will move 1.55 million shipping containers annually by rail instead of road. It will also feature Australia's largest purpose-built warehouse and distribution precinct serviced by the latest automated technology which will see driverless shuttle carriers collect and transport containers around the precinct to be processed, unpacked and stored on site prior to distribution.

The MIP is divided into the Moorebank Precinct East (MPE) and Moorebank Precinct West (MPW) developments.

The Sydney Intermodal Terminal Alliance (SIMTA) received approval for the construction and operation of Stage 2 of the MPW development (State significant development (SSD) 7709), which comprises the second stage of development under the MPW Concept Approval (SSD 5066).

The MPW Stage 2 development (the Development) involves the construction and operation of a multi-purpose Intermodal (freight) Terminal facility, rail link connection, warehousing, freight village, and upgrades to the Moorebank Avenue and Anzac Road intersection and the subdivision of site including ancillary works. The operational layout is shown in Figure 1-2.

1.2. Purpose

This Workplace Travel Plan (WTP) has been developed for:

- Warehouse N1 (Maersk Logistics & Services Australia Pty Ltd),
- Warehouse N2 (Sydney Tools),
- Warehouse 5 (the Moorebank Regional Distribution Centre (MoRDC) and
- Warehouse 6 (the Moorebank National Distribution Centre (MoNDC)).

to address the requirements of the MPW Stage 2 development conditions of consent (CoC) B121, B122 and B123 (see Table 1-1) which require the preparation of a WTP, and submission to the Planning Secretary of the Department of Planning, Housing and Infrastructure (DPHI) (formerly the Department of Planning and Environment) (DPE) for information prior to the issue of any Occupation Certificate.

It addresses the relevant requirements of the CoC, including alignment to the Environmental Impact Statement (EIS), Response to Submissions (RtS), and applicable guidelines and standards specific to the consideration of workplace travel during operations.

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This WTP provides measures intended to inform and encourage the use of sustainable transport options for travel to and from the Development and recommendations for the use of active transport modes such as walking and cycling, as well as public transport options that service the area.

It is noted that the use of active and public transport options is largely determined by the location of residence of staff and proximity and accessibility to an efficient and connective public transport network.

In addition, construction is currently continuing in the MIP precinct, including on the MPW Stage 2 site, and construction and operations will occur concurrently until the entire MIP is operational. Therefore, operational employees will interact with both construction and operational traffic when travelling to and from their workplace, and this WTP has been prepared within this context. Construction traffic will continue to be managed under the MPW Stage 2 and Stage 3 Construction Traffic and Access Management Plan and operational traffic will be managed under the MPW Stage 2 Operational Traffic and Access Management Plan. These plans are both subject to the approval of the Planning Secretary under the MPW Stage 2 (SSD 7709) Development Consent.

The most recent approved version of this WTP will be implemented for the duration of the Development to guide and inform employees' travel to and from the Development during operations.

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Figure 1-1 MIP location



Map of Sydney with a red box indicating the location of the Moorebank Intermodal Precinct.

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Figure 1-2 MPW Stage 2 operational layout



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Table 1-1 SSD 7709 compliance table

CoC	Requirement	WTP Section
B121	Prior to the issue of any Occupation Certificate, the Applicant must prepare a specific Workplace Travel Plan and submit it to the Planning Secretary for information.	This Plan
	The Workplace Travel Plan must be developed in consultation with TfNSW and outline facilities and measures to promote public transport usage, including:	Section 1.4 Appendix A
B121(a)	Peak period and shift work responsive express buses to/ from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site;	Table 2-4 (WT-6 and WT-7)
B121(b)	Peak period express buses to/ from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependent on the development of the site; and	Section 2.1.1 and Table 2-1
B121(c)	Consideration of extension of the 901 bus service and new bus stop locations if required.	Table 2-4 (WT-8)
B122	The Applicant must provide an annual report on employee numbers to the Department, TfNSW and RMS, commencing one year after commencement of operation of the IMT facility and for up to 5 years from occupation of the final warehouse building.	Table 3-1
B123	The Applicant and each occupant/operator must implement the most recent version of the Workplace Travel Plan for the duration of the development.	Section 1.2

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1.3. Objectives and targets

Table 1-2 outlines the objectives and targets set out for the Development for the management of workplace travel during operations. These objectives and targets were developed based on collective industry experience and best practice and have previously been affirmed by the MIP East Precinct Environmental Representative as being consistent with the requirements of the consent.

Table 1-2 Objectives and targets

Objective	Target	Timeframe	Accountability
Reduce employee private motor vehicle usage across the Development	Achieve a public and active transport modes share of approximately 30% over the lifetime of operation of the Development, dependent on employee residence locations and available transport modes.	Reviewed annually	Area Manager/ Tenant

1.4. Consultation

This WTP was originally developed in consultation with Transport for New South Wales (TfNSW), as required by CoC B121. A summary of the consultation outcomes is provided in Table 1-3 with further details provided in Appendix A.

Subsequent revision of the WTP to capture updated warehouse tenant details is considered minor and does not trigger any material change to the nature and content of this plan. Additional consultation is therefore not required.

Table 1-3 Consultation summary

Agency	Date	Person Contacted	Comment	Status
TfNSW	24/03/2023	N/A	Document was submitted to TfNSW for consultation via DPE's Major Projects Portal. Portal assigned response date was 17 April 2023.	-
	05/04/2023	[REDACTED] TfNSW	Email received seeking further detail on the submission. Email response with further detail on the consent requirements and content of the plan provided.	-
	11/04/2023	[REDACTED] TfNSW	Email received requesting plan and other supporting documents be provided over email. Email response provided with plan attached and additional detail on the context and review timeframes for the document. Revised response date of 21 April 2023 provided.	-

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Agency	Date	Person Contacted	Comment	Status
	12/04/2023	-	Email received from [REDACTED] to Development Application team at TfNSW requesting review of the document by 21 April 2023.	-
	11/05/2023	-	Email received from [REDACTED] with comments on the WTP attached.	-
	30/08/2023	[REDACTED] TfNSW	Email to TfNSW responding to comments with revised WTP attached.	-
	19/09/2023		Email received from [REDACTED] with additional comments on the WTP attached.	Closed

2. Implementation Plan

2.1. Existing transport provisions

This section addresses the existing travel provisions associated with the operation of the Development and the workplace travel controls established that facilitate implementation of the WTP.

Figure 2-1 shows the current public (bus and train) and active transport (pedestrian and cyclist) facilities and routes in the general vicinity of the Development.

2.1.1. Bus and train

The MIP – Precinct West site can be accessed via a feeder public bus service (route no. 901) to the train stations located at Liverpool and Holsworthy. The existing service arrangements suggest poor service frequencies for the feeder bus service outside peak times and only one service during peak periods servicing Moorebank Avenue to the south of Anzac Road.

The train services provide good transit connectivity to and from major destinations in the south-west Sydney area and the wider Sydney metropolitan region via the south-western and East Hills/Macarthur passenger lines. However, direct access to the ‘full-time’ bus stops located on Moorebank Avenue and Anzac Road to the Development warehouses from Moorebank Avenue is not possible due to the location of the rail link connection.

A summary of the service details for each public transport service operating in the general vicinity of the Development (bus and train) is provided in Table 2-1.

Table 2-1 Public transport services operating in the vicinity of the precinct

Mode	Stop/Station	Route Description	Significant Destination on Routes	Service Frequency
Bus	Moorebank Avenue/ Anzac Road intersection	Route 901 (standard route), Liverpool to Holsworthy	Liverpool train station, Liverpool Westfield shopping centre,	30 mins (peak) 60 mins (off-peak)
	Moorebank Avenue (site frontage)	Route 901 (via precinct), Liverpool to Holsworthy	Wattle Grove shops, Holsworthy train station	One service during each AM and PM peak
Train	Liverpool train station	T2 Inner West and Leppington Line	Strathfield, Sydney CBD, Leppington, Parramatta Via Bankstown	15 mins (peak) 30 mins (off-peak) 10 mins (peak) 30 mins (off-peak)
		T3 Bankstown Line	Lidcombe, Bankstown, Sydney CBD	15 mins (peak) 30 mins (off-peak)

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Mode	Stop/Station	Route Description	Significant Destination on Routes	Service Frequency
		T5 Cumberland Line	Glenfield, Campbelltown, Richmond, Blacktown, Parramatta	30 mins (peak) 30 mins (off-peak)
	Holsworthy train station	T8 Airport and South Line	Airport, Sydney CBD, Campbelltown, Glenfield	8 mins (peak) 15 mins (off-peak)
	Casula train station	T2 Inner West and Leppington Line	Glenfield, Edmonson Park, Leppington	15 mins (peak) 30 mins (off-peak)
		T5 Richmond	Glenfield, Campbelltown, Richmond, Blacktown, Parramatta	30 mins (peak) 30 mins (off-peak)

2.1.2. Cyclist and pedestrian infrastructures

On-road cycle facilities are currently available along Moorebank Avenue and are suitable to continue to service the Development.

Existing pedestrian infrastructure is provided on the western side of Moorebank Avenue with pedestrian crossing facilities located at the signalised T-intersections along Moorebank Avenue. A direct connection to the surrounding pedestrian paths on Moorebank Avenue and Anzac Road from the Development is also provided at Moorebank Avenue and Anzac Road Intersection (MAAI).

Pedestrian access directly to the interstate terminal is restricted for operational safety and security. Internal pedestrian access is provided, however, via the internal perimeter road.

Figure 2-1 identifies pedestrian access and movement within the Development.

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Figure 2-1 Local public transport and pedestrian/cyclist network (Source: Chapter 11 of the EIS)

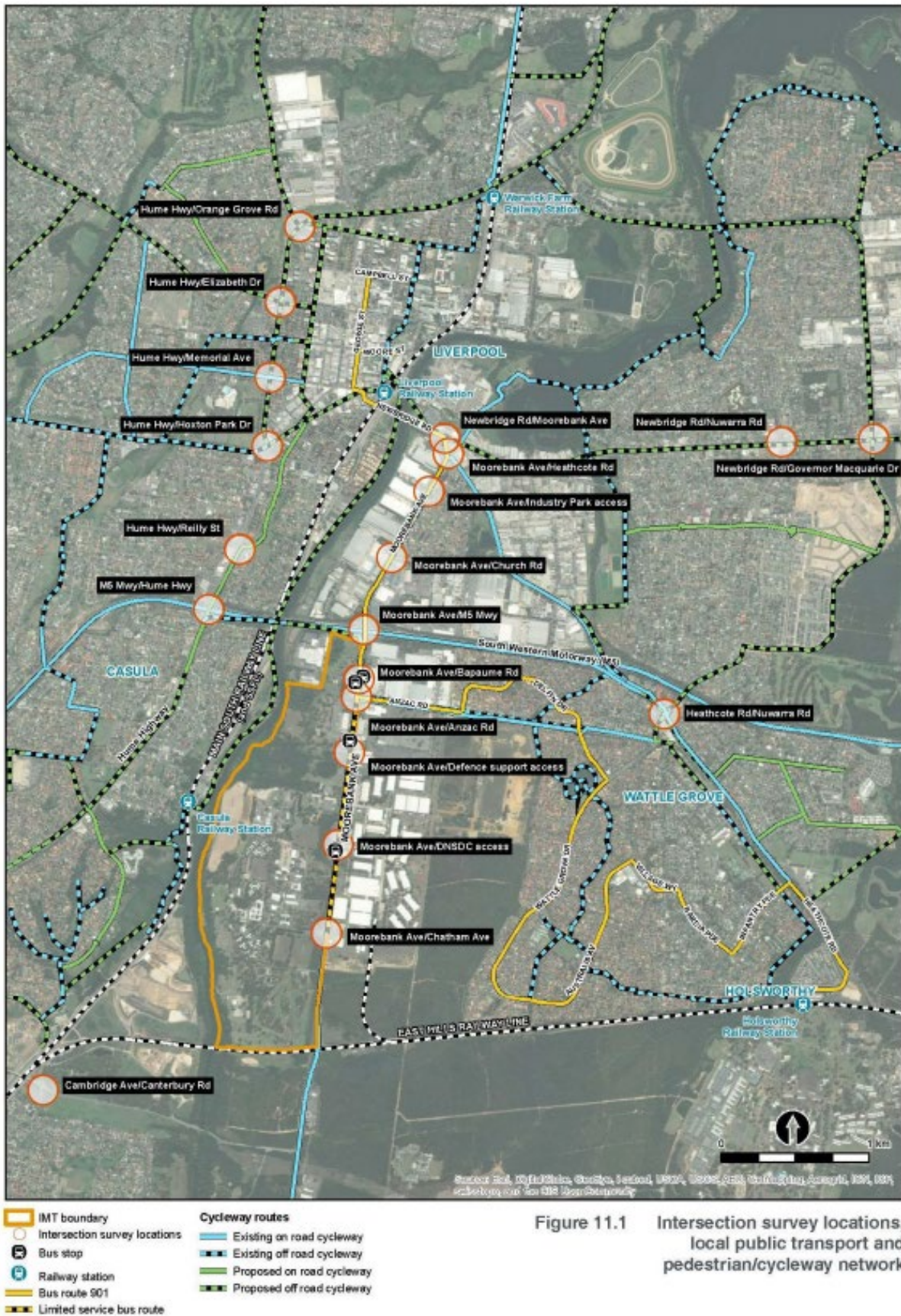


Figure 11.1 Intersection survey locations, local public transport and pedestrian/cycleway network

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2.2. MIP Precinct West transport provisions

2.2.1. Car parking provisions

This section provides an overview of the baseline parking provisions for the Development, which represent the initial number of on-site parking spaces accommodated.

The TfNSW key reference document for guidance on traffic generation and parking provision is the Guide to Traffic Generating Development (Roads and Traffic Authority, 2002) (The Guide). The Guide makes no specific requirement for minimum parking numbers required for intermodal terminals.

For warehouses, it states that “all new warehouses on undeveloped sites must provide on-site parking for all vehicles used by employees. In the case of wholly redeveloped sites each site is treated on its merit.”

For warehouse and office land uses, TfNSW recommends the following car parking provision:

- One car space per 300m² GFA for warehouses
- One car space per 40m² GFA for offices/ commercial
- One car space per 20m² GFA for retail.

Based on the Guide and the proposed warehouse and office GFAs for the Development, a total of 1,382 car parking spaces have been provided.

2.2.2. Bicycle facilities

In accordance with CoC B62(c), the end of trip facilities available for the warehouses include under cover bike storage, showers and change facilities. The layout, design and security of bike facilities complies with Australian Standard AS2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities. The specific design details are included in the Urban Design Development Report (UDDR).

The Liverpool Development Control Plan 2008, Part 1 – General controls for all developments, specifies onsite bicycle provisions for each land use type. The guidelines stipulate the following on-site bike parking rates for Industry or Warehouse/Distribution Centers:

- 1 bicycle parking space (class 1 or 2) per 10 staff
- 1 bicycle parking space (class 1 or 2) per 10 car spaces if staff numbers are undetermined
- 1 end-of-trip facilities (showers and change rooms) per 10 employee bicycle spaces
- Unisex facilities, where less than 4 facilities are proposed
- At least 1 personal locker for each class 1 or 2 bicycle parking spaces.

Note: Bicycle parking facilities have the same classification as Cycling Aspects of Austroads Guidelines and are classified as:

- Class 2. Medium security facilities are appropriate for all-day parking in many areas. These facilities include a lockable shelter/enclosure fitted with Class 3 facilities. Refer to AS 2890.2

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- Class 3: Low security facilities are appropriate for short-medium stay parking in highly visible areas. This includes bicycle rails/racks where the wheels and frame can be locked to the rack (traditional ‘toaster’ racks where the front wheel only is secured is not an appropriate facility).

MPW Stage 2 UDDR drawing PIWW-RCG-AR-DWG-0190 provides details of bicycle parking and end-of-facility for warehouses within the Development. A total of 123 bicycle parking spaces have been provided across the Development.

2.2.3. Pedestrian and cyclist access

Casula Train Station is approximately 200m from the western boundary of the Development. However, in its existing configuration it is approximately 5km from the Development by the most convenient road connection and an approximate 7km walk. The proposed provision for direct pedestrian access to Casula Train Station via a proposed bridge across the Georges River is required under CoC B2(j) of SSD 7709:

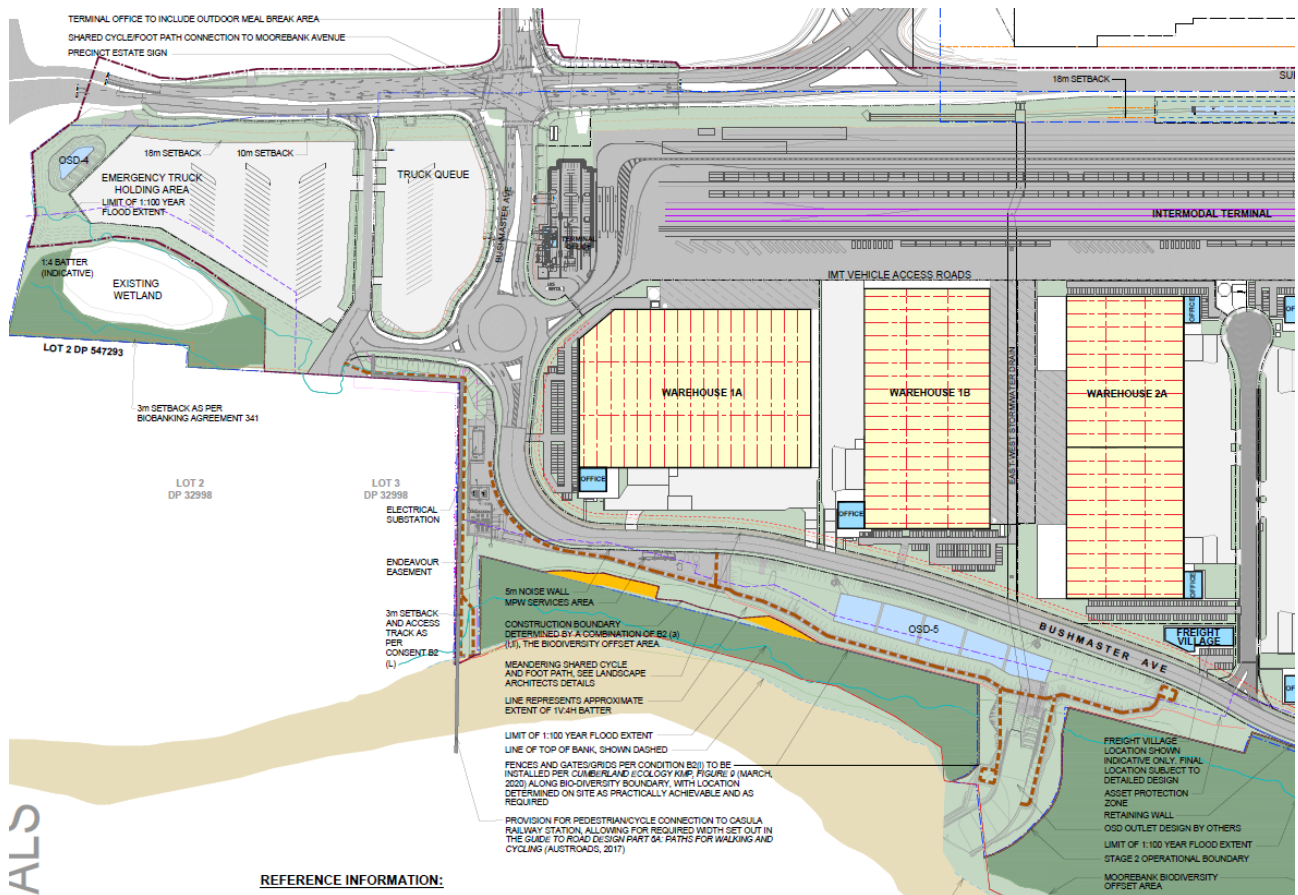
B2.

(j) provision of a corridor between Moorebank Avenue and the Georges River for a possible future pedestrian connection across the Georges River to Casula Railway Station, of a width that would allow the future construction of a shared path that complies with the relevant suggested width set out in the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017);

This requirement has been addressed within the approved B2 Masterplan as shown in Figure 2-2.

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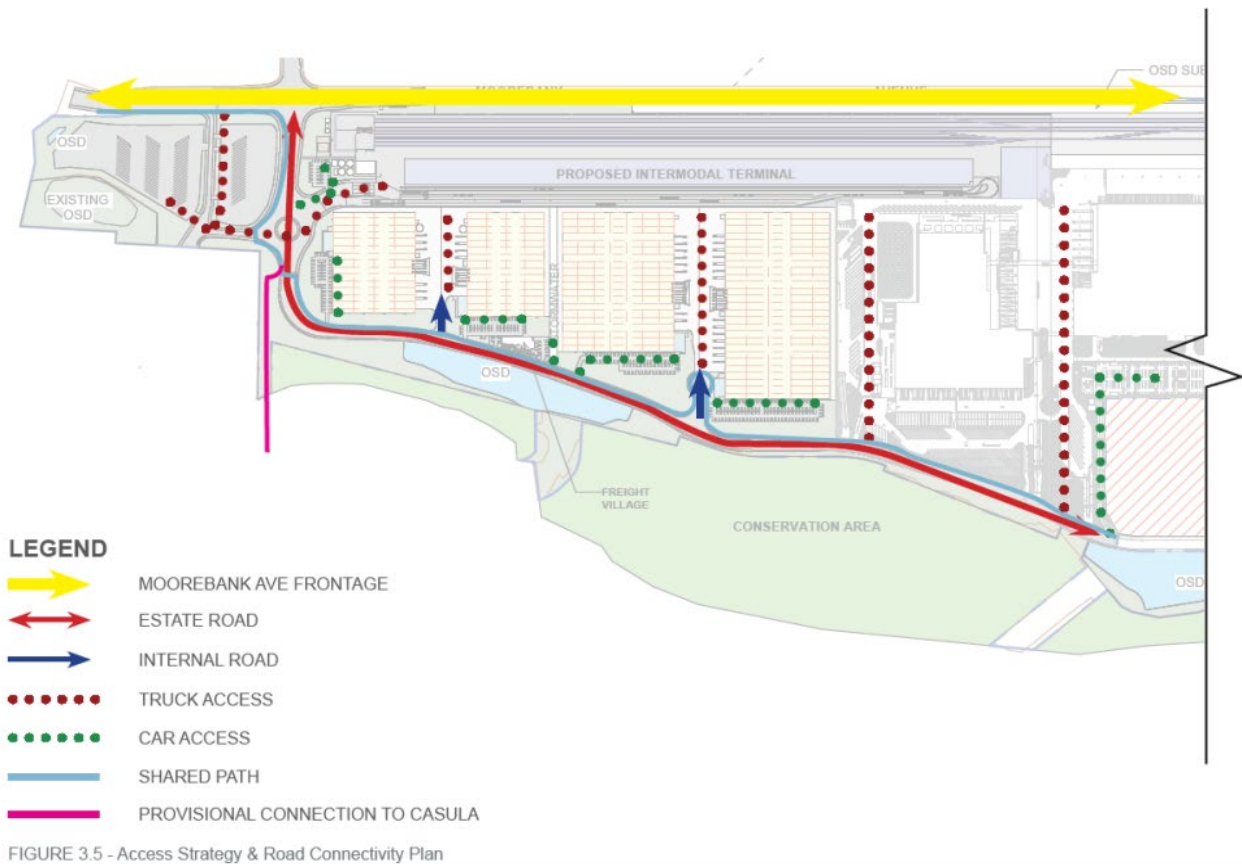
Figure 2-2 Share cycle and footpath connection to Moorebank Avenue (Source: Approved B2 Plan Rev S- August 2023)



To meet the requirements of CoC B59, the pedestrian and cycling paths integrate with existing footpaths and cycleways and provide connection to Moorebank Avenue and between warehouses as shown in Figure 2-3 and Figure 2-4.

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Figure 2-3 Access strategy and road connection (Source: UDDR Rev 6- March 2021)



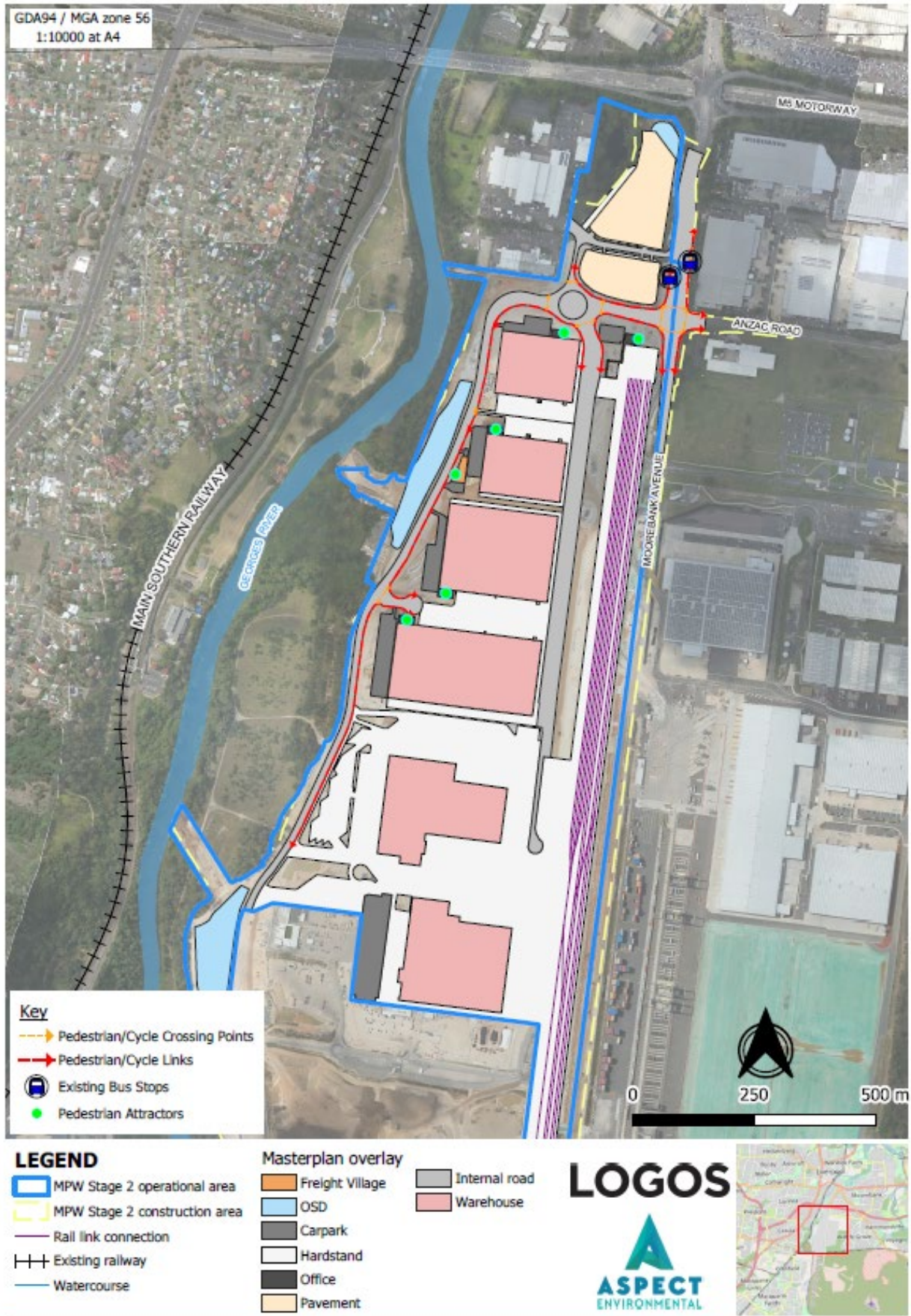
2.2.4. Bus and trains

Direct access to the ‘full-time’ bus stops located on Moorebank Avenue and Anzac Road to the warehouses from Moorebank Avenue is not possible due to the location of the rail link connection. Therefore, additional bus stops are provided on the internal road network to maintain a 400m walking distance (“as the crow flies”) to all proposed warehouses and offices.

Figure 2-4 shows bus stops, pedestrian and cyclist path access and interconnectivity across the Development.

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Figure 2-4 Provision of public transport and pedestrian/cyclist network during operation



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2.2.5. Traffic generation

Under the MPW Stage 2 consent (SSD 7709), the Development has 1,654 heavy vehicle (HV) movements and 2,670 light vehicle (LV) movements approved per day. An additional 1,300 of HV movements and 458 of LV movements has subsequently been approved under Traffic Certificates issued by NSW DPE in accordance with Chapter 6 of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TISEPP).

In the cumulative development scenario, as approved under the MPW Concept and MPE Concept Approvals (SSD 5066 and SSD 10_0193, respectively,) 10,798 truck (HV) movements and 9,337 car (LV) movements are approved for the MIP.

Deliveries to warehouses will generally be made by semi-trailers and rigid truck, which are anticipated to be scheduled during the middle of the day, while the majority of deliveries made by B-doubles are anticipated outside the general network AM and PM peak hours.

Table 2-2 MPW Stage 2 development parameters

Trip Generation Assumptions	Development Scenarios
	Development Parameters
Total Intermodal Terminal Capacity	500,000 TEU
Total Warehousing GFA	215,000 m ²
	Trip Generation
MPW 2 approved daily heavy vehicle movements (24 hours)	2,954
MPW 2 approved daily light vehicle movements (24 hours)	3,128
Cumulative MIP approved daily heavy vehicle movements (24 hours)	10,798
Cumulative MIP approved daily light vehicle movements (24 hours)	9,337

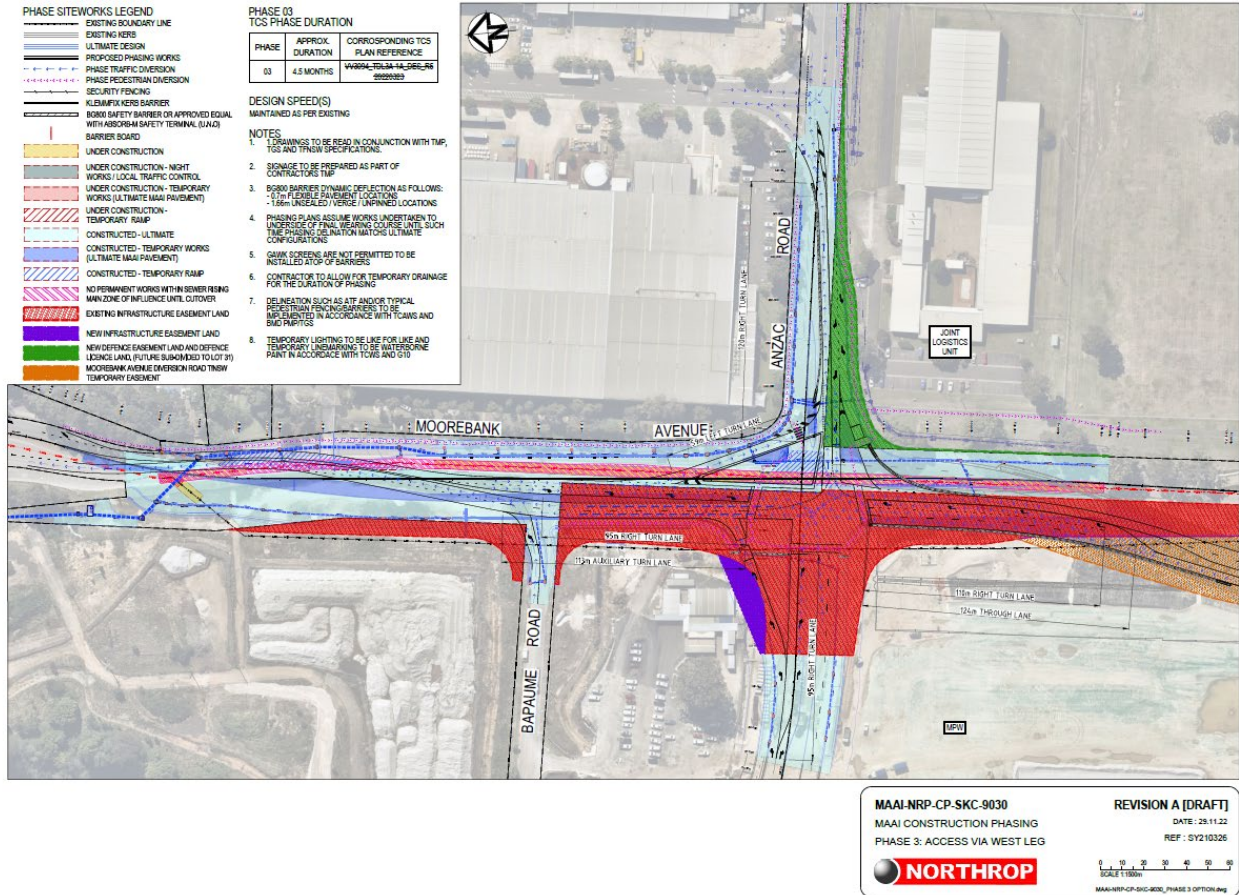
2.2.6. MAAI operational access

In accordance with CoC B84 of SSD 7709, detailed design of the MAAI upgrade works has been approved by TfNSW and a Works Authorisation Deed (WAD) has been issued. The MAAI WAD approves the phased construction of the MAAI upgrade works in order to maintain existing traffic flows and the capacity of Moorebank Avenue, as required under the consent.

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Under the approved WAD, the western leg of MAAI (Bushmaster Avenue) was constructed by the completion of 'Phase 1' MAAI works.

Figure 2-5 Provision of MAAI operational access



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2.3. Roles and responsibilities

Key roles and responsibilities for implementation of this WTP are presented in Table 2-3.

Table 2-3 Roles and responsibilities

Role	Responsibilities
Asset Manager/ Development Manager	<ul style="list-style-type: none"> • Initiate staff travel surveys • Annual reporting of employee numbers and travel modes • Review and update of the WTP as required
Area Manager/ Warehouse Manager	<ul style="list-style-type: none"> • Maintenance of end of trip facilities • Development, update and distribution of Transport Access Guides (TAGs) to staff and warehouse tenants • Compile staff travel surveys to inform review of WTP
Site Health, Safety and Environment (HSE) Manager	<ul style="list-style-type: none"> • Maintenance of currency of WTP measures in induction processes.
Warehouse Tenant Warehouse HSE Manager/Advisor	<ul style="list-style-type: none"> • Installation of end of trip facilities in line with the detailed design drawings • Maintenance of end of trip facilities associated with warehouse • Distribution of TAGs to warehouse staff

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2.4. Management and maintenance measures

Based on the existing transport network, this section identifies the potential travel patterns that might be anticipated for the Development during operations and identifies opportunities to promote public transport usage by staff and visitors.

This section also provides a summary of the travel behaviour change program measures that will be implemented to encourage the use of sustainable transport modes for staff throughout operations.

2.4.1. Transport access guides

The TAG, developed for operations on MIP East Precinct, has been updated in consultation with TfNSW and is included in Appendix B. The example TAG in Appendix B will be used by warehouse tenants as the basis for the preparation of warehouse-specific TAGs.

The example TAG describes ways to access the Development by walking, cycling or public transport. It simplifies the process of trip planning for both staff and visitors; and will assist in facilitating the proportion of trips made to the Development through public and active transport modes.

The example TAG provides information on:

- The location of bicycle parking and end-of-trip facilities and how to access these facilities
- Nearest public transport stops and stations
- Bus routes and train services to the precinct and the frequency of these services
- Useful applications and travel information websites
- Car share pods near the precinct.

TAGs will be included in site inductions and will be updated annually in response to annual travel surveys and the Biannual Trip Origin and Destination Report (BTODR), where applicable, and to verify information is accurate and up-to-date.

2.4.2. Management Measures

Management measures are summarised in Table 2-4.

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Table 2-4 Management measures

ID	Management Measure	Timing	Responsibility
General			
WT-1	Staff will be inducted on the WTP and the sustainable transport options and facilities that are available to them.	Operations	Supply Chain Managers Estate Manager
WT-2	Staff travel surveys will be undertaken annually. Example staff travel survey questions are included in Appendix C.	Operations	Development Manager Warehouse Manager
Pedestrian and cyclist access and safety			
WT-3	End of trip facilities will be clearly marked across MPW Stage 2 Site.	Prior to the commencement of operations	Supply Chain Managers Terminal Manager Estate Manager
WT-4	Effective internal wayfinding signage to direct staff to bicycle parking and end of trip facilities will be installed and maintained across the Development.	Operations	Warehouse HSE Manager Site HSE Manager
WT-5	Appropriate warning signage and traffic control will be installed and maintained to ensure that vehicles enter and exit the Development in a manner that does not impact on the safety of pedestrians and cyclists.	Operations	Warehouse HSE Manager Site HSE Manager

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ID	Management Measure	Timing	Responsibility
WT-6	<p>Secure bicycle parking and end-of-trip facilities will be provided in accordance with the following rates:</p> <ul style="list-style-type: none"> • 1 bicycle parking space (class 1 or 2) per 10 staff • 1 bicycle parking space (class 1 or 2) per 10 car spaces if staff numbers are undetermined) • 1 end-of-trip facilities (showers and change rooms) per 10 employee bicycle spaces • Unisex facilities, where less than 4 facilities are proposed • At least 1 personal locker for each class 1 or 2 bicycle parking spaces <p>The design and security of bicycle facilities will comply with the minimum requirements of <i>Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities</i>.</p>	Operations	Supply Chain Managers Site HSE Manager
Shared Transport Initiatives			
WT-7	Assess the feasibility (by taking into account the results of the annual report on employee numbers, and in consultation with TfNSW) of peak period and shift work responsive express bus service to and from Liverpool Station via Moorebank Avenue and Newbridge Roads – with the frequency dependent on the progression of the development of the site.	Annually	Supply Chain Managers Site HSE Manager
WT-8	Assess the feasibility (by taking into account the results of the annual report on employee numbers, and in consultation with TfNSW) of peak period express bus service to and from Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road – with the frequency dependent on the progression of the development of the site.	Annually	Supply Chain Managers Site HSE Manager
WT-9	<p>Consider extension of the 901 bus service and new bus stop locations, if required.</p> <p>The demand associated with rationalising the bus stops for route 901 and providing an additional regular bus service near the Development access points are dependent on the origin of employees and will be assessed as the Development becomes progressively operational.</p> <p>This is currently being addressed separately in consultation with TfNSW.</p>	Annually	Development Manager

Workplace Travel Plan

Moorebank Intermodal Precinct – West Precinct Stage 2

ID	Management Measure	Timing	Responsibility
WT-10	Utilise staff notice boards, newsletters and social media opportunities to inform staff of available sustainable transport options and facilities and allow them to sign onto initiatives such as carpooling/car share schemes.	Annually	Site HSE Manager Warehouse Tenants
WT-11	<p>Maintain a TAG that effectively informs staff of the following:</p> <ul style="list-style-type: none"> • Safe and accessible cycling routes as well as end-of-trip facilities provided within the facility • Public transport modes and routes • Surrounding facilities nearby, including food, entertainment and shopping • Promote the cost savings of car share over commuting via private vehicle to staff of the Development <p>The TAG will be updated annually at a minimum, or as required, to keep the information accurate and up-to-date.</p>	Annually	Supply Chain Managers Site HSE Manager
WT-12	Promote participation in events such as “National Walk to Work Day”.	Annually	Supply Chain Managers Site HSE Manager

3. Monitoring, Reporting and Review

3.1. Monitoring and Reporting

Monitoring and reporting requirements applicable to this WTP are outlined in Table 3-1.

Table 3-1 WTP reporting requirements

Requirement	Responsibility	Frequency
Annual reporting of employee numbers to DPHI, TfNSW and RMS (now part of TfNSW)	Estate Manager	Commencing one year after commencement of operation of the IMT facility and for up to 5 years from occupation of the final warehouse building.

3.2. Review and Improvement

Review and improvement of this WTP and TAGs will be undertaken annually, or as required under the following circumstances:

- As changes to bus services occur following outcomes of negotiations with the relevant authority
- Response to annual travel surveys and the BTODR, if applicable
- When construction, maintenance, or emergency work impacts accessibility
- In accordance with the CoCs and Section 6.2 of the OEMP.

Continuous improvement will be achieved by the ongoing evaluation of the performance and effectiveness of this WTP.

A copy of the updated WTP and changes will be distributed to all relevant stakeholders.

3.3. Incidents

All workplace travel incidents will be reported and managed in accordance with LOGOS's Incident Reporting and Management Procedure (WHSMS-LOGOS-007) – refer to Section 4.8 of the OEMP.

3.4. Complaints

All complaints will be handled in accordance with Section 4.7 of the OEMP.

3.5. Non-compliance and non-conformances

All non-compliances and non-conformances are to be managed in accordance with Section 6.4 of the OEMP.

Appendix A – Evidence of Consultation

Title	TfNSW Comment on WTP Rev04 - 11/05/2023	Response - 30/08/2023	WTP (Rev05) Section	TfNSW Comment on WTP Rev05 - 19/09/23	Response - 12/10/2023	Status
General		<p>Condition of Consent (CoC) B121 of the Consolidated Consent (SSD-7709) for Moorebank Precinct West Stage 2 (MPW 2) requires the preparation of a Workplace Travel Plan (WTP) to outline facilities and measures to promote public transport usage.</p> <p>Transport for NSW (TfNSW) has reviewed the WTP (Rev04) and has recommended that the plan address a range of matters. As described below, the WTP has been revised to address some of these matters, however it is considered that the WTP does not need to address other matters or could address them in the future once the warehouses are operational. We note that although construction of two of the warehouses at MPW 2 is nearing completion (with the tenant undertaking planning for operations), the construction of the remaining four warehouses is yet to commence or are in the early stages of construction.</p>				NA
Staff and Visitors Numbers	Provide the numbers of staff and visitors for both Warehouse 5 and 6 – on both a 24/7 shift basis and daytime office hours.	This level of detail is not considered necessary for the WTP at this stage. CoC B121 requires the reporting of employee numbers annually for all warehouses for at least 5 years and has been addressed in Section 4.1 of the WTP. Future revisions of the WTP may include this information based on this reporting.	Section 3.1	TfNSW Travel Demand Management Team - Closed	NA	Closed
Mode Shares	<p>Provide short and long term public and active transport mode shares for employees and visitors to and from the site, and increase the mode share of public transport and active transport for the life of the development.</p> <p>These mode shares need to include 24/7 shuttle buses or express buses given the very small amount of staff doing 9-5pm hours. This will be an essential way to move workers more sustainably, and provides a viable option to resolve the sustainability issue. These shuttle buses or express buses should be:</p> <p>a) Peak period express buses to/ from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependent on the development of the site, and</p> <p>b) Peak period and shift work responsive express buses to/ from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site.</p> <p>- These mode shares also need to include the 901 bus service. The applicant should reach out to development.ctmp.cjp@transport.nsw.gov.au to work with a TfNSW service operational planner to discuss poor service frequencies.</p> <p>- These mode shares need to include cycling, walking, and car-pooling numbers for staff and visitors to get to and from the site. The construction of a path to Casula station may reduce the demand for additional bus services, as both train and bus services are regular at Casula Station.</p> <p>- These mode shares need to be met within your Implementation Plan discussed below. Longer term goals should include increased mode shares once any future transport upgrades and safer cycling and walking connections have been created.</p>	<p>Current active transport modes and provision of public transport and pedestrian/cyclist network during operation are detailed in the WTP. Additionally, management measures include the consideration of the feasibility of express bus services based on the number of employees at the site as the development of warehouses occurs in the future. Future revisions of the WTP would include the results of this consideration.</p> <p>CoC B121(a) and B121(b) require facilities and measures to promote public transport usage, including express buses for peak periods and shift work response (not 24/7). This condition has been addressed in management measures WT-6 and WT-7 in the WTP. CoC B121(c) requires consideration of the extension of the existing 901 bus service and new bus stop locations. This condition has been addressed in management measure WT-8.</p> <p>CoC B59 requires the provision of pedestrian and cycling paths to connect to Moorebank Avenue and between warehouses and their integration with existing footpaths and cycleways. Section 2.2.3 of the WTP references the B2 Masterplan (Figure 2-2) (approved by DPE) and the Urban Design Development Report (UDDR) (Figure 2-3) (approved by DPE and the Government Architect), which addressed the requirements for pedestrian/cycling access. The B2 Masterplan includes the provision of a corridor that would allow the future construction of a shared path to Casula Railway Station, as required by Condition B2(j), but does not require the provision of this shared path.</p> <p>(Note that the approved B2 Masterplan and UDDR are available for your reference on the Moorebank Intermodal Precinct website - www.moorebankintermodalprecinct.com.au)</p> <p>Management measure WT-9 includes the use of notice boards, newsletters and social media opportunities to inform staff of available sustainable transport options and facilities and allow them to sign onto initiatives such as car pooling/car share schemes. The Transport Access Guide (TAG), discussed in Section 3.1 and provided in Appendix B, also encourages employees to use public transport, car pooling, walking and cycling modes.</p>	<p>Section 2.1.1</p> <p>Section 2.2.4</p> <p>Tables 1-1 and 2-4</p> <p>Section 2.2.3</p> <p>Figure 2-2</p> <p>Figure 2-3</p> <p>Table 2-4</p> <p>Section 2.4.1</p> <p>Appendix B</p>	TfNSW TDM Team - Closed	NA	Closed
Parking and Parking Management	Reduce the amount of carparking (725 car parks for both Warehouse 5 and Warehouse 6) proposed to discourage car usage, and reduce any incentive to harness other more sustainable modes, consistent with Future Transport in which Travel Demand Management (TDM) as one of TfNSW top priorities. TfNSW also recommends that a parking management strategy be included in the WTP, that prioritises use by employees 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. This parking management strategy should be included in the below Implementation Plan as an initiative.	<p>As discussed in Section 2.2.1, the current car-parking provision provided within the Development is based on the TfNSW guidelines. The approved UDDR (Drawing number PIWVG-RCG-AR-DWG-0100) includes 1,382 car parking spaces (including parking for disabled drivers) as well as 123 bicycle parking spaces for MPW 2. The WTP has been updated to include the current numbers.</p> <p>The WTP does not include a parking management strategy, that prioritises car-poolers or car-sharers as this would not support the CoC B121 requirement for the WTP to promote public transport usage. However, nothing in the WTP would preclude the preparation and implementation of a parking management strategy by warehouse tenants in the future.</p> <p>Management measure WT-9 includes the use of notice boards, newsletters and social media opportunities to inform staff of available sustainable transport options and facilities and allow them to sign onto initiatives such as car pooling/car share schemes. The Transport Access Guide (TAG), discussed in Section 3.1 and provided in Appendix B, also encourages employees to use car pooling.</p> <p>The WTP does not include the provision of charging points for electric vehicles (EVs) as this would not support the CoC B121 requirement for the WTP to promote public transport usage. However, nothing in the WTP would preclude the consideration of EV charging stations by warehouse tenants in the future.</p>	<p>Section 2.2.1</p> <p>Section 2.2.2</p> <p>Table 4-2</p>	TfNSW TDM Team - ask that the parking management strategy be included in the current WTP. The team would also ask for the provision of charging points for electric vehicles within the WTP as a long term TDM initiative.	Car parking for the precinct has been assessed and approved under SSD 7709. Provision of a parking management strategy on a warehouse-by-warehouse basis or tenant-by-tenant basis is outside the consent requirements and scope for the precinct-wide WTP. Similarly for EV charging stations, this becomes a tenant-by-tenant consideration not within the requirements for or the scope of the MPW WTP.	Closed
Travel Access Guide (TAG)	Provide staff and visitors additional information about service routes and timetables for buses and trains, which are available on Trip Planner at transportnsw.info/ . The TAG should also include the following: - An overall map of the site including all PT, AT and shuttle bus operations. - Provide information on shuttle buses 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 view this link How to Create a Travel Access Guide doc here . - We have also included a TAG for 231 Elizabeth Street as a reference point for the Applicant.	<p>Section 3.1 of the WTP describes the Transport Access Guide (TAG) for the development and a draft TAG is provided in Appendix B.</p> <p>The draft TAG includes items listed in this comment, with the exception of: - overall map - maps now provided - shuttle buses - may be provided by warehouse tenants and their provision is not known at this stage.</p> <p>The WTP has been revised to clarify that warehouse tenants would prepare a specific TAG for their employees and visitors to their premises.</p>	Section 2.4.1 Appendix B	TfNSW TDM Team ask that the TAG has clearer map of the sites (not construction maps), as well as locating where the EOT facilities are showers lockers, bike racks (safe and secure), change rooms. Please review the TAG provided by the TfNSW TDM team as an example.		Closed

Title	TfNSW Comment on WTP Rev04 - 11/05/2023	Response - 30/08/2023	WTP (Rev05) Section	TfNSW Comment on WTP Rev05 - 19/09/23	Response - 12/10/2023	Status
Bicycle parking and End of Trip (EoT)	TfNSW appreciate that there is some bicycle parking provision, but require clarification on how many bike spaces are proposed for how many staff across both warehouse 5 and 6. The bicycle parking should be located throughout the site at convenient locations, be safe, secured and under cover. Equally, the TfNSW TDM team ask how many end of trip facilities; showers, change rooms and lockers are proposed and how many staff these cater for? This will need to be updated in the WTP. 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. This will ensure 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.	As discussed in Section 2.2.2, the current bicycle parking provision provided within the Development is based on Australian Standards and Liverpool City Council DCP. The approved UDDR (Drawing number PIWW-RCG-AR-DWG-0100) includes 123 bicycle parking spaces across the 6 warehouses and the Freight Village. The WTP has been updated to include the current numbers. The updated UDDR (Drawing number PIWW-RCG-AR-DWG-0190) provides details of bicycle parking and end-of-trip facilities for warehouses within the Development. Monitoring the bicycle parking and end-of-trip facilities has not been included in the WTP as the plan is required to promote public transport usage under CoC B121.	Section 2.2.2	TfNSW TDM Team - Closed		Closed
Implementation Plan	TfNSW appreciate the management measures provided in the WTP. We recommend that you change the name of this to be called an Implementation Plan. The Implementation Plan is the backbone of the WTP. The TfNSW TDM team recommend that the Implementation Plan includes specific timings and dates, and staff responsible such as a Travel Coordinator for each of these tasks, and their supporting colleagues who will implement the WTP 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. The Implementation Plan should include the proposed short and long term initiatives. This plan should include a stakeholder engagement strategy; key stakeholders (including visitors and employees), key messages and the channels you will use to engage your stakeholders. Please find our Potential engagement techniques link that may be useful. TfNSW recommends that the Implementation Plan be updated with communications tasks to promote the short and long term initiatives (bike, walking, carpooling etc). Given that not all staff will be desk-based, alternative hard copy promotion of these initiatives will need consideration. This will include the roles and responsibilities of who will manage the GTP.	The structure of the WTP is generally consistent with the other operational management plans required for the Development and CoC B121 does not specify a format for the plan. The WTP has been restructured and sections have been renamed as suggested by TfNSW. Timing and responsibility for each measure is provided in Table 3-1 of the WTP. For those measures that are ongoing during operations it is considered appropriate to describe the timing as 'Operations'. For other measures, where action is required annually it has been described as such to provide warehouse tenants with flexibility to determine the exact timing of their actions. Changes in mode shares will be identified after the commencement of warehouse operations by annual travel surveys and the WTP will be updated annually as described in Section 4.2. As operations have not yet commenced no annual survey data is currently available. As described in Section 3.1, the TAG will be the mechanism for communicating with employees and visitors. In addition, Table 2-3 requires the Site HSE Manager to include WTP measures in inductions and Section 3.1 has been updated to include this. Table 2-3 also requires the Warehouse Tenant/Warehouse HSE Manager/Advisor to distribute the TAG to warehouse staff. Specific communication methods have been included in management measure WT-4.	Section 2 Table 2-4 Section 3.2 Section 2.4.1 Table 2-3 Table 2-4	TfNSW TDM Team ask that travel survey questions be put into the WTP as a separate appendix, to be distributed three months post occupancy. Please see this as an example. https://d9.mysydney.drupal.kimberlin.education/sites/default/files/2022-11/Online%2Bstaff%2Btravel%2Bsurvey.pdf	Travel surveys are already referenced in the WTP as an input to review of the WTP and TAGs. Requirement for annual travel surveys added to management measures detailed in Table 2-4. Survey questions included as Appendix C of the WTP.	Closed
Travel Survey	TfNSW ask that a Travel Survey be included in the updated WTP. The survey will need to be distributed 3 months postoccupancy (this will need to be included in the Implementation Plan). 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 obtain workforce data analysis (including staff residential postcodes) to identify the 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 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.	As described in Table 2-3, travel surveys would be undertaken annually by Asset Manager/Development Manager and results addressed in future updates of the WTP. As described in Section 3.1, TAGs will be updated annually in response to annual travel surveys. As required by Condition B120, a Biannual Trip Origin and Destination Report (BTODR), including representative vehicle origin and destination patterns for all vehicle classes, will be prepared for the development each six months following commencement of operation, as a separate document. Section 3.2 has been updated to reference the BTODR.	Table 2-3 Section 2.4.1 Section 3.2	TfNSW TDM Team ask that travel survey questions be put into the WTP as a separate appendix, to be distributed three months post occupancy. Please see this as an example. https://d9.mysydney.drupal.kimberlin.education/sites/default/files/2022-11/Online%2Bstaff%2Btravel%2Bsurvey.pdf	See response above.	Closed
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 WTP are done. The WTP cannot be at the discretion of site management to implement WTP requirements. TfNSW will need the applicant to determine a strategy within the WTP for the tenant(s)/owners to take over the ongoing responsibilities for the WTP, making it clear to the tenants that there are requirements to achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.	Table 2-3 of the WTP describes the roles and responsibilities relevant to the plan. These include both the Asset Manager/Development Manager as well as warehouse tenant representatives. Specific tenant roles and responsibilities are not known at this stage.	Table 2-3	TfNSW TDM Team - Closed		Closed
Funding the GTP	The GTP will need to be appropriately funded and otherwise resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity, such as a body corporate. This will include ongoing travel demand initiatives that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective. This should be covered in the updated Implementation Plan.	As listed in Table 1-1, CoC B123 requires the Applicant and each occupant/operator to implement the most recent version of the WTP for the duration of the development. The funding of the implementation of the WTP is not considered relevant for the plan itself.	Table 1-1	TfNSW TDM Team - Closed		Closed
Further Resources	Please find helpful resources and templates for WTPs - https://www.mysydney.nsw.gov.au/travelchoices/tdm	Noted.				Closed
Submission	Please submit your updated WTP with enough time for the TfNSW TDM team to review prior to the issue of an occupation certificate.	The WTP (Rev 04) was submitted to TfNSW for consultation on 11/04/23, with a response requested by 21/04/23. To meet program requirements (related to the issue of an occupation certificate), the WTP was submitted to DPE for information on 24/04/23. Comments on the WTP were received from TfNSW on 11/05/23. The WTP has been revised to address TfNSW's comment where relevant and the revised WTP (Rev05) will be submitted to TfNSW with these responses. The WTP will be resubmitted to DPE for information prior to the commencement of operations.		TfNSW TDM ask for the revised WTP to be submitted with time to review prior to occupancy.	The WTP has been revised to address TfNSW's comments where relevant and the revised WTP (Rev05) will be submitted to the Environmental Representative for endorsement prior to the commencement of operations, as required by the CoC A37(d)(ii).	Closed

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 19 September 2023 09:30
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SYD16/01747 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)
Attachments: SSD7709 MPW S2 WTP_Rev05.pdf; 20230830 - SSD7709 MPW S2 WTP_Rev05.obr; 231 Elizabeth Street Travel Access Guide.pdf; Copy of Response to TfNSW Comments on WTP_20230830.xlsx

Comment: The TfNSW Travel Demand Management team have reviewed the SYD16/01747 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City) and have provided some recommendations in red on the above excel document for the applicant to review and provide changes back to our team prior to occupancy. We have also included a Travel Access Guide as an attachment for 231 Elizabeth Street.

[REDACTED]
Land Use Assessment Western
Planning and Programs
Greater Sydney
[Transport for NSW](#)

[REDACTED]

27-31 Argyle Street
Parramatta NSW 2150



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

Please consider the environment before printing this email.

OFFICIAL: **Sensitive – NSW Government**

OFFICIAL

From: [REDACTED]
Sent: Monday, 18 September 2023 11:53 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SYD16/01747 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

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[Redacted]

We are looking to close out consultation with TfNSW and submit the updated WTP to DPE.

Could you please advise whether TfNSW is intending to provide anything further regarding the WTP.

Thanks

[Redacted]
[Redacted]

Aspect Environmental

[Redacted]

[Redacted]



OFFICIAL

From: [Redacted]

Sent: Wednesday, August 30, 2023 3:09 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: SYD16/01747 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

[Redacted]

We have reviewed TfNSW's comments on the Workplace Travel Plan (WTP) and have documented our response in the attached spreadsheet. We have also amended the WTP (now Rev05 – also attached) to address TfNSW's comments as detailed in the spreadsheet.

Please note that this email and the attachment will be added to the WTP in Appendix A – Consultation Evidence prior to resubmission of the WTP to DPE for information under Condition of Consent B121 of the SSD 7709 Development Consent.

Thanks

[Redacted]
[Redacted]

Aspect Environmental

[Redacted]

[Redacted]



From: [Redacted]

Sent: Tuesday, May 30, 2023 1:34 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: SYD16/01747 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

[Redacted]

Thank you for providing TfNSW's comments on the Moorebank Precinct West Stage 2 Workplace Travel Plan (WTP), required by Condition B121 the SSD 7709 Development Consent.

We have reviewed TfNSW's comments and intend to respond to these comments when the WTP is updated prior to the commencement of operation of the warehouses. As was noted in earlier communications, the commencement of operation of these warehouses is some 12 months away.

Also, please note that [Redacted] is no longer working on this project and you should address any issues regarding the WTP to me.

Thanks

[Redacted]

Aspect Environmental

[Redacted]

[Redacted]



From: [Redacted]

Sent: Friday, May 12, 2023 2:45 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: SYD16/01747 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

Please find attached TfNSW response

[REDACTED]
Land Use Assessment Western
Planning and Programs
Greater Sydney
Transport for NSW

[REDACTED]

27-31 Argyle Street
Parramatta NSW 2150



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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OFFICIAL: **Sensitive – NSW Government**

From: [REDACTED]
Sent: Tuesday, 11 April 2023 6:44 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: SYD16/01747 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

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[REDACTED]

Please see the draft Workplace Travel Plan attached.

It is worth noting that the attached plan is required to be implemented during the operation of the warehouses, which is not scheduled to commence for at least another 12 months, however the condition requires the plan to be submitted to DPE prior to the issue of an occupation certificate. The time-sensitive issue here is that an occupation certificate is required urgently on site to enable the completion of the remaining construction components, which are the internal fitout and commissioning.

If TfNSW are comfortable with the content of the attached and do not identify any significant issues, following an initial review of the document, we would request that you issue a response stating as such and requesting that a copy of the finalised WTP be provided to TfNSW prior to the commencement of operations of the warehouses.

We would appreciate a response by Friday 21 April.

Please do not hesitate to contact me with any further queries.

Regards,

[Redacted]



[Redacted]
[Redacted]

www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



From: [Redacted]

Date: Tuesday, 11 April 2023 at 8:23 am

To: [Redacted]

Cc: [Redacted]

Subject: RE: SYD16/01747 Major Projects – Proponent Request for Advice - Moorebank Intermodal Precinct West - Stage 2 - SSD7709 MPW S2 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

Could send me your Workplace Travel Plan and any other relevant documents associated with this condition.

[Redacted]

Development Assessment Western
Planning and Programs
Greater Sydney
Transport for NSW

[Redacted]

27-31 Argyle Street
Parramatta NSW 2150



**Transport
for NSW**



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

Please consider the environment before printing this email.

OFFICIAL: **Sensitive – NSW Government**

From: [REDACTED]
Sent: Wednesday, April 5, 2023 12:00 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: SYD16/01747 Major Projects – Proponent Request for Advice - Moorebank Intermodal Precinct West - Stage 2 - SSD7709 MPW S2 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

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Hi [REDACTED]

Apologies, for the confusion. The conditions of consent for the MPW Stage 2 (SSD 7709) development require that a Workplace Travel Plan be prepared for each warehouse at the development prior to the issue of an occupation certificate. The condition is provided in full below:

B121. Prior to the issue of any Occupation Certificate, the Applicant must prepare a specific **Workplace Travel Plan** and submit it to the Planning Secretary for information. The Workplace Travel Plan must be developed in consultation with TfNSW and outline facilities and measures to promote public transport usage, including:

- (a) peak period and shift work responsive express buses to/ from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site;
- (b) peak period express buses to/ from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependent on the development of the site; and
- (c) consideration of extension of the 901 bus service and new bus stop locations if required.

The draft plan is for Warehouses 5 & 6 of the MPW Site, which are the Woolworths' National and Regional Distribution centres, and has been provided to TfNSW for consultation in accordance with the condition. The plan has been prepared in accordance with the condition and with reference to previously approved workplace travel plans for the neighbouring MPE development.

We are eager to progress the finalisation of this documentation as the tenant is progressing the issue of the occupation certificate, so please let me know if you wish to discuss further.

Regards,

[REDACTED]



www.aspectenvironmental.com.au
Suite 117, 25 Solent Circuit, Baulkham Hills NSW 2153



From: [Redacted]

Date: Wednesday, 5 April 2023 at 9:43 am

To: [Redacted]

Subject: SYD16/01747 Major Projects – Proponent Request for Advice - Moorebank Intermodal Precinct West - Stage 2 - SSD7709 MPW S2 Workplace Travel Place - WHs 5&6 (SSD-7709-PA-206) (Liverpool City)

[Redacted]
I do not know what proponent's request is for advice in relation to a post approval matter for the Moorebank Intermodal Precinct West - Stage 2.

[Redacted]
Land Use Assessment Western
Planning and Programs
Greater Sydney
Transport for NSW

[Redacted]
[Redacted]
27-31 Argyle Street
Parramatta NSW 2150



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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Appendix B – Example Transport Access Guide

MIP West Precinct Transport Access Guide

Your guide to accessing MIP West Precinct by active and public transport

MIP West Precinct is located close to a number of bus, rail and cycling services providing staff and visitors with access to public and active transport – see the maps below. This Transport Access Guide (TAG) provides basic information for getting to and from the precinct by public transport, walking, cycling and driving.

Travel by train

MIP West Precinct is a 3.7km walk from Liverpool Station, which provides services to Central, Richmond, Bankstown and Leppington, and to all stations across the Sydney Trains Network.

Hop on a bus

The regular 901 bus service is accessible from the bus stop near the corner of the Moorebank Avenue and Anzac Road intersection, 250 metres walk to/from the MIP West Precinct entrance. The limited 901 bus service is accessible from a bus stop just outside the MIP East Precinct warehousing entrance. See sydneybuses.info

Walking

Include walking in your trip to MLP East Precinct and increase your daily physical activity. Walk from home, work, bus stop or train station.

Driving

There is only a limited number of parking spaces available. Car-pooling or ride-sharing to work can help to reduce your travel costs, carbon footprint and improve workplace culture by getting you to know your colleagues better.

Get on your bike

Improve your health and reduce greenhouse gas emissions by cycling from home or combine cycling with public transport for part of your journey. Secure bicycle parking, showers and lockers are available within the MIP West Precinct for your use.

Trip planning

Visit transportnsw.info or call 131500 to plan your trip and access up-to-date timetables and route maps or use the Tripview app to select a public transport service.

Tickets and passes

Opal cards make travelling on multiple public transport types easy. Keep your Opal card topped up and tap on and off as you start and end your trip. You can purchase single trip Opal cards from train station ticket machines and bus drivers.

Visit opal.com.au for more information.

Workplace Travel Plan Moorebank Logistics Park – West Precinct Stage 2

Local public transport and pedestrian/cyclist network (Source: Chapter 11 of the EIS)

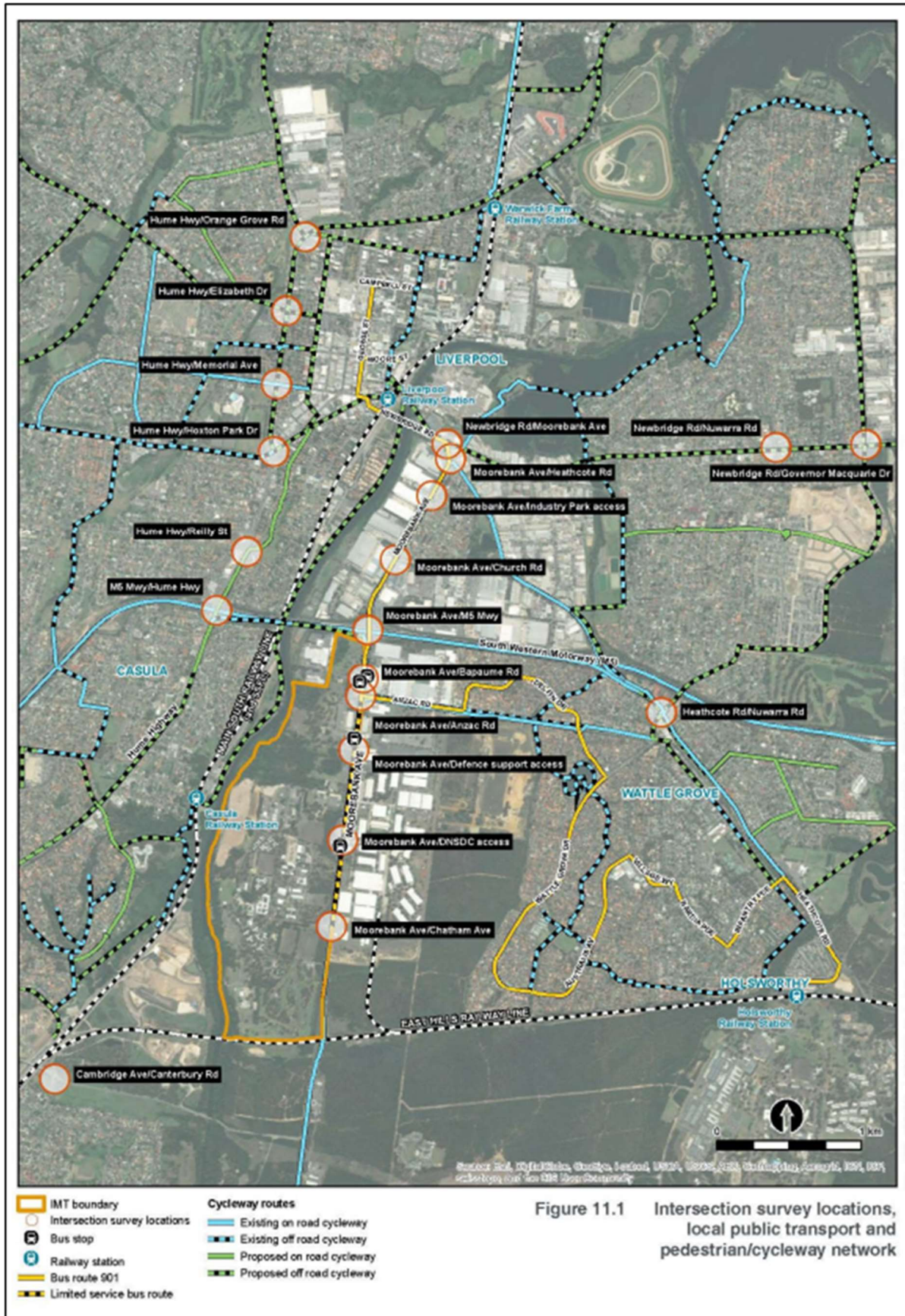
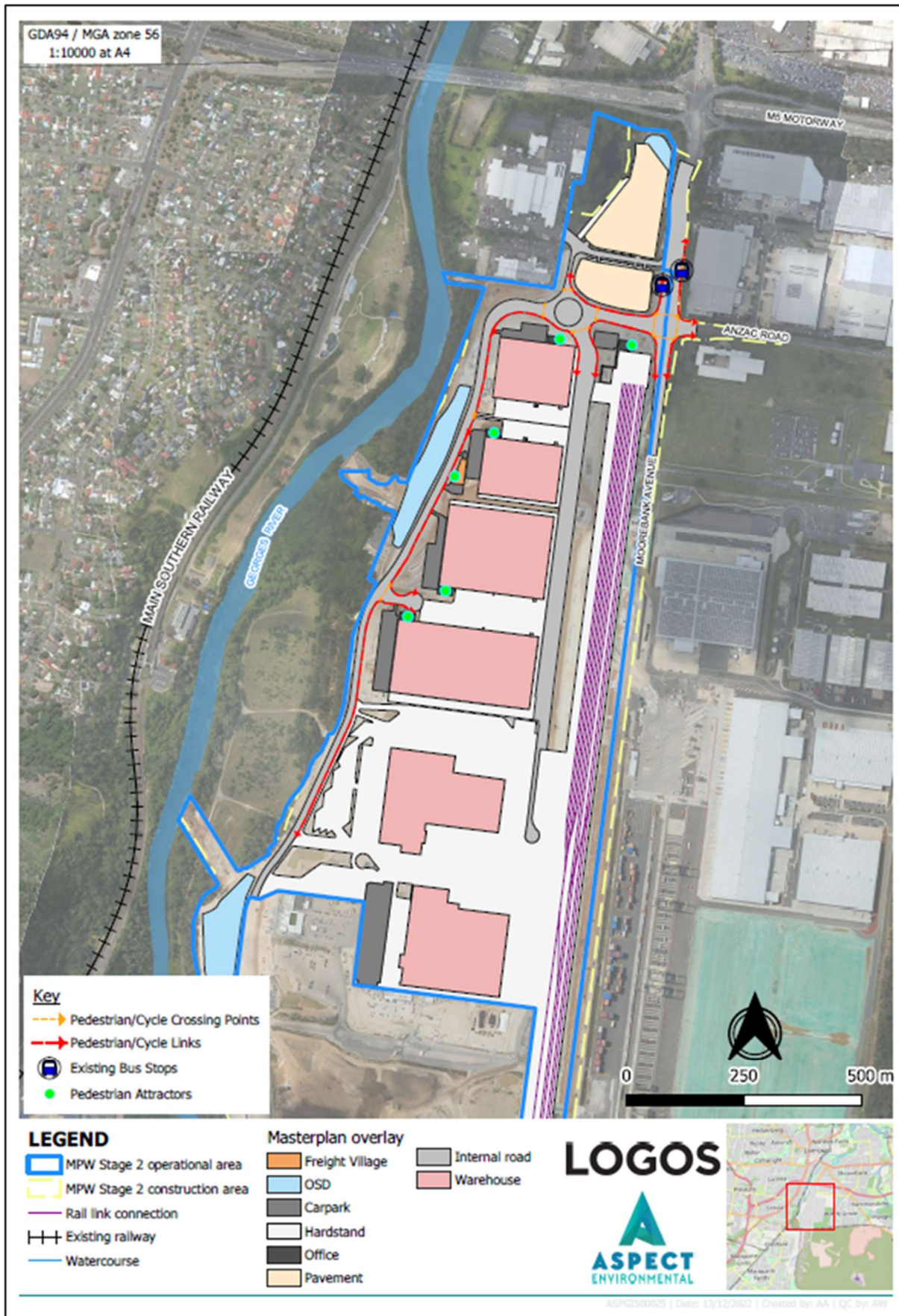


Figure 11.1 Intersection survey locations, local public transport and pedestrian/cycleway network

Workplace Travel Plan Moorebank Logistics Park – West Precinct Stage 2

MPW 2 Pedestrian and cycle links



Appendix C – Example Staff Travel Survey Questions

Example Staff Travel Survey Questions

First a bit about you

1. What is your age in years?

17 and under | 18-24 | 25- 34 | 35-44 | 45-54 | 55-64 | Over 65

2. What postcode do you live in?

(Free text)

Your journey to and from work

3. In an average week, how many days do you commute for work?

One | Two | Three | Four | Five | More than five | I predominantly work from home or remotely

4. Which warehouse/facility do normally work at?

(Free text)

5. Which department / business unit do you work for?

We ask this to identify travel trends within your organisation. If you do not wish to answer, please choose "Other".

(Drop down list)

6. What time do you typically arrive at work?

(Adjust as needed to include relevant shifts)

Before 06:00 | 06:00-06:29 | 06:30-06:59 | 07:00-07:29 | 07:30-07:59 | 08:00-08:29 | 08:30-08:59 | 09:00-09:29 | 09:30-09:59 | 10:00 or later

7. What time do you usually travel home?

(Adjust as needed to include relevant shifts)

Before 15:00 | 15:00-15:29 | 15:30-15:59 | 16:00-16:29 | 16:30-16:59 | 17:00-17:29 | 17:30-17:59 | 18:00-18:29 | 18:30-18:59 | 19:00 or later

**8. What is your main mode of transport when travelling to and from work?
Please choose the mode that you use for the greatest distance.**

Bicycle | Bus | Car (as driver/sole occupancy) | Car (as driver with passengers) | Car (as passenger) | Car pool | Motorbike or Moped | Taxi or Rideshare (e.g. Uber) | Train | Walk or run

9. Do you ever work from home?

Yes | No

Workplace Travel Plan

Moorebank Logistics Park – West Precinct Stage 2

10. On average, how many times do you work from home in one month?

(Free Text)

11. Do you have a disability or impairment that has an impact on how you travel?

Yes | No

12. Do you have childcare commitments that have an impact on how you travel?

Yes | No

13. Are you entitled to a free parking space at your place of work?

Yes | No

Your potential for behaviour change

Significant improvements are being made across the transport network in Sydney. These changes may have an impact on your journey to work. To improve your journey, how likely is it that you will do the following to make your journey more comfortable and reliable?

14. Choose another mode to travel to work, e.g. switching from driving to public transport or from public transport to walking or cycling.

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

15. Change the timing of the journeys you make to avoid the busiest periods if possible, given your work conditions.

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

16. Reduce the number of times you travel to the office, e.g. by working from home if possible given your work conditions.

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

17. Reroute the way you take to and from work to avoid the busiest areas.

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

Your comments and interest in updates

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

(Free text)

19. Would you like to receive updates from the Travel Plan team bringing you relevant travel advice (e.g. information on new services)?

Yes | No

20. If yes, please enter your email address to receive the updates you requested.

(Free text)