

Preliminary Green Travel Plan

3 Brookhollow Avenue, Norwest

State Significant Development No. 81928961

Prepared for Norwest Property Trust

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Section 1 Introduction

1.1 Overview

This report has been prepared on behalf of Project Garden 1 Pty Ltd as trustee for the Norwest Property Trust (the applicant) in support of a State Significant Development Application (SSDA) submitted to the Department of Planning, Housing and Infrastructure (DPHI) under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The SSDA seeks development consent for the construction and operation of a data centre, with a total power consumption of approximately 96MW. The proposal will form part of a state-of-the-art data centre campus operated by Green Square Data Centres (Green Square DC), equipped to cater for growing data storage needs within Australia and the emergence of artificial intelligence (AI).

This report provides a green travel assessment and responds to the Secretary's Environmental Assessment Requirements (SEARs) issued by DPHI on 8 April 2025 in relation to the project. As part of the Traffic, Transport and Accessibility assessment, the SEARs require the preparation of a Green Travel Plan (or equivalent).

A Green Travel Plan (GTP) is a way to sustainably manage the transport needs of employees and visitors to a development, and to shift travel behaviour over the long term to achieve more sustainable travel practices. The aim of the plan is to reduce the environmental impacts of travel to and from the site, and to provide a clear plan of management for vehicle and pedestrian movements within and around the site.

For the purposes of this SSDA submission, this GTP is preliminary in nature, intended to be dynamic and a response to the future operation of the site. It is anticipated that this GTP for the data centre will be developed into a more comprehensive and detailed GTP prior to the operational commencement of the new development.

Section 2 Transport Goals

2.1 Guiding Principles

The overall principles guiding this GTP are:

- To reduce carbon emissions and the environmental impact of travelling to and from the site.
- To improve road safety and decongest road networks around the site.
- To adapt to changing infrastructure and transport provisions in the local area over time.
- To monitor and evaluate transport operations and revise as required to achieve continual improvement.

2.2 Mode Share Targets

Estimated mode share targets for the development site are presented in Table 1 and Table 2. These have been calculated following a review of the existing travel mode share data as per the assumed baseline travel behaviour as detailed in Section 4.1 of the Transport and Accessibility Impact Assessment (TAIA). Long term targets for the site are presented in the final column in 2040, with interim targets shown for year 2030.

Table 1: Mode Share Targets

Note: Value may not add exactly to 100% due to rounding

Travel Mode	Assumed Baseline		Interim Targets		Long Term Targets	
	2025		2030		2040	
	%	#	%	#	%	#
Train	3.0%	1	8.0%	2	15.0%	3
Bus	2.8%	1	4.0%	1	7.0%	1
Ferry	0.0%	0	0.0%	0	0.0%	0
Tram / Light Rail	0.1%	0	0.0%	0	0.0%	0
Taxi	0.2%	0	0.0%	0	0.0%	0
Car, as driver	87.2%	17	80.0%	16	70.0%	14
Car, as passenger	4.0%	1	3.0%	1	1.0%	0
Motorbike / Scooter	0.4%	0	0.4%	0	0.5%	0
Truck	0.5%	0	0.0%	0	0.0%	0
Bicycle	0.3%	0	3.0%	1	4.0%	1
Walk	1.1%	0	1.6%	0	2.0%	0
Others	0.6%	0	0.0%	0	0.0%	0
Total	100%	20	100%	20	100%	20

Table 2: Mode Share Targets Summary
Note: Value may not add exactly to 100% due to rounding

Travel Mode	Assumed Baseline		Interim Targets		Long Term Targets	
	2025		2030		2040	
	%	#	%	#	%	#
Private Vehicle (Cars, Motorcycle, Taxi, Truck)	92.2%	18	83.4%	17	71.5%	14
Public Transport (Train, Bus, Ferry, Tram / Light Rail)	5.9%	1	12.0%	2	22.0%	5
Active Transport (Bicycle, Walk)	1.3%	1	4.6%	1	6.0%	1
Others	0.6%	0	0.0%	0	0.0%	0
Total	100%	20	100%	20	100%	20

Section 3 Strategies and Procedures

This section outlines proposed developments, any relevant strategies and procedures that stimulate the use of non-private vehicle modes of travel in order to achieve the target mode shares as listed in Table 1. Notably, encouraging the use of any nearby public transport.

Therefore, it is suggested that this GTP be read in conjunction with the Transport and Accessibility Impact Assessment (TAIA). The TAIA provides information regarding transport operations and specifics of any proposed non-car-related facilities. Such information allows for a better understanding of how and why the following strategies are feasible and could be achieved over time.

3.1 Prioritise Active Travel Movements and Access

Active transport modes such as walking and cycling should be priorities, thus movement and access to these modes would be favoured over vehicular travel modes, encouraging safe usage whilst accommodating the increased demand. As shown in Section 2.4 and 2.5 of the TAIA, pedestrian and cyclist networks are generally available in the vicinity of the site.

As part of the proposal, new active transport facilities will also be provided. As part of the Stage 1 development (separate to this SSDA), 2 showers / changerooms have been provided adjacent to the loading dock (see Figure 1 below). It is also noted in TAIA that bicycle parking will be incorporated into the proposed carpark post-approval.

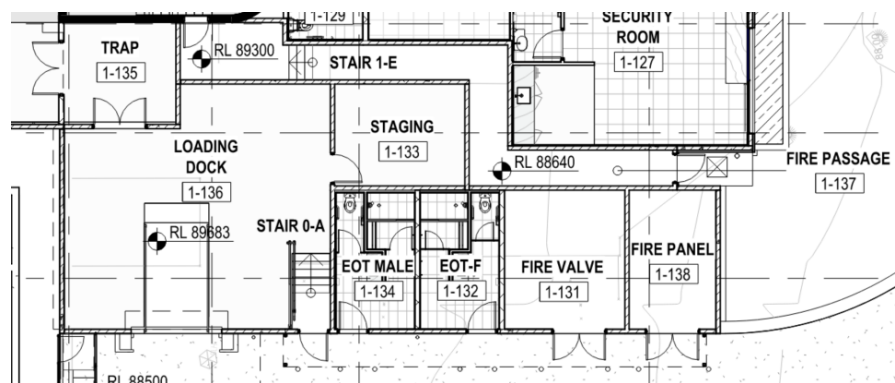


Figure 1: Active Transport Facilities
Source: Greenbox Architecture

3.2 Public Transport

As documented in Section 2.6 of the TAIA, the site is well-served with public transport: a number of bus stops are available within a 15-minute walk from the site, and most walking routes are well-equipped with signalised crossings and footpaths. The nearby Norwest Metro Station could also be accessed via an 8-minute walk.

The data centre should remain up to date with any proposed plans by Council or TfNSW to increase the public transport services as demand increases and the local area goes through future development. If the current public transport services are not meeting the demand, consultation with Council and TfNSW about potential upgrades to the offered services may be undertaken, such as increasing bus frequencies during peak hours, to further encourage the use of public transport.

3.3 Travel Guidelines

Travel guidelines could be provided by management for staff and visitors. Users, in particular new staff or first-time visitors, often face difficulties in adopting sustainable travel modes due to a lack of effective promotions and awareness of the available travel options. Should these options be presented to staff more effectively, travel behaviours are more likely to change.

Travel guidelines could provide guidance on public transport usage to and from the site, and the available active transport facilities on-site. These travel guidelines could outline and address items such as:

- Public transport options (e.g. bus and metro schedules, timetables).
- Walking routes to and from the site, and the nearest public transport stops.
- Travel alerts of any known disruptions on the transport network (at a closer date to the event).
- Location of bicycle parking, and any associated facilities.

As detailed below in Section 4.1, it is recommended that the above information be consolidated and provided in the form of a brochure or leaflet. Information provided directly in an easily digestible manner results in users being more likely to engage in sustainable travel patterns, rather than being required to seek out information independently.

3.4 Ongoing Travel Management

Travel options can change over time, and new site users may miss pieces of information provided to them. Periodic reminders can assist in providing continuous information to users and aim to provide a greater reach and impact. One convenient way to reach a broad user base is to include information and reminders in periodic employee newsletters or updates. Content could include details on new travel initiatives, and upcoming changes, as well as reminding staff of the importance of sustainable travel.

As parts of the data centre is expected to be automated, offering support and provisions for working from home could also be a strategy to further reduce the volumes of private vehicles travelling to and from the site. This initiative could apply to staff members who do not need to be present on site. Working from home two or three days a week can reduce the car activity around the site and improve parking impacts, as well as reduce the overall environmental footprint of the site as staff are not travelling to and from the data centre each day, some of which may often travel for long distances.

Section 4 Communications Plan

4.1 Transport Access Guide

The aim of a Travel Access Guide (or Transport Access Guide) is to present users with information about the available safe and sustainable transport options in the local area. This action involves presenting this information in a simple and understandable manner through an educational brochure. Staff and visitors are more likely to change their travel behaviour after being made aware of the public and active transport options and how to utilise these alternatives safely and easily.

A brochure could be uploaded to the data centre website for information. The Transport Access Guide can also include the data centre's opening hours, bus and metro services frequencies. An example of a Transport Access Guide can be seen in Figure 2.

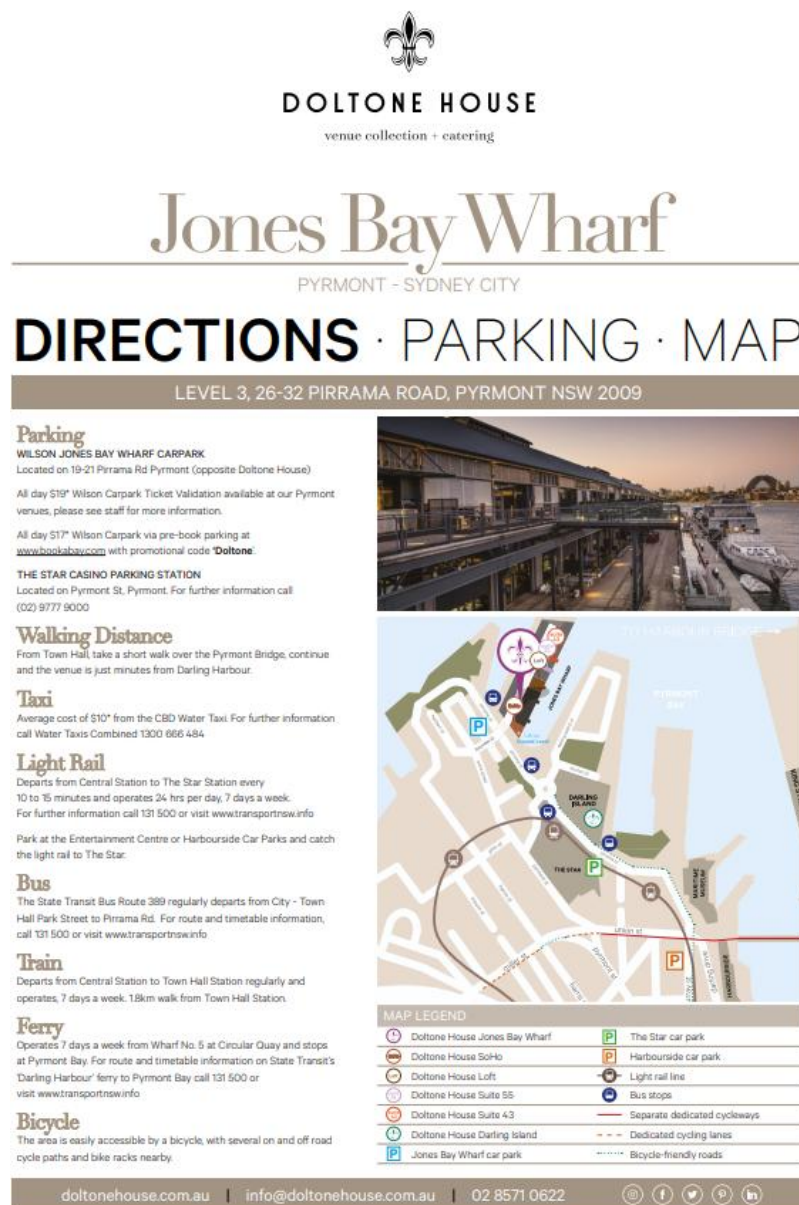


Figure 2: Transport Access Guide Brochure Example
Source: Doltone House

4.2 Online Periodic Reminders

Travel options can change over time, and staff may miss evolving information. Periodic reminders can assist in providing continued information to users and aim to provide a greater reach and impact. Contents could include details on new travel initiatives, upcoming planned changes to any transport services, as well as reminding staff of the importance of sustainable travel.

One convenient way to reach the staff body is to include the latest information and reminders in periodic staff newsletters or email updates. This style of communication should also request feedback from staff regarding current initiatives and any other travel-related concerns.

Section 5 Data Collection and Monitoring

A key component of the GTP success is program evaluation and ongoing improvement. This section includes consideration of how the centre could be able to adaptively respond to meet the GTP goals over time.

5.1 Data Collection

It is recommended that the following data be collected periodically:

- User travel demand
 - The travel modes of both regular users and one-off visitors should be regularly surveyed to better understand the shift in travel behaviour over time.
- Transport audits and travel data
 - When updating the GTP, spot checks for the car park capacity should be undertaken, to gain an understanding of trends in travel behaviour.
 - When updating the GTP, pedestrian and cyclist movement counts should be undertaken at all pedestrian access points into the site, to accurately determine the spread of demand across the site.
- Digital communication strategies
 - Where available, data should be recorded on any available digital communication such as hit rates for travel articles on the website, click-through of links provided through email, or downloads of the Travel Access Guide.

5.2 Program Evaluation

The data collected as outlined in Section 5.1 shall be used to evaluate the GTP performance as follows:

- Progress on mode share targets
 - The outcomes on regular surveys are to be reviewed against the travel targets put forward in the most current revision of the GTP at the time.
 - Where mode splits fall short of targets, initiatives and communications are to be reviewed in those areas. Targets could be shifted to other sustainable travel modes if appropriate (for example, low uptake of cycling could be better addressed with higher public transport targets).
 - Where mode splits have been achieved beyond the targets, these targets could be made more ambitious, and some resources may be able to be re-directed to other areas.
- Transport network and operations
 - Usage of metro and bus should be closely analysed with information provided to TfNSW for review, if necessary. Services in high demand should be bolstered with additional services. Services with low demand may be able to be re-routed or adjusted to better suit the overall population.
- Car park occupancy
 - Usage of the car park is to be closely monitored (as described elsewhere in the GTP), in order to understand demand for on-site car parking across different types of events.
- Engagement with transport articles and links
 - Travel guidelines should be reviewed for engagement and success. For example, the Travel Access Guide might have more engagement with particular audiences.

5.3 Documentation Updates

This GTP, and other associated documentation (such as a TAG) are to be reviewed regularly and updated as required.

The review and update process shall include:

- Updating to reflect any travel-related changes in the local area such as bus services, new cycle routes or pedestrian crossings (this should occur as changes arise).
- Reviewing progress against the proposed mode share targets and update targets if required.
- Identifying any shortfalls in the GTP and updating sustainable initiatives and programs to address these shortfalls.
- Distributing an updated travel mode survey to all regular users. Collect data including residential postcodes to inform their origin.
- Consult with staff to understand travel behaviours and any barriers and facilitators to shift to sustainable travel.
- Adjusting initiatives and targets based on the updated survey results and in response to any issues that may arise.